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Commentaires supplémentaires:

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In Sessional paper No. 10, Dominion of Canada. Annual report of the Minister of Railways ... 30th June, 1890, page xlix is incorrectly numbered page xiix.

In Sessional paper No. 10, Appendix No. 21, page 151 is incorrectly numbered page 15.

SESSIONAL PAPERS.

10-10⁶

VOLUME 11.

FIRST SESSION OF THE SEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1891.



OTTAWA:

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1891.

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See also Numerical List, page 4.

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OF THE
PARLIAMENT OF CANADA.

FIRST SESSION, SEVENTH PARLIAMENT, 1891.

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CONTENTS OF VOLUME No. 1.

1. Public Accounts of Canada, for the fiscal year ended 30th June, 1890 ; presented to the House of Commons, 4th May, 1891, by Hon. G. E. Foster. Estimates for the year ending 30th June, 1892 ; presented 18th May, 1891. Supplementary Estimates for the year ending 30th June, 1891 ; presented 4th June, 1891. Supplementary Estimates, 1891-32 ; presented, 16th September, 1891. Further Supplementary Estimates for the year ending 30th June, 1892 ; presented 29th September, 1891. *Printed for both distribution and sessional papers.*
2. List of Shareholders in the Chartered Banks of the dominion of Canada, as on the 31st December, 1890. Presented to the House of Commons, 12th May, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME No. 2.

3. Report of the Auditor General on Appropriation Accounts, for the year ended 30th June, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME No. 3.

4. Tables of the Trade and Navigation of the dominion of Canada, for the fiscal year ended 30th June, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. M. Bowell—
Printed for both distribution and sessional papers

CONTENTS OF VOLUME No. 4.

5. Report, Returns and Statistics of the Inland Revenues of the dominion, of Canada, for the fiscal year ended 30th June, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. Costigan. *Printed for both distribution and sessional papers.*
- 5a. Inspection of Weights, Measures and Gas, being a supplement to the report of the department of inland revenue, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. Costigan—
Printed for both distribution and sessional papers.
- 5b. Report on Adulteration of Food, for the fiscal year ended 30th June, 1890. Presented to the House of Commons, 1st June, 1891, by Hon. J. Costigan—
Printed for both distribution and sessional papers.
6. Report of the Minister of Agriculture for the dominion of Canada, for the calendar year 1890. Presented to the House of Commons, 5th May, 1891, by Hon. John Haggart—
Printed for both distribution and sessional papers.

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- 6a. Report on Canadian Archives, 1891.....*Printed for both distribution and sessional papers.*
 6b. Report on Western Hemisphere Trade.....*Printed for both distribution and sessional papers.*
 6c. Reports of the Director and Officers of the Experimental Farms, for the year 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. Haggart—
Printed for both distribution and sessional papers.

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- 6d. First Annual Report of the Dairy Commissioner for the dominion of Canada for 1890. Presented to the House of Commons, 12th May, 1891, by Hon. J. Haggart—
Printed for both distribution and sessional papers.
 6e. Report of the High Commissioner for Canada, with Reports from Agents in the United Kingdom, for the year 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. Haggart—
Printed for both distribution and sessional papers.
 6f. Mortuary Statistics of the principal cities and towns of Canada for the year 1890—
Printed for both distribution and sessional papers.
 6g. Criminal Statistics for the year ended 30th September, 1890—
Printed for both distribution and sessional papers.
 6h. Report of the Honorary Commissioner, Mr. Adam Brown, representing Canada at the Jamaica Exhibition, 1891. Presented to the House of Commons, 26th June, 1891, by Hon. J. Haggart—
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME No. 7.

7. Twenty-third Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. C. H. Tupper—
Printed for both distribution and sessional papers.
 7a. Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. C. H. Tupper—
Printed for both distribution and sessional papers.
 7b. Evidence on the Export Cattle Trade of Canada. Presented to the House of Commons, 4th May, 1891, by Hon. C. H. Tupper.....*Printed for both distribution and sessional papers.*
 7c. Report of Evidence relative to the Carrying of Deck Loads of Timber and Deals during the winter months. Presented to the House of Commons, 4th May, 1891, by Hon. C. H. Tupper—
Printed for both distribution and sessional papers.

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8. Annual Report of the Department of Fisheries for the year 1890. Presented to the House of Commons, 6th May, 1891, by Hon. C. H. Tupper....*Printed for both distribution and sessional papers.*
 8a. Fisheries Statements and Inspectors' Reports for the year 1890. Presented to the House of Commons, 4th June, 1891, by Hon. J. A. Chapleau..*Printed for both distribution and sessional papers.*

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- 9b. Correspondence relative to the Seizure of British Vessels in Behring Sea by United States Authorities in 1886-91.....*Printed for both distribution and sessional papers.*
 9c. Correspondence respecting the Seizure of the British schooner "Araunah," off Copper Island, by the Russian Authorities, 1888-90.....*Printed for both distribution and sessional papers.*

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9. Annual Report of the Minister of Public Works, for the fiscal year 1889-90, on the works under his control. Presented to the House of Commons, 4th May, 1891, by Sir Hector Langevin—
Printed for both distribution and sessional papers.

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- 10.** Annual Report of the Minister of Railways and Canals for the past fiscal year, from the 1st July, 1889, to 30th June, 1890, on the works under his control. Presented to the House of Commons, 5th May, 1891, by Sir John A. Macdonald. *Printed for both distribution and sessional papers.*
- 10a.** Canal Statistics for season of Navigation, 1890. Presented to the House of Commons, 4th June, 1891, by Hon. M. Bowell. *Printed for both distribution and sessional papers.*
- 10b.** Reports, Railway Statistics of Canada, and capital, traffic and working expenditure of the railways of the Dominion, 1890. Presented to the House of Commons, 24th June, 1891, by Hon. M. Bowell. *Printed for both distribution and sessional papers.*

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- 11.** Report of the Superintendent of Insurance for the year ending 31st December, 1890. Presented to the House of Commons, 10th September, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.
- 11a.** Preliminary abstract of the business of Canadian Life Insurance Companies for the year ending 31st December, 1890. Presented to the House of Commons, 12th May, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.
- 11b.** Abstract of statements of Insurance Companies in Canada, for the year ending 31st December, 1890. Presented to the House of Commons, 12th May, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.
- 12.** Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1890. Presented to the House of Commons, 6th May, 1891, by Sir John Thompson—
Printed for both distribution and sessional papers.

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- 13.** Annual Report of the Department of Militia and Defence of the dominion of Canada, for the year ending 31st December, 1890. Presented to the House of Commons, 11th May, 1891, by Sir Adolphe Caron. *Printed for both distribution and sessional papers.*
- 14.** Report of the Secretary of State, for the year ended 31st December, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. A. Chapleau—
Printed for both distribution and sessional papers.
- 14a.** The Civil Service List of Canada, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. A. Chapleau. *Printed for both distribution and sessional papers.*
- 14b.** Report of the Board of Examiners for the civil service of Canada, for the year ended 31st December, 1890. Presented to the House of Commons, 5th May, 1891, by Hon. J. A. Chapleau—
Printed for both distribution and sessional papers.
- 14c.** Report of the Department of Public Printing and Stationery for the dominion of Canada, for the year ending 30th June, 1890, with a partial report for services during six months ending 31st December, 1890. Presented to the House of Commons, 4th June, 1891, by Hon. J. A. Chapleau—
Printed for both distribution and sessional papers.
- 15.** Report of the Joint Librarians of Parliament on the state of the library of parliament. Presented to the House of Commons, 30th April, 1891, by Hon. Mr. Speaker. *Printed for sessional papers only.*

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- 16.** Report of the Postmaster General, for the year ended 30th June, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. J. Haggart. *Printed for both distribution and sessional papers.*
- 17.** Annual Report of the Department of the Interior, for the year 1890. Presented to the House of Commons, 4th May, 1891, by Hon. E. Dewdney—
Printed for both distribution and sessional papers.
- 17a.** Summary Report of the Geological Survey Department, for the year 1890. Presented to the House of Commons, 4th May, 1891, by Hon. E. Dewdney—
Printed for both distribution and sessional papers.

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18. Annual Report of the Department of Indian Affairs, for the year ended 31st December, 1890. Presented to the House of Commons, 4th May, 1891, by Hon. E. Dewdney.—
Printed for both distribution and sessional papers.
19. Report of the Commissioner of the North-West Mounted Police, 1890. Presented to the House of Commons, 18th May, 1891, by Sir John A. Macdonald.—
Printed for both distribution and sessional papers.
20. Statement of Governor General's Warrants issued since the closing of Parliament, and of the expenditure made on them, in accordance with the Consolidated Revenue and Audit Act. Presented to the House of Commons, 4th May, 1891, by Hon. G. E. Foster....*Printed for distribution only.*
- 20a. Return to an order of the House of Commons, dated 18th May, 1891, for a return showing details of the following items of expenditure which appear in the statement of Governor General's warrants issued since the closing of the last parliament: July 10th, 1890, franchise act, \$4,000; March 26th, 1891, Kingston graving dock, \$6,006.14; August 30th, 1890, new dredging plant, \$5,991.91; March 26th, 1891, breakwater at Southampton, \$38,022.39; April 28th, 1891, cost of litigated matters, \$10,468.79; January 31st, 1891, seed grain to settlers in N.W.T., \$2,298.18. Presented to the House of Commons, 22nd May, 1891.—*Mr. Mulock*.....*Printed for distribution only.*
21. Statement of expenditure on account of Miscellaneous Unforeseen Expenses from 1st July, 1890, to 30th April, 1891. Presented to the House of Commons, 6th May, 1891, by Sir John A. Macdonald.....*Printed for distribution only.*
22. Return to an order of the House of Commons, dated 6th May, 1891, for a return of the receipts and expenditures in detail, chargeable to the consolidated fund, from the 1st day of May, 1890, to 1st day of May, 1891; and comparative statements from 1st July, 1889, to 1st May, 1890. Presented to the House of Commons, 12th May, 1891.—*Sir R. Cartwright*.....*Printed for distribution only.*
- 22a. Return to an order of the House of Commons, dated 15th May, 1891, for a return giving comparative statement of receipts and expenditures from 1st July, 1890, to 10th May, 1891, and from 1st July, 1889, to 10th May, 1890. Presented to the House of Commons, 18th May, 1891.—*Sir R. Cartwright*.....*Printed for distribution only.*
- 22b. Statement of receipts and expenditures, in detail, chargeable to the consolidated fund, from 1st July, 1889, to 20th May, 1890; and like statement from 1st July, 1890, to 20th May, 1891. Presented to the House of Commons, 22nd May, 1891, by Hon. G. E. Foster.....*Printed for distribution only.*
- 22c. Statement of receipts and expenditures, in detail, chargeable to the consolidated fund, from 1st July, 1889, to 31st May, 1890; and like statement from 1st July, 1890, to 31st May, 1891. Presented to the House of Commons, 1st June, 1891, by Hon. G. E. Foster.....*Printed for distribution only.*
- 22d. Statement of receipts and expenditures, in detail, chargeable to the consolidated fund, from 1st July, 1889, to the 10th June, 1890; and like statement from 1st July, 1890, to 10th June, 1891. Presented to the House of Commons, 17th June, 1891, by Hon. G. E. Foster.—
Printed for distribution only.

CONTENTS OF VOLUME No. 16.

23. Statement of all superannuations and retiring allowances in the civil service, giving the name and rank of each person superannuated or retired, his salary, age and length of service, his allowance and cause of retirement, whether the vacancy has been filled by promotion or new appointment, etc., for year ended 31st December, 1890. Presented to the House of Commons, 11th May, 1891, by Hon. G. E. Foster.....*Printed for sessional papers only.*
24. List of public officers to whom commissions have issued under chapter 19 of the Revised Statutes of Canada, during the year 1890. Presented to the House of Commons, 12th May, 1891, by Hon. J. A. Chapleau.....*Printed in No. 14.*
25. Return (*in part*) under resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. Selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the return. 10. Copies of all orders in council and all

- correspondence between the government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 14th May, 1891, by Hon. E. Dewdney *Printed for sessional papers only.*
- 25a.** List of lands sold by the Canadian Pacific Railway Company, from the 1st October, 1889, to 1st October, 1890. Presented to the House of Commons, 27th May, 1891, by Hon. E. Dewdney—
Printed for sessional papers only.
- 26.** Return to an order of the House of Commons, dated 14th May, 1891, for an abstract copy or copies of the cargoes carried by the steamships subsidized to run between the maritime provinces and the West Indies on each voyage during the present year 1891; showing the character and value of the cargoes carried and the port or ports of lading and discharge of such cargoes, with an abstract of any other information given in such manifest; and also showing number of trips made by the steamers subsidized to carry on the steam service between the maritime provinces and the West India ports, during the year 1890; the dates of such trips, amount paid for each trip, the person or company carrying out said service for the present year, and whether any contract has been entered into for the service this year, and what rates are being paid therefor and to whom. Presented to the House of Commons, 18th May, 1891—*Mr. Davies*..... *Printed for sessional papers only.*
- 26a.** Return to an address of the House of Commons, to his excellency the Governor General of the 27th May, 1891, for: 1. Copies of all correspondence and reports to council on the subject of payment of subsidies to the Canadian, West Indian and South American Steamship Company, and to Messrs. Pickford and Black, or either of them, and for copies of all contracts between the Canadian, West Indian and South American Steamship Company (Limited), and Messrs. Pickford and Black, or either of them, and the government, for the steam service between Canada and the West Indies, entered into during the year 1890. 2. Also the names of persons or companies to whom the subsidies for the steam service between St. John, N.B., and the West Indies were paid, previously to the execution of the contract by the Canadian, West Indian and South American Steamship Company, and the amounts so paid, and dates. Also the amount paid, and dates when paid to such steamship company, after entering into the contract. Presented to the House of Commons, 13th July, 1891—*Mr. Davies* *Printed for sessional papers only.*
- 27.** Return to an Order of the House of Commons, dated the 6th May, 1891, for a return giving the date of the declarations in every riding during the recent general election. If adjournments or enlargements were made, in any case, from the time fixed at the nominations, stating where, when, how often and for what reason, and giving the name and address of the returning officer where such occurred; also giving the name, occupation and post office address of every returning officer; showing the date of return by returning officer to the clerk of the crown in chancery, and the date of receipt of each by the clerk of the crown in chancery; together with the name of the electoral district and the member elected thereto, and the date of publication of his return in the *Canada Gazette*. Also copies of all letters written by or on behalf of any member of the government to any member elect or to any other person or persons suggesting that any returning officer be asked to delay making his return to the clerk of the crown in chancery. Presented to the House of Commons, 19th May, 1891.—*Mr. Landerkin*..... *Printed for sessional papers only.*
- 27a.** Return of the Seventh General Election for the House of Commons of Canada, by Samuel E. St. O. Chapleau, Esq., Clerk of the Crown in Chancery for Canada. Presented to the House of Commons, 19th May, 1891, by Hon. J. A. Chapleau. *Printed for both distribution and sessional papers.*
- 28.** Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 1890, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented to the House of Commons, 20th May, 1891, by Hon. J. A. Chapleau..... *Not printed.*
- 29.** Return to an order of the House of Commons, dated 11th May, 1891, for a return showing a detailed account of all expenses incurred in connection with an investigation held into the conduct of the indian agent at Sutton West. Presented to the House of Commons, 21st May, 1891.—*Mr. Mulock* *Not printed.*
- 29a.** Return to an order of the House of Commons, dated 18th May, 1891, for a list and prices paid for all articles purchased for the indians of the counties of Guysboro' and Antigonish, including in said list any cattle purchased as well as farming implements, during the last three years. Also statement of prices realized from sale of cattle or other articles purchased for the use of the indians in said counties. Also statement in full of articles belonging to the department of the interior in said counties for the use of the said indians. Presented to the House of Commons, 27th May, 1891.—*Mr. Fraser*..... *Not printed.*

30. Return to an address of the House of Commons to his excellency the Governor General, dated 11th May, 1891, for a return of: 1. Copies of all correspondence and telegrams between the department of militia and defence, or any officer thereof, and the commander of "C" battery, having reference to sending a detachment of men under his command to Wellington on the 4th or 5th day of August last, ostensibly to aid the civil authorities of that district. 2. Also copies of the requisition served on the said commanding officer, invoking military aid at Wellington, together with the names of the magistrates who signed the requisition, also the distance from Wellington at which said magistrates reside. 3. Also copies of the reports of the commanding officer, confidential or otherwise, as to the necessity there was for the military occupation of Wellington, and for their continuance there, until they were recalled. 4. Also of all telegraphic or other correspondence between the department of militia and defence, or any officer of the government of Canada, and the provincial government of British Columbia, or with any officer thereof, if any, or with any other person, in reference to sending the said military force to Wellington. 5. Also a detailed statement of all moneys disbursed by the government of Canada, or by any department thereof, either as regimental pay, or for active service allowance, either to the officers and men of "C" battery, or both officers and men of the British Columbia Garrison Artillery, while on service at Wellington, or for their maintenance while there, or for their transportation to and from Wellington. 6. Also copies of all militia general and special orders issued by the militia department for the regulation and guidance of the officers of "C" battery since its establishment in British Columbia. Presented to the House of Commons, 22nd May, 1891.—*Mr. Gordon*—
Not printed.
- 30a. Return to an order of the House of Commons dated 3rd June, 1891, for a return of all reports from the deputy adjutant general of military district No. 11 to the minister of militia, since January, 1888: 1. In regard to "C" battery barracks. 2. In regard to drill hall in Victoria. 3. In regard to removal of magazine from Beacon Hill Park. 4. In regard to condition of guns, stores, gun platforms, etc. Also copies of all correspondence between the deputy adjutant general of military district No. 11 and the minister of militia, on the same subjects, since the same date. Presented to the House of Commons, 1st July, 1891.—*Mr. Prior*.....*Not printed.*
31. Return to an address of the House of Commons, to his excellency the Governor General, dated 14th May, 1891, for a return of all petitions addressed to the government, praying for the analysis of intoxicating liquor manufactured or offered for sale, by wholesale or retail, in the dominion of Canada. Presented to the House of Commons, 22nd May, 1891.—*Mr. Curran*.*Not printed.*
32. Return to an order of the House of Commons, dated 14th May, 1891, for copies of correspondence, papers, and all documents respecting steps taken by the government during last session, or since that time, to prevent American cheese being shipped through or from Canadian ports, and branded as Canadian; also copies of the instructions now given to the proper authorities or preventive officers on the subject. Presented to the House of Commons, 26th May, 1891.—*Mr. Marshall*—
Not printed.
33. Return to an order of the House of Commons, dated 6th May, 1891, for a return in the form used in the statements usually published in the *Gazette* of the exports and imports from 1st day of May, 1890, to 1st day of May, 1891, distinguishing the products of Canada and those of other countries; and comparative statements from 1st July, 1889, to 1st May, 1890. Presented to the House of Commons, 27th May, 1891.—*Sir R. Cartwright*.*Printed for distribution only.*
34. Copies of papers relating to the sale of the Carleton Branch Railway to the city of St. John. Presented to the House of Commons, 29th May, 1891, by Hon. G. E. Foster*Not printed.*
- 34a. Return to an address of the House of Commons to his excellency the Governor General, dated 18th June, 1891, for copies of all orders in council, correspondence, papers, reports and documents in relation to the returning of the debentures of the North Shore Railway Company. Presented to the House of Commons, 10th August, 1891.—*Mr. Langelier*.....*Printed for sessional papers only.*
- 34b. Return to an order of the House of Commons, dated 20th July, 1891, for all papers in reference to the claim of Hugh Munroe, of River John, Pictou County, for damages for injuries caused to his farm by the building of the Short Line Railway. Presented to the House of Commons, 10th August, 1891.—*Mr. Fraser*.....*Not printed.*
- 34c. Return to an address of the House of Commons to his excellency the Governor General, dated 20th July, 1891, for copies of all correspondence, petitions and memorials relating to the construction of a line of railway by the Inverness and Richmond Railway Company (Limited), in the county of Inverness, up to date. Presented to the House of Commons, 10th August, 1891. *Mr. Cameron* ('Inverness').....*Not printed.*

- 34d.** Return to an address of the House of Commons to his excellency the Governor General, dated 20th July, 1891, for copies of all petitions, letters or communications whatsoever received by the government from any of the municipalities of the county of Napierville, or from any person in the said county, and of any answers made by the government thereto, up to the 5th March last, in relation to the granting of a subsidy in aid of the construction of a railway between the village of Napierville and the village of St. Rémi. Presented to the House of Commons, 10th August, 1891.—*Mr. Monet*..... *Not printed.*
- 34e.** Return to an order of the House of Commons, dated the 18th June, 1891, for a return showing :
 1. The names of the several railways in the dominion to which dominion aid has been granted, except the Canadian Pacific main line 2. The province within which the said railway, in whole or in part, is located, and if located in two or more provinces, the number of miles in each. 3. The county or counties through which the said lines run in each province. 4. The amount of money paid to each up to the 1st January, 1891. 5. The railways built in the dominion by the dominion since confederation, excepting the main line of the Intercolonial and main line of the Canadian Pacific. 6. The province within which built. 7. The entire cost of each line built or assisted by the dominion, in each province, including equipment. 8. The entire sum spent up to 1st January last, on the construction of dominion roads in each province, excepting the Intercolonial main line and Canadian Pacific main line. Presented to the House of Commons, 14th September, 1891.—*Mr. McMullen*..... *Printed for sessional papers only.*
- 35.** Report of the Commissioner, Dominion Police, for the year 1890, under Revised Statutes of Canada, chapter 184, section 5. Presented to the House of Commons, 1st June, 1891, by Sir John Thompson..... *Not printed.*
- 36.** Return to an address of the House of Commons to his excellency the Governor General, dated 12th May, 1891, for copies of all orders in council, letters, correspondence, and documents of every nature respecting the resignation of James Thurber, Esq., lieutenant-colonel of the sedentary militia, in the county of Lotbinière; the appointment of his son, Mr. William Thurber, as lighthouse keeper in the parish of St. Croix; and the refusal of the government to grant to the said James Thurber, Esq., the amount claimed by him as his superannuation allowance. Presented to the House of Commons, 1st June, 1891.—*Mr. Rinfret*..... *Not printed.*
- 36a.** Return to an order of the House of Commons, dated 11th May, 1891, for all correspondence and papers relating to the resignations and re-appointments to office of the following parties: Samuel Genest, John Cosgrove and Charles Leduc. Presented to the House of Commons, 4th June, 1891.—*Mr. Devlin*..... *Not printed.*
- 36b.** Return to an order of the House of Commons, dated 18th June, 1891, for a return of all letters, correspondence and papers relating to the cause of the resignation and removal of William Laidlow, of Arthur, from the North-West Mounted Police, and all papers and correspondence relating to his application for compensation for the loss of his thumb while in the service; also the award of compensation paid him, if any. Presented to the House of Commons, 6th July, 1891.—*Mr. McMullen*..... *Not printed.*
- 37.** Return to an order of the House of Commons, dated 12th May, 1891, for a return showing how many yards of cotton sail duck have been imported at Halifax, Nova Scotia, from the 30th June, 1889, to 30th June, 1890, and from 30th June, 1890, to 30th December, 1890, and the value of such importation respectively. Presented to the House of Commons, 2nd June, 1891.—*Mr. White (Shelburne)*..... *Not printed.*

CONTENTS OF VOLUME No. 17.

- 38.** Papers relating to the extension and development of trade between the United States and the dominion of Canada, including the colony of Newfoundland. Presented to the House of Commons, 3rd June, 1891, by Sir John Thompson..... *Printed for both distribution and sessional papers.*
- 38a.** Further papers relating to the extension and development of trade between the United States and dominion of Canada, including the colony of Newfoundland. Presented to the House of Commons, 22nd June, 1891, by Sir John Thompson . *Printed for both distribution and sessional papers.*
- 38b.** Copy of a report of the honourable the privy council of the 4th November, 1890, relative to the proposal made by the government of Canada to the governors of British West India Islands and of British Guiana for the extension of trade, together with correspondence, etc., referring to the same subject. Presented to the House of Commons, 29th July, 1891, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.

- 38c.** Correspondence and telegrams respecting the Spanish American Treaty. Presented to the House of Commons, 22nd September, 1891, by Hon. G. E. Foster. *Printed for sessional papers only.*
- 39.** Return to an order of the House of Commons, dated 27th May, 1891, for copies of the report of the enquiry held by J. B. Caouette, in 1890, respecting the abstraction, from the post office at Isle Verte, of a newspaper addressed to a resident of that parish ; of all letters from the post office department to the said Caouette, and replies thereto, and of any report made by the said Caouette ; also of all official correspondence in relation to the said enquiry. Presented to the House of Commons, 16th June, 1891.—*Mr. Amyot* *Not printed.*
- 39a.** Return to an order of the House of Commons, dated 18th May, 1891, for copies of all letters, petitions and memorials relating to and praying for the construction of a suitable post office in the town of Buckingham, county of Ottawa. Presented to the House of Commons, 16th June, 1891.—*Mr. Devlin* *Not printed.*
- 39b.** Return to an address of the House of Commons to his excellency the Governor General, dated 27th May, 1891, for copies of all petitions, memorials, reports and orders in council in reference to the establishment of a post office at Campbellton, in the county of Inverness, Nova Scotia. Presented to the House of Commons, 19th June, 1891.—*Mr. Laurier* *Not printed.*
- 39c.** Return to an order of the House of Commons, dated 5th May, 1891, for a return showing the contingent expenses of the several salaried postmasters of the dominion for the fiscal years 1888, 1889 and 1890. Presented to the House of Commons, 24th July, 1891.—*Mr. McMullen*—
Printed for sessional papers only.
- 39d.** Return to an order of the House of Commons, dated 15th May, 1891, for a return showing the amount deposited in each of the post office and dominion savings banks in the dominion on the 30th June, 1891. Presented to the House of Commons, 12th August, 1891.—*Mr. McMullen*—
Not printed.
- 39e.** Return to an order of the House of Commons, dated 20th July, 1891, for copies of correspondence between the proprietor or proprietors of the newspaper *Le Canada*, published at Ottawa, and any member of the government ; also of any correspondence between any member of the government and any other person in relation to the suspension of the publication in the said newspaper *Le Canada*, of the table showing the arrival and departure of mails at the Ottawa post office. Presented to the House of Commons, 12th August, 1891.—*Mr. Beauvoeil*. *Not printed.*
- 39f.** Return to an order of the House of Commons, dated 18th May, 1891, for copies of all letters, correspondence and petitions relating to the establishment of a post office in the township of Lowe, county of Ottawa ; also petitions, memorials and documents complaining of the mail service between Ste. Emile de Suffolk and St. André Avelin, in the county of Ottawa. Presented to the House of Commons, 17th August, 1891.—*Mr. Devlin* *Not printed.*
- 40.** Return to an order of the House of Commons, dated 5th May, 1891, for copies of the tenders asked for to construct a graving dock at Kingston ; the tenders received ; the reports and calculations made by the engineers of the department of public works made and based on these tenders ; the contract which has been entered into ; the reports of the engineers which may have been made on the carrying out of the works ; or the changes which may have been made in them ; and also a statement of the sums paid out to the contractors up to date. Presented to the House of Commons, 4th June, 1891.—*Mr. Guay* *Not printed.*
- 40a.** Return to an order of the House of Commons, dated 8th July, 1891, for copies of the tenders received and accepted for the construction of a caisson in connection with the Esquimalt graving dock ; the report of Mr. H. F. Perley in this connection ; and all other correspondence referring to this contract. Presented to the House of Commons, 4th August, 1891.—*Mr. Tarte* *Not printed.*
- 40b.** Papers respecting the Kingston graving dock. Presented to the House of Commons, 6th July, 1891, by Sir Hector Langevin *Not printed.*
- 40c.** Return to an address of the House of Commons to his excellency the Governor General, dated 1st July, 1891, for : 1. Copy of original plan and also of alteration made to Kingston dry dock, showing the additional excavations, crib work, extra masonry and additional iron works in caissons, together with the quantities of each class of extra work paid or undertaken to be paid for, and the rates of payment for the said extra work. 2. Copy of the order in council, dated 5th July, 1890, concerning the contract for the building of said dry dock. Presented to the House of Commons, 19th August, 1891.—*Mr. Amyot* *Not printed.*
- 40d.** Return to an order of the House of Commons, dated 3rd August, 1891, for copies of all petitions, correspondence, reports of surveys and any other documents relating to the construction of a dry

- dock at the town of Amherstburg. Presented to the House of Commons, 20th August, 1891.—*Mr. Allan* *Not printed.*
41. Return to an order of the House of Commons, dated 14th May, 1891, for a return giving the report of Mr. J. R. Arnoldi, engineer of the mechanical department of public works, to the special committee on ballot boxes last session. Presented to the House of Commons, 4th June, 1891.—*Mr. Landerkin* *Printed for sessional papers only.*
42. Return to an order of the House of Commons, dated 11th May, 1891, for a return of all papers, correspondence and other documents relating to the dredging on the bar of the Kaministiquia River, Thunder Bay, since July, 1890, including the advertisement, tenders received and contract for such dredging; also engineer's report to the department, showing what progress has been made in the work up to the 1st of December last; also statement showing the amounts paid on account of such work, to whom paid, dates and amounts of such payments. Presented to the House of Commons, 4th June, 1891.—*Mr. Campbell* *Not printed.*
43. Return to an order of the House of Commons, dated 5th May, 1891, for copy of the report of H. F. Perley, Esq., chief engineer of the public works department, respecting the causes of the flooding by the waters of the Richelieu River, of the lands of the riparian owners, in the counties of Iberville, St. John and Missisquoi. Presented to the House of Commons, 4th June, 1891.—*Mr. Béchard* *Not printed.*
- 43a. Return to an order of the House of Commons, dated 18th June, 1891, for copies of all correspondence, letters, reports and documents of every description, respecting the deepening of the river and the lifting and removal of boulders from the batture of St. Jean Deschaillons. Presented to the House of Commons, 22nd July, 1891.—*Mr. Rinfret* *Not printed.*
- 43b. Return to an order of the House of Commons, dated 13th July, 1891, for copies of reports of engineers as to improvements in the navigation of the Grand River. Presented to the House of Commons, 4th August, 1891.—*Mr. Montague* *Not printed.*
- 43c. Supplementary return to an address of the Senate to his excellency the Governor General, dated 21st January, 1890, for copies of all reports and other communications in reference to the deposit of sawdust, slabs and other offensive material in the Ottawa and other rivers of the dominion, together with a letter from the deputy minister of fisheries relative thereto. Presented to the Senate, 19th August, 1891.—*Hon. Mr. Clemow* *Printed for sessional papers only.*
- 43d. Return to an order of the House of Commons, dated 3rd August, 1891, for copies of petitions, correspondence, etc., relating to reconstruction, by private parties, of the Caledonia Dam, across the Grand River. Presented to the House of Commons, 14th September, 1891.—*Mr. Montague*—
Not printed.
44. Return to an order of the House of Commons, dated 15th May, 1891, for copies of all letters, communications, and reports in the possession of the government, relating to the fixing of a standard of time and the legalization thereof. Presented to the House of Commons, 4th June, 1891.—*Mr. Kirkpatrick* *Printed for both distribution and sessional papers.*
45. Return to an order of the House of Commons, dated 13th May, 1891, for copies of all letters and correspondence between the government or any member thereof, or any public department, and Mr. Solyme Forgues, of St. Michel de Bellechasse, returning officer, in relation to the last dominion election in the electoral district of Bellechasse. Presented to the House of Commons, 4th June, 1891.—*Mr. Amyot* *Not printed.*
46. Return to an order of the House of Commons, dated 18th May, 1891, for a return showing what amount of money was expended in repairing wharf at Big Bay, in the township of Keppel, North Grey, during the summer of 1890; whether the work was let by tender or private contract; who performed the work; who acted as inspector, and what compensation did the inspector receive. Presented to the House of Commons, 4th June, 1891.—*Mr. Somerville* *Not printed.*
47. Return to an order of the House of Commons, dated 27th May, 1891, for a return showing the number of bushels of potatoes exported from Canada from 1st October, 1890, to 1st May, 1891, and the place to which exported. Presented to the House of Commons, 6th June, 1891.—*Mr. McMullen*—
Printed for sessional papers only.
48. Return to an order of the House of Commons, dated 3rd June, 1891, for a return of all correspondence between all persons and the department of marine and fisheries, recommending or with reference to a reward given to Captain Peterson of the American schooner "Seigfried," for his services in rescuing the captain and crew of the schooner "Blizzard," of Lunenburg, in October last. Presented to the House of Commons, 16th June, 1891.—*Mr. Flint* *Not printed.*

49. Return to an order of the House of Commons, dated 3rd June, 1891, for correspondence with the department of marine respecting presentation of binocular glasses to the volunteers rescuing the crew of the barqué "Medmerly," lost on Ray's Island, Pictou County, in November last past. Presented to the House of Commons, 16th June, 1891.—*Mr. Fraser*..... *Not printed.*
50. Return to an order of the House of Commons, dated 18th May, 1891, for copy of all correspondence, papers and reports, in the possession of the government, relating to the locality for holding the camp of militia district No. 1, for the years 1890 and 1891. Presented to the House of Commons, 16th June, 1891.—*Mr. Hyman*..... *Not printed.*
51. Return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for copies of all correspondence, petitions, memorials and any other documents submitted to the privy council, in connection with the abolition of the official use of the French language in the province of Manitoba by the legislature of that province; also copies of reports to, or orders in council thereon; also copies of the act or acts relating thereto. Presented to the House of Commons, 18th June, 1891.—*Mr. LaRivière*..... *Printed for both distribution and sessional papers.*
52. Return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for copies of the order in council of date the 10th May, 1888, granting a subsidy of \$12,500 per annum to Mr. Julien Chabot, for the use of the steamboat "Admiral," between Dalhousie and Gaspé, in connection with the Intercolonial Railway; and also of all other orders in council which may have been passed afterwards in respect to the same steamboat. Presented to the House of Commons, 19th June, 1891.—*Mr. Guay*..... *Not printed.*
- 52a. Return to an order of the House of Commons, dated 5th May, 1891, for copies of the contract with the owners or owner, or the party in possession of the steamboat "Admiral," made by the government in consequence of an order in council bearing date the 10th May, 1888; also of the contracts, deeds or transfers which may have been executed or notified to the government, since the said date of the 10th of May, 1888; also a statement of the sums paid out for the use of the said steamboat; the names of the persons to whom these sums have been paid; and the date of the payments and of the receipts which have been given therefor. Presented to the House of Commons, 24th June, 1891.—*Mr. Guay*..... *Not printed.*
- 52b. Return to an address of the House of Commons to his excellency the Governor General, dated 13th July, 1891, for copies of any order or orders in council, adopted between the years 1883 and 1888, in relation to the steamer "Admiral" and the service performed by the said steamer between Dalhousie and Gaspé or other points, in connection with the Intercolonial Railway. Presented to the House of Commons, 10th August, 1891.—*Mr. Tarte*..... *Not printed.*
- 52c. Return to an address of the House of Commons to his excellency the Governor General, dated 13th July, 1891, for copies of the contract or contracts between the owners or owner or person in possession of the steamer "Admiral" and the government, between the years 1883 and 1888; also copies of all deeds of transfer, etc., filed with the government, in respect of the said steamer; also a statement of all sums paid during the said period of time for the service of the said steamer, with the names of the persons to whom the said sums were paid and the dates of said payments. Presented to the House of Commons, 10th August, 1891.—*Mr. Tarte*..... *Not printed.*
53. Return to an order of the House of Commons, dated 6th May, 1891, for a return showing the cost of construction of the several elevators built on the Intercolonial Railway and branches; showing where erected and the capacity of each; the date of erection, and the quantity of grain that passed through each of them, each year, since their completion. Presented to the House of Commons, 19th June, 1891.—*Mr. McMullen*..... *Not printed.*
- 53a. Return to an order of the House of Commons, dated 13th May, 1891, for copies of all letters, documents, etc., between the officials of the Intercolonial Railway at Moncton and the department of railways in relation to the accident at St. Joseph de Lévis, on the 18th December, 1890. Presented to the House of Commons, 19th June, 1891.—*Mr. Carroll*..... *Not printed.*
- 53b. Return to an order of the House of Commons, dated 1st July, 1891, for all correspondence, telegrams, letters, reports and other papers relating to the proposed "additional property accommodation" of Intercolonial Railway at St. John, N.B. Presented to the House of Commons, 12th August, 1891.—*Mr. Davies*..... *Not printed.*
- 53c. Return to an order of the House of Commons, dated 8th July, 1891, for copies of all paper writings, documents, depositions, etc., respecting or in connection with the enquiry held at St. Flavie, on the line of the Intercolonial Railway, into the conduct of Mr. Hormidas Ouillet, superintendent

of the workshops of the said Intercolonial Railway, as well as in relation to any other employees. Presented to the House of Commons, 26th September, 1891.—*Mr. Choquette*.....*Not printed.*

- 54.** Return to an order of the House of Commons, dated 11th May, 1891, for : 1. A statement of all fishing licenses granted in 1890, in the following counties : Berthier, Maskinongé, St. Maurice, Champlain, Nicolet, Yamaska and Richelieu, showing the names of those who obtained such licenses, the amount paid by each of them and the date of each payment. 2. A statement of the quantity and value of the several kinds of fish taken by the said license-holders, according to the reports of the fishery overseers for the said counties. 3. Copies of all instructions sent to the fishery overseers of the said several counties in 1890 and 1891, up to date. 4. Copies of all letters, petitions and complaints received in relation to this subject during the years 1890 and 1891, up to this date, and of all replies made thereto. 5. For a statement of the salaries of the fishery overseers of the said counties, and of all other costs and expenditure incurred by the government in connection with the fisheries of the counties aforesaid, during the year 1890. Presented to the House of Commons, 22nd June, 1891.....*Not printed.*
- 54a.** Return to an order of the House of Commons, dated 3rd June, 1891, for a return showing the names of all persons in the county of Queen's, Nova Scotia, to whom fishing bounties have been paid during the last five years, with the amount paid each, and the dates of payment ; the amount still unpaid, with the names of the persons to whom such bounties are still due. Presented to the House of Commons, 23rd June, 1891.—*Mr. Forbes*.....*Not printed.*
- 54b.** Return to an order of the House of Commons, dated 18th May, 1891, for a return of the names of all persons in the county of Guysboro' to whom fishing bounties have been paid during the last three years, with the amount paid each, the amount still unpaid with the names of the persons to whom such bounties are still due. Presented to the House of Commons, 23rd June, 1891.—*Mr. Fraser*—*Not printed.*
- 54c.** Return to an order of the House of Commons, dated 27th May, 1891, for a return showing the amount paid for the supplies required by the crews of the several government vessels engaged in the fishery protection service, in the province of Ontario, for the fiscal year ending 30th June, 1890, together with the names of parties from whom purchases were made, and the prices paid. Presented to the House of Commons, 24th June, 1891.—*Mr. Somerville*..... *Not printed.*
- 54d.** Return to an order of the House of Commons, dated 3rd June, 1891, for a return of papers, correspondence, reports and other documents in the possession of the government relating to the subject of the herring fisheries of the Bay of Fundy and its adjacent waters during the past year, including the report of the conference of fishery officers held at Ottawa on the subject. Presented to the House of Commons, 30th June, 1891.—*Mr. Bowers*..... *Not printed.*
- 54e.** Return to an order of the House of Commons, dated 13th May, 1891, for a return of the costs and expenses of adjusting the amounts claimed for fishery bounties and of preparing and distributing the fishery bounty cheques in each year since 1883, and also the names of the persons authorized to distribute the bounty cheques in the province of Nova Scotia during the years 1889, 1890 and 1891. Presented to the House of Commons, 16th July, 1891.—*Mr. Flint*—
Printed for sessional papers only.
- 54f.** Return to an order of the House of Commons, dated 13th May, 1891, for a return giving the names of all persons in the county of Guysboro' fined for violation of the fishery laws, since the 1st day of January, 1890 ; the amount of each fine and costs ; the sum collected of each ; the names of the parties whose fines have been remitted, with the reason for such remission ; the names of parties in said county against whom fines are still outstanding, with the amount of each and costs. Presented to the House of Commons, 22nd June, 1891.—*Mr. Fraser*.....*Not printed.*
- 54g.** Return to an address of the House of Commons to his excellency the Governor General, dated 15th May, 1891, for a return of all papers, letters and documents in any way whatever relating to the dispensing with the services of J. R. Graham, of Fenelon Falls, as fishery inspector or overseer within the county of Victoria, and of all communications with or representations to the government, or any member thereof, or any officer or clerk in the department of marine and fisheries, relating to the said J. R. Graham and the performance of his duties prior to dispensing with his services ; and of all new rules or regulations (if any) for the appointment of fishery inspectors in said county and the performance of their duties. Presented to the House of Commons, 3rd August, 1891.—*Mr. Barron*.....*Not printed.*
- 54h.** Return to an address of the Senate to his excellency the Governor General, dated 30th April, 1890, for copies of all departmental orders relating to the fisheries of the counties of Richelieu and Ber-

- thier, and a copy of all correspondence had since 1887 between the department of fisheries and the fishery officers of the said counties on this subject. Presented to the Senate, 14th July, 1891.—*Hon. Mr. Guévrenont*.....*Not printed.*
- 54.** Return to an order of the House of Commons, dated 27th July, 1891, for copies of all correspondence connected with the appointment of George Boisvert as fishery officer over that portion of the River St. Lawrence along the front of the county of Nicolet. Also for copies of all correspondence connected with the issuing of fishing licenses for the county of Nicolet between Fabien Boisvert, at that time member of the House of Commons of Canada, or any other persons, and the government. Presented to the House of Commons, 21st August, 1891.—*Mr. Leduc*.....*Not printed.*
- 55.** Return to an order of the House of Commons, dated 18th May, 1891, for a return for the years 1889 and 1890 of all reports from or correspondence with the superintendent of the Prince Edward Island Railway, with respect to the condition of the road-bed or the rails of such railway, together with any reports or representations made with respect to such road-bed or rails by any of the track masters or other officers of said road. 2. Showing what portion in mileage of such road-bed has been relaid with steel rails since the completion of such road. Presented to the House of Commons, 2nd July, 1891.—*Mr. Davies*.....*Not printed.*
- 56.** Statement of the affairs of the British Canadian Loan and Investment Company, for the year ended 31st December, 1890; also a list of shareholders on 31st December, 1890. Presented to the Senate, 4th May, 1891, by the Hon. the Speaker.....*Not printed.*
- 57.** Return to an order of the House of Commons, dated 5th May, 1891, for a return showing the quantities and kinds of timber and sawlogs cut annually in the lately disputed territory, in the province of Ontario, under the authority of timber licenses issued by the government of Canada; the names of such licensees; and showing also how the dues were imposed, and the amount per thousand feet, board measure, realized by the government of Canada from each person or firm so licensed in each year from 1875 to 1887, inclusive; or what royalty or other revenue was received by the government from licensees aforesaid on such quantities cut or sold. Presented to the House of Commons, 6th July, 1891.—*Mr. Barron*.....*Printed for sessional papers only.*
- 58.** Return to an order of the House of Commons, dated 12th May, 1891, for a return giving the date at which the steamer "Stanley" commenced running between Prince Edward Island and the mainland in the fall of 1890, how many trips made, date of each trip, the number of passengers and the amount of freight taken to and from Prince Edward Island; the amount of money collected on account of passengers and the amount for freight; also the expenses of working said steamer during the winter of 1891, and the date at which said steamer stopped running from Prince Edward Island to the mainland; together with the report of the deputy minister, dated 5th March, 1891, touching this steamer, and all correspondence, telegrams and representations made to the marine and post office departments touching the mail and steamboat service between the island and the mainland. Presented to the House of Commons, 13th July, 1891.—*Mr. Perry*—*Not printed.*
- 59.** Return to an address of the House of Commons to his excellency the Governor General, dated 8th July, 1891, for copies of all petitions, correspondence and documents whatsoever, respecting the grant of a subsidy to the Quebec Oriental Railway. Presented to the House of Commons, 20th July, 1891.—*Mr. Vaillancourt*.....*Not printed.*
- 60.** Return to an order of the House of Commons, dated 1st July, 1891, for copies of all correspondence, letters or telegrams addressed to the auditor general with reference to the payment of accounts as rendered to the auditor general by the returning officer of the electoral district of the east riding of Elgin; also the names and post office addresses of the returning officer, deputy returning officers, poll clerks and constables for the electoral district of the east riding of Elgin; also the respective amounts as claimed by each; the amount actually paid to each up to date, including amount of balance, if any, as rendered by the returning officer in his original account to the auditor general. Presented to the House of Commons, 14th July, 1891.—*Mr. Ingram*—*Not printed.*
- 60a.** Return to an address of the House of Commons, to his excellency the Governor General, dated 27th July, 1891, for copy of all correspondence between John A. Macdonald, M. P. (Victoria, N. S.), or any other parties in the county of Victoria, N. S., and the government, or any department or official of the government, previous to the late general elections, in reference to the appointment of a returning officer at said elections for said county. Presented to the House of Commons, 3rd August, 1891.—*Mr. Flint*.....*Not printed.*

- 61.** Return to an order of the House of Commons, dated 18th June, 1891, for copy of the report of Collingwood Schreiber, Esq., upon survey made by him of the river St. Lawrence immediately opposite and in the vicinity of the city of Quebec, for the purpose of ascertaining whether it was possible to build a railway bridge there. Presented to the House of Commons, 14th July, 1891.—*Mr. Laurier*. *Printed for both distribution and sessional papers.*
- 62.** Return to an address of the House of Commons to his excellency the Governor General, dated 11th May, 1891, for all correspondence between any department of the government and H. E. Hartley, late lockmaster on the Carillon and Grenville Canal, in reference to his retirement from the civil service, and any report to council or order in council upon the same subject, together with all papers connected with the dismissal of Mr. Hartley. Presented to the House of Commons, 26th June, 1891.—*Mr. Christie*. *Not printed.*
- 62a.** Return to an order of the House of Commons, dated 1st July, 1891, for a copy of the report of Thos. Monro, government engineer, upon the Manchester Ship Canal. Presented to the House of Commons, 21st July, 1891.—*Mr. Mulock*. *Printed for both distribution and sessional papers.*
- 62b.** Return to an order of the House of Commons, dated 18th May, 1891, for copies of all letters, correspondence, documents and papers showing the number of extra or additional men employed on the old and new Welland Canal, between the 10th day of February, 1891, and the 7th day of March, 1891; the names of such men, the work required to be done, and the amount of money paid to each man. Presented to the House of Commons, 28th July, 1891.—*Mr. German*. *Not printed.*
- 62c.** Return to an address of the Senate to his excellency the Governor General, dated 17th June, 1891, for a statement and account showing the amount of money received and taken in excess of what was just and proper by William Ellis, superintendent of the Welland Canal, if any, from the 29th day of December, 1879, until the 11th day of September, 1889; also a statement showing the amount of money paid back by Mr. Ellis, if any, and date of payments, if any. Further, a copy of the bond given as security by Mr. Ellis, if any, to secure the payment of the money taken in excess. Presented to the Senate, 29th July, 1891.—*Hon. Mr. McCallum*. *Not printed.*
- 62d.** Return to an address of the House of Commons to his excellency the Governor General, dated 17th June, 1891, for copies of all petitions, letters and communications from the city of St. Catharines, and other municipalities on the Welland Canal, or from any persons or corporations, for the privilege of using surplus water from said canal for manufacturing or other purposes; and of the reports of engineers of canals, thereon, and the replies of the government to all such applications. Presented to the House of Commons, 12th August, 1891.—*Mr. Gibson*. *Not printed.*
- 62e.** Return to order of the House of Commons, dated 13th July, 1891, for: 1. Copies of the specifications prepared by the government and which formed the basis of the call for tenders for the work of constructing a drain from Lachine to Cote St. Paul, along the Lachine Canal. 2. Copies of all tenders filed for the said work, and of the reports of the officers of the department of railways and canals thereupon. 3. Copies of the report awarding the contract for the said work, and of the said contract. Presented to the House of Commons, 12th August, 1891.—*Mr. Préfontaine*. *Not printed.*
- 62f.** Return to an order of the House of Commons, dated 1st July, 1891, for copies of all reports of engineers respecting the proposed Soulanges Canal, showing the number of sections into which the work is to be divided, the length of each section, the quantities of the several classes of work in each section, and detailed estimates of the cost of each section; the whole to be accompanied with a continuous tracing or plan and profile of the whole line showing the several sections and the structures of each section. Presented to the House of Commons, 12th August, 1891.—*Mr. Mousseau*. *Not printed.*
- 62g.** Return to an order of the House of Commons, dated 27th May, 1891, for a statement showing all expenditure, and a return of all reports and plans of government engineers, if any, in connection with the Soulanges Canal, from 1873 to 1889, exclusively, and from 1889, inclusively, to June, 1890; also a return of all plans and specifications made by engineers and completed by them, at the said date, June, 1890, in relation to the said Soulanges Canal. Presented to the House of Commons, 12th August, 1891.—*Mr. Mousseau*. *Printed for both distribution and sessional papers.*
- 62h.** Return to an address of the House of Commons to his excellency the Governor General, dated 27th May, 1891, for copies of all tenders, both first and second calls, for sections one, two and three respectively, of the enlargement of the Rapide Plat or Morrisburg Canal, a division of the St. Lawrence Canals, the return to comprise the quantities of the several items in the schedule of prices on which the tenders were computed, and the aggregate of each tender. Also copies of all correspondence, orders in council, reports of engineers relating to the tenders, or contracts, for

- works, or as to changes in location or of designs, and all estimates in detail of the cost of said works and the reason for rejecting the first batch of tenders. Presented to the House of Commons, 21st August, 1891.—*Mr. Murray*. *Not printed.*
- 62i.** Return to an order of the House of Commons, dated 3rd June, 1891, for a return of all letters and memorials complaining of the high water in the Rideau Canal between Kingston and Jones' Falls; copies of letters from Colonel By and others, showing the depth of water allowed for vessels navigating the canal; a statement showing the average depth of water in the canal for the first forty years after construction, and for the last ten years; also for copies of plans and reports of engineers engaged on the survey of the Kingston Mills Level, showing the estimate of cost of lowering the water and the quantity of land to be reclaimed if the water is lowered. Presented to the House of Commons, 26th September, 1891.—*Mr. Kirkpatrick*. *Not printed.*
- 63.** Return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for copies of all correspondence, petitions, memorials, briefs and factums, and of any other documents submitted to the privy council in connection with the abolition of separate schools in the province of Manitoba by the legislature of that province; also copies of reports to, and orders in council thereon; also copies of any act or acts of said legislature abolishing said separate schools or modifying in any way the system existing prior to 1890. Presented to the House of Commons, 20th July, 1891.—*Mr. La Rivière*. *Printed for both distribution and sessional papers.*
- 63a.** Return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for a copy of all petitions presented to his excellency with reference to the school acts of Manitoba; and all memorials, reports, orders in council and correspondence in connection with the same. Presented to the House of Commons, 20th August, 1891.—*Mr. Devlin*. *Not printed.*
- 63b.** Supplementary return to an address of the House of Commons to his excellency the Governor General, dated 5th May, 1891, for copies of all correspondence, petitions, memorials, briefs and factums, and of any other documents submitted to the privy council in connection with the abolition of separate schools in the province of Manitoba by the legislature of that province; also copies of reports to, and orders in council thereon; also copies of any act or acts of said legislature abolishing said separate schools or modifying in any way the system existing prior to 1890. Presented to the House of Commons, 4th September, 1891.—*Mr. La Rivière*—
Printed for both distribution and sessional papers.
- 64.** Return to an order of the House of Commons, dated 13th July, 1891, for copies of the petition of right presented to the minister of justice for his *fiat* by Joseph Desmarteau for improvements alleged to have been made by him on a "piece of land forming part of the property heretofore known as Logan's Farm, and being a portion of the lot number eleven hundred and thirty-six (1136) of the official plan and book of reference of the St. Mary's Ward, in the city of Montreal, measuring one hundred and fifty-six feet in width by a depth of four hundred and fifty-two (452) feet on the south-west side, and four hundred and eighty-seven (487) feet on the north-east side, English measure, and more or less, and being bounded on the north-east side by the highway known as Papineau Road, on the south-west side by a portion of the said lot number eleven hundred and thirty-six (1136), on the south-east by the lot number eleven hundred (1100) of said plan and book of reference, and on the north-west by Sherbrooke Street, being another portion of the said lot eleven hundred and thirty-six;" of the decision of the minister of justice; and of all correspondence on the same. Presented to the House of Commons, 21st July, 1891.—*Mr. Laurier*. *Not printed.*
- 65.** Return to an address of the Senate to his excellency the Governor General, dated 12th May, 1890, for a statement showing the expenses incurred by the inspector of penitentiaries in his visits, ordinary or extraordinary, to St. Vincent de Paul Penitentiary during the last ten years, as well as his personal expenses for each day of such visits, as those occasioned on each day of such visits by his travelling from Montreal to St. Vincent de Paul, and *vice versa*, for horses, servants, and their keep and lodging. Presented to the Senate, 18th June, 1891.—*Hon. Mr. Bellerose*. *Not printed.*
- 65a.** Supplementary return *re* St. Vincent de Paul Penitentiary. Presented to the Senate, 19th June, 1891, by Hon. Mr. Abbott. *Not printed.*
- 65b.** Return to an address of the Senate to his excellency the Governor General, dated 30th July, 1891, for a detailed copy of accepted tender, giving estimated quantity, price per unit, and amount of all drugs and medicines to be supplied the British Columbia Penitentiary by McPherson & Thompson, of New Westminster, B.C., for the year ending 30th June, 1892. Presented to the Senate, 12th August, 1891.—*Hon. Mr. McInnes (Victoria, B.C.)*. *Not printed.*

- 66.** Return to an address of the Senate to his excellency the Governor General, dated 23rd June, 1891, for copies of all correspondence between the department of justice and the judges in Canada charged with judicial functions in criminal matters as well as the attorney general of each province, respecting the expediency of abolishing the functions of the grand jury in relation to the administration of criminal justice. Presented to the Senate, 8th July, 1891.—*Hon. Mr. Gowan*—
Printed for both distribution and sessional papers.
- 67.** Statement of amounts paid for claims for bounty on pig iron manufactured in the dominion; showing quantities claimed upon and names of claimants, as well as amount paid in each case. Presented to the House of Commons, 28th July, 1891, by Hon. Mr. Bowell—
Printed for both distribution and sessional papers.
- 68.** Return to an address of the House of Commons to his excellency the Governor General, dated 1st July, 1891, for a statement showing the amount of dominion notes in circulation on 31st May, 1891, and amount of gold and guaranteed debentures held in security on said date for redemption of said notes. Also statement showing the proportion of such gold reserve held by the minister of finance and receiver-general, and the proportion thereof held by any chartered banks for such redemption. Also statement showing the arrangements made with such banks, under which they hold such gold reserve. Presented to the House of Commons, 29th July, 1891.—*Mr. Mulock*—
Not printed.
- 69.** Departmental report on charges preferred against the Commissioner of the North-West Mounted Police. Presented to the House of Commons, 30th July, 1891, by Sir John Thompson—
Printed for sessional papers only.
- 70.** Return to an order of the House of Commons, dated 13th May, 1891, for copies of all correspondence since 1st July, 1890, from the New Glasgow board of trade and other boards or persons, respecting the through train from Sydney, C.B., to Oxford, Cumberland County, *via* the Short Line Railway. Also copies of all correspondence during said time from any person or persons, asking for better railway accommodation between Pictou and New Glasgow, to and from Halifax. Presented to the House of Commons, 31st July, 1891.—*Mr. Fraser*.....*Not printed.*
- 71.** Return to an order of the House of Commons, dated 27th May, 1891, for copies of all tenders for the construction of the Annapolis public buildings; a copy of the contract entered into with the Government for the construction of the same; a copy of the conveyance to the Queen of the land upon which the same are erected; a statement of all amounts paid to the contractor on account of the work, with dates of payment. Presented to the House of Commons, 4th August, 1891.—*Mr. Lister*—
Not printed.
- 72.** Return to an order of the House of Commons, dated 1st July, 1891, for copies of all correspondence and all documents, or other information in the possession of the Government, relating to entire horses stationed at the central experimental farm, or at any other of the experimental farms in the dominion of Canada. Presented to the House of Commons, 4th August, 1891.—*Mr. McMillan*—
Not printed.
- 73.** Return to an order of the House of Commons, dated 27th July, 1891, for copies of all correspondence and orders relative to the dismissal of William Saunders and William Muttart, section foremen of the Prince Edward Island Railway, in March or April last. Presented to the House of Commons, 10th August, 1891.—*Mr. Perry*.....*Not printed.*
- 73a.** Return to an order of the House of Commons, dated 27th July, 1891, for a return of all correspondence, letters or papers in any way connected with the dismissal, in June, 1884, of one Samuel Johnston, from his position as a preventive officer, in her majesty's customs, for the station from Clifton to Dunnville. Presented to the House of Commons, 23rd September, 1891.—*Mr. German*—
Not printed.
- 74.** Return to an order of the House of Commons, dated 27th May, 1891, for a return showing: 1. Copies of all reports and correspondence relating to the permit system, and the administration thereof; copies of all regulations under which liquor is brought into the North-West Territories and sold there; also copies of all memorials addressed to the government relating to the present system and the sale of liquors, and the replies to the same. 2. Copies of orders or regulations relating to the sale of liquor on passenger trains in the North-West Territories, and within the limits of Banff Park, and statement of kinds and quantities of liquor so sold. Presented to the House of Commons, 12th August, 1891.—*Mr. Watson*.....*Not printed.*
- 75.** Return to an order of the House of Commons, dated 18th June, 1891, for copies of the pay-roll of the last military camp at Sorel and St. John's, P.Q. Presented to the House of Commons, 18th August, 1891.—*Mr. Lépine*.....*Not printed.*

- 75a.** Statement showing names of tenderers, names of contractors and contract prices of military clothing for 1891-92. Presented to the House of Commons, 21st August, 1891, by Sir Adolphe Caron—
Printed for sessional papers only.
- 76.** Return to an order of the House of Commons, dated 17th June, 1891, for copies of all correspondence between the minister of customs and the collector of customs at Kootenay Lake, and between the minister of customs and any other person, relating to the admission of mining machinery into the Kootenay Lake district free of duty. Also a copy of instructions from the minister of customs to the collector of customs on Kootenay River, referring to the free admission of mining machinery. Presented to the House of Commons, 20th August, 1891.—*Mr. Mara. Not printed.*
- 77.** Return to an order of the House of Commons, dated 1st July, 1891, for copies of all correspondence, reports, paper writings and documents respecting the seizure and sale of the schooner "Marie Eliza," in 1887, by the collector of customs at Rimouski. Presented to the House of Commons, 20th August, 1891.—*Mr. Langelier. Not printed.*
- 78.** Return to an order of the House of Commons, dated 1st July, 1891, for a return showing:—1. The names of all permanent clerks in the department of public works, their duties and annual salaries. 2. Names of all extra clerks in the said department, their salaries, and the kind of work performed; also copies of their civil service examination certificates. 3. The names of all persons doing extra work outside of the building, and the nature of work, giving the names of ladies and gentlemen separately. 4. The names of mechanics or others employed in the government workshops at Ottawa. 5. The names of all messengers employed in the said department, either permanent or temporary. 6. The number and names of all labourers employed by the said department since January last, in and around the buildings under government control at Ottawa, including Rideau Hall, stating the kind of work performed and wages paid. Presented to the House of Commons, 21st August, 1891.—*Mr. McMullen. Not printed.*
- 79.** Return to an order of the House of Commons, dated 13th July, 1891, for: 1. Copies of all claims presented to the government since 1880, by Mr. Joseph Antoine Maurice, merchant, of the village of Chambly Basin, and Dame Julie Fournier, his wife, for losses suffered by them in reference to lands purchased by them from the government in 1875. 2. Copies of all correspondence and letters addressed to any department of the government by any person or persons, in relation to said matter. 3. Copies of all correspondence between any of the said departments, or between any Department and the claimants, or any persons acting for them or in their interests, in relation to such claims. 4. Copies of the order of reference made by government referring the said claims to Joseph Simard, Esq., then dominion arbitrator, and of his award. 5. Copies of correspondence following the said award. 6. Copies of the opinions given on the subject by the honourable the minister of public works, and of the opinion of the honourable the minister of justice. Presented to the House of Commons, 21st August, 1891.—*Mr. Préfontaine. Not printed.*
- 80.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th June, 1891, for copies of order in council, correspondence, reports, statement of claims, receipts or accounts with or made by Dr. Walker, or on his behalf, or with or by any other person respecting the Dundas and Waterloo macadamized road, since the close of the session of 1889. Presented to the House of Commons, 24th August, 1891.—*Mr. Bain. Not printed.*
- 81.** Return to an address of the House of Commons to his excellency the Governor General, dated 3rd June, 1891, for copies of all correspondence between the imperial government and the government of Canada, on the subject of the copyright laws of Canada, and all other papers relating thereto, not already brought down. Presented to the House of Commons, 24th August, 1891.—*Mr. Edgar—
Not printed.*
- 82.** Third census of Canada—statement of population—compared with preceding censuses, 1891. Presented to the House of Commons, 26th August, 1891, by Hon. J. Haggart—
Printed for distribution only.
- 82a.** Census of Canada, 1891—electoral divisions—statement of population by districts. Also census bulletin No. 1, and statements of population of cities, of towns and of villages. Presented to the House of Commons, 27th August, 1891, by Hon. J. Haggart.*Printed for distribution only.*
- 83.** Return to an order of the House of Commons, dated 3rd August, 1891, showing: 1. The names of all employees of the customs at Montreal; the date of their appointment; their respective duties; the salary of each; their nationality; their place of birth; and, in case of their not having been born in Canada, for what period they had been in this country at the time of their appointment; and upon whose recommendation they had been appointed. 2. Whether they have all

- passed the civil service examination, and the names of those, if any, who have not passed this examination, since the law requiring it has been in force. 3. The names of those, if any, who have received salaries or pay in addition to that attached to the offices to which they were appointed; the amounts received by such persons, and for what additional work given. 4. The names of the extra labourers for whose services there was paid in 1889-90 the sum of \$12,176.25, as recorded in the Auditor General's Report for the year 1889-90 at page C—254. 5. To whom was paid the sum of \$5,930.29 for cartage at the customs house at Montreal, as recorded in the said report of the Auditor General at page C—254. Presented to the House of Commons, 14th September, 1891.—*Mr. Lépine*.....*Not printed.*
- 84.** Return to an order of the House of Commons, dated 27th May, 1891, for copies of all correspondence, memoranda, documents, letters, petitions and all papers whatsoever in relation to the encouragement of the cultivation of the sugar beet and the protection of the manufacture and refining of beet-root sugar in the dominion of Canada, exchanged between the government or any of its members and any person or company. Presented to the House of Commons, 23rd September, 1891.—*Mr. Beausoleil*.....*Not printed.*
- 85.** Return to an order of the House of Commons, dated 1st July, 1891, for copies of all correspondence, papers and documents relating to the appointment of customs officers at Crystal Beach and Point Abino, in the township of Bertie, and Carroll's Landing, in the township of Humberstone, in the county of Welland. Presented to the House of Commons, 23rd September, 1891.—*Mr. German*—*Not printed.*
- 86.** Return to an address of the Senate to his excellency the Governor General, dated 14th September, 1891, for all correspondence between his excellency and the Lieutenant Governor of the province of Quebec, in connection with the Baie des Chaleurs Railway, and all other papers and correspondence in the possession of the government on that subject. Presented to the Senate, 16th September, 1891.—*Hon. Mr. Miller*.....*Not printed.*
- 86a.** Supplementary return to an address of the Senate to his excellency the Governor General, dated 14th September, 1891, for all correspondence between his excellency and the lieutenant governor of the province of Quebec, in connection with the Baie des Chaleurs Railway, and all other papers and correspondence in the possession of the government on that subject. Presented to the Senate, 23rd September, 1891.—*Hon. Mr. Miller*.....*Not printed.*
- 86b.** Return to an address of the Senate to his excellency the Governor General, dated 21st August, 1891, for an account showing all the moneys expended by subsidy or otherwise on the Baie des Chaleurs Railway, from the commencement of the works thereon to the present time; the names of those to whom paid, and the amount, if any, appropriated to said works and remaining unpaid by the government of Canada. Presented to the Senate, 24th September, 1891.—*Hon. Mr. McInnes (Victoria, B.C.)*.....*Not printed.*
- 87.** Return to an address of the Senate to his excellency the Governor General, dated 29th May, 1891, for copies of all orders in council, commissions and instructions for nominating a person or persons specially charged to examine the situation and resources of that part of the dominion known as the Great Basin of the Mackenzie; and also of the report or reports made by such persons, in order to put the government in a position to decide upon the measures necessary for the protection and development of the territory. Presented to the Senate, 23rd September, 1891.—*Hon. Mr. Girard*.....*Printed for sessional papers only.*
- 88.** General statements and returns of baptisms, marriages and burials in the district of Chicoutimi, Gaspé, Montmagny and Iberville.....*Not printed.*

DOMINION OF CANADA.

ANNUAL REPORT

OF THE

MINISTER OF RAILWAYS AND CANALS

FOR THE PAST

Fiscal Year from 1st July, 1889, to 30th June, 1890,

ON THE

WORKS UNDER HIS CONTROL.

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTES
OF CANADA, CHAPTER 37, SECTION 28.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA:

PRINTED BY BROWN CHAMBERLIN, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY.

1891.

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McDonald, A.	do	312	Richelieu Navigation		
McDonald, John	do	310	Co.	Lessee	316
McDonald, James	do	314	Richey, W. M.	Contingencies and salary	328
McDonald, Jas., Est.	do	314	Rickey, George	Lessee	320
McFarland, D. E.	Contingencies and salary	326	Rideau Skating and		
McFarland & Lemon	Lessee	310	Curling Club	Lessees	318
McFee, Col.	do	314	Riordan, J.	Lessee	310
McKay, E. D., & Sons	Refunds	176-177	Robertson, A. M.	Refund	177
McKay, Thos.	Lessee	318	Rolston & Haskins	Lessees	312
McKinnon, M.	Salary	329	Rose, H. A.	Lessee	312
McLeary & McLean	Lessees	310	Ross, J. H.	do	312
McLellan, H.	Lessee	316	Rourk, John	do	320
McMillan, R. P.	Salary	327	Rowland, Wm.	do	320
McNally, T.	do	327	Royal Electric Co.	do	316
McNeil, Neil	Lessee	322	Sandford, F.	do	322
McPhee & Co., Alex.	Lessees	314-316	Scholfield, A. K.	do	312
McPherson & Weir	do	310	Scholfield, J. S.	Salary	326
McRory, P.	Lessee	316	Scholfield, W.	Lessee	312
McRae & Co., J. W.	do	318	School Trustees	do	312
Neelon, S.	do	310-312	Scott, Wm. and Alex.	Purchasers	324
Neville, John	do	318	Shackell, Henry	Lessee	312
Norris & Neelan	do	310	Shaver, Henry	do	312
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O'Donnell, Patrick	Lessee	320	Simard & Godin	Lessees	318
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Paré, Louis	Contingencies and salary	327	Stephen, George	do	314
Pariseau, D.	Lessee	316	Sterling, G.	do	318
Park, J.	Refund	178	Stormont Cotton Co.	Lessees	314
Parkyn, Wm.	Lessee	312	Story, Ira W.	Refunds	177
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Towers, Thomas Lessee	310	Wood, W. D. & G. C.	do 314
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REPORT.

1889-90.

*To His Excellency Lord Stanley of Preston,
Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended 30th June, 1890.

This report is submitted in accordance with the provisions of the Revised Statutes of Canada, 1886, Cap. 37, Section 28.

The Annual Reports of the Chief Engineers, together with general and special Reports from Superintendents, both of Railways and Canals, and from other officers of the Department, are given in Appendices.

Attached hereto (Appendices Nos. 1, 2 and 3) will be found statements showing the amounts expended during the past fiscal year in construction, repairs, and maintenance of the several works under the Department; also statements showing total expenditure on each canal since its construction, and a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

RAILWAYS.

The present Report deals with those Railways of the Dominion directly controlled by the Federal Government, and others towards the construction of which subsidies have been authorized.*

There is prepared by this Department, and laid before Parliament annually, a special Statistical Report, embodying returns made by the Government Railways and by Canadian railway companies, as required by statute. This report gives information as to railroad operations in Canada, including the Government roads.

The following general facts gathered from this compilation, being returns made for the fiscal year ended on the 30th of June, 1889, the last issued, will be of interest.

The number of railways, including the Government roads, in actual operation (embracing under one head all amalgamated lines), was 50. The number of miles

* It should be observed that while the usual reports furnished by the Superintending officers, and to be found in the appendices hereto, deal with the fiscal year only, the Chief Engineer of Government Railways has reported dealing with matters under his charge up to the 9th of October, 1890, and the General Report of the Minister contains information on points of interest relating to subsidized lines of railway up to the end of December, 1890.

of railway completed, irrespective of sidings, was 13,325, of which 12,539 were laid with steel rails. There were 12,628 miles of railway in actual operation. The paid up capital amounted to \$760,576,446. The gross earnings of all these railways amounted to \$42,149,615, and their working expenses to \$31,038,045, leaving the amount of the net earnings \$11,111,570. The number of passengers carried was 12,151,051, and 17,928,626 tons of freight were conveyed over these roads. The total number of miles run by trains was 38,819,380.

HALIFAX TO MONTREAL.

It seems proper here to state that by the completion of certain links of railway the routes available between Halifax and Montreal are now four in number; in all of which the Intercolonial is utilized, either in whole or in part, as follows: (The names adopted are those of the dominating roads):—

Intercolonial Railway Route—

	Miles.
By Intercolonial Railway to Point Levis.....	675
Grand Trunk Railway to Montreal.....	173
	— 848
(Or by ferry across the St. Lawrence to Quebec, thence by North Shore Railway, C.P.R., also 173 miles).	

Canadian Pacific Railway Route—

	Miles.
By Intercolonial Railway to St. John, N.B.....	275
New Brunswick Railway and Maine Central Rail- way to Mattawamkeag.....	146
Canadian Pacific Railway to Montreal. ...	334
	— 755

Grand Trunk Railway Route—

	Miles.
By Intercolonial Railway to St. John, N.B.....	275
New Brunswick Railway.....	90
Maine Central Railway.....	224
	—
Total up to Danville Junction.....	589
By Grand Trunk Railway to Montreal.....	270
	— 859

Témiscouata Railway Route—

	Miles.
By Intercolonial Railway to St. John.....	275
New Brunswick Railway to Edmundston.....	170
Témiscouata Railway to Rivière du Loup.....	81
Intercolonial Railway to Lévis.....	115
Grand Trunk Railway to Montreal.....	173
	— 814

CANADIAN PACIFIC RAILWAY.

NOTE.—A somewhat detailed statement of the Government transactions with this company will be found in the Annual Report of this Department for the year 1887.

TRUNK LINE.		Miles.
	Quebec to St. Martin's Junction (13 miles north of Montreal)	159
	Montreal (at the head of Atlantic Ocean Navigation) to St. Martin's Junction.....	13
	St. Martin's Junction to Callander....	331
For this portion the Company were subsidized direct by the Govt. under their contract.	Callander to Port Arthur.....	649
	Port Arthur to Red River (opposite Winnipeg)..	428
	Red River to Savona's Ferry.....	1,257
	Savona's Ferry to the waters of the Pacific Ocean at Port Moody.....	213
		2,547
	Port Moody to Vancouver on Burrard Inlet.....	15
	Total, Montreal to Vancouver, Burrard Inlet.....	2,906

By the Act 51 Vic., c. 32, approval and ratification were given to a certain agreement dated the 18th of April, 1888, provisionally made between the Government and the company, whereby the restrictions contained in article fifteen of the original agreement for the construction of the road, barring the Dominion Parliament for twenty years from authorizing the construction of railways south of the Canadian Pacific Railway from any point at or near that road except those running south-west, were removed. By this agreement the Government undertook to guarantee the payment of interest at $3\frac{1}{2}$ per cent. on an issue of the company's bonds to the extent of fifteen million dollars, running for a term not exceeding fifty years; the unsold lands of the company's subsidy, estimated at nearly fifteen million acres, to form the security for such bonds. The arrangements contemplated by this agreement are being carried out by the Department of Finance. A deed of mortgage in favour of special trustees, one of whom is the Minister of Finance, has been executed under date the 2nd of June, 1888, having previously been approved by an Order in Council of the 1st of that month, being a mortgage of the said unsold lands of the company's subsidy, amounting to 14,934,238 acres, constitutes the said security.

In the agreement dated the 20th of November, 1886, and executed under an Order in Council of the 2nd of that month, which constituted the basis of the final settlement of matters between the Government and the company prior to the transfer of the road to them, a special provision was inserted, in view of dispute as to the condition in which the work in British Columbia executed by the Government should be handed over, the company accepting the same "subject to the adjustment and correction by the Government of any defects or deficiencies in the construction thereof, if any, according to the specifications and conditions of the contracts therefor, except in so far as the same were modified by the Government prior to 21st October, 1880."*

* The date of the company's contract.

For the determination of the questions covered by the foregoing, a special arbitration was authorized by an Order in Council of the 5th of January, 1888. Progress has been made by the arbitrators, and the evidence as to liability is now closed; leaving for consideration certain details which will have to be dealt with by examination on the spot.

The national importance of this road makes it desirable here to observe that under date of 9th of October, 1890, the Chief Engineer of Government Railways, reporting on the subject of a trip over this railway from Ottawa to Vancouver, notes with satisfaction the fact that the company are replacing with solid earth embankments and culverts, and concrete and masonry retaining walls, the wooden trestles and crib-work along certain portions of this road north of Lake Superior, between Lake Superior and Winnipeg, and also in British Columbia. He also remarks the erection of a third grain elevator at Fort William, at the head of Lake Superior.

GOVERNMENT RAILWAYS IN OPERATION.

The several lines operated and maintained by the Government during the past fiscal year, ended the 30th June, 1890, were:—

	Miles.
The Intercolonial and its extensions.....	894
Eastern Extension Railway.....	80
Windsor Branch (maintained only).....	32
Prince Edward Island Railway.....	211
Total Mileage.....	<u>1,217</u>

The through ocean mail line from Point Lévis, opposite Quebec, to Halifax, is 675 miles in length.

Details respecting these railways and their operations will be found in Appendix No. 4, containing reports from the Chief Engineer and General Manager, and from the Chief Superintendents and other officials of these roads.

The General Revenue Accounts for 1889-90 show the following as the financial position of these roads for the past fiscal year:—

	Average mileage of the year.	Expenditure.		Earnings.		Profit.		Loss.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Intercolonial.....	894	3,481,	472 97	2,928,	080 92	553,	392 05		
Eastern Extension.....	80	79,	102 77	84,	658 95	5,556	18		
Windsor Branch (earnings, one-third of entire receipts; expenditure on maintenance)	32	18,	982 82	30,	162 46	11,	179 64		
Prince Edward Island.	211	266,	485 85	160,	971 78			105,	514 07
						16,	735 82	658,	906 12
								16,	735 82
Total.....	1,217							642,	170 30

 INTERCOLONIAL RAILWAY.

LENGTH OF LINE.

Ocean Mail Line.

	Miles.
Point Lévis to Rivière du Loup.....	126
Rivière du Loup to Moncton.....	374
Moncton to Painsec.....	8
Painsec to Truro.....	118
Truro to Halifax.....	62
	— 688

Extensions.

Moncton to St. John.....	89
Painsec to Shediac.....	11
Truro to Pictou.....	52
Dalhousie Junction to Dalhousie.....	7
St. Charles Loop Line.....	14
Dartmouth Branch.....	5
Indiantown Branch.....	14
Pictou Town Branch.....	14
	— 206
	— 894
	=

Wharf Branches.

	Miles.
Rimouski to Wharf.....	2
Newcastle, N.B., to Deep Water Wharf.....	2
Dorchester to Shipping Wharf.....	1
Sackville to Shipping Wharf.....	0.5
Stewiacke to Wharf.....	1
Rivière du Loup Town to Wharf.....	4
	— 10.5
	=

Capital Account.

The expenditure charged to the Capital Account for the year ended 30th June, 1890, is as follows:—

The total cost of road and equipment on 30th June,
1889, was \$46,542,987 33

The additions during the year were as follows :—

Increased accommodation at Richmond, Truro, Moncton and St. John.....	\$	110,103 88	
Dartmouth Branch.....		14,550 27	
Indiantown Branch.....		427 41	
Rivière du Loup Town Branch....		588 00	
St. Charles Branch.....		214,050 42	
Air brakes on freight cars		12,739 00	
Heating cars by steam from the locomotive.....		11,333 03	
Old construction		1,454 47	
			* 365,246 48
			<u>\$46,908,233 81</u>

Revenue Account.

The gross expenditure for the year was.....	\$3,481,472 97
The earnings were.....	2,928,080 92
	<u>\$ 553,392 05</u>

Compared with the previous year the earnings were as follows :—

	1889-90.	1888-89.	
Passenger traffic.....	\$ 854,794 31	\$ 867,170 70	Decrease \$12,376 39
Freight do	1,926,927 14	1,882,361 01	Increase 44,566 13
Mails and sundries....	146,359 47	145,832 64	Increase 526 83
	<u>\$2,928,080 92</u>	<u>\$2,895,364 35</u>	

The gross earnings, compared with those of the previous year show an increase of..... \$ 32,716 57

The gross expenditure compared with that of last year shows an increase of..... \$327,544 28

The value of stores in hand, including steel rails and fuel, and including also old material for sale, \$92,110.05 at the end of the year 1889-90 was..... \$707,042 05

* Explanations of these several expenditures will be found on page 20 of the appendices.

The engine mileage, compared with that of last year, was :—

	Miles.
1889-90.....	5,895,369
1888-89.....	5,486,856
Increase.....	<u>408,513</u>

The car mileage, compared with that of last year, was :—

1889-90.....	58,966,695
1888-89.....	54,322,712
Increase.....	<u>4,643,983</u>

The train mileage, compared with that of last year, was :—

1889-90.....	4,929,770
1888-89.....	4,591,087
Increase.....	<u>338,683</u>

The working expenses per mile run by engines were :—

	Cents.
1889-90.....	59·05
1888-89.....	57·48
Increase.....	<u>1·57</u>

The working expenses per mile run by trains were :—

	Cents.
1889-90.....	70·62
1888-89.....	68·69
Increase.....	<u>1·93</u>

The working expenses per mile of railway were :—

1889-90.....	\$3,894 26
1888-89.....	3,527 88
Increase.....	<u>\$ 366 38</u>

The gross tonnage carried was :—

	Tons.
1889-90.....	1,353,417
1888-89.....	1,204,790
Increase.....	<u>148,627</u>

The total number of passengers carried was :—

1889-90.....	1,170,249
1888-89.....	1,091,189
Increase.....	<u>79,060</u>

In comparison with last year's results there was, as above shown, an increase of 79,060 in the number of passengers, and an increase of 148,627 in the number of tons of freight carried by the road. The earnings show an increase of \$32,716.57. The expenditure for working shows an increase of \$327,544.28.

Of flour, there were carried 1,094,193 barrels, an increase of 167,179 ; of grain, 2,597,951 bushels, an increase of 1,078,089 ; of lumber, 209,904,071 feet, an increase of 12,358,294 feet. The live cattle business amounted to 80,065 head, an increase of 2,404.

From the foregoing it will be seen that the business of the road increased during the past year, both in the number of passengers and in the quantity of freight carried.

The fact that notwithstanding an increase in the number of both local and through passengers the receipts from the passenger traffic show a decrease, is attributable to the operation of the new direct line of the Canadian Pacific Railway between Montreal and St. John, which, connecting at St. John with the Intercolonial Railway, obtains communication with Halifax, and, as a consequence, has received a considerable amount of the through passenger traffic between east and west formerly carried only by the Intercolonial. This alternative route is, however, to be regarded as in the public interest.

As a result of these arrangements there has been a considerable addition to the cost of operating the Intercolonial Railway, both in the direction of increasing the speed of trains and in the actual train service performed.

Statements in detail from the railway superintendents and accountant will be found in the appendices to the present report, showing the working and maintenance of the road for the past fiscal year

WINDSOR BRANCH.

The arrangement whereby the Windsor and Annapolis Railway Company operate this line still continues. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them for such purpose ; the Government taking the remaining one-third, and assuming all cost of maintenance of the road and works.

The agreement, dated the 21st September, 1871, as to traffic arrangements and running powers over the trunk line between Windsor Junction and Halifax, and the use of the Windsor Branch, contained the following provision as to time of enjoyment, and renewal of same.

" 21. This agreement shall take effect on the first day of January, 1872, and continue for 21 years, and be then renewed on the same conditions, or such other conditions as may be mutually agreed to."

All charges for superintendence and supervision of maintenance of works are borne by the Intercolonial Railway, whose chief officer performs the duty.

The earnings and expenditure for the year ended the 30th June, 1890, were as follows:—

Earnings accruing to the Government (one-third of the gross earnings).....	\$ 30,162 46
Expenditure for maintenance of way and works.....	18,982 82
Profit.....	<u>\$11,179 64</u>

Government earnings, in comparison with those of the previous year:—

1889-90.....	\$30,162 46
1888-89	28,372 11
Increase.....	<u>\$ 1,790 35</u>

Expenditure in comparison with that of the previous year:—

1888-89.....	\$20,856 50
1889-90.....	18,982 82
Decrease	<u>\$ 1,873 68</u>

EASTERN EXTENSION RAILWAY.

This line of railway is eighty miles long, extending from the Pictou Branch of the Intercolonial Railway at New Glasgow to Port Mulgrave, on the Strait of Canso, thence connecting with Cape Breton by means of a ferry.

This line, with its equipment, was, on the 9th January, 1884, purchased by the Dominion Government from the Government of the Province of Nova Scotia, together with rights possessed by that Government in the Pictou Branch between Truro and Pictou; also, the ferry built for the passage of the Strait of Canso.

The road is worked by a staff directed by the chief officers of the Intercolonial.

Capital Account.

Total cost of the road and equipment up to the 30th

June, 1890.....	<u>\$1,318,731 49</u>
-----------------	-----------------------

No additional expenditure was made on this account during the year.

Revenue.

Gross earnings.....	\$84,658 95
Working expenses	79,102 77
Profit.....	<u>\$ 5,556 18</u>

In the winter of 1889-90 the ferry steamer "Norwegian," by which communication was afforded across the Strait of Canso, between the island of Cape Breton and the terminus of this railway at Port Mulgrave, was burned. Other arrangements have been made for this service.

The gross earnings showed an increase of \$12,222.30 over those of the previous year. The expenditures showed a decrease of \$11,616.27.

WORKS UNDER CONSTRUCTION.

OXFORD AND NEW GLASGOW SECTION OF THE INTERCOLONIAL.

Under authority of a vote of Parliament, passed in 1882, a line of railway has been built between two points on the Intercolonial system, namely, the Oxford station of that railway and Brown's Point on its Pictou Town Branch, the length being 67.60 miles. In addition, a branch from it 4.75 miles long, extends from Pugwash Junction to Pugwash Harbour, making a total of 72.35 miles. The line passes close to the towns of Oxford, Pugwash, Wallace, Tatamagouche and River John. The road being sufficiently completed by the 15th of July, 1890, to be operated for public traffic, it was opened on that day.

CAPE BRETON RAILWAY.

Under authorization of Parliament, given by the Act 49 Vic., ch. 14, (1886) a line of railway has been built by the Government in the Island of Cape Breton, extending from Point Tupper, on the Strait of Canso (opposite the terminus of the Eastern Extension Railway at Port Mulgrave, on the mainland) for a distance of 78 miles, to a point near Leitch's Creek, from which two extensions branch, one, 5 miles long, running to North Sydney, and the other, 13.75 miles long, into the town of Sydney. A connecting line, 1.25 miles long, gives communication with the International Coal Company's Railway beyond Sydney, thus bringing that important industry into direct line with the Intercolonial Railway system. The total length of the road, including the bridge over the Grand Narrows, is 98½ miles. Reporting under date the 9th October, 1890, the Chief Engineer of Government Railways shows that the entire road was then completed, with the exception of certain works which he indicates.

About 50 miles, the section east of Grand Narrows, was put under traffic in November 1890, and the remainder of the road was ready for regular operation at the close of the year.

This railway is in communication with the Eastern Extension (Intercolonial) Railway by means of a ferry between Point Tupper and Port Mulgrave.

HARVEY-SALISBURY.

This is a contemplated link of a railway giving a comparatively direct line *via* Fredericton from Harvey Station on the New Brunswick Railway, (past which the trains of the Atlantic and North-West (Canadian Pacific) Railway now run) to a point on the Intercolonial Railway near Moncton. This line forms part of a scheme adopted by Parliament in the years 1884 and 1885 for the construction of a shorter and more direct route to Canadian Atlantic seaports, and of which the larger portion, namely, from Montreal to Harvey, has already been built, under Parliamentary subsidy, and is in operation.

Under date the 1st of February, 1890, the Chief Engineer of Government Railways furnished a report showing that the location surveys had been completed, with the result that he was able to submit two alternative routes and the estimates of their cost, respectively, one, leaving Harvey Station, passing through the city of Fredericton to Wilson's Brook at the 100th mile; thence for a distance of 14.75

miles, connecting with the Intercolonial Railway at Berry's Mill Station, 7.41 miles from Moncton, the total distance from Harvey to Moncton being 122.12 miles, of which 114.71 miles would have to be built at an estimated cost \$2,297,000. The other following the same route up to Wilson's Creek, and thence running 11.44 miles to Salisbury Station, on the Intercolonial Railway, 13.21 miles from Moncton, the total distance from Harvey to Moncton being 124.11 miles, the cost of building the 110.9 miles required by this route being \$2,232,000.

By the adoption of the shortest of these two routes, that *via* Berry's Mill, the saving in distance between Harvey and Moncton compared with the existing route *via* St. John would be 31.88 miles, the distance *via* St. John being 154 miles.

ANNAPOLIS AND DIGBY.

The failure of arrangements for the completion of the link of railway, 20½ miles, between Annapolis and Digby, N.S., which will be found summarized further on in this report, under the reference to the "Western Counties Railway Company," resulted in the assumption by the Government of the work of constructing this section, the sum of \$500,000, devoted to this purpose by the Act 50-51 Vic., ch. 25, which confirmed the arrangements made with the company, being applied to the work, as provided for by their agreement. The works are in progress, but from the report of the Chief Engineer of Government Railways (see Appendix p. 338) it does not appear probable that they will now be completed before the summer of 1891.

The building of this section will give continuous railway communication between Yarmouth and Halifax.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Tignish to Royalty Junction.....	113½
Royalty Junction to Mount Stewart.....	20
Mount Stewart to Georgetown.	21
	— 154½

EXTENSIONS.

	Miles.
Cape Traverse Branch—Emerald (Formerly County Line)	
Station to Cape Traverse.....	13
Royalty Junction to Charlottetown.....	5
Mount Stewart to Souris.....	39
	— 57
	<u>210½</u>

Capital Account.

No addition having been made to the expenditure on Capital Account during the past fiscal year, the total cost of the road and equipment chargeable to Capital Account at the close of the fiscal year 1889-90 remains the same as at the close of 1888-89, namely.....\$3,741,780 89

Revenue Account.

The working expenses and receipts for the year ended 30th of June, 1890, were:—

Gross expenses.....	\$ 266,485 85
Gross earnings.....	160,971 78
Excess of expenditure over earnings.....	<u>\$ 105,514 07</u>

The gross earnings, compared with those of the previous year, were:—

1888-89.....	\$ 171,369 56
1889-90.....	160,971 78
Decrease.....	<u>\$ 10,397 78</u>

The gross expenditure, compared with that of the previous year, was:—

1889-90.....	\$ 266,485 85
1888-89.....	247,559 44
Increase.....	<u>\$ 18,926 41</u>

The engine mileage was:—

	Miles.
1889-90.....	315,943
1888-89.....	307,540
Increase.....	<u>8,403</u>

The train mileage was:—

1889-90.....	252,573
1888-89.....	248,294
Increase.....	<u>4,279</u>

The car mileage was:—

1888-89.....	1,369,666
1889-90.....	1,316,355
Decrease.....	<u>53,311</u>

The value of the stores on hand on the 30th June, 1890, including general stores fuel, rails and old material, was \$103,078.65.

There was a decrease this year of 14,681 in the number of passengers carried, and a decrease of 4,078 tons in the quantity of freight.

The loss on operating the road during the past year is ascribable to the decrease in the traffic, both passengers and freight, the train service remaining the same, and

to the fact that a number of wooden bridges have been replaced by iron and steel structures.

Communication between the Prince Edward Island Railway and the Intercolonial is afforded in summer by steamer between Summerside and Point du Chêne and between Charlottetown and Pictou, and between Georgetown and Pictou, and in winter by the specially built steamer "Stanley" between Georgetown and Pictou, and between Charlottetown and Pictou: there is, also, further provision made for communication by ice-boats from Cape Traverse. These cross the Strait to Cape Tormentine, on the mainland, a distance of about 9 miles. Here, by the line of the New Brunswick and Prince Edward Railway, about 40 miles in length, connection is made with the Intercolonial Railway at Sackville. This winter service is conducted by the Marine Department, the mails being taken to and met at Cape Traverse by, if necessary, special trains.

CARLETON BRANCH RAILWAY.

In the year 1885 Parliament voted the sum of \$85,000 to purchase the Carleton Branch railway, with harbour frontage, wharf and town lots, and all other property of the company owning the road, the "Carleton, City of St. John Branch Railroad Company," the said road extending from Fairville, where it joins the line of the New Brunswick Railway Company, to Carleton, on the south side of the harbour of St. John, N. B., a distance of $3\frac{6}{10}$ miles. In the following year an Act, 49 Vic., chap. 16, was passed, reciting that 4,700 out of the 5,000 shares of the company's capital stock had been purchased by the Government; declaring the work to be one for the general advantage of Canada, and authorizing the issue of a proclamation, either with or without the purchase of the outstanding shares, vesting the road in the Crown. The total cost of acquisition was \$88,414.48.

By October, 1887, the whole of the remaining shares were acquired, with the exception of 33, the value of which is \$552, and a proclamation was issued on the 5th October, 1887, under the authority of an Order in Council of the same date, declaring the road vested in the Crown from and after the 20th of that month. By an agreement dated the 1st of January, 1886, an interchange of running powers between the Government and the New Brunswick Railway Company over the Carleton Branch Railway from Fairville to Carleton, and the portion of the line of the company, namely, between Fairville and the St. John cantilever bridge, respectively, was effected.

GOVERNMENT ACTION AS TO SUBSIDIZED LINES.

NOTE.—The numbers within brackets after the title of the company refer to the list of railways subsidized by Parliament. Appendix 25, p. 339.

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made in so far as the Dominion Government has cognizance or concern; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy. Information has been brought down to the 31st of December, 1890.

Since the system of subsidy of railway enterprise was commenced the following are the sums paid over, namely:—

For the fiscal year 1883-84, ended on June 30, 1884	\$	208,000	00
do 1884-85	do	1885	403,245 00
do 1885-86	do	1886	2,171,249 00
do 1886-87	do	1887	1,406,533 00
do 1887-88	do	1888	1,027,041 92
do 1888-89	do	1889	846,721 83
do 1889-90	do	1890	1,678,195 72

\$7,740,986 47

Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1890, to the 31st December, 1890..... 683,089 64

Total payments to the 31st of December, 1890\$8,424,076 11

The Canadian Pacific Railway is not included in the above, nor is the subsidy to the Canada Central, nor that to the Quebec Government for the line from Ottawa to Quebec, nor advances made on mortgage to the St. John Bridge Company, to the Albert Railway Company, and to the Fredericton and St. Mary's Bridge Company.

The total number of companies to whom payments have been made on subsidy account up to the 31st of December, 1890 (with the above exceptions), is 57.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the Government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been earned and paid prior to the 1st of July, 1889.

A tabulated statement of payments will be found in Appendix 3, page 8e.

Albert Southern Railway Company.

(See No. 36 and 151.)

By the Act 47 Vic., chap. 8 (1884), a subsidy not exceeding \$51,200 was authorised towards the construction of a line from Hopewell (now called Albert) to Alma, N.B.

Under the authority of an Order in Council of the 8th of May, 1885, a contract for this work, namely, from Albert to the mouth of Salmon River, in the parish of Alma, was made with the Albert Southern Railway Company on the 23rd of that month, the line to be completed by the 1st of July, 1887. By an Order in Council of the 4th of April, 1887, the company were permitted to change their location, a route *via* Derry's Corner being adopted.

The time for completion was extended to the 1st of July, 1888, the limit allowed by the Subsidy Act. The total payments up to the Session of 1889 made to this company, amount to \$19,428.57. The balance of the subsidy, \$31,771.43, lapsed, but was revived by the Act 52 Vic., ch. 3. From this the sum of \$1,387.06 was paid prior to the 30th of June, 1890, making the total payments \$20,815.63.

Since that date the further sum of \$10,684.37 has been paid, making the total payments \$31,500 up to the 31st of December, 1890.

Atlantic and North-West Railway Company.

(Canadian Pacific Railway Co.—See Nos. 20 and 63.)

By the Act 47 Vic., ch. 8, the grant of the following subsidy was authorized:—

“ For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work, per year for fifteen years, \$170,000.”

By the Act 48-49 Vic., ch. 58 (1885), the grant of a further subsidy was authorized as follows:—

“ For a line of railway from the south bank of the St. Lawrence River, opposite or near Montreal, to the harbours of St. Andrews, St. John and Halifax, *via* Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such line of railway for a period of twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect to the subsidy thereby authorized in aid of the said line of railway.”

An application having been made for the said subsidies by the International Railway Company, and they having agreed to conform to the necessary conditions and requirements, and having evidenced their ability to construct and operate the road, entry into contract with them was authorized by an Order in Council of the 19th of November, 1885, and such contract was executed on the 14th of December, 1885, they undertaking to complete a line from a point on the south bank of the St. Lawrence, at or near Caughnawaga, about 9 miles above Montreal, to connect with the Intercolonial Railway at Moncton by the 1st of July, 1889.

The International Railway Company subsequently disposed of their interest in this contract to the Atlantic and North-West Railway Company, and that company were accepted as contractors by an Order in Council dated the 15th of November, 1886, the agreement made thereunder being dated 6th of December, 1886.

The Atlantic and North West Railway Company, having powers under their charter to enter into arrangements for the crossing of the State of Maine, obtained, from the Maine Central Railway Company the privilege of acquiring running powers for 99 years over the portion of their road between Mattawamkeag and Vanceborough, on the boundary line. These arrangements were accepted by an Order in Council of the 30th of December, 1886.

The total subsidies available under vote of Parliament for this work of railway construction, amounting, as above stated, to \$250,000 a year, for a term of twenty years, it became necessary so to apportion this amount as to secure the building of the links to connect with the roads already in existence in New Brunswick and Nova Scotia leading to the harbours named.

Accordingly, an estimate of the cost of the several sections of the surveyed line, as adopted, was made, and, as the result, an Order in Council was passed on the 14th of June, 1886, apportioning the subsidy, the arrangement being as follows:—For the section from the River St. Lawrence to Lennoxville, \$71,100. The section from Lennoxville to Moose River is covered by the International Railway, already constructed. For the section between Moose River and Mattawamkeag, a station on the Maine Central Railway, \$115,500. From Mattawamkeag to Harvey Station on the New Brunswick Railway, running arrangements have been made over existing roads. For the section between Harvey and a point on the Intercolonial Railway near Salisbury Station, \$63,400.

The portion of the road between Caughnawaga, on the south branch of the St. Lawrence, opposite Montreal, and Sherbrooke, having been practically completed, and also the portion commencing from the end of the section built by the International Railway Company, and running as far as Mattawamkeag, these two sections were inspected, and under date the 31st of December, 1888, an Order in Council was passed authorizing the payment of the annual subsidy applicable, namely, \$186,600.

By the construction of these two sections and the intermediate links of previously built railway, acquired as part of the system, direct communication is now afforded between the River St. Lawrence at Caughnawaga and Harvey. Connection is made at McAdam and at Harvey with the system of the New Brunswick Railway leading to St. Andrews and St. John; thence, over the Intercolonial Railway, with Moncton and Halifax, pending the full completion of the scheme for the shorter route from Harvey to Moncton direct. A new survey has been made by the Government of the country between Harvey and Salisbury in connection with this matter.

The Atlantic and North-West Railway Company having under their charter, 42 Vic., chap. 65 (1879) power to construct a bridge across the St. Lawrence, near Lachine, submitted for approval plans for such a bridge, to be situated about a mile below the entrance of the Lachine Canal, and about nine miles above Montreal. These plans, having been favourably considered from an engineering point of view, and also with regard to navigation, were approved of by an Order in Council dated 1st of April, 1882, subsequently modified by an Order of the 14th of November, 1885. The plans so approved show a steel bridge, with stone piers, having two spans of 408 feet each, two of 269 feet each, and eight of 242 feet each. The central 216 feet of each of the two channel spans affords a height of 60 feet above ordinary summer water level. These two spans are on the cantilever principle. The bridge was completed by the 1st of September, 1887.

A further half yearly payment of \$93,300 subsidy has been made, the total subsidy paid up to the 31st December, 1890, being \$279,900.

By an indenture dated the 6th of December, 1886, the Canadian Pacific Railway Company obtained a lease in perpetuity of the line and interests of the Atlantic and North West Railway Company.

Baie des Chaleurs Railway Company.

(See Nos. 6, 42 and 158).

The Act 47 Vic., ch. 8, authorized the expenditure of \$300,000 (revoted in the year 1885) for the construction of a branch of the Intercolonial Railway, to extend for a distance of 20 miles eastward, from Metapediac towards Paspebiac.

Tenders for the work were received, but none of them coming within the limit of expenditure authorised by Parliament, an offer made by the Baie des Chaleurs Railway Company to build and operate this section as a part of their own road from Metapediac to Paspebiac for the amount, was accepted by an Order in Council of the 18th September, 1885, and a provisional contract was entered into with them on the 7th of November, the section to be finished by the 1st of July, 1888, plans being furnished and the work supervised by the Department.

By the Act 46 Vic., ch. 25 (1883) a subsidy had been authorized in favour of this company towards the construction of their said road; the limit fixed by the Act being \$3,200 a mile, for 100 miles, or a total of \$320,000.

Provision, however, having been made, as above stated, for the building of the first 20 miles of this distance, the contract entered into with the company, also on the 7th of November, 1885, as authorized by an Order in Council, also dated the 18th of September, for the work under this subsidy, dealt with the construction of the last 80 miles only. It contained a clause under which, subject to authorization from Parliament to that end, the portion, namely, \$3,200 a mile, applicable to the first 20 mile section of the road under the 100 mile subsidy of 1883, should be transferred to the second 20 mile section as an additional subsidy therefor, making the grant for such section \$6,400 a mile.

To this arrangement approval of Parliament was given, the two agreements above mentioned being ratified and confirmed by the special Act 49 Vic., ch. 17; the date for the completion of the road being fixed by the Act as the 1st of December, 1888, in place of the 25th of May, 1887, as contemplated by their agreement.

By the Railway Subsidy Act of 1889, 52 Vic., ch. 3, the balance, 244,500, remaining unpaid of the subsidy mentioned in the Act 49 Vic., ch. 17, was granted to the company.

By authority of the same Act the subsidy applicable to the 30 miles between the 70th and the 100th mile was transferred to the section between the 40th and the 70th, making the grant for this section also, \$6,400 a mile. The company undertake to construct the section from the 70th to the 100th mile without subsidy, and have deposited bonds to the value of £83,000 stg. as security to that effect.

By an Order in Council of the 14th of June, 1888, the time was further extended to the 1st of January, 1890.

During the past fiscal year there has been paid the sum of \$148,657, making the total payments \$524,175, covering the distance up to the River Grand Cascapedia, the 60th mile from Metapediac. No further payment has been made up to the 31st of December, 1890.

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Beauharnois Junction Railway Company.

(See No. 102).

By the Railway Subsidy Act, 50-51 Vic., ch. 25, the grant of a subsidy not exceeding \$96,000 was authorized in favour of the Beauharnois Junction Railway Company from St. Martin towards St. Anicet, the estimated distance being 30 miles.

On the 21st of November, 1887, and under the authority of Orders in Council of the 1st of October and 2nd of November, a contract for the work was made with the company, namely, from St. Martin to Valleyfield, towards St. Anicet, the road to be completed by the 1st of December, 1888. By the Order first named approval was also given to the location of the road from its junction with the Montreal and Champlain Junction Railway at St. Martin to Valleyfield, $19\frac{6}{100}$ miles. During the fiscal year the sum of \$4,250 was paid, making the total payments \$58,900. No further payment has been made up to the 31st of December, 1890.

Brockville, Westport and Sault Ste. Marie Railway Company.

(See Nos. 48, 181 and 193).

By the Act 48-49 Vic., chap. 59 (1885), aid was granted to an extent not exceeding \$128,000 towards the construction of the portion between Brockville and Westport, about 40 miles, of the line of the Brockville, Westport and Sault Ste. Marie Railway.

Under the authority of an Order in Council of the 28th of April, 1886, a contract was made with the company on the 16th of July, 1886, the subsidised road to be finished by the 1st of August, 1889.

Under an Order in Council of the 26th of November, 1888, the sum of \$45,000 was paid. The balance of the subsidy lapsed on the 1st of August, 1889, but was revoked by the Act 53 Vic., ch. 2, (1890).

During the past fiscal year nothing was paid, but since that date payment has been made to the extent of \$47,400, making the total up to the 31st of December, 1890, \$92,400.

By the Act 52 Vic., ch. 3 (1890), the grant of a subsidy to the extent of \$64,000 was authorized for 20 miles of railway from Newboro' towards Palmer's Rapids.

Brantford, Waterloo and Lake Erie Railway Company.

(See No. 104).

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy of \$57,600 to the above company for 18 miles of their railway from Brantford to Hagersville or Waterford, or some intermediate point on the Canada Southern Railway.

Under an Order in Council of the 4th of August, 1888, a contract was made with the company, on the 31st, for a line from Brantford to Waterford, the work to be completed by the 1st of August, 1891. An Order of the same date approved of the location, the actual distance being $16\frac{1}{2}$ miles. During the fiscal year the sum of \$36,620 was paid, and subsequently the further sum of \$16,190, making a total up to the 31st of December, 1890, of \$52,810.

Buctouche and Moncton Railway Company.

(See Nos. 65 and 101.)

By the Act 49 Vic., chap. 10 (1886), assistance was authorized for the construction of a railway about 30 miles long, to connect Buctouche, N. B., with the Intercolonial Railway at or near Moncton, the subsidy not to exceed \$96,000.

By the Act 50-51 Vic., chap. 24, an additional subsidy of \$6,400 was granted for 2 miles additional, the distance between the points named actually being 32 miles, making the total subsidy \$102,400.

Under an Order in Council of the 10th September, 1886, an agreement, dated the 14th of that month, was entered into with the Buctouche and Moncton Railway Company for the execution of this work. During the fiscal year the sum of \$4,366 has been paid, and, subsequently, the sum of \$1,600.43, making the total payments up to the 31st of December, 1890, \$67,020.

Canada Atlantic Railway Company.

(See Nos. 60, 80 and 132).

By the Acts 48-49 Vic., ch. 59. and 49 Vic., ch. 10, the Canada Atlantic Railway Company were subsidized to the extent not exceeding \$134,400 for a line from Clark's Island, in the St. Lawrence, opposite Valleyfield, through Lacolle to the International boundary, about 50 miles; also from the present Ottawa terminus to the Chaudière Falls; and under the authority of Orders in Council, dated the 17th of September, 1885, and 1st of July, 1886, contracts have been made with the company for the work in question. The date for full completion was extended by an Order in Council of the 17th of November, 1888, to the 1st of August, 1890. Under date the 4th of December, 1888, the company applied for the inspection of the Chaudière section.

Upon due inspection, payments were made, under Orders in Council, to the extent of \$102,355.20; the work done and so paid for comprising the whole portion between Clark's Island and Lacolle, a distance of 43.18 miles; also the section, 3 miles, between the terminus at Ottawa and the Chaudière Falls, on the River Ottawa, leaving a balance of \$32,044.80 to cover work yet remaining to be done. This balance, however, lapsed on the 1st of August, 1890.

By the Act 50-51 Vic., ch. 24, the grant of a subsidy not exceeding \$180,000 was authorized for a bridge across the River St. Lawrence at Coteau Landing on the line of this railway.

The Canada Atlantic Railway Company possess powers under the Acts 35 Vic., ch. 83, and 42 Vic., ch. 57, to build this bridge, subject to the approval of the Governor General in Council, and upon Proclamation in the *Canada Gazette* showing such approval. The Company having submitted satisfactory plans of the proposed work and site, these were approved by Orders in Council of the 23rd February, 1887, and 26th of November, 1888; and a proclamation was published in the *Canada Gazette* of the 10th of December, 1888 accordingly.

An agreement, dated the 5th of December, 1888, was entered into with the company for the construction of the said bridge, a low-level structure with a swing,
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on certain conditions, specifications and descriptions approved by an Order in Council of the 12th of that month, with a view to their obtaining the subsidy authorized by the Act 50-51 Vic., ch. 24, above mentioned.

A supplementary agreement, framed in the interests of navigation and of the public, for the operation of the swing to be built in this bridge, has been approved by Orders in Council of the 29th of December, 1888, and 9th of January, 1889, and will be held as part and parcel of the main agreement for the construction of the bridge. It requires the maintenance of a signal service at a point about one mile above the bridge, and the observance of such rules and regulations as are considered necessary for the protection of traffic down the navigable channel of the river.

The main features of the bridge are as follows: From the north shore to Giroux Island, five spans, one 154 feet clear opening; two swing spans each 160 feet clear, and two trusses each 165 feet. From Giroux Island to Round Island 11 spans, each 186½ feet clear opening. From Round Island to Clark's Island four spans, each of 213 feet clear opening, all the above being the width of the openings at summer water level. The total length of the bridging to be executed, including the spans, is about 4,100 feet. The superstructure is of iron-riveted lattice work, the width 16 feet clear inside the end posts, and the minimum height 32 feet, the rail level being 20 feet above minimum summer water level. The estimated cost of the superstructure, including the swing, is \$470,000.

During the fiscal year the sum of \$149,812 was paid, and subsequently the further sum of \$30,188, making the total payment of \$180,000, the full amount granted for this work.

Central Railway Company of New Brunswick.

(See Nos. 40, 143, 156 and 205).

By the Act of 1884, 47 Vic., chap. 8, a subsidy not exceeding \$128,000 was granted in aid of the construction of about 40 miles of the Central Railway, from the head of Grand Lake to a point on the Intercolonial Railway between Sussex and St. John, N.B.

Under the authority of an Order in Council on the 5th of June, 1886, a contract was made with the Central Railway Company, on the 7th July, 1886, for a line from Salmon River at the head of Grand Lake to Norton on the Intercolonial Railway, the work to be completed by the 1st of July, 1888. Certain work had been executed, but the contract obligations had not been carried out, and no portion of the subsidy was paid. The subsidy lapsed, but was revived by the Subsidy Act 52 Vic., ch. 3, 1889. In November, 1889, the company applied for inspection of the road as a completed work, but no portion of the subsidy was paid.

On the 1st of December, 1890, a new contract was made with the company for this work under the Subsidy Act of 1889, the limit of subsidy being \$128,000; this contract covering also a subsidy for 4½ miles, the limit of which was \$14,400, authorized by the Act 53 Vic., ch. 2, making a total subsidy of \$142,400; the total length of road subsidized being 44½ miles. The date for completion is fixed as the 1st of December, 1891. No portion of the subsidy had been paid up to the 31st of December, 1890.

By the Act 51 Vic., ch. 3, a grant as a subsidy to this company was authorized of certain used iron rails to the value of \$83,612.54, loaned to the St. Martin's and Upham Railway Company, (which railway has been acquired by the Central Railway Company; the sale being approved by an Order in Council of the 15th of November, 1887,) the condition of the grant being that such rails should first be replaced by new steel rails. The new steel rails were substituted, and an Order in Council of the 18th of October, 1889, authorized the transfer of the old rails to the company.

Chignecto Marine Transport Company.

(See No. 5).

On the 3rd of February, 1882, this company (which received incorporation the same year, by Act 45 Vic., chap. 76) made a proposal to the Government for the construction of a line of railway for the transport of ships overland across the Isthmus of Chignecto from Tidnish, on Bay Verte, in the Gulf of St. Lawrence, to a point at or near the mouth of the River La Planche, in the Bay of Fundy, and by the Act 45 Vic., ch. 55, authority was given for the grant of a subsidy of \$150,000 a year for 25 years, in aid of the work.

No definite action was, however, taken until the 6th of October, 1885, when an Order in Council was passed authorizing entry into agreement with the company, subject to the approval of Parliament, and such agreement was executed on the 4th of March, 1886. Under its terms, the subsidy payable is to be \$170,602 a year for 20 years, or such portion thereof as may be required to bring the net earnings to 7 per cent. per annum on the authorized share and bond capital of the company, \$5,500,000 and to be granted only during the satisfactory performance of the services contemplated, such services comprising the raising, transport and lowering of vessels of 1,000 tons burden, registered, with full cargo. Should the earnings exceed 7 per cent. per annum, one-half of such surplus is to be paid to the Government until repayment of the whole amount received by said company under their subsidy.

By a special Act, 49 Vic., ch. 18 (1886), this agreement was confirmed and ratified.

By a further special Act, 51 Vic., ch. 4 (1888), the time for the completion of the work, for subsidy purposes, was extended to the 1st of July, 1890, with, if required, a further extension for 24 months, but under penalty.

The company duly submitted plans, and these have been approved by Order in Council. The works are making rapid progress, and the prospect is that they will be completed by January, 1892.

Columbia and Kootenay Railway and Navigation Company.

(Leased to the Canadian Pacific Railway Company).

(See No. 222).

This company was incorporated by an Act of the Province of British Columbia, but its proposed works were, by the Dominion Act, 53 Vic., ch. 87 (1890), declared to be for the general advantage of Canada.

It has powers to construct a railway from the outlet of Kootenay Lake, B. C. through the Selkirk Range, to a point on the Columbia River near to the point of

junction of the Rivers Kootenay and Columbia ; also to operate a line of steamers in this connection. Power was also given for the leasing of the said works to the Canadian Pacific Railway Company, the lease to be first sanctioned by the Governor in Council.

By the Subsidy Act of 1890, 53 Vic., ch. 2, a subsidy, limited to \$112,000 was authorized for the 35 miles of railway above described, and under date the 8th of October, 1890, the company were admitted to contract for this work, the date for completion being fixed as the 1st of December, 1891.

By an Order in Council of the 20th of August, 1890, sanction has been given to the lease of this railway for a term of 999 years to the Canadian Pacific Railway Company, who thereby undertake the construction of the road.

No portion of the subsidy has been paid up to the 31st of December, 1890.

Cornwallis Valley Railway Company.

(See Nos. 128 and 168).

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to this company to the extent of \$41,600 was authorized for 13 miles of their railway from Kentville to Kingsport.

Under an Order in Council of the 29th of March, 1888, they were admitted to contract on the 28th of May, the road to be completed by the 1st of October, 1889.

By the Act 52 Vic., ch. 3, an additional subsidy for one mile, \$3,200, was authorized, and a contract, under date the 30th of September, 1889, has been entered into for the building of such extra mile to the harbour of Kingsport. The time for the completion of the whole work has been extended to the 1st of October, 1890.

No portion of the subsidy had been paid up to the close of the fiscal year, but subsequently the sum of \$39,900 has been paid, this being the total payment up to the 31st of December, 1890.

Cumberland Railway and Coal Company.

(See No. 124).

By the Act 50-51 Vic., ch. 24 (1887), the grant to this company of subsidy to the extent of \$44,800 was authorized for 14 miles of their railway, from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the Oxford and New Glasgow Railway, near Oxford.

The company having applied, they were admitted to contract on the 12th of April, 1888, under an Order in Council of the 12th March, the work to be completed by the 1st August, 1891. During the fiscal year the sum of \$29,400 was paid to this company.

Drummond County Railway Company.

(See Nos. 99, 175 and 214.)

By the Railway Subsidy Act of 1887, 50-51 Vic., ch. 24, the grant of aid to an extent not exceeding \$96,000 was authorized to the Drummond County Railway Company for 30 miles of their railway from Drummondville towards Nicolet, P.Q.

Under the authority of an Order in Council of the 12th of November, 1887, which also approved of the location plans for 12½ miles, a contract was made with the company on the 1st of December, 1887, covering a line from the South Eastern Railway, at the Village of Drummondville, to the south-west branch of the River Nicolet, the road to be completed by the 1st of August, 1891.

On the 2nd of May, 1889, the company were admitted to contract for the balance, 17½ miles, of the 30 miles subsidized.

By the Subsidy Act of 1889, 52 Vic., ch. 3, this company were further subsidized for 4½ miles from the end of the line already subsidized to Ball's wharf on the River St. Lawrence, \$14,400, and were admitted to contract on the 21st of January 1890.

By the Subsidy Act 53 Vic., ch. 2 (1890), authority was given for the grant of a subsidy, the limit of which was \$76,800 for the railway of this company from Drummondville to Ste. Rosalie. Under date the 16th of December 1890, authority has been given for entry into contract for this work, the location being at the same time approved.

During the fiscal year there was paid to this company the sum of \$12,428, and subsequently the further sum of \$53,200, making the total payments up to the 31st of December, 1890, \$94,500.

Elgin, Petitcodiac and Havelock Railway Company.

(See No. 144).

By the Act 51 Vic., chap. 3 (1888), certain used iron rails from the Intercolonial Railway, valued at \$44,252.82, which had been loaned to the Elgin Branch Railway, now part of the line of the above named company, were changed from a loan to a subsidy for that company, on the condition that they should first be replaced on the track with new steel rails.

Such rails having been laid, covering a distance of 14 miles, the transfer of the old rails to the company has been made under Orders in Council.

(*Note.*—A previous subsidy of \$38,400 had been earned by and paid to this company in 1885-86.)

Great Eastern Railway Company.*

(See Nos. 88, 144, 174 and 213.)

By the Act 49 Vic., ch. 10, authority was given for the grant of a subsidy to an extent not exceeding \$32,000, on an estimated distance of 10 miles, towards the construction of a line from Yamaska to the River St. Francis, Que.; and the Great Eastern Railway Company having applied, a contract was made with them on the 12th of October, 1886, under the authority of an Order in Council of the 9th of that month, the time for completion being fixed as the 1st of October, 1887.

The road having been completed and inspected, the whole of the subsidy due for its actual distance, 6 miles, namely, \$19,200, was paid under an Order in Council of the 27th of March, 1887.

* NOTE.—This company having undertaken the work of repairing the Montreal and Sorel Railway, for which the sum of \$40,000 was granted by the Subsidy Act 53 Vic., ch. 2 (1890), a payment was made to them of \$6,719.50, and so appears in the accountant's statements (Appendix 3). It is properly chargeable against the Montreal and Sorel Railway, and will be transferred accordingly.

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy to the company to an extent not exceeding \$96,000 for 30 miles of their railway, from the River St. Francis to the Arthabaska (Grand Trunk) Railway at St. Grégoire, and under an Order in Council an agreement was entered into with them for the work, the date being 16th March, 1888. The time for completion has been extended to the 1st of August, 1891. During the fiscal year no payments were made on subsidy account, but subsequently, and up to the 31st of December, 1890, the sum of \$16,300 was, subject to the approval of Parliament, paid from this subsidy of \$96,000, for 6.66 miles from the east bank of the River Nicolet to the Grand Trunk Railway at St. Grégoire.

By the Act 52 Vic., cap. 3, a subsidy was authorized to the extent of \$64,000 for a further distance of 20 miles from St. Grégoire.

By the Act 53 Vic., ch. 2, (1890), a subsidy of 15 per cent on the value of two bridges, one over the River Nicolet, the other over the River St. Francis, not exceeding \$37,500, was authorized.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154 and 215).

By the Act 47 Vic., ch. 8 (1884), a subsidy not exceeding \$32,000 was granted to this company for the construction of a line from St. Jérôme to New Glasgow, Que.; the estimated length being 10 miles.

Under the authority of an Order in Council of the 3rd February, 1885, a contract for the work was entered into with the company on the 14th of that month, the road to be completed by the 1st of July, 1885.

The line was duly completed and inspected. Under an Order in Council of the 2nd of March, 1885, payment was made therefor, namely, for 7.84 miles, \$25,088.

By the Act 49 Vic., ch. 10 (1886), a subsidy not exceeding \$57,600 was authorized for a line from New Glasgow to Montcalm, a distance of about 18 miles. The Great Northern Railway Company having applied for it, it was granted to them by an Order in Council of the 18th July, 1887, which also approved of the location. The contract was made on the 19th of August, 1887, the road to be completed by the 1st of August, 1890. During the fiscal year, the sum of \$20,000 was paid on the first 10-mile section from New Glasgow towards Montcalm. The balance lapsed on the 1st of August 1890.

By the Act 49 Vic., ch. 10, a subsidy not exceeding \$22,400 was granted for a line from St. Andrews to Lachute, Que., 7 miles. For this subsidy the above named company applied, but no contract was made. The same subsidy was again voted by the Act of 1889, 52 Vic., ch. 3, and under date the 8th of October, 1890, a contract has been entered into with them for the work, calling for completion by the 1st of August, 1891.

By the Act 53 Vic. ch. 2 (1890) the grant of a subsidy for a line from Montcalm to the Canadian Pacific Railway between Joliette and St. Felix de Valois was authorized.

Guelph Junction Railway Company.

(See No. 105).

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, authority was given for the grant of a subsidy not exceeding \$51,200 to the Guelph Junction Railway Company for 16 miles of their railway, from its junction with the Canadian Pacific Railway to the town of Guelph, Ont.

Under date the 1st of October, 1887, an Order in Council authorized entry into contract, and such contract was signed on the 5th of November, the date fixed for the completion of the road being the 1st of January, 1889.

By the Subsidy Act, 53 Vic., ch. 2 (1890), a subsidy not exceeding \$48,000 was granted to this company for 15 miles of their railway from, at or near Montreal to the Canadian Pacific Railway between Joliette and St. Félix de Valois. No contract has yet been made.

The location plans for the road, 15 $\frac{1}{4}$ miles, subsidized in 1887, having been approved, and the work inspected, payment was made of the sum of \$46,000 under an Order in Council dated the 21st of December, 1888. No further payment has been made up to the 31st of December, 1890.

Harvey Branch Railway Company.

(See No. 103).

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, the grant of a subsidy to the Harvey Branch Railway Company was authorized to an extent not exceeding \$9,600 in aid of a line about 3 miles in length, extending from the southern terminus of the Albert Railway to Harvey Bank.

A contract was entered into with the company on the 3rd of October, 1887, for the work. The road has been built and inspected, and payment was made in the fiscal year 1888-89 of the sum of \$5,553.57. No further payment has been made up to the 31st December, 1890.

Hereford Railway Company (formerly Hereford Branch Railway Company.)

(See Nos. 73 and 179).

By the Act 49 Vic., ch. 10 (1886), authority was given for the grant of a subsidy to the extent of \$108,800 for a railway from Hereford to the International Railway in the Township of Eaton, an estimated distance of 34 miles.

The Hereford Branch Railway Company having applied, an Order in Council of the 30th December, 1887, authorized entry into contract with them for the work, and a contract was made accordingly, dated the 31st of March, 1888. The date for completion was fixed as the 1st of August, 1890.

By the subsidy Act of 1889, 52 Vic., ch. 3, a subsidy of \$48,000 was authorized for a line from Cookshire to Dudswell, on the Quebec Central Railway, 15 miles, and the company were admitted to contract on the 3rd of August, 1889. The whole of the road has been built, and up to the close of the fiscal year the company had been paid \$155,200 out of their total subsidies, \$156,800, the difference, \$1,600, representing some minor work remaining to be finished.

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On the 4th of October, 1890, the company were allowed, after inspection, to open their road for public traffic from Dudswell Junction to the International boundary 48.43 miles.

By an Order in Council of the 12th of June, 1890, sanction was given to the purchase of the Dominion Lime Company's Railway, by this company, in conformity with the Act 51 Vic, ch. 81.

International Railway Company.

(See No. 10 and 209.)

By the Subsidy Act of 1890 the difference, \$3,840, between the amount, \$152,960, actually paid to this Company, as shown in the report for the year 1888, and the amount, \$156,800, authorized by the Act 46 Vic., ch. 25 (1883), was voted, and has been paid during the past fiscal year.

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24 and 159).

By the Act 47 Vic., ch. 8 (1884), the Irondale, Bancroft and Ottawa Railway Company were subsidized, to an extent not exceeding \$160,000, for a line, about 50 miles long, to connect the Victoria Branch of the Midland Railway with the village of Bancroft.

With the sanction of an Order in Council of the 10th July, 1886, a contract was made with the company on the 19th of August, 1886, the first 10 miles to be completed by the 1st of December, 1886, and the remainder by the 1st of July, 1888.

Under the authority of an Order in Council of the 14th of February, 1887, \$15,000 has been paid. The unpaid balance of subsidy, \$145,000, which had lapsed, was revoked by the Act 52 Vic., ch. 3 (1889). No further payment of subsidy has been made up to the 31st of December, 1890.

Joggins Railway Company.

(See Nos. 76 and 100).

By the Act 49 Vic., ch. 18 (1886), authority was given for the grant of aid to an extent not exceeding \$38,400, towards the construction of a railway, the estimated length of which is 12 miles, from a point at or near McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, N. S.

The Joggins Railway Company having applied for this subsidy, and the application being satisfactory, a contract was made with them on the 30th of November, 1886, under the authority of an Order in Council on the 5th of October, the line to be completed by the 1st of November, 1887.

A further subsidy to this company, not exceeding \$4,000, having been authorized by the Act 50-51 Vic., chap. 24 (1887), towards the construction of an extension of the line, $1\frac{1}{4}$ mile long, to the wharves on Cumberland Basin, a contract was made with them for the work on the 13th of October, 1887.

During the fiscal year the company were paid the sum of \$9,761.22, and subsequently the further sum of \$1,600, making the total payments up to the 31st of December, 1890, \$37,500.

Lake Erie, Essex and Detroit River Railway Company.

(See Nos. 133.)

By the Act 50-51 Vic., ch. 26 (1887), the grant of a subsidy to the extent of \$118,400, for 27 miles of their railway, was authorized in lieu of a subsidy granted to this company the previous year, and on the 6th of April, 1888, they were admitted to contract for the construction of a line from Walkerville, on the Detroit River, to Cedar Creek Station, under the authority of an Order in Council of the 25th of March.

The line having been built and inspected, the company were authorized, on the 22nd of December, 1888, to open it for traffic.

Of the subsidy, the sum of \$106,500 was paid before the close of the fiscal year 1888-89. During the past fiscal year a further sum of \$11,900 was paid, making the total amount \$118,400, of this company's subsidy.

Lake Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169 and 216.)

By the Act 48-49 Vic., ch. 59, a subsidy was authorized in aid of the construction of a line of railway from Long Sault to the foot of Lake Temiscamingue, surmounting certain rapids on the River Ottawa. The limit of the amount was \$25,600, covering a total distance of 8 miles. A contract was entered into on the 25th of November, 1885, for the construction of 6 miles, to be completed by the 1st of January, 1887.

In conformity with an express provision to that effect in clause 2 of the Act 49 Vic., ch. 10, letters patent were issued under an Order in Council of the 20th of July, 1886, published in the *Canada Gazette* of the 24th, granting a charter for the construction of this railway to the "Lake Temiscamingue Colonization Railway Company."

By the Subsidy Act, 49 Vic., ch. 10, a further subsidy of \$6,000 was authorized for the building of wharves and landing stages in connection with this line. This was subsequently cancelled, and by the Act 50-51 Vic., ch. 24 (1887), the definition of portions of the road to which the preceding Acts had granted subsidies was corrected, the amount of the subsidy, however, remaining the same, namely, a total of \$31,600.

By the Act 50-51 Vic., ch. 24, the grant of a subsidy to the extent of \$33,600 was authorized for 10½ miles of this company's line from Long Sault to Lake Kipewa. The contract for this subsidy was entered into on the 27th of June, 1888.

By the Act 52 Vic., ch. 3 (1889), a subsidy was authorized not exceeding \$48,000, for 15 miles from Mattawa Station, C.P.R., towards the Long Sault, or *vice versa*.

By the Act 53 Vic., ch. 2 (1890), a subsidy was authorized, not exceeding \$64,000 for 20 miles from the northern end of the line subsidized by 52 Vic., ch. 3.

During the fiscal year the sum of \$26,360 was paid, making a total of \$52,760 paid to this company. No further payment has been made up to the 31st of December, 1890.

Minudie Railway Company.

(See No. 121).

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy to the extent of \$17,600 to the above company for 5½ miles of their railway, from its juncture with the Joggins Railway, near the River Hébert Railway Bridge, to the Village of Minudie, Nova Scotia.

Under authority of an Order in Council of the 10th of February a contract, dated the 26th of March, 1888, has been made with the company for this work, which was to be completed by the 1st of March, 1889.

Up to the 31st of December, 1890, no portion of the subsidy has been paid.

Montreal and Champlain Junction Railway Company.

(See Nos. 51, 125 and 136).

By the Act 48-49 Vic., chap. 59, a subsidy was authorized to be granted to this company for a line from Brosseau's to Dundee, not exceeding \$30,000. The work was completed and the subsidy was paid in the year 1885-86.

By the Act 50-51 Vic., ch. 24, a further subsidy, not exceeding \$64,000, was authorized to be granted to this company, and the contract was signed on the 25th of January, 1888, for a line from Fort Covington to Massena Springs.

By the Act 51 Vic., ch. 3, a further subsidy of \$9,600 was authorized for 3 miles additional, making a total of \$73,600. Of this amount, the sum of \$5,400 was paid during the fiscal year. Nothing further has been paid, and the total payments to this company up to the 31st of December, 1890, therefore, under this contract, aggregate \$58,500.

Montreal and Lake Maskinongé Railway Company.

(See No. 74 and 212).

By the Act 49 Vic., ch. 10 (1886), the grant of a subsidy of \$32,000 for a railway from St. Félix to Lake Maskinongé, P.Q., was authorized, and application being made by the Montreal and Lake Maskinongé Railway Company, an Order in Council of the 1st of October, 1887, accepted them as contractors, and an agreement was entered into accordingly on the 29th September, covering the distance between St. Félix and St. Gabriel de Brandon, near Lake Maskinongé. The distance being greater than that subsidized, a further grant for 3½ miles, \$10,200, was made by the Subsidy Act, 53 Vic., ch. 2 (1890). During the fiscal year payment has been made of \$20,080, making the total payments up to the 31st of December, 1890, \$39,780.

A further inspection showed this work to be completed, the subsidy being earned for the whole distance, 12.90 miles, and, though not actually paid, the payment of the balance due, \$1,500, has been authorized by an Order in Council, dated the 24th of December, 1890.

Montreal and Sorel Railway Company.

(See Nos. 47 and 210).

By the Act 48-49 Vic., ch. 59, a subsidy not exceeding \$72,000 was authorized to be granted to this company for a line from St. Lambert to Sorel. Under an
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Order in Council of the 2nd of October, 1885, a contract was made with the company on the 14th, and under the authority of Orders in Council, the last dated the 10th of November, 1886, payments have been made, amounting in all to \$69,922, the road, 44.67 miles long, having been completed, with the exception of a small quantity of work, to secure the finishing of which \$1,550 was retained. No further payment was made, and the said balance lapsed on the 1st of August, 1889.

By the Act 53 Vic., ch. 2 (1890), the sum of \$40,000 was granted for the repair of this road. The work was undertaken by the Great Eastern Railway Company, and is being carried out under requirements laid down by this Department, and the inspection of its engineers. The total amount so far paid out for work done is \$15,540, up to the 30th of December, 1890, this amount includes the sum of \$6,719.50 paid to the Great Eastern Railway Company who executed the work.

Montreal and Western Railway Company.

(See No. 78 and 206).

By the Subsidy Act of 1886, 49 Vic., ch. 10, authority was given for the grant of a subsidy, in lieu of previous subsidies, to the Montreal and Western Railway Company for 70 miles of their railway from St. Jérôme, north-westerly towards Le Désert, P. Q., the amount being \$5,151 per mile, not exceeding in the whole, \$361,270.

For this subsidy another for the same amount was substituted by the Act 53 Vic., ch. 2 (1890), special authority being given for payment in named sections less than 10 miles in length.

Under authorization of an Order in Council dated the 4th of June, 1888, a contract was made with the company for the work on the 6th. No portion of the subsidy was paid during the fiscal year, but subsequently the sum of \$47,532 was paid on the sections from St. Jérôme to Shawbridge, and from Shawbridge to St. Sauveur.

Montreal and Ottawa Railway Company.

(Formerly the Vaudreuil and Prescott Railway Company.)

(Name changed by 53 Vic., ch. 58.)

(See Nos. 97 and 186).

By the Railway Subsidy Act of 1887, 50-51 Victoria, Chapter 24, the grant of a subsidy to the above company was authorized for 30 miles of their railway from Vaudreuil towards Hawkesbury, the extent of such subsidy being \$96,000.

A contract was made with the company on the 11th of February, 1889, for the distance named, starting from the Grand Trunk Railway at Vaudreuil. The date for completion is fixed as the 1st of August, 1891.

By the Act 53 Vic., ch. 2 (1890), a subsidy for a further distance of 30 miles towards Ottawa was authorized. No payments were made during the fiscal year, but the sum of \$11,084 was paid, subsequently, up to the 31st of December, 1890.

The company, on the 4th of October, 1890, were authorized to open the portion of their road between Vaudreuil and Rigaud, 16 miles, for public traffic.

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Napanee, Tamworth and Quebec Railway Company.

(Name changed to the **KINGSTON, NAPANEE and WESTERN RAILWAY COMPANY** by the Act 53 Vic., ch. 62.)

(See Nos. 13, 27, 57, 94, 107 and 166).

In 1883 Parliament authorized a subsidy of \$89,600 to this company, covering their road from Napanee to Tamworth.

A contract, dated 31st December, 1883, was entered into with the company for this work, and upon completion, inspection and approval of the road, this subsidy was all paid under Orders in Council, the last dated the 28th of July, 1884.

In the Session of that year Parliament authorized the grant of a further subsidy, not exceeding \$3,200 a mile, or a total of \$70,406, for an extension of this company's road from Tamworth to Bogart and Bridgewater. In 1885, however, in substitution for this subsidy, Parliament authorized the grant to the company of a subsidy of \$70,000 for a line "from Tamworth towards Bogart and Bridgewater, 16 miles." This, again, was cancelled by the Act 49 Vic., ch. 10 (1886), a subsidy of \$70,000 being granted to the company for 18 miles of their railway from Tamworth to Tweed.

By the Act 50-51 Vic., ch. 24 (1887), a further subsidy to this company, not exceeding \$12,800, was authorized for 4 miles of their road to Tweed.

Under date of the 25th of July, 1888, an Order in Council authorized entry into contract, and approved the location plans from Tamworth to Tweed, 20 miles. The contract was signed on the 31st of July, 1888, covering both subsidies. The road is to be completed by the 1st of August, 1890.

By the Act 52 Vic., ch. 3 (1889), the grant of a further subsidy to this company was authorized for 7 miles of their railway from Yarker to Harrowsmith, and also a grant to a company for 3 miles of railway from Harrowsmith to Sydenham, the total being \$32,000. Under date the 4th of September, 1889, the company were admitted to contract for 3 miles, to be completed by the 1st of August, 1893, and under date the 26th of December for the distance of $6\frac{3}{4}$ miles, from a point near Yarker to or near Harrowsmith, to be completed by the 1st of August, 1891.

The total subsidies available under the contracts covering the distance between Tamworth and Tweed, Yarker, Harrowsmith and Sydenham, amount to \$114,800. Under date the 30th of November, 1889, the company were allowed to open for traffic between Tamworth and Tweed, and between Yarker and Harrowsmith.

During the fiscal year payments were made to the extent of \$95,744, and up to the 31st of December, 1890, a further sum of \$7,600, making the total payments on the current contracts \$103,344.

Northern and Pacific Junction Railway—Gravenhurst to Callander.

(See Nos. 1, 16, 160 and 188).

For the purpose of affording to the Province of Ontario the advantage of direct railway communication with the North-West, it was necessary that a road should be built connecting the Canadian Pacific Railway with the existing railways of Ontario, and such a line was subsidized by the Acts of 1882 and 1883 to the extent of \$12,000 a mile, for a distance of 110 miles, or a total of \$1,320,000. It extends southwards from the Canadian Pacific Railway at Nipissing Junction, east of Lake

Nipissing, to the village of Gravenhurst, a distance of 111½ miles, there connecting with the railway system of Ontario. Under the authority of an Order in Council dated the 10th of April, 1884, a contract was entered into on the 12th of April, 1884, with the Northern and Pacific Junction Railway Company (formerly the Northern, North-Western and Sault Ste. Marie Railway Company), for the construction of this line, the same to be completed by the 1st of May, 1886.

Connection was made from north to south in January, 1886, a through train running on the 27th of that month.

Up to the 31st of December, 1886, the total payments aggregated \$1,284,400, leaving the sum of \$35,600 to cover certain incomplete work. This balance lapsed, but was revoked in 1889 (52 Vic., ch. 3), being, however, set down as \$35,000 only. The whole of the work being completed, under an Order in Council of the 6th of July, 1889, this amount was paid to the company, leaving \$600 due.

By the Act 53 Vic., ch. 2 (1890), this sum of \$600 was voted, but has not up to the 31st of December, 1890, been paid.

Northern and Western Railway Company.

(See Nos. 11, 29, 50 and 61).

In 1883 Parliament authorized the grant of a subsidy to this company of \$102,400, towards the construction of 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, N.B. This action was suggested to the House, in view of an application made for aid for a line extending from the Intercolonial Railway at the crossing of the Miramichi River, *via* Boiestown and the Nashwaak Valley to Gibson, on the River St. John, opposite Fredericton. In 1884, no work having meantime been commenced, Parliament voted money for the construction, by the Government, of the portion of this distance, extending from Derby Station, on the Intercolonial Railway, to Indian-town, and authorized the grant to this company of a subsidy of \$128,000 in aid of their railway from Fredericton to Miramichi, "instead of the subsidy proposed in 1883."

The contract for the construction of this subsidized line, from Fredericton to the Miramichi, 40 miles in length, was signed on the 24th of December, 1884, an Order in Council of the 16th of that month having given approval to the draft of such contract. The date fixed for completion was the 1st of July, 1888.

The location for the whole distance, 40 miles, having been approved of by Orders in Council, and the road having been duly completed and inspected, the whole of the subsidy, \$128,000, was paid to the company before the close of the fiscal year 1885-86.

In 1885, a subsidy in favour of this company was authorized to the extent of \$19,200 for a continuance of their line to Boiestown, and under the authority of an Order in Council of the 6th of November, 1885, a contract was made with the company for the work on the 26th of that month. The location was approved by an Order in Council of the 27th. The line, six miles in length, was to be completed by the 1st of November, 1886. The line being completed, an Order in Council was passed on the 13th of July, 1886, under which payment of \$18,200 was made; the balance, \$1,000, being retained to cover the widening of certain cuttings.

Parliament also, in 1885, authorized the grant of a subsidy to the extent of \$140,800 in aid of the construction of a line of railway from Indiantown, *via* the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown.

The Northern and Western Railway Company having applied for the work, they were accepted, and a contract was made with them on the 26th of November, 1885, as authorized by an Order in Council of the 7th of that month; the location for the whole distance, about 50 miles, being approved of by an Order of the 27th. The line was to be completed by the 1st of August, 1888.

By the Subsidy Act, 49 Vic., ch. 10 (1886), a further grant of \$32,000 to this company was authorized for 10 miles of their railway, made up of the portion intervening between the present termini of their already subsidized line and of the 2 miles extending down to deep water at Chatham.

For this subsidy a contract was made with the company on the 14th of August, 1886, covering the intervening portion of line only, and omitting the 2 miles deep-water extension. Under date the 12th of August, 1888, they entered into an agreement covering the 2 miles in question; the amount of subsidy applicable being \$6,400.

By the 31st of December, 1887, the whole road between Gibson, opposite Fredericton, and Indiantown was completed and in operation, the actual distance being $95\frac{1}{2}$ miles. The total subsidy provided for this distance was \$313,600. The amount found to be actually applicable was \$305,600, and the whole has been paid after due inspection and on Orders in Council, the last dated the 31st of December, 1887.

Under date the 29th of November, 1888, an Order in Council passed authorizing payment of the sum of \$6,300 out of the \$6,400 of subsidy for the deep-water extension at Chatham (\$100 being retained for the completion of certain work), and this amount was paid. During the fiscal year the said sum of \$100 has been paid, completing the payment of all subsidies granted to this company, the total being \$312,000.

The portion connecting Indiantown with the Intercolonial Railway, fourteen miles, having been built by the Government as a branch of its main road, there is direct communication between Fredericton and the Intercolonial Railway at Derby, the distance being about $109\frac{1}{2}$ miles.

Nova Scotia Central Railway Company.

(See Nos. 129 and 135).

By the subsidy Act of 1887, 50-51 Vic., ch. 24, the Nova Scotia Central Railway Company were subsidized for 34 miles of their railway, to an extent not exceeding \$108,800. Under an Order in Council of the 16th of September, 1887, the company were admitted to contract on the 17th of October, 1887, the work to be executed being a line of railway from Lunenburg, on the east coast of Nova Scotia, westward, to a point in the district of New Germany, together with a spur, about $\frac{3}{4}$ mile long, to Bridgewater railway wharf, the whole to be completed by the 31st of December, 1889.

By the Act 51 Vic., chap. 3 (1888), the grant of a further subsidy not exceeding \$147,200 was authorized, for 46 miles of the company's railway, and under an Order in Council of the 9th October, 1888, a contract, dated the 15th of October, 1888, was executed, covering a line of railway 39½ miles, starting from a point 33½ miles from Lunenburg, and running to Middleton, on the Windsor and Annapolis Railway; the work to be completed by the 31st of December, 1890.

During the fiscal year, payments were made to the extent of \$219,100, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of 73½ miles. No further payments have been made up to the 31st of December, 1890.

Ontario and Pacific Railway Company.

(See Nos. 31, 115 and 150).

By the Act 47 Vic., chap. 8 (1884), the grant of a subsidy to the Ontario and Pacific Railway Company was authorized, namely, to the extent of \$262,400, on an estimated distance of 82 miles, for a line from Cornwall to Perth, and on the 27th of July, 1886, a contract was made with the company, under the authority of an Order in Council of the first day of that month, for the construction of such line, *viâ* Newington, Chrysler, Manotic and Franktown, the road to be completed by the 1st July, 1888. This subsidy lapsed on the 1st of July, 1888.

By the Act 50-51 Vic., chap. 24, a further subsidy of \$19,200 for a further distance of 6 miles was granted.

By the Act 52 Vic., chap. 3 (1889), a subsidy not exceeding \$172,400 was authorized to this company for a line from Cornwall to Ottawa, but no contract has yet been entered into for the work.

No portion of these subsidies has been paid up to the 31st of December, 1890.

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company).

Ottawa and Gatineau Valley Railway Company.

(See Nos. 8, 26, 58 and 151).

By the Act 48-49 Vic., chap. 59 (1885), the grant of a subsidy to this company was authorized (in lieu of subsidies granted in previous years), namely, for a line of railway from Hull station towards the village of Le Desert, 62 miles, the amount being \$320,000. This subsidy having lapsed, it was re-voted by the Act 52 Vic., chap. 3 (1889).

Under authority of an Order in Council of the 10th of July, 1889, a contract with the company for the work in question, 62 miles, was signed on the 19th of August, the date for completion being fixed as the 1st of August, 1893.

The location plans of the first 50 miles have been approved.

No portion of the subsidy was paid during the fiscal year, but, subsequently, payment was made of \$48,200, under an Order in Council of the 24th of December, 1890.

Oshawa Railway and Navigation Company.

(See No. 112).

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$22,400 was authorized for seven miles of this company's railway, extending from Port Oshawa towards Raglan; they were admitted to contract on the 20th July, 1889. The time for completion of the work has been extended to the 1st of August, 1891. No portion of the subsidy had been paid up to the 31st of December, 1890.

Parry Sound Colonization Railway Company.

(See No. 153.)

By the subsidy Act of 1889, 52 Vic., ch. 3, authority was given for the grant of a subsidy to this company, not exceeding \$128,000 for 40 miles of railway from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway.

On the 21st of July, 1890, the company was admitted to contract accordingly, the line to run from the village of Parry Sound through the townships of Foley, Christie, Monteith, McMurrick and Perry, joining the line of the Northern and Pacific Junction Railway at Scotia or a point about two miles from Elmsdale Station. The date for completion was fixed as the 1st of November, 1891. The location of the first 30 miles has been approved by an Order in Council of the 11th of July, 1890.

No payment on subsidy account has been made up to the 31st of December, 1890.

Port Arthur, Duluth and Western Railway Company.

(Formerly the "Thunder Bay Colonization Railway Company.")

(See Nos. 139 and 195).

This company was originally incorporated, its name being afterwards changed by Statute of Ontario, as the "Thunder Bay Colonization Railway Company." It was declared to be a body corporate under its present name by the Dominion Act 51 Vic., ch. 84, which authorized it to receive all grants voted to the previous company.

By the Subsidy Act, 51 Vic., ch. 3 (1888), the grant of a subsidy to the extent of \$271,200 was authorized in favour of the above company, for 84 $\frac{3}{4}$ miles of their railway from Port Arthur towards Gun Flint Lake, a point on the International boundary line; this being in place of subsidies previously granted for the construction of a railway from Murillo Station to Crooked Lake.

A contract was entered into with the company on the 24th of December, 1889. The location of the entire line has been approved. No portion of the subsidy was paid during the fiscal year, but, subsequently, payment was made to the extent of \$51,800 up to the 31st of December, 1890.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to 16,000 was authorized for a branch, 5 miles, long to the Kakabeka Falls.

Pontiac and Renfrew Railway Company.

(See No. 163).

By the Act 52 Vic., chap. 3 (1889), the grant of a subsidy to the above company of \$19,200 was authorized for 6 miles of their railway, and under date the 2nd of

August, 1889, they were admitted to contract, the line to be from the Bristol iron mines to the Pontiac Pacific Junction Railway, in Onslow. During the fiscal year the sum of \$9,800 was paid from this subsidy, and a subsequent payment of \$3,800 completed the payment of the full subsidy, \$13,600, applicable to the actual length, $4\frac{1}{2}$ miles, of this road.

Pontiac Pacific Junction Railway Company.

(See Nos. 25, 137 and 211).

This line was subsidized by Parliament in 1884, to the extent of \$3,200 a mile, not exceeding \$272,000.

Under authority of an Order in Council, dated the 12th of December, 1884, a contract, dated the 22nd of that month, was made with this company for the building of the line subsidized, namely, from Aylmer, Que., to Pembroke, crossing the River Ottawa at a point "not east of Lapasse," the first twenty-seven miles to be completed by the 1st September, 1885 (extended to 15th of December by Order in Council of the 13th of August, 1885), the second twenty-seven miles by the 1st of July, 1886, and the whole road, estimated at 85 miles west of Aylmer, by the 1st of July, 1887.

Up to the close of the fiscal year 1887-88 a total of \$174,828, for a distance of 71 miles from Aylmer, had been paid out of the full subsidy, \$272,000.

The road is open for public traffic from Aylmer to Coulonge, 59 miles.

By the Act 51 Vic., ch. 3 (1888), a subsidy to this company of \$31,500 was authorized for the bridging of the River Ottawa at Culbute; also a subsidy of \$9,600 for 3 miles of their railway from a point 3 miles east of Pembroke to Pembroke, provided that the entire work subsidized on this railway be completed within four years from the 22nd of May, 1888. No contract has been entered into for the work contemplated by this Act up to the 31st of December, 1889.

By the 5th clause of the Act 52 Vic., ch. 3, it was specially provided that the several subsidies in aid of this railway should be extended to the 22nd of May, 1892.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$24,000 was authorized for $7\frac{1}{2}$ miles of this railway, between Hull and Aylmer.

Quebec Central Railway Company.

(See Nos. 22, 142 and 219).

This company was subsidized in 1884, to the extent of \$211,200, in aid of the construction of 66 miles of their railway, from Beauce Junction to the International boundary.

Under the authority of an Order in Council, dated the 2nd of August, 1884, a contract was made with the company on that date for the construction of a line from Beauce Junction on their trunk line, thence up the valley of the River Chaudière to the frontier, the line to be completed by the 2nd of February, 1888.

The location of the first 23 miles was approved of by an Order in Council of the 8th of May, 1885. The amount of the subsidy paid up to the end of the fiscal

[1890]

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year 1885-86, under an Order in Council of the 14th of August, 1885, was \$60,342, covering 15½ miles of road inspected, starting from Beauce Junction.

In lieu of the balance of this subsidy, which lapsed on the 1st of July, 1888, authority was given by the Act 51 Vic., ch. 3 (1888), for the grant of a subsidy to this company of \$21,191.54 a year for 20 years, equivalent to a cash grant of \$288,000, for a line of railway from St. Francis Station to a point on the Atlantic and North-West Railway, near Moose River, 90 miles. No contract was made for this work.

By the Act 53 Vic., ch. 2 (1890), in lieu of the subsidy so granted, the company may receive the same amount for a similar term of years, or a guarantee of interest on bonds for a like sum, for 90 miles of their railway from St. Francis Station on their line to a point on the Atlantic and North Western Railway near Moose River or from a point on their line between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, the first annual payment to be made at the end of twelve months from the date of the certificate of completion. No contract has been entered into for this subsidy, and no further payments have been made up to the 31st of December, 1890.

Quebec and Lake St. John Railway Company.

(See Nos. 2, 14, 49, 82, 126, 140, 177 and 220)

By the Subsidy Act of 1882 a subsidy of \$384,000 was granted for a line from St. Raymond to Lake St. John. By the Act of 1883 the Quebec and Lake St. John Railway Company, engaged in the work of constructing this line, were permitted to receive a further subsidy of \$80,000. By the Act of 1885 a subsidy of \$96,000 was authorized for a line extending from the point of their junction with the North Shore Railway (4 miles from Quebec) up to St. Raymond (36 miles from Quebec), conditionally upon the construction of their line to a point 50 miles north of St. Raymond, and by the Act of 1886 a subsidy was authorized, not exceeding \$186,295, for the portion, 95 miles, extending from the point 50 miles north of St. Raymond to Lake St. John.

By the Act 50-51 Vic., ch. 24 (1887), an additional subsidy not exceeding \$28,800 was authorized for a distance of 9 miles, the distance which previous subsidies granted were short of covering from the city of Quebec to Lake St. John. By this Act authority was given for payment up to the 23rd of June, 1888 (under the usual conditions) of balances available from the subsidies granted in 1882 and 1883. The aggregate of the subsidies granted to this company for the whole distance from Quebec to Lake St. John is \$775,095, the number of miles subsidized being 186.

An agreement was duly entered into on the 4th of September, 1883, in respect of the two subsidies first named, under which this line was to be completed by the 25th of May, 1887, the portion up to Lake Edward to be completed by the 31st of December, 1885, and on the 10th of February, 1886, an agreement was signed covering the third subsidy, that, namely, of 1885. For the subsidies granted in 1886 and 1887 no further contracts are required, these subsidies being applicable to works embraced in the previous contracts.

The road is in operation up to Roberval, on Lake St. John, 190 miles from Quebec.

By the Act 51 Vic., ch. 3, a subsidy to the extent of \$96,000, previously granted to the Saguenay and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, was transferred to this company and under authority of an Order in Council of the 17th of November, 1888, a contract was made with them on the 5th of December for this work, which starts from Chambord Junction near Lake St. John on their main line; the work to be completed by the 1st of August, 1890. The location for these 30 miles has been approved by an Order in Council of the 17th of November, 1888.

By the Act 52 Vic., ch. 3 (1889), a further subsidy of \$64,000 was granted for an additional 20 miles, making the total subsidy for this branch \$160,000.

By the Act 53 Vic., ch. 2 (1890), a subsidy to this company to the extent of \$30,000 was authorized for a railway bridge over the River St. Charles; also a subsidy, limited to \$38,400, for 12 miles of railway from Lorette *via* Charlesbourg to Quebec. Under date the 2nd of December, 1890, both these subsidies were covered by one contract, the work to be completed by the 1st of October, 1891.

During the fiscal year there has been paid the sum of \$38,440, making the total payments up to the 30th of June, 1890, for both main line and branches, \$748,355. Nothing further has been paid up to the 31st of December, 1890.

Quebec, Montmorency and Charlevoix Railway Company.

(See No. 164).

By the Subsidy Act, 52 Vic., ch. 3 (1889), the grant of a subsidy to the extent of \$96,000 to the above company was authorized for 30 miles of their railway from the east bank of the River St. Charles to or near to Cape Tourmente, P. Q.

A contract was entered into with the company on the 14th of November, 1889, for this work, from Hedleyville to St. Joachim.

During the fiscal year the sum of \$65,600 was paid from this subsidy. No further payments being made up to the 31st of December, 1890.

"Short Line."

In previous reports, and pending definite conclusions as to work and negotiations then in progress, a scheme whereby a line of railway more direct than the existing one should be constructed to connect the harbours of the Atlantic seaboard with the railway systems to the west of the St. Lawrence, has been dealt with, under the title "The Short Line."

Now, however, parts of the scheme have been undertaken as Government work, and the remainder under a company. The project comprises the following features.—

1. A line from the River St. Lawrence at Caughnawaga, running *via* Sherbrooke across the State of Maine, to Harvey, Fredericton, Salisbury, on the Intercolonial Railway, and so to Moncton—connecting on the way with the roads leading to St. Andrew's and St. John, N.B. This work has been constructed by the Atlantic and North-West Railway Company (Canadian Pacific Railway Company) up to Harvey, whence it connects with St. John, and the Government have caused a fresh survey to be made between Harvey and Salisbury.

2. A line from Oxford to New Glasgow, avoiding a long *détour* and joining the Eastern Extension Railway at New Glasgow. This work has been undertaken by the Government.

3. A line from a point on the Island of Cape Breton opposite the Canso terminus of the Eastern Extension Railway on the mainland to Sydney and North Sydney. This is being constructed as a Government work.

Information with regard to these works will be found in the present report under their respective headings.

Shuswap and Okanagan Railway Company.

(See No. 167).

This company was incorporated by the Act 49 Vic., ch. 82 (1886), for the construction of a line of railway from a point on the Canadian Pacific Railway, at Sicamous Narrows, B.C., running up the left bank of the Shuswap River to a point near the north end of Lake Okanagan.

By 51 Vic., ch. 88 (1888), this Act was amended, and the company were allowed two years to commence and five to complete their main line.

By the Subsidy Act of 1889 a subsidy to the extent of \$163,200 was authorized for the said railway, the estimated distance being 51 miles.

The contract for this work was signed on the 11th of February, 1890, the date for completion being fixed as the 4th of May, 1893. Plans showing the location of the line for the whole distance, 51 miles, have been approved. No portion of the subsidy has been paid up to the 31st of December, 1890.

St. Catharine and Niagara Central Railway Company.

(See Nos. 96 and 176).

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of \$38,400 to the above company was authorized for 12 miles of their railway from St. Catharines to the bridge over the River Niagara.

The company were admitted to contract on the 5th March, 1888, under an Order in Council of the 12th April, the location being approved by an Order of the same date.

On the 20th of December, 1888, the road having been built and inspected, the company were permitted to open it for traffic.

By the Act 52 Vic., chap. 3 (1889), a subsidy for 20 miles of this road was authorized, limited to \$64,000, and on the 1st of August, 1890, the contract was signed, the extension being from their present terminus at St. Catharines towards Hamilton. Approval of location of these 20 miles, for subsidy purposes, has been given, with the exception of one mile in the City of St. Catharines, by an Order in Council of the 1st of April, 1890.

During the fiscal year 1888-89, the sum of \$26,640 had been paid to this company. No further payments have been made up to the 31st of December, 1890.

St. Clair Frontier Tunnel Company.

(See No. 162).

In the year 1884 a company, "The St. Clair Frontier Tunnel Company," was incorporated by the Dominion Act, 47 Vic., ch. 82, for the purpose of building a tunnel for railway passage under the River St. Clair, from a point in or near the town of Sarnia, Ontario, to the city of Port Huron, Michigan, U.S., the Act providing that the plans of the tunnel and its works should be approved by the Governor in Council prior to commencement.

Plans of this work were submitted by the company and approved by an Order in Council dated the 24th of November, 1886, which also approved of the site. Certain changes were subsequently found necessary, and amended plans were approved by an Order in Council dated the 7th of October, 1889.

The length of the actual tunnel will be 5,950 feet, of which 2,310 feet will be under the river. For the centre portion of this distance 1,708 feet will, practically, be on the level, the ascent from the centre on either side being 1 in 50. The approaches comprise an open cutting on the east side of 3,200 feet, and on the west side of 2,560. The tunnel, cylindrical in form, will have a diameter of 20 feet in the clear. It will be lined with cast iron. The greatest depth of water over the top of the work will be $40\frac{1}{2}$ feet, and the minimum, 15 feet. The work, when completed, will give connection between the Grand Trunk Railway, and the Chicago and Grand Trunk Railway.

By the Subsidy Act, 52 Vic., ch. 3 (1889), a subsidy to the extent of 15 per cent. of the value of the work, but not exceeding \$375,000, was authorized.

Under authority of an Order in Council dated the 2nd of October, 1889, a contract was entered into with the company on the 30th of that month for the work in question, which is to be completed by the 1st of August, 1893.

The works are being carried on steadily, and the tunnel proper was formed throughout by the 30th of August 1890, the shields from either end meeting at that day.

During the fiscal year the company were paid the sum of \$173,000, and subsequently a further sum of \$77,795, making a total of \$250,795 paid up to the 31st of December, 1890.

St. John Valley and Rivière du Loup Railway Company.

(See Nos. 90, 118 and 225.)

By the Act 49 Vic., chap. 10 (1886), a subsidy of \$70,400 was authorized for 22 miles of railway from Fredericton to Prince William, New Brunswick, and by the Act 50-51 Vic., chap. 24, a subsidy of \$70,400 was authorized in favour of the St. John Valley and Rivière du Loup Railway Company for 22 miles of railway from Prince William towards Woodstock.

The company having applied for both subsidies, they were admitted to contract on the 26th June, 1888, under an Order in Council of the 21st May, the time for completion being fixed as the 31st July, 1890. This covers both subsidies, aggregating \$140,800. The location plans were approved by an Order in Council of the 23rd May, 1888, covering the distances, 44 miles, from Fredericton to Woodstock.

By the Act 53 Vic., chap. 2 (1890), both the above subsidies were, in effect, re-voted.

Up to the 31st December, 1890, no payments have been made.

Stewiacke Valley and Lansdowne Railway Company.

(See Nos. 87 and 232)

By the Act 49 Vic., chap. 18 (1886), a subsidy was authorized for a railway from a point on the Intercolonial Railway through the Stewiacke Valley, affording communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, 25 miles, the extent of aid not exceeding \$80,000. The Stewiacke Valley and Lansdowne Railway Company having applied for this subsidy a contract was made with them on the 17th of December, 1886, the line to be completed by the 1st of December, 1889.

By the Act 53 Vic., ch. 2, 1890, the above subsidy was in effect revoked, and the old contract having been cancelled, a new contract with this company was entered into on the 30th of August, 1890. Completion is called for by the 1st September, 1892.

By the Act 52 Vic., ch. 3, (1889), a subsidy was granted for a railway from Truro or a point between Truro and Stewiack to Newport or Windsor, 49 miles, the limit being \$156,800. A contract was made with this company on the 30th of August, 1890, for the work, the line to run from Brockville Station, on the Intercolonial, to Newport Station, on the Windsor Branch Railway; the line to be completed by the 1st of September, 1893.

The location plans have been approved for this distance.

No portion of any of the above subsidies has been paid up to the 31st of December, 1890.

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

(See Nos. 38, 59 and 117).

By the Act 48-49 Vic., chap. 49, (1885), a bulk sum subsidy of \$217,600 was granted for a line of railway from the Grand Piles, on the River St. Maurice, Que., to a point of junction with the Lake St. John Railway (being in lieu of a subsidy of the previous year).

By the Act 50-51 Vic., chap. 24, this subsidy was repeated in favour of the company named below.

The St. Lawrence, Lower Laurentian and Saguenay Railway Company having applied for this subsidy, and being approved, a contract was entered into with them on the 20th of February, 1886, under authority of an Order in Council of the 6th of that month, which also approved of the location plans, the said location being subsequently amended under an Order in Council of the 25th of August, 1887.

Up to the 30th of June, 1888, there had been paid to the company the sum of \$92,813.

The time for completion has been extended to the 1st of August, 1891. No further payment has been made up to the 31st of December, 1890, but towards the

close of the year authority was given for payment of the sum of \$32,003, the total distance covered by the inspection being 32½ miles, towards the terminus, Rivière à Pierre Station, of the Quebec and Lake St. John Railway.

Témiscouata Railway Company—Rivière du Loup to Edmundston.

(See Nos. 3, 62, 127, 141 and 226).

Towards the construction of a line from Rivière du Loup or Rivière Ouelle, or from some point between them, to Edmundston, Parliament, in 1882, voted a subsidy of \$240,000, and by the Act 48-49 Vic., ch. 58, a further subsidy, not exceeding \$258,000, was voted for the same work, making a total subsidy of \$498,000.

Under express provisions of this Act, a charter was granted by Orders in Council of the 3rd and 7th of October, 1885, to certain persons constituting "The Témiscouata Railway Company," their object being to build the said road, and such charter, being published in the *Canada Gazette* of the 10th of that month, has force and effect as if an Act of Parliament. This charter was subsequently confirmed and amended by the special Act 50-51 Vic., ch. 71, (1887). Under the said charter the company have power to construct a road from the Intercolonial Railway at Rivière du Loup to Edmundson. On the 21st of June, 1886, a contract was duly entered into with the company for the work subsidized; the whole to be completed by the 1st of August, 1889. The location of the road, 80½ miles, *via* Lake Témiscouata and the River Madawaska, was approved of by an Order in Council of the 30th of September, 1886.

On the 22nd of November, 1888, the company were permitted to open the road for traffic.

By the Act 51 Vic., ch. 3 (1888) a subsidy of \$100,000 was granted to this company for 20 miles of their branch railway from Edmundston towards the River St. Francis, in lieu of a subsidy granted the previous year.

The company having applied to be admitted to contract, authority was given by an Order in Council passed on the 31st of December, 1888, which also approved of the location, and the contract was signed on the 22nd of January, 1889.

By the Act of 1890, 53 Vic., ch. 2, a subsidy to the limit of \$51,200 was authorized for a further distance of 16 miles.

During the fiscal year payments have been made to the extent of \$74,300, and subsequently a further sum of \$48,520 has been paid, this being for work done on the St. Francis Branch, making the total payments up to the 31st of December, 1890, \$535,720.

Tobique Valley Railway Company.

(See Nos. 130 and 227).

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy of the extent of \$89,600 for fourteen miles of the railway of the above company from Perth Centre Station on the New Brunswick Railway towards Plaister Rock Island, in lieu of a subsidy previously granted. A contract was made with this company for the work on the 4th of September, 1888. The date for completion has been extended to the 1st of February, 1891.

By the Act 53 Vic., ch. 2, (1890), a subsidy limited to \$35,200 was authorized for a further distance of 11 miles.

No portion of the subsidy has been paid up to the 31st of December, 1890.

Thousand Islands Railway Company.

(See No. 182).

By the subsidy Act 52 Vic., ch. 3 (1889), the grant of a subsidy to the extent of \$54,400 to the above company for 4 miles of their railway from a point near the River St. Lawrence, in the village of Gananoque Junction, on the Grand Trunk Railway, and for thirteen miles of their railway from Gananoque Junction to a point of junction with the Brockville, Westport and Sault Ste. Marie Railway was authorized.

A contract was made with the company for this work on the 24th of October, 1889, the 4 mile section to be built by the 1st of July, 1890, and the 13 mile section by the 1st of August, 1893. Under an Order in Council of the 10th of December, 1889, \$10,400 has been paid for the section, 3½ miles, from Gananoque to the Grand Trunk Railway, completed. No further payment has been made up to the 31st of December, 1890.

Vaudreuil and Prescott Railway Company.

(See Montreal and Ottawa.)

Western Counties Railway Company.

By the Act 50-51 Vic., ch. 25 (1887), assented to on the 23rd of June, 1887, confirmation was given to an agreement made by the Government with the Western Counties Railway Company, on the 31st of January, 1887, contingently on such confirmation, the agreement itself being thereby, in some respects, modified, as expressed in a subsidiary agreement. Under the provisions of the said Act and agreements, covenants have been entered into which may be summarized as follows:—

The company agreed to withdraw a suit pending against the Crown in respect of the Windsor Branch Railway, releasing the Government from all claims, and also releasing to the Government all right and title to the branch. They also undertook to build and complete the railway between Annapolis and Digby, N.S., and to complete, equip and put in first-class order the whole of the line from Yarmouth to Annapolis; also to settle all liens on their property, and their indebtedness. In order to the fulfilment of the above, they undertook to deposit with the Government the total proceeds of the sale of their debentures, &c., the issue of which was limited to \$4,200,000. The Government, on its side, in consideration of these premises, undertook to pay to the company the sum of \$500,000, this amount to be credited to the company and added to the proceeds of the sale of their debentures, which proceeds the Government agree to hold for the purpose, the whole to be applied under certificate of the Government Chief Engineer and Order in Council, to the payment of interest on the debentures, &c., to be issued, to the building and completion of the railway above mentioned, and to the satisfaction of the company's existing obligations; the balance, if any, to be paid to the company. The dates to which the company were bound, as modified by terms of the Act, were as follows:

Work to be commenced by the 13th of July, 1887, and the railway between Annapolis and Digby to be completed by the 12th of September, 1888, the company to complete to the satisfaction of the Government, by the 12th of September, 1887, all arrangements for the settlement of its indebtedness. Provision was made also for the completion of the line between Annapolis and Digby by the Government, at its option, from the funds in its hands, in the event of failure on the part of the company to make commencement of work, to progress with the same, or to satisfy the Government as to the arrangement of the settlement of its indebtedness by the dates so fixed.

The Company did not make deposit of money; nor did they take any practical steps to carry out the work contemplated. Under these circumstances, and in view of representations urging that the Government should itself undertake the work, a survey was made of the country between Digby and Annapolis, under instructions given in October, 1888.

By the special Act 52 Vic., ch. 8 (1889), authority was given for the construction of this link of railway out of the appropriation of \$500,000 granted by the Act 50-51 Vic., ch. 25, and this work was, accordingly, taken in hand by the Department of Railways, and is being carried out, as is shown elsewhere in the present report under that heading. (*See Annapolis and Digby Railway, appendix 24, p. 338.*)

West Ontario Pacific Railway Company.

(Leased to the Ontario and Quebec Railway Company-C.P.R.)

(See Nos. 66 and 189.)

By the Act 49 Vic., chap. 10, (1886), the grant of a subsidy not exceeding \$3,200 a mile, nor in the whole \$256,000, was authorized in aid of the construction of a railway from Ingersoll *via* London, to Chatham, Ont., the estimated distance being 80 miles.

Application being made by the West Ontario Pacific Railway Company for the said subsidy, qualified by a request for permission to construct a road from Woodstock to London, in place of from Ingersoll, and it appearing that in view of the greater distance of the line proposed by them from any other existing railway, it would be of more service to the country than the route actually subsidized, they were permitted, by an Order in Council of the 8th of September, 1886, to enter into contract for the road suggested between Woodstock and London, 27 miles, subject, however, to approval by Parliament. This conditional contract was signed on the 2nd of November, 1886, the road to be completed by the 1st of November, 1887.

The company, however, have actually constructed a portion of their railway, the location of which has been duly approved, from London eastwards to a point near Ingersoll, 19 miles, from which connection may be made with both Ingersoll and Woodstock. After inspection, they were paid, under an Order in Council of the 1st of September, 1887, the sum of \$60,000, this being the amount of the subsidy applicable to the length built, less the sum of \$800 withheld to cover work remaining to be done. The work being completed, the said balance was paid under an Order in Council of the 7th of February, 1889, making the total payment \$60,800.

In the Session of 1887, an Act 50-51 Vic., chap. 62, was passed, authorizing the lease to the Ontario and Quebec Railway Company of such part of the line of the West Ontario Pacific Railway Company and of the branch thereof, then under construction, from the line of the Ontario and Quebec Railway near Woodstock, *via* London to the River St. Clair; the Act further authorized the substitution of the said point of junction of the two railways, for the point between Ingersoll and St. Thomas, previously fixed as the point of junction. This lease has been approved by an Order in Council dated the 15th of October, 1887.

Under an Order in Council dated the 25th of August, 1888, an agreement dated the 4th of September, 1889, was made with the Ontario and Quebec Railway Company (Canadian Pacific Railway), direct, for the construction of the line between London and Chatham by the 1st of August, 1890, the estimated distance for subsidy purposes being 65 miles.

By the Act 53 Vic., ch. 2, (1890), in lieu of the subsidy granted by the Act 49 Vic., ch. 10, for a subsidy from Ingersoll *via* London to Chatham, a subsidy limited to \$256,000 was granted for a railway from Woodstock *via* London to Chatham, 80 miles, being, practically, a re-vote, with a change of the terminus.

During the fiscal year, the sum of \$189,200 was paid, and, subsequently, the sum of \$6,000, making a total up to the 31st of December, 1890, of \$256,000, the whole amount of the subsidy granted.

Woodstock and Centreville Railway Company.

(See Nos. 131 and 203).

By the Act 50-51 Victoria, chapter 24 (1887), the grant of a subsidy to the extent of \$64,000 was authorized for a railway from Woodstock towards Centreville, 20 miles.

The above railway company having applied and being approved, a contract was made with them on the 6th of May, 1889, for the distance named, the line to start from Upper Woodstock Station, on the New Brunswick Railway, the work to be completed by the 1st October, 1890.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$19,200 was authorized for a further distance of 6 miles, to the International boundary. No portion of the company's subsidy has been paid up to the 31st of December, 1890.

LAND SUBSIDIES.

The following companies have been aided by subsidies in land, duly authorized by Parliament and granted by the Department of the Interior :—

They are enumerated here because the engineering details have been dealt with by this Department, the certificate of whose officer is required prior to handing over to the company concerned any part of the subsidy.

Alberta and Athabaska Railway Company.

(See No. 10).

(Name changed by 52 Vic., ch. 65, to the "North Western Railway Company of Canada," which see.)

Alberta Railway and Coal Company.

(See No. 13 and 25).

This company was incorporated in 1889 by the Act 52 Vic., ch. 50 (amended by the Act 53 Vic., ch. 85), for the construction of a railway from a point on the North Western Coal and Navigation Company's line at or near Lethbridge, southerly, to the International boundary line; the Act giving them powers to acquire, by purchase or lease the railway property and assets of that company.

On the 1st of January, 1890, they did so acquire, by lease, the said railway.

By the Land Subsidy Act, 52 Vic., ch. 4, as amended by the Act 53 Vic., ch. 3, the grant of 6,400 acres per mile was authorized in favour of this company for the distance, set down as about 50 miles, from Lethbridge to the International boundary.

The road has been built and inspected, and under date of the 8th of December, 1890, the company were authorized to open it for public traffic, the distance being 64.62 miles.

Under authority of the Act 53 Vic., ch. 85, this company has obtained a transfer, by way of lease, of the North Western Coal and Navigation Company's line.

Brandon and South-Western Railway Company.

(See No. 19).

By an Order in Council dated the 23rd of November, 1889, but subject to the approval of Parliament, and contingently on their obtaining an Act of incorporation from the Dominion, this company has been granted a subsidy of 6,400 acres per mile in aid of a railway from a point in Township 1, in either Range 23 or 24, west of the 1st Principal Meridian, to Deloraine, Manitoba, about 17 miles. The company was incorporated under a Provincial Act, but received a Dominion charter by the Act 53 Vic., ch. 86, (1890), and under said Order in Council the subsidized section is to be completed and running by the 1st of May, 1891.

Calgary and Edmonton Railway Company.

(See Nos. 230 and 21).

This company was incorporated by the Act 53 Vic., ch. 84 (1890), for the construction of a railway from the Canadian Pacific Railway at Calgary northward to Edmonton and southward to the International boundary, also northerly to Peace River.

By the act 53 Vic., ch. 5, authority was given for entry into a contract with this company for the conveyance of men, supplies, materials, and mails, for 20 years; a payment to be made annually of the sum of \$80,000 therefor, computation to be made from the date of the completion the road between Calgary and a point on the North Saskatchewan River near Edmonton. The Act further gave power to the company to lease the said railway to the Canadian Pacific Railway Company.

On the 21st of June, 1890, a contract for transport service was made accordingly with the Government, this contract calling for completion of the first 100 miles by the 1st of November, 1891, and of the whole road by the 1st of November, 1893.

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By the Land Subsidy Act of 1890, 53 Vic., ch. 4, a grant of land to the extent of 6,400 acres per mile was made for the line from Calgary north to Edmonton, about 190 miles, and also for a line south from Calgary to the International boundary, about 150 miles.

On the 26th of December, 1890, the company entered into a definite contract for the work of constructing, under subsidy, both the northern line to Edmonton and the southern line to the boundary, the dates for completion being as follows:—

From Calgary northward, 100 miles; by the 1st of November 1891; the balance to Edmonton within two years thereafter.

From Calgary southward, 50 miles, by the 1st of November, 1892, and to a point on the Old Man's River, by the 1st of November, 1893; the balance to the International boundary by a date to be fixed by the Governor in Council.

At the close of the calendar year the track was laid for a distance of 93.78 miles north from Calgary, up to the south bank of the Red Deer River.

An agreement has been entered into for the lease of this railway to the Canadian Pacific Railway Company.

Canadian Pacific Railway Company.

(See Nos. 17 and 18).

By an Order in Council of the 18th of May, 1889, but subject to approval by Parliament, a grant of lands to the extent of 6,400 acres per mile in favour of the Canadian Pacific Railway Company was authorized in aid of the construction of a branch from a point at or near Brandon on their main line south-westerly to or near Township 3, Range 27, west of the 1st Principal Meridian, and thence westerly, a total distance of 100 miles—this they term their "Souris Branch;" also, for a line 25 miles running from such point in Township 3 easterly to Deloraine, the western terminus of the existing line of the Manitoba South-Western Colonization Railway, making in all 125 miles subsidized, and the total grant 800,000 acres. The whole to be completed by the 31st of December, 1890. A further order of the 18th of June, 1889, authorized the conveyance of the subsidy on completion of each 20 mile section.

By the Land Subsidy Act, 53 Vic., ch. 4 this grant was confirmed.

The company have filed plans showing the location of this branch from Kemnay, a station on their main line, 8 miles west of Brandon, to Melita, in Township 3, Range 26, west; and from Melita east to Deloraine. Under date the 30th of December, 1890, on application of the company, an inspection has been ordered of parts of these roads, namely, from Kemnay to Airdrie, and from Glenboro' to Treesbank.

By an Order in Council of the 31st of December, 1890, the time for the completion of the 125 miles subsidized has been extended to the 1st of November, 1891.

By an Order in Council of the 14th of June, 1889, but also subject to approval by Parliament, the grant of a subsidy to the Canadian Pacific Railway Company of land to the extent of 6,400 acres per mile was authorized for a branch starting from a point on the above mentioned south-westerly, or "Souris," branch and running to liv

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Glenboro', the present terminus of the northern limb of the Manitoba North-Western Colonization Company, the length of railway so subsidized being stated to be about 60 miles, the subsidy to be conveyed on the completion of each 20 mile section. The date for completion was by this order fixed as the 31st of December, 1890.

By the Land Subsidy Act, 53 Vic., ch. 4, this grant was confirmed.

Great North-West Central Railway Company.

(See No. 7).

The construction of a line of railway to extend from Brandon, on the Canadian Pacific Railway, to Battleford, in the Provisional District of Saskatchewan, a distance of about 450 miles, was contemplated by the North-West Central Railway Company (formerly the Souris and Rocky Mountain Railway Company); and under an Order in Council of the 29th of July, 1885, the privilege of purchasing land at the rate of \$1.06 per acre, to the extent of 6,400 acres per mile, previously accorded them, was converted into a free grant of such land (subject to a charge of 10 cents per acre for survey), the grant being contingent on the due completion of their work in stated sections.

This concession did not result in the construction of any section of the road; and difficulties arising, and other applications being put forward for the work, the Act 49 Vic., chap. 11 (1886), granting aid to the extent of 6,400 acres per mile for the same, was made applicable either to the company named or to such other company as might undertake the construction of the road. The Great North-West Central Railway Company was incorporated by an Order in Council of the 22nd of July, 1889, in conformity with the provisions of the Act; a second Order, of the 3rd of August, amending such charter, and the whole being confirmed and ratified by the Act 51 Vic., ch. 85 (1888). A section of such charter giving running powers to the Canadian Pacific Railway was repealed by 52 Vic., ch. 67 (1889).

By an Order in Council, also of the 22nd July, 1886, the subsidy referred to was granted to this company; the contract itself being signed on the 12th of September, 1887. Under an Order in Council of the 1st of July, 1889, the contract time for completion was extended as follows:--

By the 1st of December, 1889,	50 miles.
do 30th do 1890,	100 do
do do do 1891,	150 do
do do do 1892,	150 do

450 miles.	

A further Order in Council of the 16th of November, 1889, extended to the 31st of May, 1890, the time for the completion of the first 50 miles; and on the 3rd of September, 1890, an Order in Council was passed accepting this section as completed. The time for completing the second section, 100 miles, has been extended to the 30th of December, 1891.

Lac Seul Railway Company.

(See No. 20)

Under date the 13th of November, 1889, there was granted to the above company by an Order in Council, subject to the approval of Parliament, a subsidy in land to the extent of 6,400 acres per mile, towards the construction of a railway from a point near Shelley Station, on the Canadian Pacific Railway, to a point near Mud Lake, on the Winnipeg River, about 18 miles; the road to be completed by the 1st of November, 1891.

This grant was confirmed by the Land Subsidy Act, 53 Vic., chap. 4, (1890.)

Manitoba and North-Western Railway Company.

(See Nos. 4 and 6).

By the Act 48 49 Vic., ch. 60, authority was given for the grant of aid for a line from Portage la Prairie to the crossing of the south branch of the River Saskatchewan, 20 miles from Prince Albert, about 430 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 4th October, 1884, cancelling previous Orders. The time for completion was fixed by Order in Council of the 6th of May, 1885, as at the rate of fifty miles a year.

The location and grades having been duly approved, an inspection made of the company's road showed that up to the 1st December, 1885, they had built and equipped 131 miles of road.

By the Act 49 Vic., chap. 11, 1886, authority was given for the grant of aid for a branch of this railway, from a point on the main line at or near Todburn to the River Assiniboine, near Shellmouth, about 26 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 24th of May, 1886, completion to be by the 31st December, 1886. Under Orders in Council of the 10th and 21st September, 1886, the line was permitted to start from Binscarth, the Order first named approving the location to Russell, up to which point the road has been built. This branch, 11½ miles long, is completed.

By the Act 55 Vic., ch. 78 (1890), relative to this railway, the company were bound to complete 17 miles in the calendar year 1890, and 20 miles a year thereafter.

Plans of location for the distance between the 206th and 256th mile from Portage la Prairie were approved by an Order in Council of the 27th January, 1890.

At the present date, the 31st of December, 1890, the main line is in operation for traffic purposes from Portage la Prairie to Yorkton, 233½ miles, permission to open the line from Saltcoats to Yorkton, 17½ miles, for traffic having been given, after inspection, on the 18th of that month.

Manitoba and South-Western Colonization Railway Company.*(Leased to the Canadian Pacific Railway Company.)*

(See No. 3).

By 48-49 Vic., cap. 60 (1885), authority was given for the grant of aid for a line from Winnipeg to Whitewater Lake, about 150 miles, 6,400 acres per mile.

The charter of the company, granted by Act 42 Vic., ch. 66 (1879), empowered them to build a line from Winnipeg to Rock Lake, near the west boundary of the Province, the line to be completed in five years, namely, by the 15th May, 1884.

By the Act 43 Vic., ch. 53, (1880), they were permitted to extend the line up to the Souris coal fields.

By the Act 47 Vic., ch. 73, (1884), the company were allowed to lease their line to the Canadian Pacific Railway, the time for the completion of the railway being extended three years beyond the period fixed by their charter, namely, to the 15th of May, 1887.

By an Order in Council of the 4th of October, 1884, the company were subsidized to the extent of 6,400 acres per mile for the whole distance, about 152 miles, from Winnipeg to Whitewater Lake, equal to 972,800 acres, the line for this distance to be completed by the 1st of October, 1885. Location has been approved as follows:—

By an Order in Council of the 3rd November, 1881—from Aikins Street, Winnipeg, to Section 18, Township 7, Range 4, W., about 52 miles. This is to a point about 4 miles south from what is now known as Elm Creek.

By an Order in Council of the 1st April, 1885—from Section 29, Township 8, Range 4, the point now known, as Elm Creek, running west on a tangent to Section 31, Township 7, Range 9. This is the northern branch to the westward.

By an Order in Council of the 10th of September, 1885—from Section 29, Township 8, Range 4, passing through Carman and Manitou and the south shore of White Lake, thence to the western boundary of Manitoba, between Ranges 29 and 30. This is the southern branch.

An Order in Council of the 6th April, 1885, modified the grant of the Order in Council of the 4th October, 1884, so as to make it applicable to a change in the location of the road, and to the following sections:—

	Miles.
1. From Township 7, Range 4 (the portion from Winnipeg to Township 7, Range 6, about 50 miles, being already completed to Manitou).....	110
2. From Manitou to Whitewater Lake.	20
3. From Township 8, Range 4, to Township 8, Range 9.....	20
	130
	130

The Order also apportioned the 972,800 acres equally amongst these 130 miles =7,483·84 acres per mile.

An Order in Council of the 11th September, 1885, extended the time for completion to the 6th April, 1886.

An Order in Council of the 5th April, 1886, after report by the Chief Engineer of Railways as to inspection, showing completion of 100 miles, authorized the conveyance of 748,384 acres to the Manitoba South-Western Railway Company.

By an Order in Council of 15th November, 1886, it was decided to apply to certain further extensions completed, namely, on the South Branch, from Boisevain [1890] lvii

west 21 miles ; on the North Branch, from Holland west 20 miles, the reserve for Section No. 1, made under the Order of the 6th April, 1885. The remainder was to be kept as a subsidy for said Section No. 1, from Township 7, Range 4, to Manitou, the construction of which was deferred, the Canadian Pacific Railway Company, the lessees of the road, having already communication with Manitou from Winnipeg by their southern line. In August, 1885, however, the company fyled plans of the extension from Elm Creek to Carman, part of the said section No. 1.

By an Order in Council of the 6th March, 1887, the location of the northern of the two limbs has been approved for a total distance of 60 miles from Elm Creek to Section 10, Township 7, Range 14.

After further inspection and report by the Government Chief Engineer, showing the railway fit for traffic for a further total distance of 60 miles, an Order in Council was passed on the 19th of March, 1887, authorizing conveyance of the lands representing the subsidy for this distance. At the present date, the 31st December, 1890, the line is in operation from Winnipeg to Glenboro' (northern limb) 105 miles ; also on the southern limb as far as Deloraine, a point 100 miles west from Manitou, and 202 miles from Winnipeg.

It should be observed that the Canadian Pacific Railway Company, the lessees of this road, have obtained by Orders in Council, and grant by Parliament, subsidies in land for branches which are practically extensions of both the northern line from Glenboro' and the southern line from Deloraine. These subsidies are dealt with under the heading "Canadian Pacific Railway Company."

Medicine Hat Railway and Coal Company.

(See No. 12.)

By the Act 50-51 Vic., chap. 23 (1887), authority was given for the grant to the above company of Dominion lands to the extent of 6,400 acres per mile for a railway from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal field in or near Townships Nos. 12 and 13, Range 6, west of the 4th Principal Meridian, a distance of about 8 miles.

By an Order in Council of the 6th of July, 1887, the grant was made to the company accordingly, it being provided that the road should be completed and in operation by the 31st of December, 1888.

By an Order in Council of the 24th of January, 1889, approval was given to a draft of a formal contract with the company, and an extension of time to the 2nd of June, 1890, was granted for completion of the road. A contract was signed on the 14th of February, 1889, for this work.

North-Western Coal and Navigation Company.

(See No. 2, 9, and 13).

By 48-49 Vic., ch. 60 (1885), aid was granted to this company for a line from Medicine Hat to the coal banks on the Belly River, about 110 miles, 3,800 acres per mile. This was amended by 50-51 Vic., ch. 22—the extent of land being increased to 3,840 acres per mile.

By an Order in Council of the 16th of March, 1885, approval was given to the location of the company's line, and on inspection, in October, 1885, of the road from Dunmore Station, on the Canadian Pacific Railway, to Lethbridge, 109 miles, an Order in Council of the 19th of October, 1885, accepted the road as completed.

It should be observed that by the Land Subsidy Act of 1889 a grant of 6,400 acres per mile for 50 miles, the distance between Lethbridge and the International boundary, was made under the name of this company. An Order in Council of the 14th of October, 1889, corrected the grant, as being intended for the "Alberta Railway and Coal Company," and the Act 53 Vic., ch. 3, made the necessary rectification.

By the Land Subsidy Act, 53 Vic., ch. 4. (1890), a grant of 3,840 acres per mile for the distance between Lethbridge and the Crow's Nest Pass, about 100 miles, was authorized in favour of the North-Western Coal and Navigation Company, and an Order in Council of the 25th June, 1890, provided that on the completion of the first 50 miles from Lethbridge (by the 1st of August, 1892) the lands applicable to this distance should be conveyed; conveyance to be made on the completion of each 10 miles section for the remainder of the distance (to be completed by the 1st of December, 1894.)

By the Act 53 Vic., ch. 85 (1890), powers were given for the lease of this railway to the Alberta Railway and Coal Company, and on the 1st of January, 1890, the railway property and assets were transferred, accordingly, by lease.

North-Western Railway Company of Canada.

(Formerly the Alberta and Athabaska Railway Company.)

(See No. 15.)

By an Order in Council dated the 21st of May, 1887, a grant of land was made, subject to the approval of Parliament, to the Alberta and Athabaska Railway Company (the name of which was changed, as above, by the Act 52 Vic., ch. 65) from some point on the Bow River or Canadian Pacific Railway at or between Calgary and Crow Foot Creek, running northerly to a point on the River Athabaska, and crossing the North Saskatchewan at a point near the town plot of Edmonton, a distance of 300 miles, the subsidy being at the rate of 6,400 acres per mile. The first 50 miles, commencing at the southern terminus, were to be completed by the 20th July, 1888, 100 miles in each of the two years following, and the whole road by the 20th of July, 1891.

By the Act 50-51 Vic., ch. 23, the above grant was confirmed.

By the Land Subsidy Act of 1889 (52 Vic., ch. 4) a subsidy was authorized in favour of the North-Western Railway Company of Canada to the extent of 10,000 acres per mile, for a railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about 210 miles; also to the extent of 10,000 acres per mile for a railway from Calgary southerly to Lethbridge, a distance of about 120 miles.

The Act 52 Vic., ch. 65 (1889), by which the change of name was authorized, gave power for further railway construction. This Act called for completion of 100 miles northwards from the Canadian Pacific Railway towards Edmonton by the 1st of December, 1890, and the remainder to Edmonton by the 1st December, 1891; also

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of the line south to Lethbridge or to a point on the International boundary by the 1st of December, 1892.

Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.

(See Nos. 185, 5, and 11).

By the Act 48-49 Vic., ch. 60, authority was given for the grant to this company of aid for a line from a point near Regina to the navigable waters of Long Lake, 6,400 acres per mile.

On the 13th December, 1884, an Order in Council was passed granting to this company the above subsidy.

The location of the road from Regina to the navigable waters of Long Lake, a distance of about 23 miles, was approved by an Order in Council of the 25th of September, 1886.

On inspection of the road, made in May, 1886, it was found completed and in running order for a distance of 20·10 miles.

By the Act 50-51 Vic., ch. 23, authority was given for the grant to this company of a subsidy of 6,400 acres per mile for an extension of their line from a point near the northern terminus of the completed portion of the line near Long Lake to a point near the elbow of the North Saskatchewan River, with branches to Prince Albert and Battleford, about 325 miles.

On the 20th of June, 1887, an Order in Council was passed granting this subsidy, the company to construct and have running the first 50 miles of the distance by the 20th of July, 1888, the portion up to the crossing of the South Saskatchewan within the following year, and the whole road by the 25th of May, 1891. This Order was subsequently cancelled.

By the special Act, 52 Vic., ch. 5 (1889), authority was given as follows:—

“In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River, at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails, for twenty years, and may pay for such services, during the said term, eighty thousand dollars per annum, in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided, that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan, as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.”

By an Order in Council of the 26th of June, 1889, approval was given to a draft of an agreement with the company in respect of transport service on completion of the road to Saskatoon. This agreement was signed on the 5th of August, 1889. By

it the company were bound to complete the road to a point on the River Saskatchewan, near Saskatoon, by the 1st of November, 1890, and to Prince Albert within two years afterwards.

By the Act 53 Vic., ch. 8 (1890), there was confirmed a certain agreement made on the 7th of August, 1889, between this company and the Canadian Pacific Railway for the possession, control and operation by the latter company of the railway from Regina to Prince Albert, the transfer to be effective up to the 6th of February, 1896, with the option of the final acquisition of the road at that date.

The road has been completed up to Prince Albert, the total distance from Regina being 247·91 miles.

Under an Order in Council dated the 18th of December, 1890, the 1st of July, 1890, has been fixed as the date for the computation of the transport service payment for the distance between Regina and Saskatoon; the 12th of October, 1890 being the date fixed for the computation of payment for the portion from Saskatoon to Prince Albert.

Up to the 31st of December, 1890, the sum of \$31,575.34 has been paid under the arrangement above referred to.

Red Deer Valley Railway and Coal Company.

(See No. 14.)

This company was incorporated by the Act 52 Vic., ch. 52, for the construction of a railway from a point near Calgary, N.W.T., to a point on the Red Deer River in Township 32, Range 21, west of the 4th Principal Meridian, the route being defined; also from a point at or near Cheadle Station, on the Canadian Pacific Railway, northerly to a point of junction with the line from Calgary, in or near Township 26, Range 25, west of the 4th Principal Meridian, with other branches indicated.

On the 28th of November, 1888, an Order in Council authorized the grant, subject to approval by Parliament, of a subsidy in land to the extent of 6,400 acres per mile for the line from Cheadle Station to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles. This was confirmed by the Land Subsidy Act, 52 Vic., ch. 4 (1889).

Winnipeg and Hudson's Bay Railway and Steamship Company.

(See No. 1.)

By 47 Vic., cap. 25, clause 7 (1884), authority was given for the grant of aid for a line from some point on the Canadian Pacific Railway to Hudson Bay, viz., for each mile in Manitoba, 6,400 acres, and in the North-West Territories 12,800 acres.

In the year 1880, by Act 43 Vic., ch. 59, there was incorporated the "Winnipeg and Hudson's Bay Railway and Steamship Company," with powers for the construction of a line from Winnipeg to or near Port Nelson, Hudson Bay.

In 1884 this Act was amended (by chapter 70), and the company were authorized to commence their line either from Winnipeg or from some point between Selkirk and Portage la Prairie, extending to Port Nelson and Churchill, or some other point on Hudson Bay; also to construct a branch from any point on their main

line to the Canadian Pacific Railway, west of Lake Winnipegosis, construction to be carried on at the rate of at least 50 miles a year.

By the same Act, a previous Act authorizing the amalgamation of this company with the Nelson Valley Railway and Transportation Company was repealed, and authorization was given for the winding up of the company last named and the transfer to the Winnipeg and Hudson's Bay Company of all its property and interests.

By an Act passed in 1886 (49 Vic., ch. 73) the date for completion was fixed as the 2nd of June, 1890.

By an Order in Council of the 11th of May, 1885, all previous Orders in this connection were cancelled, and there was granted to the Winnipeg and Hudson's Bay Railway and Steamship Company a subsidy in land, as follows:—

Authorized by Act 47 Vic., c. 25; assented to 19th April, 1884.	}	Division A.—From the Canadian Pacific Railway to the northern boundary of Manitoba—estimated distance, 225 miles.....	Acres. 1,440,000
		Division B.—From the boundary to the terminus near the mouth of the Nelson River, Hudson Bay—estimated distance, 425 miles.	5,440,000
		Division C.—The Branch, from a point on the main line, near the northern extremity of Lake Winnipeg, to intersection with the Manitoba and North-Western Railway—estimated distance not to exceed 250 miles (grant to be subject to approval by Parliament).....	<u>1,600,000</u>

The time for completion was fixed by this Order as 50 miles on division A or B by the 19th of April, 1887, and 50 miles a year thereafter until completion of main line; but if the main line was not completed by the 11th of May, 1890, they were to forfeit their right to a grant for their branch line, which must itself be completed by the 11th May, 1893.

In April, 1888, the Chief Engineer of Government Railways reported showing that 40 miles of road were completed, with the exception of certain station buildings, &c.

By an Order in Council dated the 30th of June, 1890, the date for the completion of the first 50 miles has been extended to the 19th of April, 1891.

Wood Mountain and Qu'Appelle Railway Company.

(See No. 8.)

By the Act 49 Vic., ch. 11 (1886), the grant of aid was authorized for a railway from a point in Township 4, Range 30, west of the 2nd Meridian, passing through Fort Qu'Appelle, to the Manitoba and North-Western Railway, about 240 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 24th May, 1886, for the portion between Fort Qu'Appelle and the Canadian Pacific Railway, to be completed by the 1st November, 1887, and 50 miles a year thereafter.

This Order was amended by an Order of the 7th of July, 1887, the company being allowed one year from the 1st of January, 1887, for the completion of the first 50-mile section (after completion by the 1st of November, 1887, of the portion between the Canadian Pacific Railway and Fort Qu'Appelle), the rate of construction to be 50 miles each year, subsequently, until completion of the road.

By a further amending Order in Council of the 22nd of November, 1887, the company were granted an extension of time for the completion of the portion between Fort Qu'Appelle and the Canadian Pacific Railway, namely, up to the 31st of July, 1888: 100 miles of the road to be completed and in operation by the 31st of December, 1888, as required by the preceding Order.

By the special Act, 52 Vic., ch. 66 (1889) the section of a previous Act giving this company power to construct a railway on the route above indicated was repealed, and they were empowered to construct a line from a point on the International boundary line, at or near Range 16, west of the 2nd Principal Meridian, in a northerly direction by Qu'Appelle Station to Fort Qu'Appelle, thence in a north-easterly direction to a point at or near the north-west corner of Lake Winnipegosis; the portion between the point of intersection with the Canadian Pacific Railway and Fort Qu'Appelle to be completed by the 1st of August, 1890, and the whole road by the 16th of April, 1896.

By the Land Subsidy Act of 1889, 52 Vic., ch. 4, the subsidy provided by the Act 49 Vic., ch. 11, was made available for this new line.

By the Act 53 Vic., ch. 83 (1890), the time for the construction of the portion of this railway between the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 1st of August, 1892—the balance of the road to be completed at the rate of 50 miles a year thereafter.

NORTHUMBERLAND STRAITS TUNNEL SURVEY.

A scheme having been submitted to the Government for the construction of a subway under the Straits of Northumberland to connect the railway systems of New Brunswick and Prince Edward Island, it was considered advisable, before arriving at a decision on a matter of such importance, that the Government should obtain from its own engineers information as to the feasibility of the plan. An Order in Council was passed on the 24th of August, 1886, under which a limited expenditure was authorized, in order that subaqueous borings might be taken, covering the distance between Cape Traverse, on the Island, and Cape Tormentine, on the mainland, a distance of 8 miles.

The engineers employed succeeded in making borings at a quarter of a mile for the first three miles, starting from Cape Traverse, and at each half mile for the balance. On the first $5\frac{1}{2}$ miles the boring tool passed through sand and gravel until brick clay was reached. From the $5\frac{1}{2}$ to the $6\frac{1}{4}$ mile, through sand and hard grey sand to brick clay. From the $6\frac{1}{4}$ to the 8th mile, namely, to the shore line of the main land, through mud, sand and red clay to rock. The deepest water is 96 feet at $4\frac{1}{2}$ miles from the Cape Traverse wharf and at the $6\frac{1}{2}$ mile a rocky reef occurs,

covered by 9 feet of water and about 10 feet of sand. With this exception the bottom is very uniform and satisfactory.

THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The Minister of Railways being Chairman of the Railway Committee of the Honourable the Privy Council, on which certain extensive duties are imposed by the Railway Act of 1888, it seems proper that a brief record should here be made of the several cases heard before this committee during the year, and the decisions arrived at.

The following cases have been before the Railway Committee of the Privy Council from January to December, 1890 :—

Junction between Winnipeg Transfer Railway and the Canadian Pacific Railway in the city of Winnipeg.—Connection by means of switches authorized.

Branch Line of the Canada Southern Railway in the Township of Dawn, County of Lambton.—Sanctioned.

Fencing on the Erie and Huron Railway.—Certain renewals ordered.

Branch Line of the Midland Division of the Grand Trunk Railway at Campbellford.—Sanctioned.

Crossing at rail level by the Ontario and Quebec Railway of the Erie and Huron Railway at Chatham.—Approved ; an interlocking switch and signal system to be put in.

Crossing by the Vancouver street railway of the Canadian Pacific Railway at Vancouver.—Approved.

Protection at Simcoe street crossing of the Grand Trunk Railway, near Oshawa.—Case pending.

Branch line of the Kingston, Napanee and Western, formerly the Napanee Tamworth and Quebec Railway, between Sydenham and a point near Harrowsmith.—Sanctioned.

Overhead crossing of Annapolis and Digby Railway on George street, Annapolis.—Grade of approaches to.—Grade of 1 in 20 approved.

Expropriation of additional land for terminal purposes, by the Manitoba and North-Western Railway Company, at Portage la Prairie.—A certificate granted.

Protection at crossing by the Canada Southern Railway of 1st Concession road in the Township of Sandwich.—Case pending.

Extension of Valois avenue across the Grand Trunk Railway, in the Town of Valoisville, P.Q.—Authorized on certain conditions.

Location of St. Catharine and Niagara Central Railway along Midland street, in the Town of St. Catharines.—Authorized on certain conditions.

Bridge across the Saskatchewan River of the Qu'Appelle, Long Lake and Saskatchewan Railway Company.—Site and plan approved.

Crossings of the Intercolonial Railway by West, Enterprise and Cornhill streets, at Moncton.—Not approved.

Location of Brantford, Waterloo and Lake Erie Railway on Kerr and York streets, in the Town of Brantford.—Case pending.

Signal protection at crossing of Acadia Coal Line (Intercolonial Railway) by the Intercolonial Coal Mining Company's track at Westville, N.S.—Mode of protection and apportionment of cost recommended by Government Chief Engineer approved.

Complaint from municipality of the Township of Litchfield, P.Q., with respect to certain interferences with a public highway in that Township by the Pontiac Pacific Junction Railway.—An agreement between the parties for a settlement of the matter approved.

Protection at crossing of the Essa Road, Allandale, by the Grand Trunk Railway.—Gate and watchman ordered to be provided.

Crossing at rail level by the Eastern Development Company's Railway of the Cape Breton Railway, at Grantmyse Creek.—A crossing under the Cape Breton Railway approved.

Branch line of the Canada Atlantic Railway to the Canal Basin, Ottawa.—Case pending.

Crossing at rail level by the Temiscouata Railway of a siding of the New Brunswick Railway, at Edmunston, N.S.—Approved.

Location of Ottawa and Gatineau Valley Railway along highway in the Township of Wakefield.—Approved.

Branch line of the Erie and Huron Railway to Government piers, Rondeau Harbour.—Order approving rescinded.

Highway crossing at rail level of the Intercolonial Railway near the Belmont station.—Not approved.

Siding of the Bras d'Or Line Company near Halifax, connecting with the Intercolonial Railway.—Not approved.

Overhead highway crossing of Cape Breton Railway at Sydney.—Not approved.

Crossing at rail level by the Winnipeg street railway of the Northern Pacific and Manitoba Railway, in the city of Winnipeg.—Approved.

Connection of the St. Catharines and Niagara Central Railway with the Grand Trunk Railway, and exercise of running powers over the Suspension Bridge by the St. Catharines and Niagara Central Railway Company, at the Town of Niagara Falls.—Case pending.

Location of Lake Erie, Essex and Detroit River Railway along Stewart street, in the village of Kingsville.—Approved.

Branch line of the Manitoba and North-Western Railway Company, from Lot 31, parish of Westbourne, to Section 26, Township 14, Range 9.—Approved.

Branch line of the Lake Erie, Essex and Detroit River Railway, in the 8th Concession, Township of Colchester north.—Approved.

Expropriation of additional land on the city front, Toronto, by the Ontario and Quebec Railway Company, for the purposes of the railway.—Case pending.

Protection at level crossing by the Grand Trunk and Canadian Pacific Railways of Queen street west, Brock avenue, Bloor, Dufferin and Bathurst streets, Avenue road, and Pape, Logan and Jones' avenues, in the city of Toronto.—Gates and watchmen ordered to be provided.

Change in location of the Don Branch of the Ontario and Quebec Railway in the city of Toronto.—Plan showing amended location approved.

Crossing at rail level by the Canadian Pacific Railway of the Morris and Brandon Branch of the Northern Pacific and Manitoba Railway.—Approved.

Crossings of the streets by the Don Branch of the Ontario and Quebec Railway in the city of Toronto.—Case pending.

Crossing by the Ontario and Quebec Railway of the Toronto street railway, Toronto.—Approved.

Protection at crossings of Market, King, and Belvidere streets by the Grand Trunk and Canadian Pacific Railways, in the city of Sherbrooke.—Case pending.

Protection at crossing of Victoria avenue, in the city of Hamilton, by the Grand Trunk Railway.—Gate and watchman ordered.

New location of the Grand Trunk Railway at Georgetown, County of Halton.—Approved.

Highway crossing of Intercolonial Railway at Westville, N. S.—Granted.

Crossing at rail level by the Drummond County Railway of the Great Eastern Railway, near town of Nicolet.—Case pending.

Protection at crossing at rail level by the Atlantic and North West (C.P.R.) Railway, of Main street, in town of Magog.—Case pending.

Junction of the St. Catharines and Niagara Central Railway with the Grand Trunk Railway at St. Catharines.—Approved.

Highway crossing at rail level of the Intercolonial Railway at the Glengarry station.—Approved.

Highway crossing at rail level of the Intercolonial Railway at Trenton.—Approved.

Protection at intersections of the Grand Trunk and Canadian Pacific Railway by Keele street, north, in the town of West Toronto Junction.—Case pending.

Protection at intersections of the Grand Trunk and Canadian Pacific Railways by Weston road and St. Claire avenue, in the town of West Toronto Junction.—Case pending.

Protection at intersection of the Grand Trunk Railway by Wonham street, in the town of Ingersoll.—Case pending.

Protection at crossings at rail level by the Intercolonial Railway of Gilbert's Lane, City Road, Market Square and Brussels street, in the city of St. John, N.B. Watchman to be placed at Gilbert's Lane. Present precautions against accidents to be continued at other points named.

Protection at crossing at rail level by the New Brunswick (St. John Bridge and Railway Extension) Company's line of Gilbert and Acadia streets, in the city of St. John, N.B.—Case pending.

Crossing at rail level by the Toronto Belt Line Railway of the Canadian Pacific Railway in the city of Toronto.—Case pending.

Connection between the Intercolonial Railway and the New Glasgow Iron and Coal Company's Railway.—Approved.

Overhead highway bridge across railway tracks and Don River, at junction of King and Queen streets, Toronto.—Case pending.

Protection at crossings at rail level by the Grand Trunk Railway of Royce, Jamieson and Greenwood avenues, and Yonge and Church streets; and by the Canadian Pacific Railway of Royce and Jamieson avenues, Davenport Road, and York, Yonge and Church streets, in the City of Toronto.—Matter pending.

CANALS.

The canal systems of the Dominion, under Government control, in connection with lakes and navigable rivers, are as follows:—

1. The River St. Lawrence and Lakes.
2. The River Ottawa.
3. The Rideau Navigation, from Ottawa to Kingston.
4. The Trent Navigation.
5. The River Richelieu, from the St. Lawrence to Lake Champlain.
6. St. Peter's Canal, Bras d'Or Lake, Nova Scotia.

The collection of the revenue derivable from the canals of the Dominion, formerly in the hands of the Department of Inland Revenue, has been assumed by this Department, under an Order in Council of the 4th of June, 1889, as authorized by the Act 52 Victoria, chap. 19. Details relating to this branch will be found in the Appendices, page 166 and following pages.

The following statement shows the amount accrued on each canal for canal revenue proper and hydraulic rents, &c., during the fiscal year ended the 30th of June, 1890.

Name of Canal.	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.	Hydraulic Rents.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland	215,792 52		4,346 89	20 48	6,136 21	226,296 10
St. Lawrence	55,973 62	5,293 93	140 00	9,196 86	24,402 11	95,006 52
Chambly	17,669 43		33 00		145 00	17,847 43
Ottawa	53,067 92	8 00	18 00		25 00	53,118 92
Rideau	6,631 34	119 90	5 00	25 68	621 05	7,402 97
Trent Valley	591 67					591 67
St. Peter's	2,453 25					2,453 25
Murray *	238 21					238 21
	352,417 96	5,421 83	4,542 89	9,243 02	31,329 37	402,955 07

* The tolls for Murray Canal are for May and June, 1890, only.

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RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle-Ile to Port Arthur, at the head of Lake Superior, a distance of 2,260 statute miles. The distance to Duluth is 2,384 miles. (A table giving the intermediate distances will be found in Appendix No. 14, p. 123.)

The difference in level between Lake Superior and the point on the St. Lawrence near to Three Rivers, where tidal influence ceases, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Erie, are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapido Plat, Galops and Welland. Their aggregate length is 70½ miles: total lockage (or height directly overcome by locks) is 533½ feet; number of locks, 53.

Communication between Lakes Huron and Superior is obtained by means of the Sault Ste. Marie Canal, situated on the United States side of the river.

This canal is a little over a mile in length, with a bottom width of 100 feet, and has one lock, the dimensions being:—length 515 feet, width 80 feet, with 16 feet of water on the sills, and a lift of about 18 feet. By it there is afforded a 16 feet navigation between the two lakes.*

Steps have been taken by the Dominion Government for the construction of a lock and canal on the Canadian side, a general description of which will be found further on in the present report, pages 86 and 162.

In the year 1871 it was decided to enlarge the canals on the St. Lawrence route so as to afford a navigable depth of 12 feet throughout. Subsequently, however, it was decided that the depth should ultimately be increased so as to accommodate vessels of 14 feet draught; and accordingly, in the scheme of enlargement which has so far been carried out, while, at present, a channel-way in the canals is provided for vessels drawing 12 feet only, except in the case of the Welland, where the navigable depth is now 14 feet, all permanent structures, locks, bridges, &c., are being built of such

* From the report of the Chief of Engineers, U. S. army, dated the 30th of September, 1889 for the fiscal year ended the 30th June, 1889, the last available, it appears that the construction of the proposed new and still larger lock is in progress, taking the site occupied by the two old locks built in 1855, the canal itself being deepened to correspond, so as to give a navigable depth of 20 feet. The dimensions of the new lock will be—length 800 feet, width 100 feet, with 21 feet of water on the sills, with a single lift, approximating 18 feet. The estimated cost of this new lock and work of canal deepening is set down at \$4,738,865. For this work an appropriation of \$250,000 was made by Congress in August 1886, an appropriation of \$1,000,000 in August, 1888, while the amount recommended for the year ending 30th June, 1891, is set down at \$1,256,000. The total expenditure up to the 30th of June, 1889, was \$250,331.52.

From the same report and its appendices it appears that during the fiscal year ended the 30th of June, 1889, the canal was closed on the 2nd December, 1888, and opened on the 15th April, 1889, being open for 232 days; that 8,832 vessels, etc., passed through, carrying 6,932,203 tons of freight, an increase over the preceding year of 1,351,034 tons and 26,428 passengers, the number of lockages being 4,390. The total number of registered craft using the canal during the season of 1888 was 522. The net cost of operating the canal during the fiscal year 1888-89 was \$30,625.45.

In connection with the enlargement of this canal there has been undertaken and is in progress the work of improving the channel of the river below the falls, known as the Hay Lake channel. It is proposed to make a channel of 300 feet wide and 20 feet deep. The improved route will leave the present navigable channel of the river at a point, Sugar Island Rapids, about 2½ miles below the canal, will pass through these into Hay Lake, then by way of Middle Neebish, rejoining the present navigable channel at the foot of Sugar Island, saving a distance of 11 miles, and giving a route which can be so marked by lights as to be navigable at night, an advantage which is not to be afforded by the present channel, except by the use of many lights. The estimated cost of the work is set down in the report of the U.S. Engineers, quoted, at \$2,659,115. The total expenditures up to the 30th June, 1889, amounted to \$497,768.48.

proportions as to accommodate vessels of 14 feet draught, the locks being 270 feet long between the gates, 45 feet in width, and with a clear depth of 14 feet of water on the sills.

In view of the interest now being taken in the question of the completion of the scheme of enlarging the St. Lawrence Canals, the following brief *resumé* of matters treated more at length further on, under their proper headings, may be of some use as indicating the works on canal enlargement for a 14 feet navigation so far executed, and those remaining untouched:—

Lachine Canal.—This canal is completed for a 12 feet navigation, with locks, bridges and culverts adapted for a 14 feet navigation. The untouched work consists of the excavation of the canal prism to a further depth of 2 feet for about six and a half out of the eight and a half-miles comprising the canal. About one-half of this excavation would be rock. No work has been carried on during the past year for the deepening of this canal.

Beauharnois Canal.—No enlargement works whatever have been commenced on this canal, but very careful surveys have been made during the past two years, both on the north shore of the river and in the neighbourhood of the existing south shore canal. As a result, definite locations have now been arrived at, and information has been obtained upon which a decision can be based.

Cornwall Canal.—Here, out of the six new locks required, two locks have been built at the lower end, and are in use; the remaining four, together with the work of enlarging and deepening the entire canal for a 14 feet navigation, are under contract.

Williamsburg Canal:—

Farran's Point.—No work has been done here. The canal is three-quarters of a mile long, with one lock, the navigable depth being 9 feet.

Rapide Plat.—One new lock is completed and in use, leaving one yet to be dealt with. This and the further excavation of the canal are under contract.

Galops Canal.—The approach to the upper entrance has been improved, and a new guard-lock and a lift-lock from the river below the rapids, at a point connecting the upper entrance with the deep-water channel, also the deepening of the canal, are under contract.

Welland Canal.—The whole of the works, including excavation throughout, are completed, and the present depth of water in the canal accommodates vessels drawing 14 feet.

Besides the above, the channel way of the River St. Lawrence itself offers, in parts, obstacles to a 14 feet navigation which it would be necessary to remove. Of this work, a certain portion, and that the most difficult and in the shallowest section of the river, is completed, namely, at the Galops Rapids, through which a channel giving safe passage to vessels drawing 14 feet has been formed. From Cornwall down through Lake St. Francis a channel of sufficient depth for a 14 feet navigation already exists, the improvement of which at a few points, if considered desirable, can be effected at small cost, provided the new canal be constructed on the north shore, in continuance of the present direct or north channel of the lake.

LACHINE CANAL.

	Old Line.	New Line.
Length of canal.....	8½ statute miles.	8½ statute miles.
Number of locks.....	5	5
Dimensions of locks.....	200 feet by 45 feet.	270 feet by 45 feet.
Total rise or lockage	45 “	45 “
Depth of water { at two locks. 16 “		18 “
{ at three locks. 9 “		14 “
Mean width of new canal....	150	“

The depth of the canal between locks is adapted to vessels of 12 feet draught.

The canal now consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two entrances at each end.

The new canal having been extended for some distance above the entrance of the old canal, the total rise has been increased from 44¾ to 45 feet.

This canal extends from the city of Montreal to the village of Lachine, overcoming the St. Louis Rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle-Ile.

The full scheme for the enlargement of this, in common with the other canals of the St. Lawrence, contemplated the affording a navigable depth of 14 feet throughout. The improvement immediately in view, however, was only intended to furnish a navigable depth of 12 feet in the canal proper, and accordingly, on the following reaches, namely, between Lachine and Côte St. Paul, Côte St. Paul and St. Gabriel, and between St. Gabriel and Wellington Basin, the channel has been adapted to navigation by vessels of 12 feet draught only. All permanent works on the canal, such as locks, bridges, side walls and culverts, have been built to afford a navigable depth of 14 feet. Through Lake St. Louis down to the Lachine Canal—a distance of about 15 miles—the existing channel, which is wide and deep, would be available for about 11 miles. Over the lower four miles, however, the channel will require to be deepened and widened at a number of places.

The canal was closed on the 30th of November, 1889, and opened on the 23rd of April, 1890.

Neither delay to vessels nor accident occurred during the year, and the water was maintained at a good height on all the levels, both for navigation and for manufacturing purposes.

In May, 1890, the Thompson & Houston system of electric lighting was adopted on the canal, in place of the incandescent system, previously in use.

Surveys were made in connection with the proposed drainage works on the north side of the canal.

The report of the Superintending Engineer gives details of the repairs and new works executed, and shows generally the condition of the canal. (App. 5, p. 90).

BEAUHARNOIS CANAL.

Length of canal.....	11 $\frac{1}{4}$ statute miles.
Number of locks.....	9
Dimensions of locks.....	200 feet by 45 feet.
Total rise or lockage.....	82 $\frac{1}{2}$ feet.
Depth of water on sills.....	9 "
Breadth of canal on bottom.....	80 "
Breadth of canal at water surface.....	120 "

This canal commences on the south side of the St. Lawrence, 15 $\frac{1}{4}$ miles from the head of the Lachine Canal. It connects Lakes St. Louis and St. Francis, and passes the three rapids, known respectively as the Cascades, the Cedars, and the Coteau.

The canal was closed on the 30th of November, 1889, and was re-opened for traffic on the 21st of April, 1890.

No accident or interruption to navigation occurred during the year.

Nothing has been done towards the enlargement of this canal.

Details of repairs will be found in App. 5, p. 91.

CORNWALL CANAL.

Length of canal	11 $\frac{1}{2}$ statute miles.
Number of locks.....	6
Dimensions of locks (four).....	200 feet by 45 feet.
" of two lower entrance locks.....	270 by 45
Total rise or lockage.....	48 feet.
Depth of water on sills.....	9 "
" " at the two lower entrance locks	14 "
Breadth of canal at bottom (except at two culverts).....*	100 "
Breadth of canal at water surface.....	150 "

From the head of the Beauharnois to the foot of the Cornwall Canal there is a navigable stretch through Lake St. Francis of 32 $\frac{3}{4}$ miles.

The Cornwall Canal extends past the Long Sault Rapids.

This canal was closed on the 11th of December, 1889, and re-opened on the 21st of April, 1890.

A delay of 2 hours was caused to navigation through the occurrence of a leak at Lock 20. With this exception the season passed without accident. (See App. 7, p. 105).

*NOTE.—Though the bottom breadth is, as stated, 100 feet, it must be observed that this, except in the portions of the canal where enlargement works have been carried on, is the bottom breadth of the old, or 9 feet navigation canal, and that the continuance of the present slopes to a depth 15 $\frac{1}{2}$ feet below water level, suitable for the proposed 14 feet navigation, would result in a breadth of only 86 feet at the bottom.

 NEW WORKS.

The two locks at the new lower entrance (taking the place of three on the old line) were completed in 1882. Their dimensions are those of the general enlargement scheme, namely : Length, 270 feet ; breadth, 45 feet ; depth of water, 14 feet. The basin between these two locks is 825 feet long.

The four locks still to be dealt with are all under contract, together with supply weirs and bridges ; also the work of deepening and enlarging the prism of the canal. This will be sunk to such depth as to admit of the passage of vessels of 14 feet draught.

The works at the upper end of the canal consist of the widening and deepening of the channel way and the construction of a lock and a large regulating weir. These and all the other works in progress are described in detail in appendices to the present report. (See Appendix 22, page 163, for the western section, and Appendix 23, page 33, for the eastern section.)

 WILLIAMSBURGH CANALS.

The Farren's Point, Rapide Plat, and Galops Canals are collectively known as the Williamsburgh Canals.

These canals were closed on the 9th of December, 1889, and re-opened on the 22nd of April, 1890.

They have been well maintained through the season, and no delays to navigation have occurred.

Tables showing the extreme depth of water on the lock sills of these canals during the year 1889-90 will be found on page 107. (See Appendix 8, p. 106.)

 FARRAN'S POINT CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	1
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	4 feet.
Depth of water on sills at ordinary water level.	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal on water surface.....	90 "

From the head of the Cornwall Canal to the foot of Farran's Point Canal the distance on the River St. Lawrence is 5 miles. The latter canal enables vessels ascending the river to avoid the Farran's Point Rapid. Descending vessels run the rapids with ease and safety.

No steps have been taken for the enlargement of this canal, but surveys have been commenced with this object.

RAPIDE PLAT CANAL.

Length of canal.....	4 miles
Number of locks.....	2
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	11½ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	50 “
Breadth of canal at surface of water.....	90 “

From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of 10½ miles. This canal was formed to enable vessels ascending the river to pass the rapid at that place. Descending vessels run the rapid safely.

NEW WORKS.

The enlargement of this canal in conformity with the proportions of the general scheme is in progress. The works consist of the enlargement of the channel way above and for some distance below the present guard-lock at the head of the canal, and the construction of a new lock and a supply weir in connection with the old lock. The bottom of the channel, for a distance of about 1,000 feet below, and out into deep water, above the lock, about 700 feet, has been excavated to an extent sufficient to afford a navigable depth of 14 feet. The new lock is completed and in operation, and the other works in that connection are also finished. Contracts for the enlargement of the remaining portion of the canal, including the lock at the canal outlet, were awarded at the close of the month of December, 1890. (See Appendix 22, page 164.)

GALOPS CANAL.

Length of canal.....	7½ miles.
Number of locks.....	3
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	15½ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	50 “
Breadth of canal at surface of water.....	90 “

From the head of Rapide Plat Canal to Iroquois, at the foot of the Galops Canal, the St. Lawrence is navigable for 4½ miles. This canal enables vessels to overcome the rapids at Pointe aux Iroquois, Pointe Cardinal and the Galops.

NEW WORKS.

The extension of the 14 feet navigation down to deep water below the rapids, placing a guard-lock at that point, the construction of a lift-lock to the river, and the deepening of the canal remain to be executed. These works are under contract.

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GALOPS RAPIDS IMPROVEMENT.

As was reported last year, the Galops Rapids, about seven miles below Prescott, the most shallow of the three passed by the Galops Canal, have been improved for purposes of navigation by certain works of submarine blasting and dredging.

These works, commenced in 1880 and completed in 1889, consist of the excavation of a straight channel through the rapids, 3,300 feet long, 200 feet wide, and of such depth as to afford safe passage at low water to descending vessels of 14 feet draught. This implies a depth of 17 feet of water.

WELLAND CANAL.

MAIN LINE, FROM PORT DALHOUSIE, LAKE ONTARIO, TO PORT COLBORNE,
LAKE ERIE.

By the works of enlargement, passage is now afforded to vessels drawing 14 feet of water.

	Old Line.	Enlarged or New Line.
Length of canal.....	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3).....		2
Number of locks { lift.....	26	} litt 25 guard 1
{ guard.....	1	
Dimensions.....	1 lock 200 x 45 1 " 200 x 45 1 (tidal) 230 x 45 24 150 x 26½	} 270 feet x 45 feet.
Total rise or lockage.....	326¾ feet.		326¾ feet.
Depth of water on sills.....	10¼ "	14 "

WELLAND RIVER BRANCHES.

Length of Canal—Port Robinson Cut to River Welland.....	2,622 feet.
" From the Canal at Welland to the river, <i>via</i> lock at aqueduct.....	300 "
" Chippewa Cut to River Niagara.....	1,020 "
Number of locks—One at aqueduct and one at Port Robinson.....	2 "
Dimensions of locks.....	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland.....	10 feet.
Depth of water on sills.....	9 " 10 inches.

GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks.....	2
Dimensions of locks.....	{ 1 of 150 by 26½ feet. 1 of 200 by 45 "
Total rise or lockage.....	7 to 8 feet.
Depth of water on sills.....	9 feet.

PORT MAITLAND BRANCH.

Length of canal.....	1¾ miles.
Number of locks.....	1
Dimensions of locks.....	185 by 45 feet.
Total rise or lockage.....	7½ feet.
Depth of water on sills.....	11 "

The Welland Canal has one entrance from Lake Ontario, at Port Dalhousie, serving for both the old and new canals, and from Lake Erie, of which one is for the main line at Port Colborne and one for the feeder route at Port Maitland; it has also an entrance from the River Niagara, at the town of Chippewa. The enlarged route lies between Port Dalhousie and Port Colborne.

From Port Dalhousie to Allanburgh, 11¾ miles, there are now two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburgh to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

The canal was opened in 1883 for vessels drawing 12 feet of water, and in May, 1887, for vessels drawing 14 feet.

The canal was closed to navigation on the 1st of December, 1889, and re-opened on the 15th of April, 1890.

On the 29th of July, 1889, the steamer "Haskell" struck the head gates of Lock 16, thereby causing the displacement and the almost total destruction of three of its gates; also damage to the canal banks and injury to lands below, through the sudden rush of water. This accident caused a delay of 38 hours.

The west pier at Port Colborne, seriously damaged by the violent storm which occurred on the 9th of January, 1889, has been repaired.

In the month of October, 1889, in consequence of the prevalence of strong westerly winds, the water level at the Port Colborne lock was reduced, showing a depth of 2 inches less than 14 feet of water on the sills of the lock.

The work of protecting the entrance channel at Port Dalhousie from the incursion of sand by means of sheet piling, and also the work of removing sand accumulation in the channel, has been continued.

Tables will be found on page 111, showing the highest and lowest depth of water at both the old and new entrance locks at Port Dalhousie and at Port Colborne, for each month throughout the past fiscal year, and the previous year. From these it appears that at the new entrance lock at Port Dalhousie the average depth of

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water in the month of June, 1889, the period of highest water, was 16 feet 6¼ inches, and in June, 1890, 18 feet 4 inches. At the new entrance lock at Port Colborne, in the month of June, 1889, the average depth was 15 feet 5½ inches, and in June, 1890, 16 feet 5½ inches.

The canal has been maintained in good order throughout.

Details as to repairs executed will be found in the appendix. (See appendix 9, p. 109).

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine Canal, the navigation section of the lower River Ottawa, and the Ottawa River Canal, to the city of Ottawa; thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine Canal the works constructed to overcome difficulties of navigation are :—

The St. Anne's Lock ;	}	Ottawa River Canals.
Carillon Canal ;		
Grenville Canal ;		
Rideau Canal ;		

The total lockage (not including that of the Lachine Canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal Harbour :—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal.....	8½	
From Lachine to Ste. Anne's Lock.....	15	23½
Ste. Anne's Lock and Piers.....	⅛	23⅝
From Ste. Anne's Lock to Carillon Canal.....	27	50⅝
The Carillon Canal.....	¾	51⅜
From Carillon Canal to Grenville Canal.....	6¼	57⅝
The Grenville Canal.....	¾	63⅜
From the Grenville Canal to entrance Rideau Navigation....	56	119⅜
Rideau Navigation, ending at Kingston.....	126¼	245⅝

STE. ANNE'S LOCK.

	Old Lock.	New Lock.
Length of canal	⅓ mile.	⅓ mile.
Number of locks	1	1
Dimensions of lock	190x45 feet.	200x45 feet.
Total rise, or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's Rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the Ottawa River which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

This lock was closed to navigation on the 29th November, 1889, and re-opened on the 24th April, 1890.

Navigation has been conducted without interruption during the year.

A new deep-water channel between Ile Perrot and Pointe Claire has been marked out, and has been used in place of the old channel.

Both the old and the new locks are available. (App. 6, p. 103.)

THE CARILLON CANAL.

Length of canal	¾ mile.
Number of locks.....	2
Dimensions of locks.....	200 by 45 feet.
Total rise, or lockage.....	16 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface.....	110 "

This canal overcomes the Carillon Rapids.

From Ste. Anne's Lock to the foot of the Carillon Canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

The canal was closed on the 30th of November, 1889, and re-opened on the 26th of April, 1890.

No interruption to traffic has taken place. (App. 1, p. 103.)

By the construction of the Carillon dam, the water at that point is raised 9 feet. Above this point, for a distance of nearly seven miles, as far as the foot of the Grenville Canal, the level of the river has been raised, and navigation continues up to that canal.

GRENVILLE CANAL.

Length of canal.....	5½ miles.
Number of locks.....	5
Dimensions of locks	200 by 45 feet.
Total rise, or lockage.....	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom.....	40 to 50 feet.
Breadth of canal at surface of water.....	50 to 80 "

From the head of the Carillon Canal to the foot of the Grenville Canal there is a navigable stretch of 5½ miles.

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the city of Ottawa.

The canal was closed on the 30th of November, 1889, and re-opened on the 26th of April, 1890. (See App. 6, p. 104)

UPPER OTTAWA RIVER.

CULBUTE LOCKS AND DAMS.

Number of locks	2
Dimensions of locks	200 by 45 feet.
Total rise, or lockage	18 to 20 "
Depth of water on sills.....	5 "
Aggregate length of dams.....	625 "

From the Grenville Canal to the city of Ottawa, a distance of about 56 miles, the river is navigable. Beyond the city, for a distance of 107 miles, to L'Islet or Culbute, continuous navigation is rendered impracticable by the undermentioned rapids:—

The Chaudière, the DesChenes, the Chats, the Chenaux, the Portage du Fort and the Grand Calumet.

The Culbute works, situated at L'Islet, surmount the Culbute and L'Islet Rapids on the north channel of the Ottawa.

These works comprise two locks and three continuous dams, all built of wood. The dams reduce the rapids to smooth water, enabling the river to be navigated from the head of the locks to Des Joachims, a distance of 37 miles.

There is a navigation' route of 80 miles, with a minimum depth of 7 feet at extreme low water, between Des Joachims and Bryson; making a total above and below Culbute of 117 miles.

In view of the fact that the locks on this canal were built of wood, and are much decayed; that in order to make these works permanently effective considerable cost would be entailed, while, on the other hand, the traffic is of but insignificant extent, the presence of railway facilities having greatly lessened the anticipated usefulness of the work, it has been decided to abandon the idea of maintaining the water at an abnormal height, and an Order in Council has been passed on the 24th October, 1889, to the effect that the river should be allowed to resume its natural level, one which, save at special seasons, admits of navigation. (See Appendix 6, p. 104).

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigable waters.....	126 $\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston.	{ 35 ascending 14 descending.
Total lockage.....	446 $\frac{1}{4}$ { 282 $\frac{1}{4}$ rise and 164 fall. } at high water.
Dimensions of locks.....	134 by 33 feet.
Depth of water on sills, 5 feet; navigable depth through the several reaches.....	4 $\frac{1}{2}$ feet.
Breadth of canal reaches at bottom.....	{ 60 " in earth. 54 " in rock.
Breadth at surface of water.....	80 " in earth.

The summit level of this system is at Upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply :

From the summit, the route towards Ottawa follows the River Rideau, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz. :—

1. The summit level, supplied by the Wolfe Lake system ;
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau ;
3. The south-west descending level to Kingston, supplied by the Mud Lake system, formerly known as the Devil Lake system, discharging into Lake Openacon.

Lake Openacon receives the waters of Buck Lake and Rock Lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry Lake, which discharging through Round Tail outlet, forms the River Cataraqui. This river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

The navigation stopped at Ottawa on the 28th and at Kingston Mills on the 22nd of November, 1889, and recommenced at Ottawa on the 5th and at Kingston Mills on the 2nd of May, 1890.

Both on the reaches descending from the summit level to Ottawa, and on those descending to Kingston Mills, the full depth of water required for navigation was maintained.

There was no interruption to navigation during the season.

Details of repairs and other works will be found in the appendices. (See Appendix 11, p. 117).

For table of distances of stations between Ottawa and Kingston, see Appendix 15, p. 124.

TAY CANAL.

Length of canal.....	6 miles
Number of locks.....	2
Dimensions of locks.....	134 feet by 32 feet.
Total rise or lockage.....	26 "
Depth of water on sills.....	5 feet 6 inches.
Length of dam.....	200 feet.
Breadth of canal at bottom.....	40 "
Breadth of canal at surface of water.....	{ 40 " in rock 64 " in clay.

This canal is a branch of the Rideau Canal, affording communication between Beveridge's Bay, on Lake Rideau, and the town of Perth.

By an Order in Council dated the 27th of September, 1890, this canal was declared to be a part of the Rideau Canal.

The work remaining unfinished on the artificial portion of the canal has been completed, and the deepening of the channel, where necessary, has been carried on. Though the canal was not formally opened for traffic, steamers have run during the season at their owners' risk. (App. 11, p. 119).

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu through the St. Ours Lock to the Basin of Chambly, thence by the Chambly Canal to St. Johns and the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain, the Champlain Canal is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distance between Sorel and New York.—

Sections of Navigation.	Intermediate Distance in Miles.	Total Distances.
Sorel to St. Ours Lock.....	14	14
St. Ours Lock to Chambly Canal.....	32	46
Chambly Canal	12	58
Chambly Canal to Boundary Line.....	23	81
Boundary Line to Champlain Canal.....	111	192
Champlain Canal to Junction with Erie Canal.....	66	258
Erie Canal from Junction to Albany.....	7	265
Albany to New York.....	146	411

ST. OURS LOCK AND DAM.

Length.....	1/8 mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise, or lockage.....	5 "
Depth of water on sills.....	7 " at low water.
Length of dam in eastern channel.....	300 "
" " western channel.....	690 "

At St. Ours, fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours Lock is the eastern channel.

There is a navigable depth of 7 feet between St. Ours Lock and Chambly Basin, a distance of thirty-two miles.

Navigation closed on the 28th of November, 1889, and re-opened on the 28th of April, 1890.

The operations of the season were conducted without either accident or delay. (See Appendix 5, p. 95).

This lock was constructed in 1849, and has for some years been in bad condition. The necessary works preliminary to its repair, which, in order to avoid hindrance to navigation, must be executed in winter, were resumed in October, 1889. The flooding of the works, however, and the treacherous nature of the soil, resulted in rendering it impossible to commence the actual work of repairing this work. Details will be found in the appendices. (See Appendix 5, p. 101).

CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9

Dimensions of locks :—

Guard Lock, No. 1, at St. Johns.....	122 feet	} From 22½ to 24 feet wide.
Lift " " 2.....	124 "	
" " " 3, 4, 5, 6.....	118 "	
" " " 7, 8, 9 combined.....	125 "	
Total rise, or lockage.....	74 "	
Depth of water on sills.....	7 "	
Breadth of canal at bottom.....	36 "	
" " surface of water.....	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours Lock and Chambly Basin—a natural reservoir formed by the expansion of the River Richelieu. This canal overcomes the rapids between Chambly and St. Johns.

The canal was closed to navigation on the 28th of November, 1889, and was re-opened on the 1st of May, 1890.

Navigation was conducted without accident or delay.

A description of the several works of repair and improvement executed during the year will be found in the appendices. These include the deepening and widening of parts of the canal and harbour. (See Appendix 5, p 92).

ST. PETERS CANAL, CAPE BRETON.

Length of canal.....	About 2,400 feet.
Breadth at water line.....	55 feet.
Lock.....	One tidal lock, 4 pairs of gates.
Dimensions.....	200 feet by 48 feet.
Depth of water on sills.....	18 " at lowest water.
Depth through canal.....	19 "
Extreme rise and fall of tide in St. Peter's Bay.....	4 "

This canal connects St. Peter's Bay, on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or Lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

Navigation was closed on the 4th of January, 1890, and re-opened on the 13th of April.

The works of the canal are in good order, with the exception of the retaining wall of the western side of the canal, which is in bad condition. (App. 15, p. 122).

TRENT RIVER NAVIGATION.

The term "Trent River Navigation" is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use.

This series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course in contemplation was as follows :—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton ; from Lake Balsam by a canal and the River Talbot to Lake Simcoe ; thence by the River Severn to Georgian Bay, Lake Huron, the total distance being about 235 miles.

The execution of this scheme, commenced in 1837, was subsequently deferred. By certain works, however, below specified, sections of these waters were made practicable for navigation and for the passage of timber. A branch of the main course, extending from Sturgeon Lake south, affords communication with the town of Lindsay, and through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches :

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Mile Rapids..		9
“ Nine Mile Rapids to Percy Landing	19½	
“ Percy Landing to Heeley's Fall Dam.....		14½
“ Heeley's Fall Dam to Peterboro'.....	51¾	
“ Peterboro' to Lakefield.....		9½
“ Lakefield to a point across Balsam Lake.....	61	
	132¼	32¾
 Total distance, Bay of Quinté to Balsam Lake... ..		165
From Sturgeon Point on Sturgeon Lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog		27½

The following is a list of the works :—

MAIN LINE FROM TRENTON TO BALSAM LAKE.

Chisholm's Rapids.

The work here consists of a canal and lock, a dam and slide..	Distance from Trenton in miles. 15½
---	---

Percy Landing.

A retaining boom for saw logs.—Controlled by Dept. of Public Works.. ..	28½
--	-----

Campbellford.

Guide booms.—Controlled by Dept. of Public Works.....	34¾
---	-----

Middle Falls.

The works consist of 2 dams and slide.—Controlled by Dept. of Public Works.....	37¾
--	-----

Crow Bay.

A retaining boom.—Controlled by Dept. of Public Works.....	38
--	----

Heeley's Falls.

A dam and slide.—Controlled by Dept. of Public Works.....	42¾
---	-----

Lakefield.

The works consist of a dam and wharf.	103½
--	------

Katchawannoe Lake.

A boom, 4 miles in length, separating navigable and timber channels—(under control Dept. of Public Works).....	
---	--

Crook's Rapids, Hastings.

	Distance from Trenton in miles.
The work consist of 1 lock, 1 dam and slide for timber	56½

Whitlas' Rapids.

The works, situated below Peterboro', consist of a lock, dam and canal.....	92¾
---	-----

Peterboro'.

The works consist of 3 piers and 1 boom.....	94
--	----

Young's Point.

One lock (a Provincial Government work) and dam.....	108½
--	------

Burleigh.

Timber slides, 3 dams, 2 locks (new).....	118
---	-----

Lovesick Rapids.

One lock and 4 dams.....	119½
--------------------------	------

Buckhorn Rapids.

There is a dam at this point, which is important as keeping up the level of the water of the lake west of it, as far as Bobcaygeon, including Lakes Pigeon, Buckhorn (Ball) and Chemong, 1 lock, 1 slide.....	125
---	-----

Bobcaygeon.

There are 2 dams here with canal, lock and slide. These dams retain the waters of the reach as far as Fenelon Falls and Lindsay lock.....	140¾
---	------

Fenelon Falls.

A large dam slide and booms, 2 combined locks (new).....	154¾
--	------

Rosedale.

A lock, maintained by the Ontario Government, giving entrance from Cameron's Lake to Balsam Lake.....	162¾
---	------

BRANCH FROM STURGEON LAKE TO LAKE SCUGOG.

Lindsay.

One lock, rebuilt by the Government of the Province of Ontario in 1879. Its dimensions are 134 x 33 feet, with 5 feet of water on the sills.....	161½
The navigation is, by this work, extended to Port Perry, Lake Scugog.....	190

The water on the several reaches was maintained at a good height, there being, as was the case in the previous year, between 5 feet 6 inches and, 6 feet of water on the sills till near the close of navigation.

The number of lockages on the several canals was 3,133, as against 2,956 vessels passed during the season of 1888-89.

Navigation ceased on the 23rd of November, 1889, and re-opened on the 21st of April, 1890.

The new works completed for the improvement of the Trent Valley navigation are at the following places:—Canals, with locks and bridges, at Burleigh Rapids, Buckhorn Rapids and Fenelon Falls; also dams at Lakefield and Young's Point. By these works there is afforded communication between Lakefield, 9½ miles from Peterboro', and Balsam Lake, the headwaters of the system; opening up of a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterboro', the new dam, at the head of the Nine Mile Rapids of the River Otonabee, which maintains navigation on Lake Katchewanoe up to Young's Point, was completed during the fiscal year 1886-87.

At Young's Point, 5 miles from Lakefield, the new dam between Lake Katchewanoe and Clear Lake controls the water level through Clear and Stony Lakes up to the foot of the Burleigh Canal. The lock here, it should be observed, is controlled by the Provincial Government.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick Rapids, and gives communication between Stony Lake and Deer Bay; it comprises three lift-locks and certain dams.

At Buckhorn Rapids, 7 miles from Burleigh Rapids, a canal of about one-fourth of a mile long has been constructed, having one lift-lock.

At Bobcaygeon, 15¾ miles from Buckhorn Rapids, the new dam, 553 feet long, takes the place of two old ones, and a dry dock has been formed by the extension of two piers of the dam. By this work the water level is controlled up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length, with two lift-locks, was constructed in 1885, connecting Sturgeon Lake with Cameron Lake. The channel above the falls was improved during the year by the removal of rock obstructions.

In all the above named works the locks are of the following dimensions:—

Length	134 feet.
Breadth	33 "
Depth of water on the mitre sills.....	5 "

(App. 13, p. 120.)

MURRAY CANAL.

Length between eastern and western pier heads.....	5½ miles.
Breadth at bottom.....	80 feet.
Depth below lowest known lake level.....	11 "
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the headwaters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

The works on this canal comprise a cut through the isthmus $4\frac{1}{4}$ miles long, and improvements in the way of dredging and other work to the entrance channels at either end, covering a total distance of $9\frac{1}{2}$ miles in all. There are no locks. The canal is crossed by four swing bridges.

Its western terminus is near the village of Brighton, in the harbour of Presqu'Île, from which point to Port Dalhousie, the entrance of the Welland Canal, the distance is less than 120 miles.

The canal is 80 feet wide at the bottom, the depth being, at low water, $12\frac{1}{2}$ feet.

The new entrance from the lake to Presqu'Île harbour has a width varying from 1,000 feet outside the main light to 200 feet at the entrance to the channel. The maximum depth at the entrance is 16 feet at low water.

The canal was opened for traffic on the 14th of April, 1890. Up to the end of the fiscal year 264 vessels had passed through. (Appendix 14, p. 121; also Appendix 23, p. 336.)

SAULT STE. MARIE CANAL.

This canal is being constructed on the Canadian side of the River St. Mary, between Lakes Huron and Superior, being formed through St. Mary's Island, on the north side of the rapids.

At ordinary stages of the river water there is a difference of 18 feet in the levels of the water above and below this island. The distance across the island is 3,500 feet, the upper channel of approach being 9,300 feet, and the lower channel 5,300 feet in length, the total length of excavation being, therefore, 18,100 feet. These channels will have a bottom width of 250 feet. The canal proper will have a water level width at low water of 152 feet, a bottom width of 145 feet, and a depth of 18 feet below the lowest known water line of that part of the river. The difference in level will be overcome by one lock 600 feet in length and 85 feet in width, having guard-gates at both ends, facing in opposite directions; the entrances being 60 feet wide and having a depth of $16\frac{1}{4}$ feet on the sills.

These gates are to be worked by "hydraulic power," the water being admitted or withdrawn at the floor of the lock.

The works, including both those for the lock and the canal, also the entrance channels at both ends, are under contract and in progress.

The contracts require the whole to be completed and ready for use in May, 1892.

COMMISSION ON THE TRENT NAVIGATION.

In view of the interest taken in the scheme for connecting the waters of the Bay of Quinté, Lake Ontario, with those of Georgian Bay, Lake Huron, it was
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thought advisable that the matter should receive investigation, and accordingly an Order in Council was passed on the 8th of October, 1887, authorizing the appointment of a Commission of Enquiry to examine and report on the question of the expediency of extending the Trent Valley navigation. The Commission was constituted accordingly.

Under date the 17th of December, 1890, the Commissioners made a report, embodying the results of their investigations, such report being accompanied by a large amount of evidence taken. Some further enquiry is necessary in this connection.

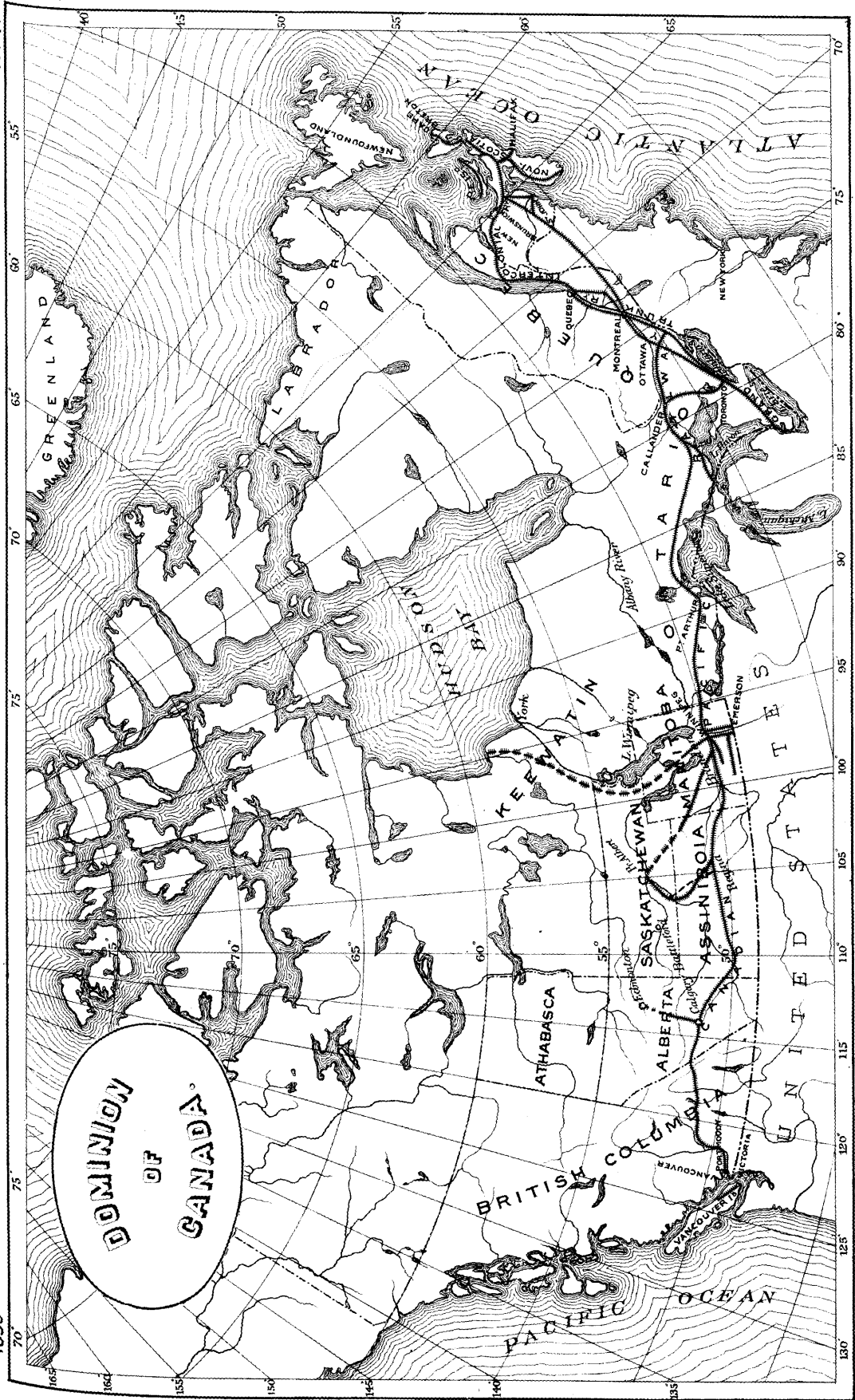
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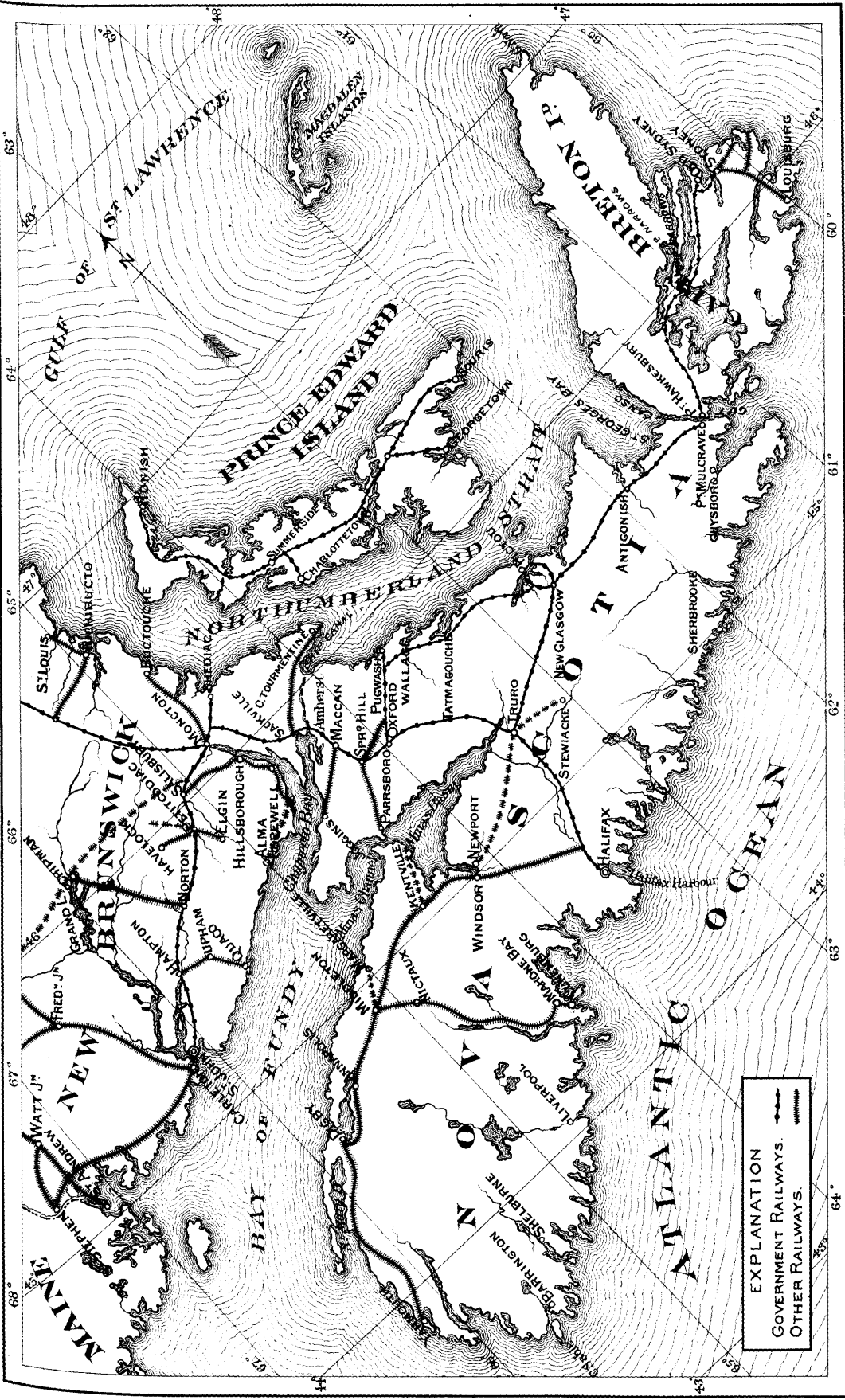
Your Excellency's most obedient servant,

JOHN A. MACDONALD,

Minister of Railways and Canals.

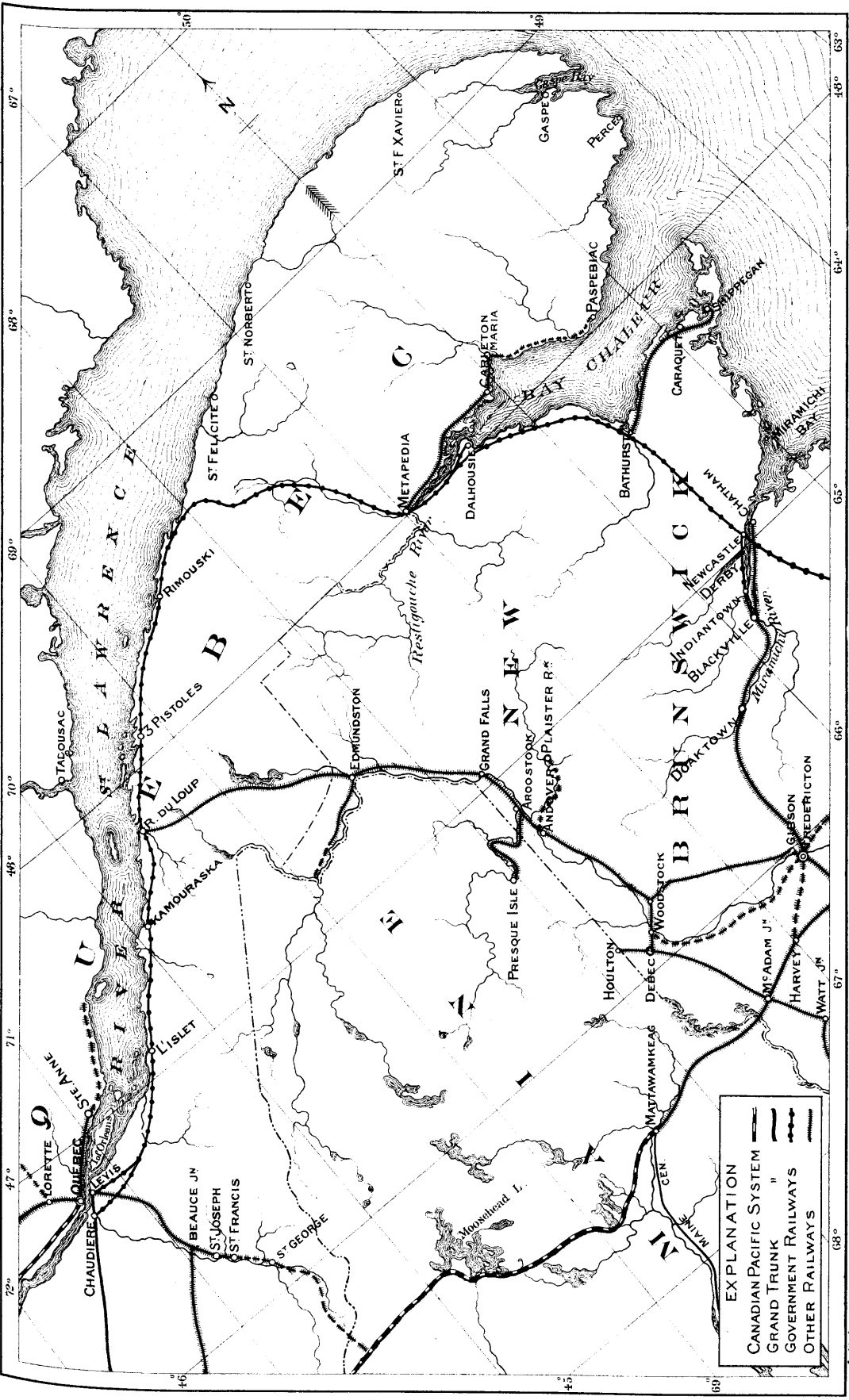
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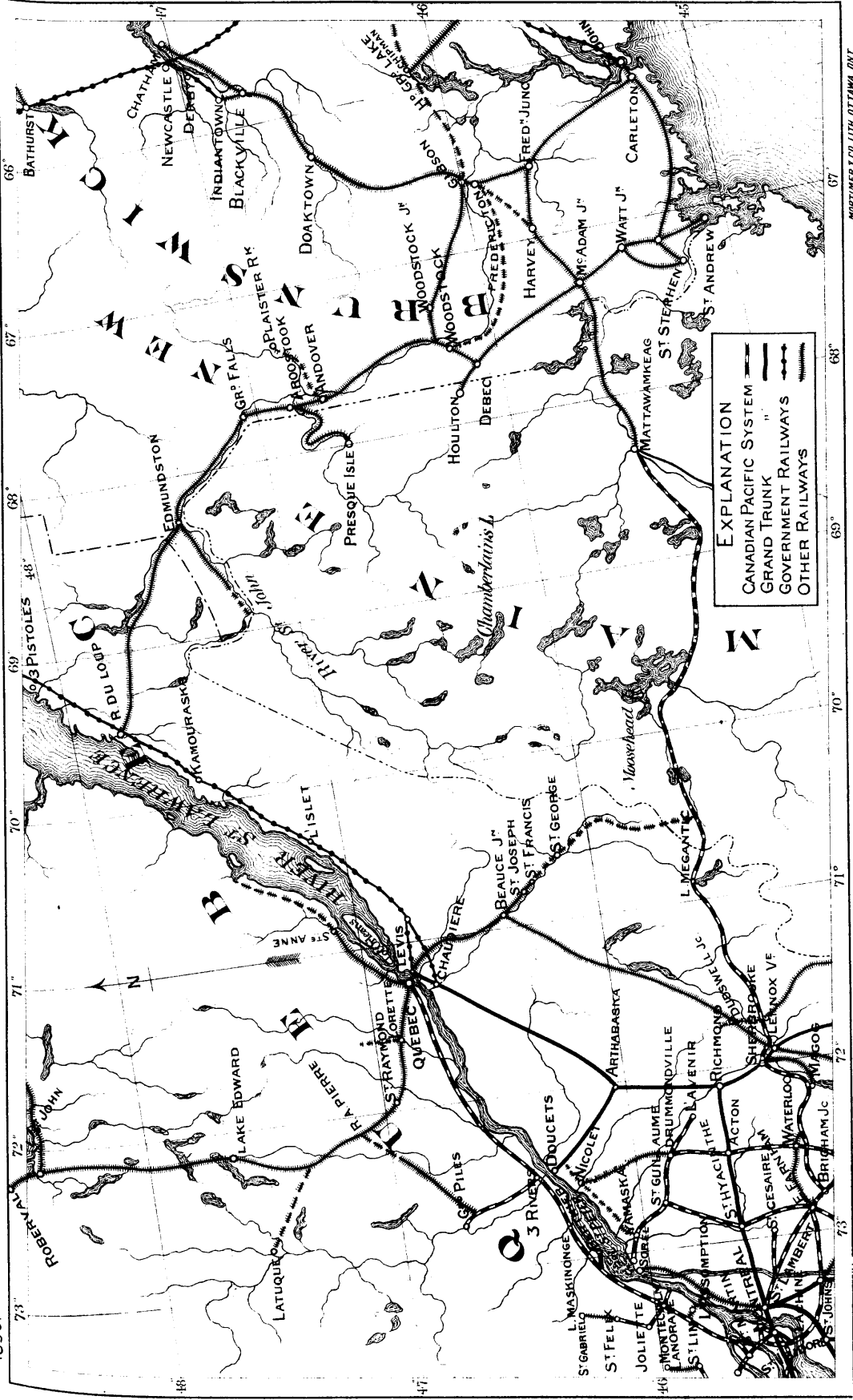
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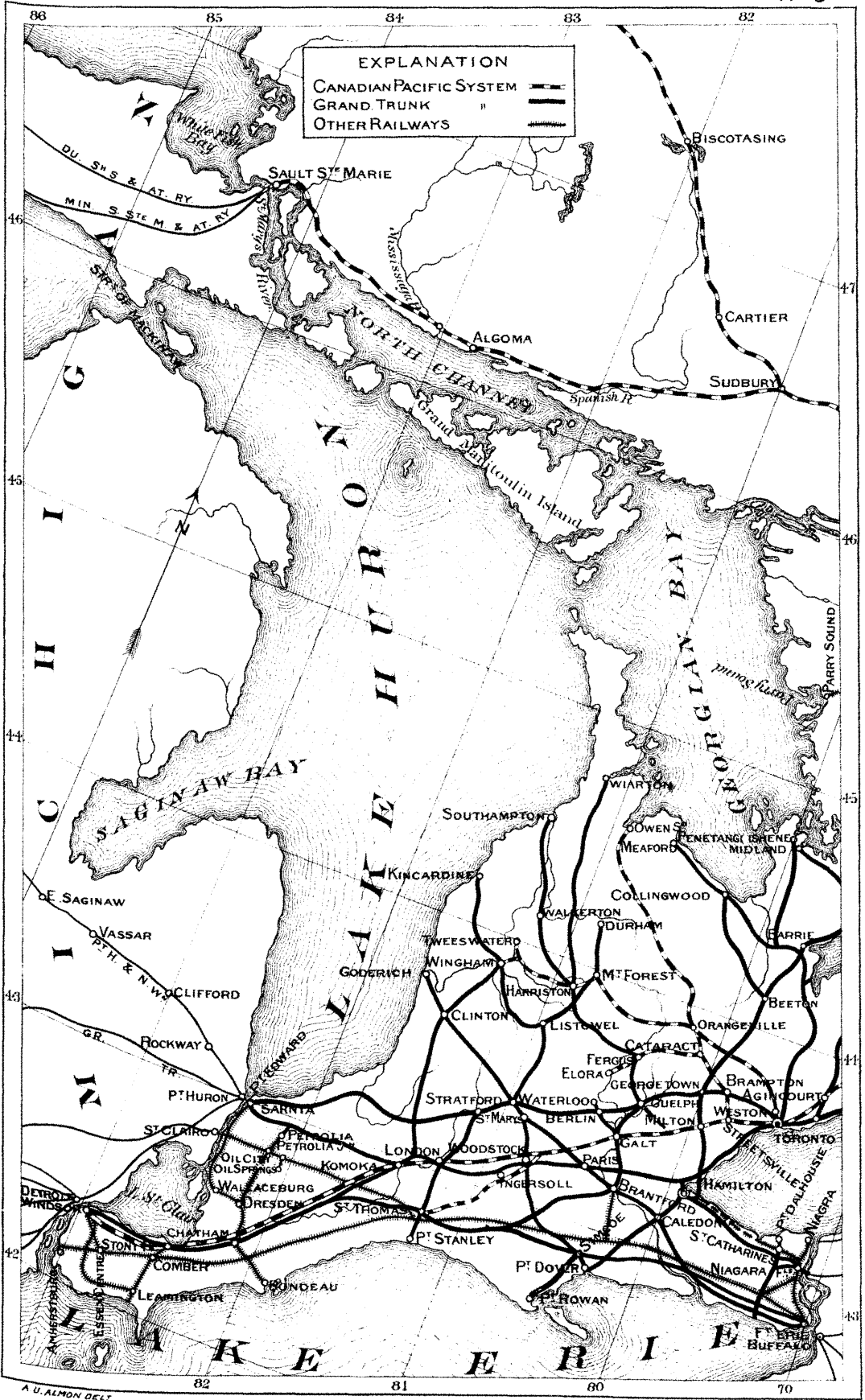


EXPLANATION

- CANADIAN PACIFIC SYSTEM
- GRAND TRUNK
- GOVERNMENT RAILWAYS
- OTHER RAILWAYS

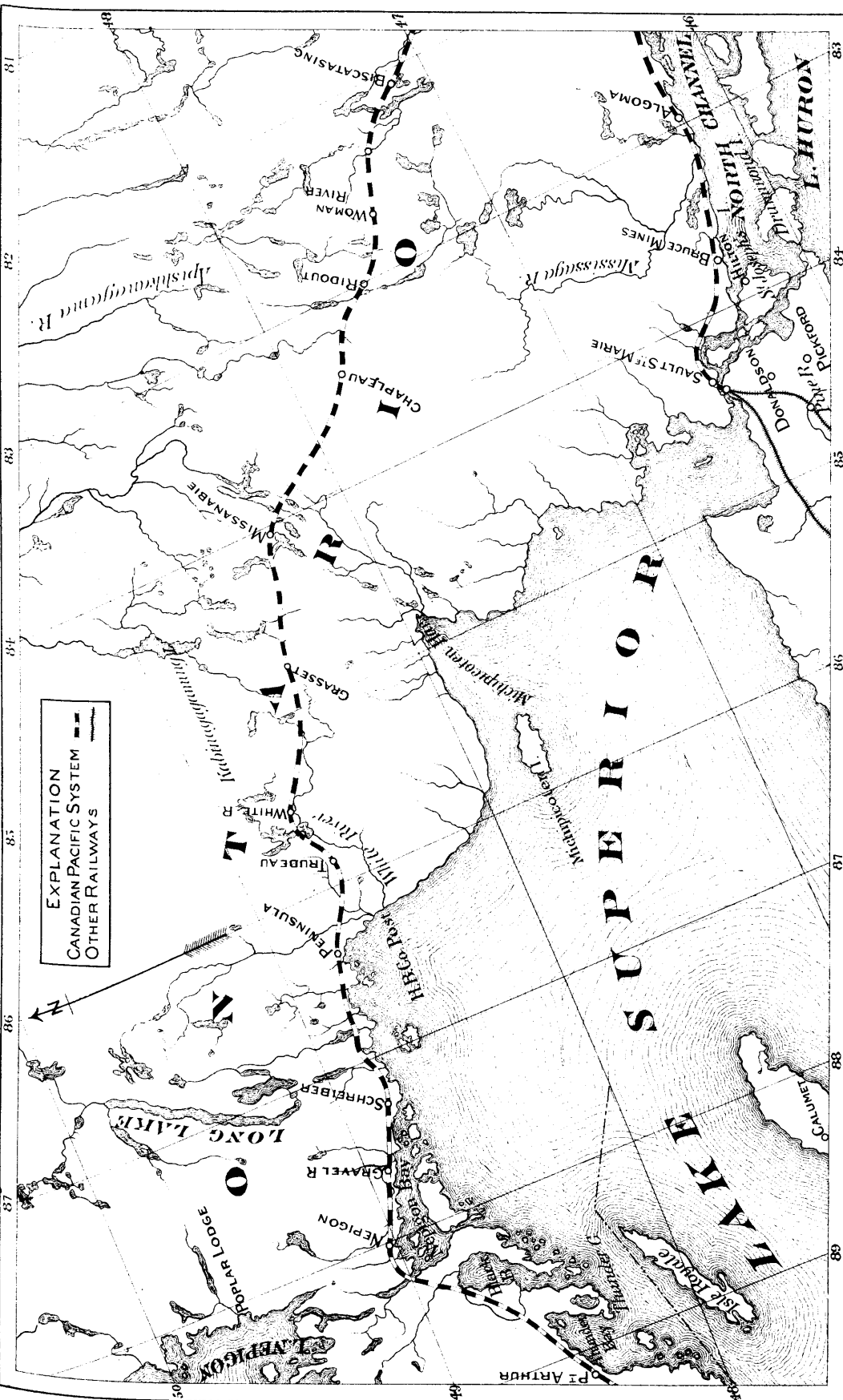






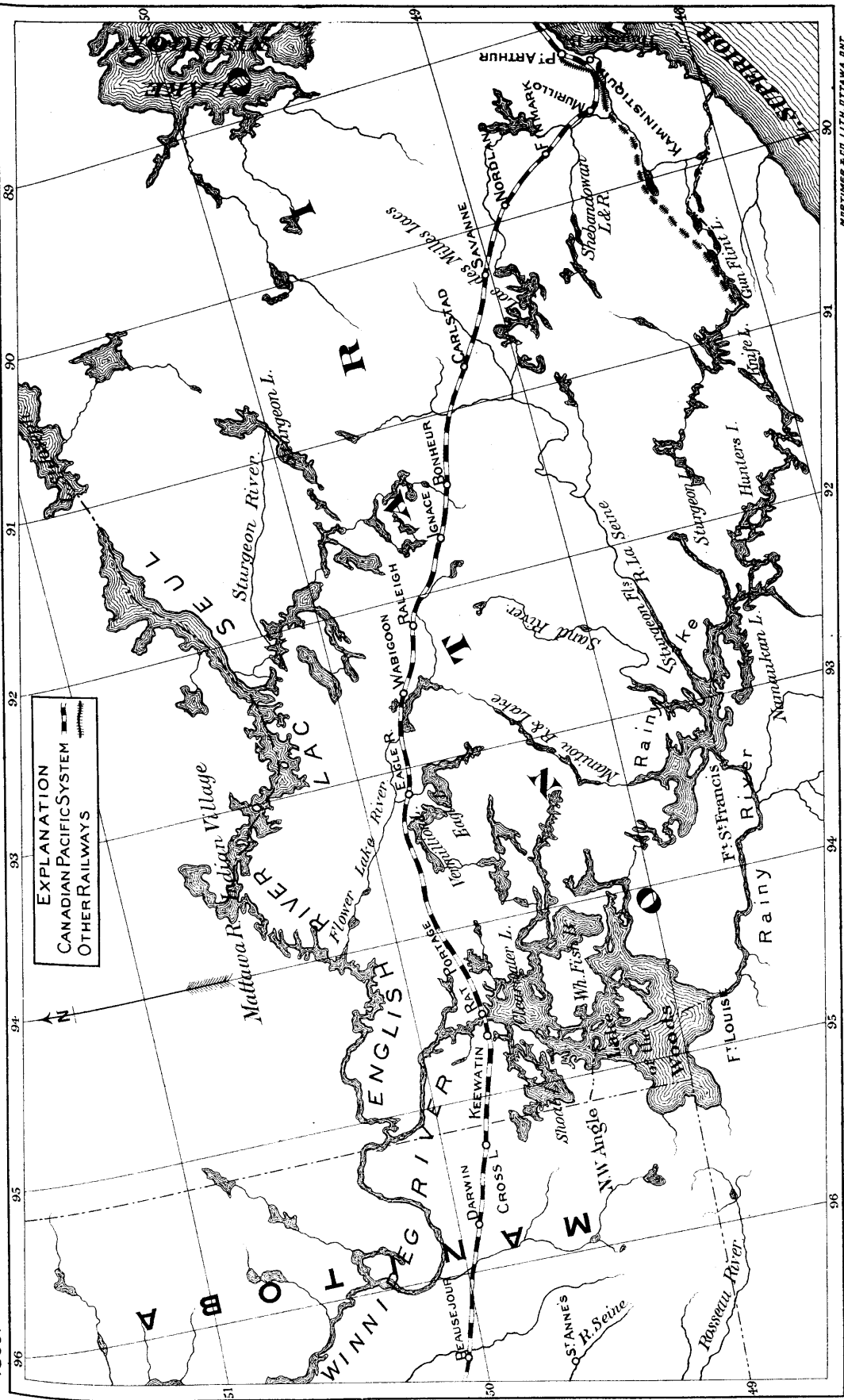
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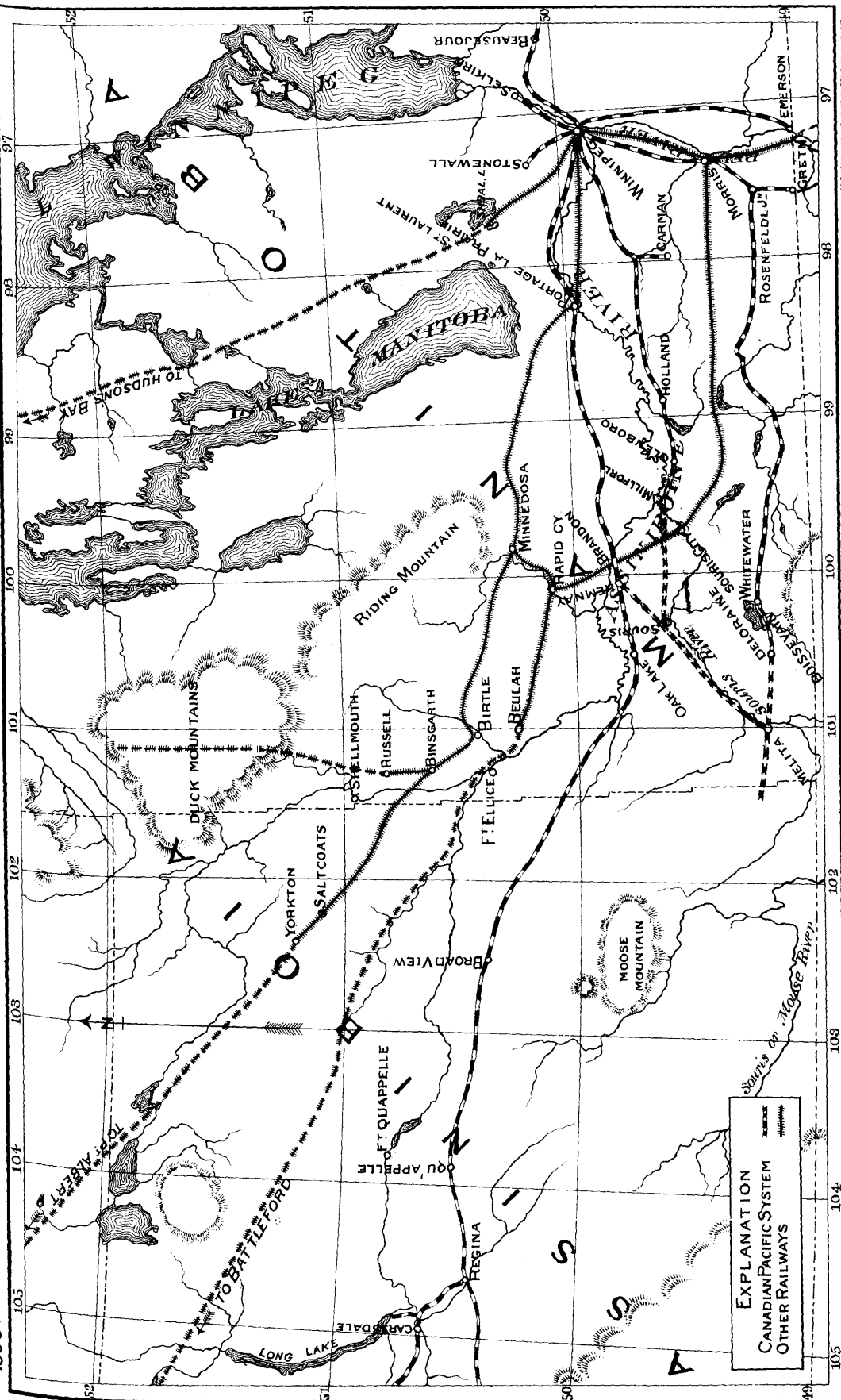
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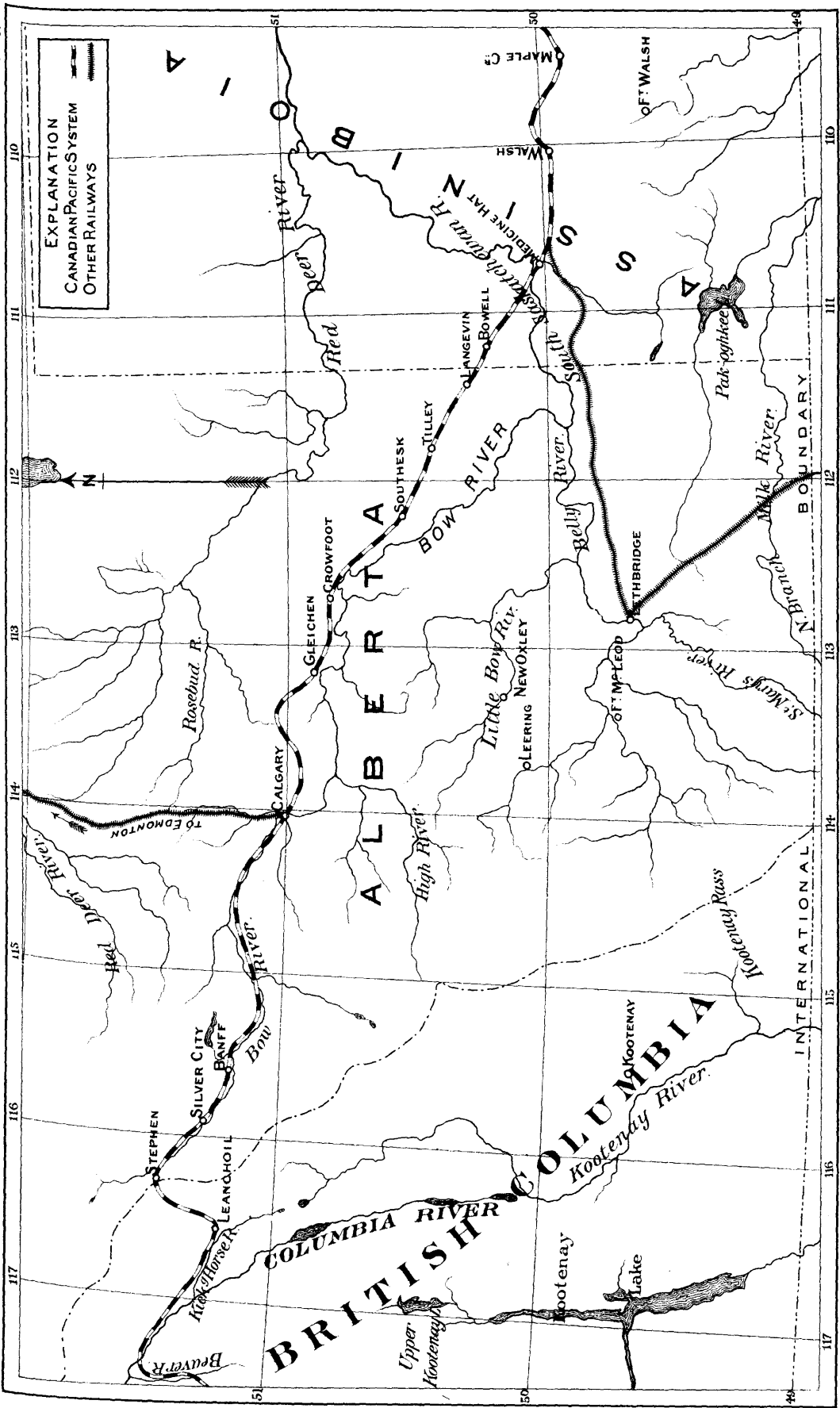
EXPLANATION
 CANADIAN PACIFIC SYSTEM ———
 OTHER RAILWAYS ———



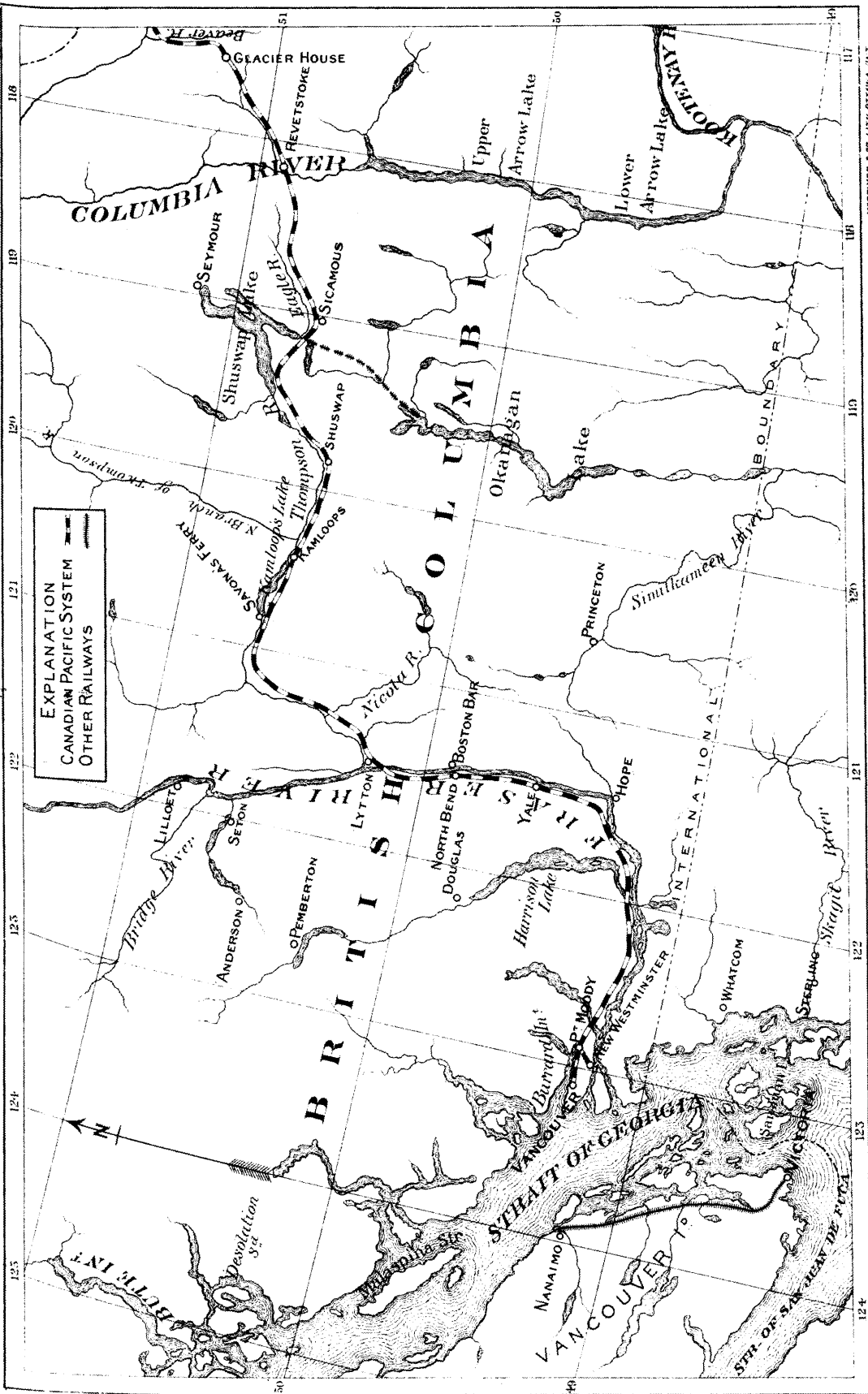




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 CANADIAN PACIFIC SYSTEM
 OTHER RAILWAYS



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 CANADIAN PACIFIC SYSTEM
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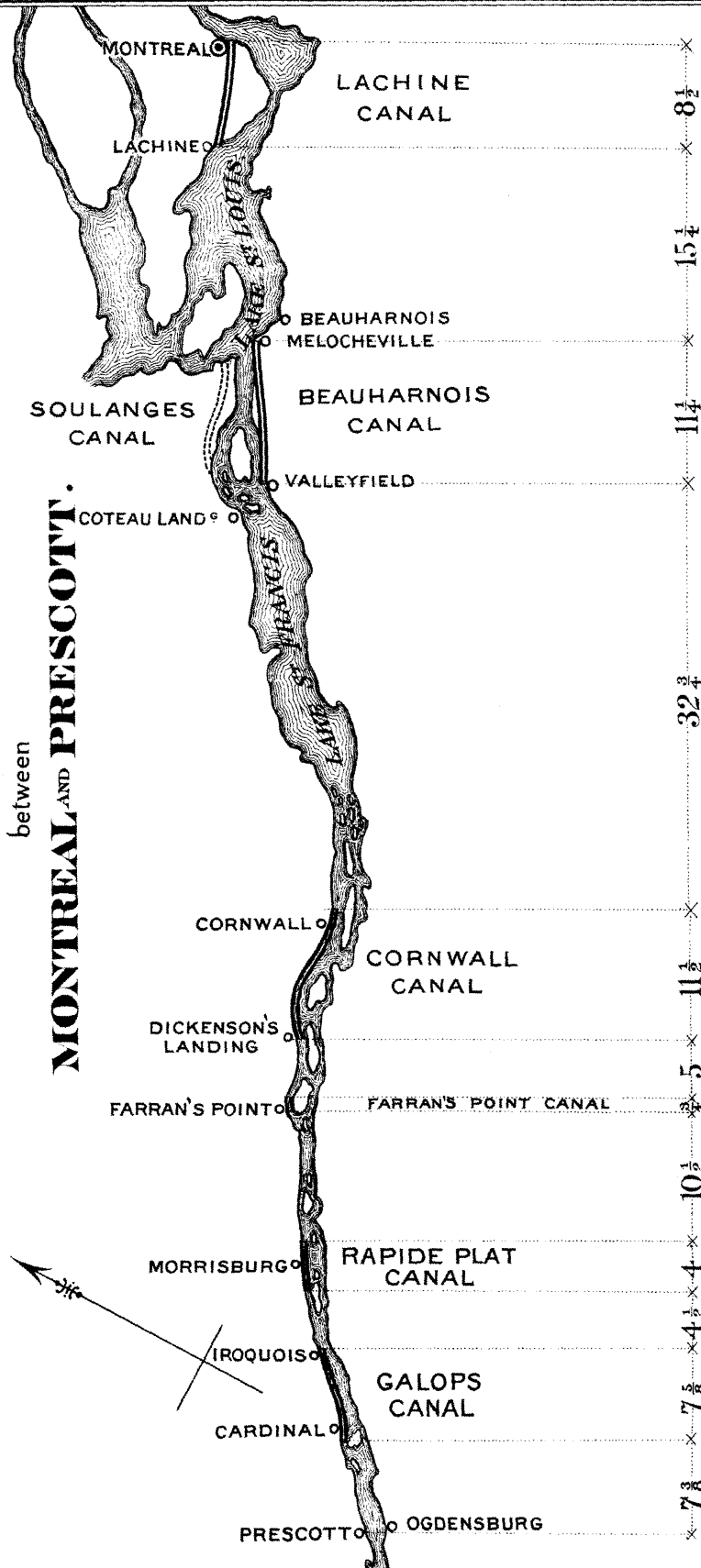


DIAGRAM

Shewing the Canals on the
S^T LAWRENCE RIVER.

between

MONTREAL AND PRESCOTT.



Total Canal Navigation	48 5/8 Miles
" " River	75 3/8 "
" " Prescott to Montreal	119 "

APPENDIX No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ended 30th June, 1890.

Name of Work.	Construction.		Repairs.		Staff and Working Expenses.	
	\$	cts.	\$	cts.	\$	cts.
CANALS.						
Lachine	7,448	03	22,999	38	53,114	34
do —Income	8,238	46				
Cornwall	365,038	01	12,758	18	17,063	49
do —Income	2,000	00				
Williamsburgh	139,078	37	8,191	69	8,954	53
Beatharnois			14,999	20	19,847	42
St. Lawrence	23,979	91				
Welland	99,805	52	72,686	19	109,202	02
do deepening to 14 feet	14,883	78				
do land and damages	2,943	92				
do piers, Port Colborne and Maitland—Income ..	18,599	16				
do bridge over old Lock 2 and road do ..	316	41				
do pier at Port Dalhousie do ..	8,023	64				
do outlet of Sunfish Creek do ..	670	74				
do weirs and dams, Dunnville do ..	5,323	86				
do damages caused by high water do ..	11,344	46				
do filling a pond at St. Catharines do ..	3,000	00				
do investigating management do ..	4,370	01				
Sault Ste. Marie	176,568	55				
Ste. Anne's	6,151	14	1,525	51	2,571	04
Carillon—Income	4,526	61	7,582	38	15,896	16
Grenville	17	58				
Culbute	2,818	35			747	83
Rideau—Income	21,124	10	18,025	21	34,270	57
Trent	58,644	50	730	55	3,450	99
do —Income	11,522	65				
Murray	106,760	35			494	31
St. Ours—Income	24,571	96	1,935	44	2,138	40
Chambly—Income	23,221	48	14,399	93	19,655	38
St. Peter's			255	34	3,110	15
Tay	22,226	23				
Fort Francis—Income	83	34				
Arbitrations and Awards—Income	2,882	27				
General dredging—Income	9,687	11	1,799	90		
Surveys—Income	3,773	97				
Salaries and contingencies, Canal Officers					38,448	26
Sunday labour					9,302	05
Total on Canals	1,189,644	47	177,888	90	338,266	94
RAILWAYS.						
Pacific	41,375	54				
Intercolonial	365,246	48			3,481,472	98
do Eastern Extension					79,102	77
do Windsor Branch					18,982	82
Prince Edward Island					266,485	85
Cape Breton	1,170,523	62				
Carried forward	1,577,145	64			3,846,044	42

[1890]

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year, &c.—*Concluded.*

Name of Work.	Construction.		Repairs.		Staff and Working Expenses.	
	\$	cts.	\$	cts.	\$	cts.
Brought forward	1,577,145	64	.....	.....	3,846,044	42
<i>RAILWAYS—Concluded.</i>						
Annapolis and Digby	381,942	75				
Oxford and New Glasgow	434,529	69				
Surveys—Income	36,372	05				
Statistics—Income	1,903	80				
Subsidies	1,678,195	72				
Special car for H.E. the Governor General	12,633	89				
Total on Railways	4,122,723	54	.....	.....	3,846,044	42
Total on Railways and Canals	5,312,368	01	177,888	90	4,184,311	36

Total amount expended

\$9,674,568.27.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
31st December, 1890.

APPENDIX No. 2.

STATEMENTS showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to the 30th June, 1890.

ST. PETER'S CANAL.

			Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation			1868	156,523 32			
do	since	do	1869	21,519 72			
do	do	do	1870	70,719 80	46,193 57		
do	do	do	1871			225 36	555 78
do	do	do	1872			250 00	6,122 07
do	do	do	1873			343 32	6,539 58
do	do	do	1874			725 93	1,558 57
do	do	do	1875	20 97		560 00	889 35
do	do	do	1876	11,125 00		641 55	
do	do	do	1877	63,350 18		600 00	17 45
do	do	do	1878	26,511 51		600 00	
do	do	do	1879	107,337 75		631 50	
do	do	do	1880	80,120 54		400 00	
do	do	do	1881	69,434 76		959 58	
do	do	do	1882	484 00		1,920 54	200 63
do	do	do	1883			2,039 19	232 42
do	do	do	1884	2,471 40		2,601 47	367 85
do	do	do	1885	16,820 15		1,929 11	183 11
do	do	do	1886	2,316 85		2,360 67	297 81
do	do	do	1887	1,087 75	750 00	2,777 13	343 23
do	do	do	1888			3,217 77	1,588 40
do	do	do	1889		500 00	3,085 29	353 38
do	do	do	1890			3,110 15	255 34
				629,823 70	47,443 57		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1890.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

BAIE VERTE CANAL—SURVEY.

				Year ending 30th June.	Capital.	Income.
					\$ cts.	\$ cts.
Government expenditure prior to						
do	since	do	Confederation.....	1868		
do	do	do	.....	1869		
do	do	do	.....	1870		
do	do	do	.....	1871		17,929 34
do	do	do	.....	1872		6,399 41
do	do	do	.....	1873		14,943 83
do	do	do	.....	1874		4,018 90
do	do	do	.....	1875		443 00
do	do	do	.....	1876		110 75
do	do	do	.....	1877		22 30
do	do	do	.....	1878		
do	do	do	.....	1879		
do	do	do	.....	1880		
do	do	do	.....	1881		520 00
do	do	do	.....	1882		
do	do	do	.....	1883		
do	do	do	.....	1884		
do	do	do	.....	1885		
do	do	do	.....	1886		
do	do	do	.....	1887		
do	do	do	.....	1888		
do	do	do	.....	1889		
do	do	do	.....	1890		
						44,387 53

LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1890.

STATEMENT showing the Amount expended on Construction, &c.—Continued.

LACHINE CANAL.

			Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation			1868	2,547,532 85	1,852 70	13,742 05	10,431 51
do	since	do	1869	2,000 00		14,209 02	12,085 84
do	do	do	1870			15,834 49	13,302 39
do	do	do	1871		12,231 40	17,478 52	15,093 25
do	do	do	1872	36,708 15		16,076 93	12,334 69
do	do	do	1873	7,824 28	35,158 21	23,601 03	34,300 60
do	do	do	1874	158,618 35		25,811 07	22,828 66
do	do	do	1875	197,420 52		28,592 01	30,057 34
do	do	do	1876	327,769 39		33,797 73	29,103 65
do	do	do	1877	1,439,375 73		33,148 86	19,824 33
do	do	do	1878	1,484,619 63		39,062 97	13,646 41
do	do	do	1879	958,053 30		42,338 84	12,400 78
do	do	do	1880	369,566 74		38,950 90	10,223 62
do	do	do	1881	292,165 51		39,027 99	19,888 33
do	do	do	1882	252,821 33	2,978 66	41,158 90	17,116 46
do	do	do	1883	396,496 96	1,859 68	45,554 91	18,199 59
do	do	do	1884	188,266 18		48,624 51	19,683 24
do	do	do	1885	111,215 23		49,004 85	20,199 78
do	do	do	1886	210,509 42		50,969 10	19,199 18
do	do	do	1887	28,772 52	12,981 59	53,113 97	22,567 81
do	do	do	1888	19,414 34	7,996 38	52,229 61	19,999 64
do	do	do	1889	76,032 96	972 71	54,110 67	22,957 71
do	do	do	1890	7,448 03	8,238 46	53,114 34	22,999 38
				9,112,631 42	84,269 79		

BEAUHARNOIS CANAL.

Government expenditure prior to Confederation			1868	1,611,424 11	63,193 75	9,349 99	6,216 98
do	since	do	1869		55 00	9,626 99	6,498 57
do	do	do	1870		27 50	10,117 57	6,384 81
do	do	do	1871			12,316 53	5,722 36
do	do	do	1872		27 50	11,792 46	15,735 38
do	do	do	1873		5,122 50	12,210 73	9,882 06
do	do	do	1874		26 00	15,392 51	10,990 56
do	do	do	1875		36 00	14,399 32	12,253 01
do	do	do	1876			14,465 86	17,170 83
do	do	do	1877			14,377 63	15,207 36
do	do	do	1878			14,383 37	9,861 05
do	do	do	1879			15,015 86	10,370 71
do	do	do	1880	266 15		15,362 61	8,997 34
do	do	do	1881			17,659 93	10,770 67
do	do	do	1882			18,804 53	20,813 86
do	do	do	1883		6,727 44	18,287 77	15,826 71
do	do	do	1884		3,277 98	19,107 38	16,232 61
do	do	do	1885		7,999 79	18,960 40	14,637 70
do	do	do	1886		8,491 80	19,228 90	14,356 00
do	do	do	1887		3,633 57	18,867 45	14,999 88
do	do	do	1888		14,411 97	19,325 05	14,285 98
do	do	do	1889		10,993 52	20,019 11	14,982 54
do	do	do	1890			19,847 42	14,999 20
				1,611,690 26	124,024 32		

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1890.
[1890]

STATEMENT showing the Amount expended on Construction, &c.—Continued.
CORNWALL CANAL.

	Year ending 30th June.	Capital.		Renewals chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		1,933,152	69						
do since do	1868			2,786	00	11,244	47	3,774	18
do do do	1869	10,692	04			10,347	91	3,859	14
do do do	1870			17,780	05	10,368	16	7,145	42
do do do	1871			7	50	11,848	39	8,891	61
do do do	1872			10,000	21	10,594	30	8,163	70
do do do	1873			1,011	75	13,042	25	12,467	65
do do do	1874					13,405	20	7,610	70
do do do	1875	1,780	00			13,351	91	7,097	34
do do do	1876					13,320	61	6,423	67
do do do	1877	49,211	37			13,375	70	6,440	54
do do do	1878	145,015	45			13,825	50	4,935	21
do do do	1879	143,092	05			13,817	96	4,983	15
do do do	1880	109,454	95			14,440	33	9,735	76
do do do	1881	53,948	14			15,173	60	5,524	10
do do do	1882	44,587	61			15,052	20	6,634	62
do do do	1883	21,728	93			18,283	67	8,361	71
do do do	1884	23,018	13			18,475	48	9,007	73
do do do	1885	62,034	90	16,298	96	15,988	96	12,368	51
do do do	1886	57,820	83	6,960	95	15,994	80	11,832	83
do do do	1887	46,966	43			17,520	54	12,100	29
do do do	1888	67,945	74			16,938	54	13,942	64
do do do	1889	163,993	85			17,890	55	58,205	26
do do do	1890	365,038	01	2,000	00	17,063	49	12,758	18
		3,299,481	12	56,845	42				

WILLIAMSBURGH CANALS.

Government expenditure prior to Confederation		1,320,655	54						
do since do	1868					5,745	97	6,442	41
do do do	1869					5,769	81	5,670	88
do do do	1870					5,573	13	6,546	16
do do do	1871					6,382	17	5,308	41
do do do	1872					5,542	94	3,230	07
do do do	1873			1,077	00	6,424	49	7,347	75
do do do	1874					6,857	19	7,395	92
do do do	1875					6,547	62	4,110	29
do do do	1876					7,418	39	11,690	98
do do do	1877					7,388	08	10,053	61
do do do	1878					7,430	11	4,449	78
do do do	1879					7,517	20	3,549	71
do do do	1880					7,590	15	3,999	77
do do do	1881					7,572	35	5,020	73
do do do	1882					7,589	44	7,447	69
do do do	1883	13	19			7,423	48	7,299	39
do do do	1884	2,473	44			7,757	04	7,349	37
do do do	1885	103,237	12			7,696	67	8,198	03
do do do	1886	149,835	71			7,671	54	7,847	05
do do do	1887	115,853	00			7,635	54	7,904	76
do do do	1888	70,128	29	1,613	67	7,646	79	8,190	13
do do do	1889	59,867	26			7,485	28	8,794	61
do do do	1890	139,078	37			8,954	53	8,191	69
		1,961,141	92	2,690	67				

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1890.

STATEMENT showing the Amount expended on Construction, &c.—Continued.
ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

			Year ending 30th June.	Chargeable to Capital.
				\$ cts.
Government expenditure prior to Confederation				116,821 31
do	since	do	1868	
do	do	do	1869	
do	do	do	1870	
do	do	do	1871	
do	do	do	1872	
do	do	do	1873	33,241 69
do	do	do	1874	26,541 30
do	do	do	1875	20,611 36
do	do	do	1876	50,215 47
do	do	do	1877	47,377 31
do	do	do	1878	5,570 46
do	do	do	1879	9,265 77
do	do	do	1880	9,214 56
do	do	do	1881	6,927 96
do	do	do	1882	28,933 45
do	do	do	1883	44,874 31
do	do	do	1884	89,846 03
do	do	do	1885	115,110 17
do	do	do	1886	116,051 73
do	do	do	1887	74,437 31
do	do	do	1888	56,482 85
do	do	do	1889	18,493 92
do	do	do	1890	23,979 91
				893,996 87

WELLAND CANAL.

			Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
				\$ cts	\$ Ots.	\$ cts.	\$ cts.
Imperial Government				222,220 00			
Government expenditure prior to Confederation				7,416,019 83			
do	since	do	1868	12,097 84		37,679 05	38,852 96
do	do	do	1869	43,486 36		39,060 61	50,773 03
do	do	do	1870		22,173 72	40,340 45	65,009 19
do	do	do	1871		48,569 10	42,383 33	53,381 02
do	do	do	1872	53,680 32	6,022 44	37,085 37	50,276 90
do	do	do	1873	82,282 20	47,876 27	45,382 99	66,550 73
do	do	do	1874	746,420 61		50,966 48	103,666 99
do	do	do	1875	1,047,119 91		52,595 00	88,539 99
do	do	do	1876	1,569,478 19	700 00	57,623 31	81,376 12
do	do	do	1877	2,199,962 61		50,963 47	49,783 93
do	do	do	1878	2,138,392 99		60,138 59	66,393 53
do	do	do	1879	1,552,697 41		59,942 23	56,755 57
do	do	do	1880	1,252,924 75		63,198 10	76,535 25
do	do	do	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
do	do	do	1882	603,402 17	13,664 80	74,641 51	84,374 97
do	do	do	1883	549,433 29	5,979 03	109,207 21	72,707 62
do	do	do	1884	432,336 21		113,276 87	90,926 97
do	do	do	1885	463,505 38	6,150 21	112,670 00	91,534 66
do	do	do	1886	215,380 75	1,359 00	111,660 22	69,507 48
do	do	do	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
do	do	do	1888	429,720 94	10,740 86	110,806 01	86,518 97
do	do	do	1889	225,910 21	43,803 80	113,587 05	77,547 77
do	do	do	1890	117,633 22	51,648 28	109,202 02	72,686 19
				23,688,122 43	269,109 37		

STATEMENT showing the Amount expended on Construction, &c.—Continued.
STE. ANNE'S LOCK AND CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		134,456 51			
do since do	1868			778 16	432 47
do do do	1869			1,062 96	1,873 51
do do do	1870			1,136 54	1,280 36
do do do	1871			1,285 84	1,539 02
do do do	1872		1,939 46	1,106 80	1,393 63
do do do	1873		540 11	2,199 64	1,264 40
do do do	1874	12,753 27		2,614 90	7,208 63
do do do	1875	32,627 71		1,859 20	4,506 68
do do do	1876	24,935 85		1,952 14	4,033 72
do do do	1877	30,003 08		1,982 65	1,756 93
do do do	1878	14,618 85		2,057 32	541 95
do do do	1879	22,113 02		2,202 03	3,259 70
do do do	1880	3,054 68		2,152 57	1,704 71
do do do	1881	69,042 76		2,553 02	3,257 92
do do do	1882	193,158 36		2,611 30	2,343 99
do do do	1883	172,959 95		2,569 86	3,448 83
do do do	1884	142,006 25		2,775 32	2,725 49
do do do	1885	93,679 57		2,618 60	4,042 04
do do do	1886	129,681 67		2,611 90	5,803 01
do do do	1887	45,276 08	6,054 10	2,537 41	1,499 96
do do do	1888	18,910 55	1,372 59	2,505 61	1,380 75
do do do	1889	24,786 33		2,569 22	1,730 79
do do do	1890	6,151 14		2,571 04	1,525 51
		1,170,215 63	9,906 26		

CARILLON AND GRENVILLE CANALS.

Government expenditure prior to Confederation		63,053 64			
do since do	1868		19,817 22	6,301 88	8,911 28
do do do	1869			6,549 38	10,157 42
do do do	1870		4,167 96	6,617 81	9,852 09
do do do	1871		23,119 37	8,676 90	8,218 24
do do do	1872	165,257 28		8,324 51	17,235 31
do do do	1873	133,199 10	3,051 38	10,068 28	8,781 50
do do do	1874	245,258 38		10,710 88	10,605 82
do do do	1875	339,864 76		10,378 57	18,520 44
do do do	1876	326,203 16		10,764 38	11,475 96
do do do	1877	245,738 04		11,050 27	10,304 06
do do do	1878	22,676 20		11,401 30	5,082 72
do do do	1879	243,141 24		11,501 22	7,629 98
do do do	1880	281,514 27		11,959 14	7,625 54
do do do	1881	336,707 53		13,059 18	8,076 91
do do do	1882	433,084 39		14,387 49	7,582 68
do do do	1883	433,575 10		17,479 58	8,310 02
do do do	1884	399,267 16		17,393 91	7,918 42
do do do	1885	157,187 72		19,702 30	10,429 26
do do do	1886	104,973 24	75 00	20,597 82	9,303 31
do do do	1887	20,747 11		20,011 36	10,554 41
do do do	1888	38,996 29		21,531 12	10,036 62
do do do	1889	298 17		22,098 88	10,135 66
do do do	1890	17 58	4,526 61	15,896 16	7,582 38
		3,990,760 36	54,757 54		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1890.

STATEMENT showing the Amount expended on Construction, &c.—Continued.
CULBUTE LOCK AND DAM.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation ..	1868				
do do do ..	1869				
do do do ..	1870				
do do do ..	1871				
do do do ..	1872				
do do do ..	1873		835 53		
do do do ..	1874		38,388 99		
do do do ..	1875	63,659 29			
do do do ..	1876	76,842 44			
do do do ..	1877	56,081 87			
do do do ..	1878	5,933 53			
do do do ..	1879	20,694 19			
do do do ..	1880	16,688 20		202 50	259 31
do do do ..	1881	4,721 62		962 85	
do do do ..	1882	29,567 15		790 00	162 33
do do do ..	1883	14,249 60		695 00	288 99
do do do ..	1884	8,151 16		733 50	
do do do ..	1885	19,071 76		730 00	572 75
do do do ..	1886	26,385 27		730 00	2,396 14
do do do ..	1887	7,760 88		730 00	967 33
do do do ..	1888	7,573 99		739 50	730 60
do do do ..	1889	17,112 01		1,050 00	116 53
do do do ..	1890	2,818 35		747 83	
		377,311 31	39,224 52		

RIDEAU CANAL.

Imperial Government		3,911,701 47			
Government expenditure prior to Confederation ..		153,062 60			
do since do ..	1868		7,298 12	18,397 28	16,475 21
do do do ..	1869			19,250 71	13,140 77
do do do ..	1870		13 16	20,022 37	19,469 33
do do do ..	1871		11,732 98	22,814 58	18,120 52
do do do ..	1872		4,967 50	22,139 48	14,005 32
do do do ..	1873		18,070 97	22,841 51	26,074 49
do do do ..	1874		5,793 16	26,815 44	22,957 40
do do do ..	1875	9,310 85		26,553 37	19,699 81
do do do ..	1876	2,163 96		26,430 77	14,428 25
do do do ..	1877	214 11		25,959 56	14,198 18
do do do ..	1878			26,651 51	11,034 22
do do do ..	1879	7,703 88		26,042 52	7,134 55
do do do ..	1880			26,463 88	11,434 05
do do do ..	1881		133 50	26,024 71	8,627 00
do do do ..	1882			26,915 29	13,860 28
do do do ..	1883		70 65	27,322 81	23,524 84
do do do ..	1884		4,597 50	26,938 95	19,245 02
do do do ..	1885		2,098 76	26,971 32	18,189 55
do do do ..	1886		550 00	27,045 95	35,648 04
do do do ..	1887		20,823 96	29,440 46	18,565 34
do do do ..	1888		18,889 48	33,458 83	25,478 87
do do do ..	1889		6,665 22	33,801 77	18,106 36
do do do ..	1890		21,124 10	34,270 57	18,025 21
		4,084,156 87	112,829 06		

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1890.

STATEMENT showing the Amount expended on Construction, &c.—Continued.

ST. OURS LOCK.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	.....	121,537 65			
do since do	1868			1,532 75	753 74
do do do	1869			1,755 15	1,399 18
do do do	1870			1,458 09	1,006 22
do do do	1871			1,414 48	1,210 98
do do do	1872			1,565 80	1,263 19
do do do	1873			2,076 50	1,575 10
do do do	1874			2,219 13	2,363 42
do do do	1875			1,362 22	1,245 69
do do do	1876			1,403 92	1,601 71
do do do	1877			1,533 40	750 80
do do do	1878			1,556 65	283 77
do do do	1879			1,581 55	456 07
do do do	1880			1,614 01	705 54
do do do	1881			1,741 97	1,299 77
do do do	1882			2,002 71	1,902 41
do do do	1883		17,230 32	2,361 65	2,188 08
do do do	1884		5,279 17	2,315 37	1,494 99
do do do	1885		4,700 64	2,271 57	3,652 63
do do do	1886			2,311 70	4,143 47
do do do	1887			2,175 37	5,864 78
do do do	1888			2,216 04	2,801 17
do do do	1889		17,964 45	2,421 14	2,002 63
do do do	1890		24,571 96	2,138 40	1,935 44
		121,537 65	69,746 54		

CHAMBLY CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	.....	634,711 76			
do since do	1868			8,312 90	9,355 70
do do do	1869			8,437 22	13,120 97
do do do	1870			8,934 41	20,180 73
do do do	1871		2,839 85	10,214 71	22,426 33
do do do	1872		1,906 40	9,628 50	22,327 99
do do do	1873		759 00	10,390 44	11,789 27
do do do	1874		2,810 00	11,675 67	16,427 19
do do do	1875	2,415 00		12,201 99	16,306 91
do do do	1876			10,593 14	13,273 56
do do do	1877	80 00		10,281 78	10,111 32
do do do	1878			10,413 99	6,022 96
do do do	1879			11,301 53	8,809 77
do do do	1880			11,516 22	12,377 74
do do do	1881			13,950 47	20,705 17
do do do	1882		31,796 41	16,686 78	16,843 60
do do do	1883		21,332 36	15,904 38	15,182 24
do do do	1884		41,640 77	18,448 85	12,003 34
do do do	1885		21,049 23	18,378 55	13,046 95
do do do	1886		14,547 27	19,501 28	11,999 77
do do do	1887		17,911 17	19,053 62	20,071 37
do do do	1888		65,536 64	20,073 60	11,823 74
do do do	1889		51,437 87	19,079 22	19,392 18
do do do	1890		23,221 48	19,655 38	14,399 93
		637,206 76	296,788 45		

LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1890.

Accountant.

STATEMENT showing the Amount expended on Construction, &c.—Continued.

MURRAY CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868		400 00		
do since do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882	7,135 63			
do do do	1883	84,071 68			
do do do	1884	118,187 43			
do do do	1885	148,902 66			
do do do	1886	179,704 52			
do do do	1887	142,563 66			
do do do	1888	146,754 37			
do do do	1889	215,326 46			
do do do	1890	106,760 35		494 31	
		1,149,406 76	400 00		

TRENT CANAL.

Government expenditure prior to Confederation	1868	309,371 31			
do since do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880	561 50		1,188 92	3,568 89
do do do	1881			2,489 93	2,233 50
do do do	1882		5,836 51	2,011 92	8,115 50
do do do	1883	40,767 16	9,303 66	2,235 50	3,047 42
do do do	1884	120,393 91	6,198 57	2,208 64	5,264 35
do do do	1885	121,382 84		3,303 87	4,653 50
do do do	1886	75,103 30		1,639 75	5,917 88
do do do	1887	179,541 63		1,938 08	6,008 88
do do do	1888	114,879 35		1,770 29	5,151 42
do do do	1889	47,592 13	29,677 92	3,242 05	5,935 94
do do do	1890	58,644 50	11,522 65	3,450 99	780 55
		1,068,237 63	62,539 31		

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1890.
[1890]

STATEMENT showing the Amount expended on Construction, &c.—Continued.

TAY CANAL.

	Year ending 30th June.	Capital.	Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation..	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882		748 65		
do do do	1883	4,831 80			
do do do	1884	50,878 12			
do do do	1885	92,473 97			
do do do	1886	65,561 51			
do do do	1887	49,617 92			
do do do	1888	54,166 57			
do do do	1889	89,486 18			
do do do	1890	22,226 23			
		429,242 30	748 65		

SAULT STE. MARIE CANAL.

Government expenditure since Confederation..	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872		949 35		
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886				
do do do	1887				
do do do	1888	8,145 06			
do do do	1889	34,018 95			
do do do	1890	176,568 55			
		218,732 56	949 35		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 31st December, 1870.

APPENDIX No. 3.

STATEMENT showing Subsidies voted for Railways as to which contracts have been entered into and payments made, up to 30th June, 1890.

Subsidies Voted.		Railways.	Payments.						Total to June 30, 1890.
Authority.	Amount.		1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.		1889-90.
	\$ cts.		\$	\$	\$	\$	\$	\$	
46 Vic, cap. 25.	156,800 00	International Railway, Quebec	144,000						
53 do do 2.	384,000 00								
45 do do 14.	80,000 00								
46 do do 26.	80,000 00								
48-9 do do 59.	96,000 00	Quebec and Lake St. John Ry, Quebec	32,000	37,027	186,745	202,219	232,013 00	19,911 00	38,440 00
49 do do 10.	186,295 00								
48-9 do do 24.	28,800 00								
50-1 do do 3.	96,000 00								
51 do do 3.	89,600 00								
46 do do 25.	70,000 00								
49 do do 10.	12,800 00	Napanea, Tamworth and Quebec Ry., Ont.	32,000	57,600					95,744 00
50-1 do do 24.	12,800 00								
52 do do 3.	32,000 00								
47 do do 8.	272,000 00	Pontiac Pacific Junction Railway, Quebec.		49,090		60,580			
46 do do 25.	115,200 00								
47 do do 8.	76,800 00								
47 do do 24.	32,000 00	Caraquet Railway, N.B.		32,000		61,200		13,950 00	
50-1 do do 8.	32,000 00								
47 do do 8.	32,000 00								
49 do do 10.	57,600 00	Great Northern Railway, Quebec.		41,000					
52 do do 3.	22,400 00								
47 do do 8.	48,000 00	Kingston and Pembroke Railway, Ontario.		25,088					20,000 00
46 do do 14.	660,000 00								
45 do do 26.	660,000 00	Northern and Pacific Junction Ry., Ont.		154,440	1,051,590	78,370			35,000 00
53 do do 2.	128,000 00								
47 do do 8.	19,200 00	Northern and Western Railway, N.B.			128,000	18,200		6,300 00	100 00
48-9 do do 10.	32,000 00								
48-9 do do 59.	140,800 00								
47 do do 8.	60,342 00	Quebec Central Railway, Quebec			60,342				
51 do do 3.	288,000 00								
53 do do 2.	288,000 00								60,342 00

APPENDIX No. 3.—Statement showing Subsidies voted for Railways as to which contracts have been entered, &c.—Concluded.

Subsidies Voted.		Railways.						Payments.					Total to June 30, 1890.			
Authority.	Amount.	Railways.						1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	\$ cts.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$		cts.
48-9 do	72,000 00															
53 do	40,000 00															
48-9 do	30,000 00															
50-1 do	64,000 00															
51 do	9,600 00															
46 do	38,400 00															
51 do	44,252 82															
47 do	22,400 00															
48-9 do	96,000 00															
49 do	38,400 00															
49 do	180,000 00															
50-1 do	750,000 00															
47 do	96,000 00															
46 do	320,000 00															
47 do	300,000 00															
52 do	118,400 00															
48-9 do	217,600 00															
50-1 do	11,200 00															
49 do	32,000 00															
50-1 do	96,000 00															
47 do	160,000 00															
52 do	96,000 00															
49 do	6,400 00															
50-1 do	51,200 00															
47 do	65,200 00															
48-9 do	38,400 00															
50-1 do	4,000 00															
50-1 do	240,000 00															
45 do	288,000 00															
48-9 do	100,000 00															
51 do	44,800 00															
48-9 do	6,400 00															
50-1 do	16,000 00															

Railways.

Payments.

Total to June 30, 1890.

Montreal and Sorel Railway, Quebec.
 Montreal and Champlain Junction Ry., Q.
 Elgin, Petricodiac and Havelock Ry., N.B.
 St. Louis and Richibucto Railway, N.B.
 Canada Atlantic Railway, Ontario.
 Esquimaux and Nanaimo Railway, B.C.
 Erie and Huron Railway, Ontario.
 Baie des Chaleurs Railway, Quebec.
 New Brunswick and P. E. Railway, N.B.
 St. Lawrence, Lower Laurentian and Saguenay Railway, Quebec.
 L'Assomption Railway, Quebec.
 Great Eastern Railway, Quebec.
 Irondale, Bancroft and Ottawa Ry., Ont.
 Bucouche and Moncton Railway, N.B.
 Albert Southern Railway, N.B.
 Lake Temiscamingue Colonization Ry., Que.
 Joggins Railway, N.S.
 Temiscouata Railway, N.B. and Quebec.
 Leamington and St. Clair Railway, Ont.
 Toronto, Grey and Bruce Railway, Ontario.

APPENDIX No. 4.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 9th October, 1890.

SIR,—I have the honour to submit to you my annual report in connection with the railways under my charge and also with other railways to which Government aid has been granted.

Also the reports of the Chief Superintendent, Chief Engineer and Mechanical Superintendent of the Intercolonial Railway, with statements prepared by the Chief Accountant and Treasurer, and the report of the Superintendent and Mechanical Superintendent of the Prince Edward Island Railway, with statements prepared by the Accountant and Auditor.

CANADIAN PACIFIC RAILWAY.

The arbitrators appointed to adjudicate upon the claim made upon the Government by the Canadian Pacific Railway Company in connection with the construction of their section of railway built by the Government between Savona's Ferry and Port Moody, have not yet concluded their labours; but the evidence as to liability is closed, and the case has been argued by counsel. I understand that the arbitrators contemplate another visit to the works in December next.

I recently made a trip over the road from Ottawa to Vancouver, and was pleased to observe along the line evidences of a large number of solid earthen embankments, with culverts, being substituted for the wooden trestles as the latter needed renewing. This work was chiefly on the sections north of Lake Superior between Port Arthur and Winnipeg, and between Spencer's Bridge and Port Moody. Upon the Spencer's Bridge and Yale section, a number of concrete and rubble masonry retaining walls are being built to replace trestles and cribwork. I also observed that upon the section between Port Arthur and Winnipeg, the 56lb. steel rails were being lifted, and replaced by a much heavier rail of 72 lbs. to the yard. A third grain elevator, I noticed, had been erected at Lower Fort William. All these works of betterment add greatly to the value, efficiency and permanency of the road, and as the facilities for carrying on such works are so good, they can be executed at a cost very much below the lowest, which would have been possible during original construction.

This railway was opened for public traffic across the continent on the 28th June, 1886, with a length of road in operation of 4,274 miles. The gross earnings for the first twelve months were \$10,650,254, since that date the company have been throwing out branches to the principal centres of trade in Canada, the result being that their mileage in operation on the 30th June, 1890, was 4,973 miles, and the gross earnings during the year then ended amounted to \$15,572,985. The completion of the new road from Montreal to St. John, and the traffic agreement with the Government for the service between St. John and Halifax over the Intercolonial Railway, give the company an uninterrupted run from Halifax and St. John on the Atlantic Ocean to Vancouver on the Pacific.

There can no longer be any doubt as to the great future before the Canadian Pacific Railway. The development of the traffic since the road was opened in 1886, has far surpassed my expectations, although I always expressed great faith in the success of the undertaking. A large portion of the country traversed is as yet sparsely inhabited, but capable of supporting a large population; and as this fills up

[1890]

from year to year, so the traffic must increase. Much of the company's success, is no doubt due to the energy, skill and enterprize of its President who, from the day he took charge of the road, foretold its prosperity and determined to make it succeed and be a credit to the country.

OXFORD AND NEW GLASGOW RAILWAY.

On the 15th July last, this road was sufficiently advanced towards completion to permit of its being safely opened for public traffic, and the first regular traffic train upon it left Pictou on that date; since that time it has been in successful operation, a very fair traffic having been developed. At River John, the business has been much greater than had been anticipated, so much so, that it became necessary to increase the station accommodation provided at this point, by converting the freight-room into a waiting-room and erecting a separate building for freight purposes. At other stations an important produce and timber traffic has sprung up, necessitating the erection of loading platforms. Although it is not usually desirable to open a road for traffic before it is entirely completed, it was decided to do so in this instance, because, the trade of that section of the country was suffering and demanded it. In consequence of this decision, Messrs. Grey, Trites & McManus, contractors for track-laying and ballasting, asked to be relieved of their contract, as they feared interruption and delay in completing their work. They were accordingly paid for the work they had done, and it was determined, after due consideration, and upon my recommendation, to relieve them of the remainder, and to complete it by day's labour. This has been done under the supervision of Mr. F. J. Lynch, and it is expected that the work will be completed in about three weeks. As the contractor anticipated, the traffic trains did somewhat interfere with the progress of the work, but, under the terms of their contract, the ballasting should have been completed long before the date of the opening of the road.

The following rolling stock yet remains to be delivered:—6 first-class passenger cars, 3 postal and smoking cars, 2 snow-ploughs and 2 flangers.

CAPE BRETON RAILWAY.

I last reported upon this railway on the 1st of October, 1889, since which time the works of construction have been in steady progress. The total length of the road, including the Grand Narrows Bridge, is 98½ miles.

The section from Point Tupper on the Strait of Canso to the Grand Narrows, 45½ miles, under contract with Messrs. Isbester & Reid, is fast nearing completion, the bulk of the work remaining to be done consisting chiefly of the making up of two heavy embankments by train filling, and about 14 miles of ballasting. The other small jobs still to be done are such as trimming up and finishing off odds and ends.

The Grand Narrows Bridge, built by Messrs. Reid & Isbester, consists of 6 steel spans of 242 feet each, and a swing span overall of 244 feet, resting on massive masonry piers and abutments, the abutments and pivot pier being founded on piles. The 6 piers stand in over 70 feet of water, on a good solid foundation. The structure has a neat and substantial appearance, and does great credit to the contractors, who have made first-class work of it in every respect. There will be some small expenditure to be made in connection with this structure in the way of fender piling, warping posts and provision for signal lighting, and an iron shield on the pivot pier. Until the road is opened for public traffic, it is proposed to have the swing stand open, so that no delay shall occur to vessels navigating these waters. The bridge is 1,700 feet in length.

The section from Grand Narrows to North Sydney, Sydney and the International Coal Company's railway, a length of 52½ miles, for which Messrs. Simms & Slater are the contractors, and which is being finished by the Government under the terms of the contract, is completed, with the exception of about 4 miles of ballasting, trimming up of ballast, some fencing and the extension to deep water at North Sydney.

The rolling stock remaining to be delivered is: 5 first-class passenger cars, 6 second-class passenger cars, 3 baggage cars and 3 smoking cars. This road, like the Oxford and New Glasgow, is of a very permanent character. The bridges are steel superstructures resting on solid masonry; the culverts are of masonry, iron and double strength vitrified clay pipes; the engine-houses at Point Tupper and Sydney are of brick; the station buildings are well arranged and of neat design. There is a commodious wharf at Point Tupper and another at Sydney, both substantial structures. At North Sydney the road is built to the town station, where a fine group of buildings is erected.

GOVERNMENT RAILWAYS IN OPERATION FOR THE YEAR ENDED 30TH JUNE, 1890.

Mileage Table.

Intercolonial Railway.....	894 Miles
Eastern Extension Railway.....	80 "
Windsor Branch Railway.....	32 "
Prince Edward Island Railway.....	211 "

1,217

The result of the year's operations of the Government Railways may be stated as follows:—

Name of Railway.	Average Mileage for the Year.	—	Amount.	Profit.	Loss.
			\$ cts.	\$ cts.	\$ cts.
Intercolonial.....	894	Earnings.....	2,928,080 92		
		Working expenses...	3,481,472 97		558,392 05
Eastern Extension.....	80	Earnings.....	84,658 95		
		Working expenses...	79,102 77	5,556 18	
Windsor Branch.....	32	Earnings.....	30,162 46		
		Working expenses...	18,982 82	11,179 64	
Prince Edward Island.....	211	Earnings.....	160,971 78		
		Working expenses...	266,485 85		105,514 07
Total.....	1,217	Nett loss.....		16,735 82	658,906 12 16,735 82
					642,170 30

The foregoing statement does not, in a business point of view, show results so favourable as one would desire, but some of the circumstances which have contributed to the loss in operating the railways have no doubt been of incalculable advantage to the general trade of the country.

INTERCOLONIAL RAILWAY.

The heavy loss in the operation of this line is due chiefly to the following causes: the opening of the "Short Line" between St. John and Montreal, the heavy rail renewals, and the expense attending the strengthening of the iron bridges.

The following table shows the gross earnings, the tonnage of freight, and the number of passengers carried, during each year since 1st July, 1876, when the railway was first opened as a through line:—

Year.	Average Miles in Operation	Earnings.		Tons of Freight Carried.	Number of Passengers Carried.
		\$	cts.		
1876-77.....	714	1,154,445	35	431,327	613,428
1877-78.....	714	1,378,946	78	522,710	618,957
1878-79.....	714	1,292,099	69	510,861	640,101
1879-80.....	825	1,506,298	48	561,924	581,483
1880-81.....	840	1,760,393	92	725,577	631,245
1881-82.....	840	2,079,262	66	838,956	779,994
1882-83.....	840	2,370,921	10	970,961	878,600
1883-84.....	847	2,353,647	26	1,001,163	920,870
1884-85.....	861	2,368,153	65	970,089	914,785
1885-86.....	866	2,383,200	77	1,008,545	889,864
1886-87.....	867	2,596,009	83	1,131,354	940,144
1887-88.....	886	2,912,783	85	1,275,995	996,194
1888-89.....	894	2,895,364	35	1,204,790	1,091,189
1889-90.....	894	2,928,080	92	1,353,417	1,170,249

Before the close of another year the Oxford and New Glasgow Section of the Intercolonial, and also the Cape Breton Railway will be under traffic, and in my next annual report their operations will be treated as being included in those of the Intercolonial. This will add 171 miles to the Government Railways under traffic.

The quantity of coal carried over the Intercolonial Railway, from the Nova Scotia collieries to Chaudière Junction and points west thereof, since this trade first began, in 1879, has been as follows:—

—	Tons.	—	Tons.
1879.....	570	1885.....	165,791
1880.....	10,246	1886.....	175,512
1881.....	30,629	1887.....	192,022
1882.....	35,089	1888.....	173,730
1883.....	54,891	1889.....	157,407
1884.....	112,898		

The following is a statement of the quantities and classes of rolling stock purchased on capital account up to 30th June, 1889, to which no addition was made during the last fiscal year:—

—	Engines.	Passenger Car Stock.					Conductors' Vans.	Box Cars.	Platform Cars.	Coal Cars of their several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Steam Ploughs.
		1st Class Sleepers and Parlours.	1st Class.	2nd Class Sleepers.	2nd Class.	Baggage and Mail.								
	176	17	75	6	76	51	81	1868	1470	2186	40	10	17	2

N.B.—Four of the baggage cars are running as conductors' vans, and 118 platform cars as coal cars.

The following rolling stock has been re-built during the year, at the cost of working expenses, to maintain the stock:—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box Cars.	Platform Cars.	Coal Cars of their several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Steam Ploughs.
		1st Class Sleepers and Parlours.	1st Class.	2nd Class Sleepers.	2nd Class.	Baggage and Mail.								
1889-90.			2		3	1	67	46	95	1				

There were 13,125 tons of 67 lb. steel rails laid during the year to replace the 56 lb. rails removed. Should these rails prove good, they will be a great improvement to the road giving it a much more solid bearing under heavy trains than the lighter rail.

The English mail service received good despatch, and, I believe, gave general satisfaction. The sleeping car on the English mail special was much appreciated.

The fast freight, which was put on a couple of years ago in the special interest of the fresh fish business between the Maritime Provinces and the West, has done good service in giving quick despatch to a class of freight especially requiring prompt delivery. At the same time it has not realized my anticipations as to the development of this business. This train runs from end to end of the road, including stoppages, at about 22 miles an hour.

CAPITAL ACCOUNT.

Total cost of road and equipment to 30th June, 1889.	\$46,542,987	33
Expenditure during the year.		
Increased accommodation at terminal and junction stations....	\$110,103	88
Branch lines.....	229,616	10
Air brakes on freight cars.....	12,739	00
Heating cars by steam from the engine.....	11,333	03
Old construction.....	1,454	47
		365,246 48
Total to 30th June, 1890.....	\$46,908,233	81

This amount may be classified as follows:—

Road.....	\$39,926,849	44
Rolling stock.....	6,981,384	37
Total.....	\$46,908,233	81

With a view to the better protection of the travelling public and the employees, a system of heating by steam from the locomotive, and lighting by electricity, is being introduced into the passenger car stock, of which 102 cars are now fitted with appliances for steam heating and 81 for electric lighting. The air brake has been applied to 464 freight cars. The maintenance of these improvements adds materially to the operating expenses, the working of the electric light being very costly. I am, however, strongly in favour of the extension of these improvements to the entire car stock and I accordingly propose to ask the Right Hon. Minister of Railways and Canals to place a sum in the Estimates for these purposes for submission to Parliament. The steam heating is said to work admirably, but the electric

light has not proved to be altogether reliable, for although, it is an excellent light while burning, it is apt to get out of order on the journey, partly from the motion of the train, in which case the old system of lighting by lamps has to be resumed. I hope, however, that both this difficulty and the excessive cost may eventually be overcome. The air brakes on the freight cars have proved of great advantage, and I trust the day is not far distant when they will be in general use upon the railways of Canada.

In Halifax both the yard and shed accommodations for freight and passenger business is much too limited and cramped to admit of the work being done satisfactorily and with despatch. This has been felt and all the more since the business of the Canadian Pacific Railway has been done there. It will be necessary to provide for an extension of the yard, lay down tracks and erect additional buildings with as little delay as possible. The cost of these works, exclusive of land and damages, may be placed at \$350,000.

The road and rolling stock are in very good running order, but the fast train service is severe upon both, and necessitates additional labour and expense in keeping them up to the mark.

EASTERN EXTENSION RAILWAY.

CAPITAL ACCOUNT.

No expenditure has been made on capital account during the year 1889-90. The figures are:—

Road	\$1,122,547 70
Rolling stock.....	196,183 79

Total to 30th June, 1890.....\$1,318,731 49

An improvement has taken place both in earnings and working expenses, showing a small amount of net receipts as already stated.

The following statement shows the earnings and working expenses for each year since the purchase of the road by the Dominion Government:—

—	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Earnings.....	73,050 01	66,893 11	64,107 10	70,552 20	72,436 65	84,658 95
Working expenses..	78,273 65	94,756 06	94,254 04	90,954 73	90,719 04	79,102 77
Profit.....						5,556 18
Loss.....	5,223 64	27,862 95	30,146 94	20,402 53	18,282 39	

The road and rolling stock have been maintained in efficient condition, and the road is in fine running order.

The ferry steamer "Norwegian," plying between Mulgrave and Port Hawkesbury, in the Strait of Canso, was destroyed by fire last winter. Arrangements have been made to procure a new boat, and in the meantime the steamer "Goliath" is performing the service under charter.

WINDSOR BRANCH RAILWAY.

The Windsor and Annapolis Railway Company continue to work the traffic of this road, the Government maintaining the way and works as heretofore, the former receiving two-thirds and the latter one-third of the gross earnings. The result of this arrangement for the year was:—

One-third gross earnings received by Government.....	\$30,162 46
Cost of maintenance of way and works.....	18,982 82

Profit.....\$11,179 64

The permanent way and works have been well maintained, and the road is in good running order.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

As no work on capital account was executed during the year, the figures remain as on the 30th June, 1889, thus:—

Cost of road.....	\$3,283,051 89
do rolling stock.....	458,729 00
Total, 30th June, 1890.....	<u>\$3,741,780 89</u>

The rolling stock provided on capital account, and representing this sum of \$458,729, consists of:—

Engines	21
First-class passenger cars.....	17
Second-class and baggage cars.....	15
Postal and smoking cars.....	3
Box cars.....	175
Platform cars.....	125
Conductors' vans.....	3
Pay car.....	1
Snow ploughs.....	8
Flangers	9

REVENUE ACCOUNT.

The partial failure of the crops last season made the volume of traffic less than that of the preceding year. The number of passengers carried fell off by 14,681, and the earnings on this branch of traffic by \$5,231.29. The freight tonnage diminished by 4,078 tons, and the freight earnings by \$5,930.99. The earnings from mails and sundries increased by \$764.50. Notwithstanding the decrease in the traffic, it was not found practicable to decrease the train service, and the actual train mileage shows an increase of 4,279 miles over that of the preceding year, which may be attributed to the special train service in connection with the steamer "Lansdowne" and the ice boat service at Cape Traverse.

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

Earnings	\$160,971 78
Working expenses.....	266,485 85
Loss	<u>\$105,514 07</u>

This unsatisfactory net result may be partially explained by a falling off in the volume of traffic without any reduction in the train service, and further by the replacing of six of the old wooden bridges by iron and steel structures.

The rolling stock rebuilt during the year was: 1 box car, 11 platform cars.

Both road and rolling stock are in very good order.

RAILWAYS SUBSIDIZED IN CASH, RAILS AND LAND.

LIST of Railways receiving a cash subsidy per mile, in a lump sum, or 15 per cent. on cost of Tunnel or Bridge; showing amount of subsidy granted to each, amounts paid up to 30th June, 1889, during the year ended on the 30th June, 1890, and during the three months ended 30th September, 1890, respectively; also the total amount paid up to the last named date.

Name of Railway.	Estimated Length in Miles.	Subsidy Granted.	Subsidy Paid to 30th June, 1889	Subsidy Paid during Year ended 30th June, 1890.	Subsidy Paid during 3 months ended 30th Sept., 1890.	Subsidy Paid to 30th Sept., 1890.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Albert Southern.....	16	51,200 00	20,815 63			20,815 63
Amherstburg & Lake Shore	20	64,000 00				
Baie des Chaleurs.....	70	620,000 00	375,500 00	148,675 00		524,175 00
Beauharnois Junction....	30	96,000 00	54,650 00	4,250 00		58,900 00
Belleville & Lake Nipissing	30	96,000 00				
Belleville & North Hastings	7	22,400 00	21,888 00			21,888 00
Brantford, Waterloo and Lake Erie.....	18	57,600 00		36,620 00		36,620 00
Brockville, Westport and Sault Ste. Marie.....	60	192,000 00	45,000 00		33,840 00	78,840 00
Buctouche and Moncton..	32	102,400 00	61,054 00	4,365 57	1,600 43	67,020 00
Canada Atlantic.....	59 and bridge	314,400 00	102,355 00	149,812 20	30,188 00	282,355 20
Canada Central.....	120	1,525,250 00	1,525,250 00			1,525,250 00
Canadian Pacific.....	2005	25,000,000 00	25,000,000 00			25,000,000 00
do Extension	160	1,500,000 00				
Cap Rouge & St. Lawrence For a line, Cap Tourmente towards Murray Bay....	12	38,400 00				
Caraquet.....	20	64,000 00				
Central of New Brunswick	67	224,000 00	224,000 00			224,000 00
Cobourg, Northumberland & Pacific.....	44½	142,400 00				
Cornwallis Valley.....	30	96,000 00				
Cornwallis Valley.....	14	44,800 00				
Columbia & Kootenay.....	35	112,000 00				
Cumberland.....	14	44,800 00		29,400 00		29,400 00
Dominion Lime Co.....	6	22,400 00	15,360 00			15,360 00
Drummond County.....	58½	187,200 00	28,872 00	12,428 00	53,200 00	94,500 00
Elgin, Petitecodiac and Havelock.....	12	38,400 00	38,400 00			38,400 00
Erie and Huron.....	52	166,400 00	96,000 00			96,000 00
Esquimalt and Nanaimo..	71	750,000 00	750,000 00			750,000 00
For a line, Fredericton to New Brunswick R'y, <i>via</i> Oromocto & Gagetown..	30	96,000 00				
Fredericton and St. Mary's Bridge Company.....	1½	30,000 00	30,000 00			30,000 00
Grand Trunk, Georgian Bay & Lake Erie.....	15	48,000 00				
Great Eastern.....	60	229,500 00	19,200 00	6,719 50	1,975 00	27,894 50
Great Northern.....	50	160,000 00	25,088 00	20,000 00		45,088 00
Guelph Junction.....	16	51,200 00	46,000 00			46,000 00
Harvey Branch.....	3	9,600 00	5,554 00			5,554 00
Hereford.....	49	156,800 00	63,900 00	91,300 00		155,200 00
International.....	49	156,800 00	152,960 00	3,840 00		156,800 00
Inverness and Richmond..	50	50,000 00				
Irondale, Bancroft and Ottawa.....	50	160,000 00	15,000 00			15,000 00
Jacques Cartier Union....		20,000 00				
Joggins.....	18½	58,400 00	26,138 00	9,762 00		35,900 00
Kingston and Pembroke..	15	48,000 00	48,000 00			48,000 00
Kingston, Smith's Falls & Ottawa.....	56	179,200 00				
For a line, Lachine Bank to Rivière des Prairies..	15	48,000 00				

RAILWAYS SUBSIDIZED IN CASH, RAILS AND LAND.—Continued.

List of Railways receiving a cash subsidy per mile, &c., up to 30th June, 1889.

Name of Railway.	Estimated Length in Miles.	Subsidy Granted.	Subsidy Paid to 30th June, 1889	Subsidy Paid during Year ended 30th June, 1890.	Subsidy Paid during 3 months ended 30th Sept., 1890.	Subsidy Paid to 30th Sept., 1890.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
L'Assomption.....	3½	11,200 00	11,200 00			11,200 00
Lake Erie, Essex & Detroit Railway.....	77	278,400 00	106,500 00	11,900 00		118,400 00
Lake Temiscamingue Coln. Leamington & St. Clair... Massawippi..... do Junction.....	53½ 16 10 15	177,200 00 51,200 00 32,000 00 48,000 00	26,400 00 51,200 00	26,360 00		52,760 00 51,200 00
Maskinongé and Nipissing Minudie Branch.....	30 5½	96,000 00 17,600 00				
Montreal and Sorel.....	45	112,000 00	69,922 00			69,922 00
Montreal & Champlain Jun. Montreal & Lake Maskin- ongé.....	63 13½	103,600 00 42,200 00	83,100 00 19,700 00	5,400 00 20,080 00		88,500 00 39,780 00
Montreal and Western... For a line, Mount Forest to Walkerton.....	70 24	361,270 00 76,800 00				
Napanee, Tamworth and Quebec.....	60	204,400 00	89,600 00	95,744 00	6,400 00	191,744 00
New Brunswick and P.E.I. Northern & Western of N.B. Northern & Pacific Jun... Nova Scotia Central..... Ontario and Pacific..... Oxford Mountain..... Ottawa & Gatineau Valley Ottawa and Parry Sound.. For a line, Ottawa to Mor- risburg.....	37 100 110 80 53 31 62 52 52	118,400 00 320,000 00 1,320,000 00 256,000 00 172,400 00 79,200 00 320,000 00 166,400 00 166,400 00	113,440 00 311,900 00 1,284,400 00	100 00 35,000 00 219,100 00		113,440 00 312,000 00 1,319,400 00 219,100 00
Oshawa Ry. & Navigation Parry Sound Colonization. Pontiac Pacific Junction... Pontiac and Renfrew..... Port Arthur, Duluth and Western.....	40 95½ 6 89½	128,000 00 337,100 00 19,200 00 287,200 00	174,828 00	9,800 00	3,800 00	174,828 00 13,600 00 21,345 00
Province of Quebec: Montreal to Quebec..... do Ottawa.....	159 120	954,000 00 1,444,000 00	2,394,000 00			2,394,000 00
Quebec Central.....	105	348,342 00	60,342 00			60,342 00
Quebec & Lake St. John... Quebec, Montmorency and Charlevoix.....	214 30	1,003,495 00 96,000 00	709,915 00	38,440 00		748,355 00 65,600 00
Richmond Hill Junction... South Norfolk.....	5 17	16,000 00 54,400 00	54,400 00			54,400 00
South Ontario Pacific..... For a line, Shelburne to- wards Annapolis.....	49 75	158,400 00 240,000 00				
Siacous on C.P.R. to near Lake Okanagan.....	51	163,200 00				
St. Catharines and Niagara Central.....	46	147,200 00	26,640 00			26,640 00
St. Lawrence, Lower Laur- entian and Saguenay... For a line, St. Césaire to St. Paul.....	40 5	217,600 00 16,000 00	92,813 00			92,813 00
St. Louis, Richibucto and Buctouche.....	7	22,400 00	22,400 00			22,400 00
St. John Valley & Rivière du Loup.....	44	140,800 00				

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RAILWAYS SUBSIDIZED IN CASH, RAILS AND LAND.—*Concluded.*

List of Railways receiving a cash subsidy per mile, &c., up to 30th June, 1889.

Name of Railway.	Estimated Length in miles.	Subsidy	Subsidy Paid	Subsidy	Subsidy	Subsidy Paid
		Granted.	to 30th June, 1889	Paid during Year ended 30th June, 1890.	Paid during 3 months ended 30th Sept., 1890.	to 30th Sept., 1890
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Lawrence & Adirondac	18	57,600 00				
St. Stephen and Milltown.	3½	11,200 00				
St. Clair Frontier Tunnel	2	375,000 00		173,000 00	50,800 00	223,800 00
Stewiacke Valley & Lansdowne	25	80,000 00				
For a line, Summerside to Richmond	3	9,600 00				
Temiscouata	119	649,200 00	412,900 00	74,300 00		487,200 00
Thousand Islands	17	54,400 00		10,400 00		10,400 00
Tobique Valley	25	124,800 00			17,653 74	17,653 74
Toronto, Grey and Bruce	5	16,000 00	14,656 00			14,656 00
For a line, Truro to Newport	49	156,800 00				
Vaudreuil and Prescott	60	192,000 00			41,084 00	41,084 00
West Ontario Pacific	80	256,000 00	60,800 00	189,200 00		250,000 00
Waterloo Junction	11	35,200 00				
Western Counties	20	500,000 00	9,487 00	381,950 00	69,970 00	461,407 00
Woodstock and Centreville	26	83,200 00				
Totals		46,040,957 00	34,951,527 63	1,873,546 27	331,856 17	37,196,930 07

List of railways receiving cash subsidies of fixed sums per annum for a series of years:—

Name of Railway.	Terms of Subsidy.
Atlantic and North-West	Subsidy not to exceed \$250,000 per annum for 20 years.
Chignecto Marine Transport Railway	do 170,602 do do

The railway subsidized from Montreal to St. Andrews, St. John and Halifax, to the amount of \$250,000 per annum for twenty years, and contracted for by the Atlantic and North-West Railway Company, was divided into three sections, as follows:—

- (1.) Montreal to Sherbrooke, 108 miles.
- (2.) International boundary to Mattawamkeag, 144 miles.
- (3.) Harvey to Salisbury, 115 miles.

The two first-named sections are completed and under traffic, entitling the company to receive the sum of \$186,600 per annum for 20 years.

On the Chignecto Marine Transport Railway, work is being vigorously prosecuted, with every prospect of being completed by January, 1892.

Cost of Railway Lines built by the Dominion Government, and transferred to the Canadian Pacific Railway Company.....\$30,172,713 71

 Cost of Dominion Government Railways, 30th June, 1890.

Intercolonial Railway	\$46,908,233 81
Eastern Extension Railway	1,318,731 49
Cape Breton Railway	3,019,752 61
Oxford and New Glasgow Railway	1,556,015 61
Total	\$52,802,733 52

List of railways to which the grant of subsidies in old rails to the value appearing opposite to their respective names has been authorized by Parliament:—

Name of Railway.	Value of Old Iron Rails granted as Subsidy.	Remarks.
	\$ cts.	
Albert	14,665 45	
Central of New Brunswick	83,612 54	Earned and transferred.
Chatham Branch	24,439 84	do do
Elgin, Petitoodiac and Havelock	44,252 82	do do
Kent Northern	58,334 27	
Halifax Cotton Company	4,335 00	
Steel Company of Canada	11,964 66	

List of railways to which the grant of land subsidies has been authorized by Parliament.

Name of Railway.	Miles.	Acres granted.	Remarks.
Alberta Railway and Coal Company	50	320,000	
* Alberta and Athabaska Ry. Co	300	1,920,000	
Brandon and South-Western Ry. Co	17	108,800	
Calgary and Edmonton Ry. Co	340	2,176,000	
Canadian Pacific Ry. Co	2,185	26,184,000	2,005 miles constructed & in operation.
Esquimalt and Nanaimo Ry. Co	78	1,900,000	Completed and in operation.
Great North-West Central Ry. Co	450	2,880,000	50 miles constructed.
Lake Manitoba Railway and Canal Co	142	902,000	
Lac Seul Railway Company	18	115,200	
Manitoba and North-Western Ry. Co	456	2,918,400	206 miles constructed.
Manitoba South-Western Colonization R. Co	150	960,000	
Manitoba and South-Eastern Ry. Co	110	704,000	
Medicine Hat Railway and Coal Company	8	51,200	
North-Western Railway Co. of Canada	330	3,300,000	
North-Western Coal and Navigation Ry. Co	210	1,091,100	109 miles constructed and in operation.
Qu'Appelle, Long Lake and Saskatchewan	348½	2,229,333	248 miles constructed.
Red Deer Valley Railway and Coal Co	55	352,000	
Winnipeg and Hudson Bay Railway Co	No distance named.		6,400 acres per mile in Manitoba and 12,800 in the North-West Territories. Forty miles constructed.
Wood Mountain and Qu'Appelle Ry. Co	240	1,536,000	

* Name changed by 52 Vic., chap. 65, to the "North-Western Railway Co. of Canada."

I am not in possession of the information necessary to enable me to state the position of the land subsidies as regards the quantities of land conveyed by Government to the companies.

I have the honour to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

A. P. BRADLEY, Esq.,
Secretary Department of Railways and Canals.

[1890]

 INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,
 MONCTON, N.B., 8th October, 1890.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year which ended 30th June, 1890.

I enclose the reports of the Chief Engineer and the Mechanical Superintendent and the following statements prepared by the Chief Accountant and Treasurer :—

- No. 1. Capital account.
2. Revenue account.
3. Locomotive power.
4. Car expenses.
5. Maintenance of way and works.
6. Station expenses.
7. General charges.
8. General stores account.
9. General balance.
10. Comparative statement of averages.

The length of railway in operation during the year was 894 miles.

CAPITAL ACCOUNT.

The total cost of road and equipment on 30th June, 1889, was... \$46,542,987 33
 The additions during the year are as follows :—

Extension of the car repair shed, Richmond ...	\$	2,491	90	
Construction of a Y at Truro		5,757	46	
Increased accommodation, Moncton.....		76,160	49	
do do St. John.....		25,693	85	
Dartmouth Branch		14,550	27	
Indian Town Branch.....		427	41	
Rivière du Loup Town Branch.....		588	00	
St. Charles Branch.....		214,050	42	
Air brakes for freight cars		12,739	00	
Heating cars by steam from engine.....		11,333	03	
Construction.....		1,454	47	
				365,246 48
				\$46,908,233 81

The extension of the shed at Richmond was necessary on account of the increase of traffic requiring a greater number of cars, and, therefore, more room to repair them.

The Y at Truro was also required on account of the increased traffic, and when completed it will facilitate the movements of trains.

The increased accommodation at Moncton consists of a large brick building two hundred feet long by one hundred and ten feet wide, to be used as an erecting shop for the repair of locomotive engines, and of a full circle engine house, also of brick, and two hundred and forty feet in diameter. The latter is provided with a turntable in the centre and has a capacity for sheltering twenty locomotives at once.

The contract for these buildings provides that they shall be completed by the 31st December, 1889, but both of them were unfinished on that date and even on the 30th June, and there is no likelihood of the erecting shop being finished this autumn. This has seriously interfered with and delayed the repair of locomotives.

The expenditure at St. John was for the purchase of a piece of property adjoining the railway station.

The expenditure on the branch lines was in payment of land damages and the legal expenses of settling these claims.

The fitting of freight cars with the Westinghouse automatic air brake was continued during the year as far as the appropriation for the purpose would permit.

There are now 464 cars fitted with this air brake. It works satisfactorily and reduces the risk to which train men are liable.

The fitting of passenger train cars with apparatus for heating them by steam from the locomotive was continued, and 39 cars were so fitted.

There are now altogether 102 cars fitted for the use of steam, and from the experience of three winters it can be said that it has worked satisfactorily and has reduced considerably the danger from fire.

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows:—

Expenditure.....	\$ 3,481,472 97
Earnings.....	2,928,080 92
	\$ 553,392 05

The gross earnings for the year were rather more than for last year, as follows:—

Gross earnings, 1889-90.....	\$ 2,928,080 92
do 1888-89.....	2,895,364 35
	\$ 32,716 57

There was an increase of \$44,566.13 in freight traffic, and a decrease of \$12,376.39 in passenger traffic.

The number of passengers carried compares as follows with the previous year:—

In 1889-90.....	1,170,249
In 1888-89.....	1,091,189
Increase.....	79,060

Of this increase, 73,209 was in local and 5,851 in through traffic.

The mileage travelled by local passengers increased as follows:—

	Miles.
In 1889-90.....	34,686,887
In 1888-89.....	34,097,914
Increase.....	588,873

The mileage travelled by through passengers decreased as follows:—

	Miles.
In 1888-89.....	18,179,887
In 1889-90.....	16,979,350
Decrease.....	1,200,537

The increase in the number of through passengers, and the decrease in the mileage travelled by them seems to indicate that a good many through passengers took the route through St. John instead of through Lévis and Quebec as heretofore, and this will account for the decrease in passenger earnings.

The weight of freight carried compares as follows with the previous year:—

	Tons.
In 1889-90.....	1,353,417
In 1888-89.....	1,204,790
Increase.....	148,627

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year:—

Articles.	1888-89.	1889-90.	Increase.	Decrease.
Barrels of flour.....	927,014	1,094,193	167,179	
Bushels of grain.....	1,519,862	2,597,951	1,078,089	
Lumber in feet.....	197,545,777	209,904,071	12,358,294	
Head of live stock.....	77,661	80,065	2,404	
Other goods in tons.....	814,993	917,039	92,046	

The quantity of coal carried from the mines in Nova Scotia to the Upper Provinces was not quite as large as last year.

During the twelve months ended 31st December:—

1888	Tons. 173,732
1889	157,407
	<u>16,325</u>

WORKING EXPENSES.

The working expenses were considerably greater than last year as will be seen by the following comparison:—

In 1889-90.....	\$ 3,481,472 97
In 1888-89.....	3,153,928 69
	<u>\$ 327,544 28</u>

They compare with last year as follows:—

Per mile run by engines—

1889-90.....	Cents. 59·05
1888-89.....	57·48

Per mile run by trains—

1889-90.....	Cents. 70·62
1888-89.....	68·69

Per mile of railway—

1889-90	\$ 3,894·26
1888-89	3,527·88

The necessary repairs were made to the permanent way and structures, and all the works of the railway were maintained in a state of efficiency.

The number of new ties put into the track was 227,486.

One hundred miles of the track were re-ballasted. Forty-two sidings were put in at various points to accommodate the traffic.

One hundred and twenty-five miles of the main track were re-laid with heavier steel rails.

This was an improvement very desirable on account of the heavier locomotives and cars now used, but it increased the working expenses for this year \$200,000 over those of last year.

The work of strengthening the bridges was continued. The bridge over the Tantramar River, near Sackville, and that over the Restigouche were strengthened at a cost exceeding \$26,000. Five other smaller bridges were also strengthened by lateral bracing.

Eight large bridges were provided with new and improved floors and iron guard rails to increase the safety of trains.

And fifty small wooded bridges of ten to twenty feet span each were replaced by iron bridges.

The fences received necessary repairs, and ninety-nine miles of fences were rebuilt.

In addition to the repairs of snow fences, sixteen thousand five hundred lineal feet of snow fences were rebuilt.

The snow sheds received necessary repairs and one thousand three hundred and sixty lineal feet of snow shed was rebuilt.

The buildings on all parts of the line were repaired; one large elevated coal shed, one station house, five freight houses and some smaller buildings were erected. The cost of repairing and erecting buildings was over ninety-nine thousand dollars in excess of last year.

Fifteen semaphore signals were erected at various stations.

The damage caused by the freshet in the Debert River on the 20th June, 1889, was made good, the solid embankment which was washed out being rebuilt and protected by a cedar crib work five hundred feet long and ten feet high, filled with stone.

The rolling stock received necessary repairs and is in good order.

Six passenger train cars, two hundred and seventy-eight freight cars and one snow plough, were purchased on Revenue Account, to replace an equal number taken out of service as unfit for use.

The water service was efficiently maintained.

STORES.

The value of stores purchased was.....	\$1,515,167 10
The value of stores used was	1,522,991 13
The value of old material sold was.....	116,343 24

The value of stores on hand at the end of the year was:—

Ordinary stores, including fuel	\$ 339,882 52
Iron and steel rails and fastenings.....	275,049 48
Old materials for sale	92,110 05
	<u>\$ 707,042 05</u>

GENERAL.

The winter of 1889-90 was not a severe one taking the railway as a whole, but the snow fall was heavier than usual, in the district between Ste. Flavie, in the Province of Quebec, and Newcastle, New Brunswick, the trains, however, were not often delayed.

The re-arrangement of the passenger train service consequent upon the opening for traffic of the "Short Line" between Montreal and St. John on the 3rd June, 1889, increased the passenger train mileage during the year to the extent of two hundred and twenty-four thousand miles. This and also the greater speed with which the trains had to be run largely increased the cost of operating the railway.

I have the honour to be, Sir,
Your obedient servant,

D. POTTINGER,
Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer and General Manager, Government Railways,
Ottawa.

Dr.

CAPITAL ACCOUNT, Year ending 30th June, 1890.

1889. June 30....	\$	cts.	1889. June 30....	\$	cts.	1890. June 30....	\$	cts.
To Cost of road and equipment			By Dominion of Canada.					
Increased accommodation, Moncton.....	76,160	49						
do St. John.....	25,693	85						
Extension car repair shed, Richmond.....	2,491	90						
Y at Truro.....	5,757	64						
Dartmouth Branch.....	14,550	27						
Indian Town Branch.....	427	41						
Construction.....	1,454	47						
St. Charles Branch.....	214,050	42						
Air brakes for freight cars.....	12,739	00						
Rivière du Loup Town Branch.....	588	00						
Heating cars by steam from engines.....	11,333	03	1890. June 30....	365,246	48		365,246	48
				46,908,233	81		46,908,233	81

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MONCTON, N. B., 30th June, 1890.

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ending 30th June, 1890. CR.

Previous Year.	Expenditure.	Year ending 30th June, 1890.	Previous Year.	Earnings.	Year ending 30th June, 1890.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
1,107,338 19	Locomotive power, Abstract No. 1.	1,144,372 74	867,170 70	Passenger traffic..	854,794 31
686,862 66	Car expenses, Abstract No. 2....	768,757 96	1,882,361 01	Freight do ..	1,926,927 14
	Maintenance of way and works,		145,832 64	Mails and sundries	146,359 47
789,678 18	Abstract No. 3.....	998,613 16			
369,874 54	Station expenses, Abstract No. 4.	370,202 98	2,895,364 35		2,928,080 92
178,808 09	General charges do 5.	164,995 27	258,564 34	Balance	553,392 05
3,132,561 66		3,446,942 11			
21,367 03	Car mileage.	34,530 86			
3,153,928 69		3,481,472 97	3,153,928 69		3,481,472 97

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Previous Year.		Year ending 30th June, 1890.
\$ cts.		\$ cts.
10,345 90	Mechanical Superintendent's salary, clerks, office and travelling expenses..	10,776 29
221,856 16	Wages, drivers, firemen and cleaners.....	244,717 34
437,882 58	Fuel.....	496,378 15
49,058 00	Oil, tallow, waste and small stores.....	52,506 58
296,625 82	Repairs to engines, tenders and engine tools.....	262,317 95
38,480 40	Water, including pump and tank repairs.....	40,952 32
53,089 33	Miscellaneous	36,724 11
1,107,338 19		1,144,372 74

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

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No. 4.—INTERCOLONIAL RAILWAY.
CAR EXPENSES—(Abstract No. 2).

Previous Year.	—	Year ending 30th June, 1890.
\$ cts.		\$ cts.
82,614 69	Repairs to passenger cars.....	94,347 36
28,113 94	do postal, express and baggage cars.....	25,842 43
218,581 75	do freight cars and vans.....	259,324 15
	do snow ploughs and flangers, formerly included in maintenance of way and works.....	7,163 87
233,168 33	Wages of conductors, train baggage masters and brakemen.....	252,602 61
36,112 66	Oil and waste for packing.....	28,481 87
61,792 43	Small stores and fuel.....	78,165 24
21,478 86	Miscellaneous.....	22,830 43
686,862 66		768,757 96

THOMAS WILLIAMS,
MONCTON, N.B., 30th June, 1890. *Chief Accountant and Treasurer.*

No. 5.—INTERCOLONIAL RAILWAY.
MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

Previous Year.	—	Year ending 30th June, 1890.
\$ cts.		\$ cts.
6,595 66	Chief and Assistant Engineers, salaries, clerks, office and travelling expenses.	7,157 72
339,861 97	Wages in repairing roadway, fences and semaphores, including new sidings laid in.....	340,790 89
42,276 02	Rails and fastenings, including new sidings laid in.....	250,089 17
63,408 37	Ties.....	53,517 50
172,010 13	Timber, lumber, &c., for repairs to bridges, cattle guards, crossings, snow-sheds, fences, &c.....	171,761 95
30,314 76	Repairs to wharves.....	10,612 69
68,838 05	Repairs to buildings and platforms.....	99,613 51
19,803 54	Repairs to tools. (Repairs to snow Ploughs and Flanger's formerly included).	13,232 23
43,032 70	Clearing ice and snow.....	50,513 23
3,536 98	Miscellaneous.....	1,324 27
789,678 18		998,613 16

THOMAS WILLIAMS,
MONCTON, N.B., 30th June, 1890. *Chief Accountant and Treasurer.*

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.		Year ending 30th June, 1890.
\$ cts.		\$ cts.
284,717 53	Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yard Masters, Switchmen, Watchmen and Labourers	284,702 61
85,157 01	Fuel, oil, light, stationery, tickets and other incidental expenses.....	85,500 37
369,874 54		370,202 98

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.		Year ending 30th June, 1890.
\$ cts.		\$ cts.
65,989 16	Chief Superintendent, District Superintendents, Train Despatchers, General Freight Agent, General Passenger Agent, Clerks, office and travelling expenses.....	66,074 96
22,533 44	Accounting Department—Salaries of the Chief Accountant and Treasurer, Traffic Auditor, Paymaster, Cashier, Clerks, office and travelling expenses	23,443 42
9,709 49	Damages to men, animals and goods.....	5,318 69
12,615 68	Ferry service.....	11,884 81
703 34	Telegraph expenses (not including pay to operators).....	1,284 17
52,112 57	Miscellaneous—Printing, advertising, &c.....	42,677 56
15,144 41	Agency expenses.....	14,311 66
178,808 09		164,995 27

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

[1890]

No. 8—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT, Year ending 30th June, 1890.

CR.

1889.	1890.	1890.	1890.	1890.	1890.	1890.
June 30...	To Balance	Purchases during year...	Charges from other Departments...	Labour	Staff pay-rolls	By Issues during year...
June 30... 1,522,991 13	To Balance 592,444 26	Purchases during year... 1,515,167 10	Charges from other Departments... 195,939 56	Labour... 61,637 93	Staff pay-rolls... 12,989 26	By Issues during year... Sales of material, fuel, &c., to other railways, &c..... Sales of old material..... Balance— Ordinary stores, including fuel. Iron and steel rails and fastenings..... Old material for sale.....
						31,201 69
						116,343 24
						339,882 52
						275,049 48
						92,110 05
						1,670,536 06
						707,042 05
						2,377,578 11

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1890.

No. 9.—INTERCOLONIAL RAILWAY.

DR.

GENERAL BALANCE, Year ending 30th June, 1890.

CR.

	\$	cts.		\$	cts.
Cash.....	1,024	79	Dominion of Canada.....	938,447	64
General Stores:—			Suspense.....	3,443	46
Ordinary stores, including fuel.....	\$339,882	52	Unclaimed freight.....	394	65
Iron and steel rails and fastenings.....	275,049	48	Grand Trunk Railway—Traffic.....	\$10,793	12
Old material for sale.....	92,110	05	General.....	3,561	45
Stations.....	707,042	05	Harvey and Salisbury Railway.....	14,154	57
Rents.....	80,117	80	Intercolonial Railway—Employees Railway Insurance Association.....	13	50
Departmental Accounts:—	2,728	15		8	80
Militia.....					
Agriculture.....	\$3,436	59			
	1,675	70			
Canadian Pacific Railway rolling stock.....	5,112	29			
Oxford and New Glasgow Railway.....	22,159	71			
Chatham Branch Railway.....	14,740	27			
Kent Northern Railway.....	1,130	04			
Northern and Western Railway—Traffic.....	160	09			
do do General.....	\$1,331	67			
	359	47			
Cincinnati, Hamilton and Dayton Railway.....	1,691	14			
Quebec Central Railway.....	7	14			
Windsor Branch Railway.....	5,156	67			
Temisconata Railway.....	650	21			
Nova Scotia Central Railway.....	907	44			
Windsor and Annapolis Railway.....	7	06			
Central Railway of New Brunswick.....	1,533	59			
Chicago, New Orleans and Texas Railway.....	134	57			
Canadian Pacific Railway.....	6	50			
New Brunswick Railway.....	160	65			
Atchison, Topeka and Santa Fe Railway.....	121	82			
Bucoutche and Moncton Railway.....	6	50			
Canada Atlantic Railway.....	508	11			
Prince Edward Island Railway.....	16	80			
Pennsylvania Railway.....	171	23			
Joggins Railway.....	149	71			
Bay Chaleurs Railway.....	487	06			
New Brunswick and Prince Edward Island Railway.....	108	98			
Carsquet Railway.....	5	04			
Cape Breton Railway.....	314	09			
Elgin, Petitoodiac and Havelock Railway.....	623	38			
Tobique Valley Railway.....	11	46			
Kingston and Pembroke Railway.....	17,653	74			
	371	84			

No. 9.—INTERCOLONIAL RAILWAY.—Concluded.
GENERAL BALANCE, Year ending 30th June, 1890.—Concluded.

Dr.

\$

cts.

Albert Southern Railway	\$ 18 52
Western Counties Railway—General Traffic.....	\$15,893 35
do	1,657 42
Spring Hill and Parrsboro' Railway	17,550 77
Halifax and Cape Breton Railway	3,161 99
Elgin Branch Railway	1,546 82
Allan Steamship Line	726 10
Prince Edward Island Steam Navigation Co.	1,892 13
Steamer "Admiral"	48 24
Steamer "Contest"	7,009 53
Canadian Express Co.	2,337 50
Pullman Car Co.	1,500 00
Ontario Car and Foundry Co.	167 68
Poulson Iron Works	27 97
Nova Scotia Steel and Forge Co.	995 50
St. John Street Railway	336 35
Acadia Coal Co.	3,619 21
Intercolonial Coal Co.	20 00
Cumberland Railway and Coal Co.	2,849 74
Union Bearing Co.	458 20
Halifax Cotton Co.—Siding	49 57
Canadian Locomotive and Engine Co.	928 18
Western Union Telegraph Co.	8,458 86
Cold Brook Rolling Mills	1,236 74
Town of Dartmouth.....	691 55
Remittances destroyed	1,967 41
Glengarry Station	16,000 00
Bloomfield Station	788 81
Coal Branch Station	5 00
Waldford Station.....	25 21
St. Luce Station	65 84
Bic Station	55 00
St. Arsène Station	80 00
Nauwigewauk Station	22 00
Schooner "Mary Jane"	6 11
Individual accounts	3 00
	71 30
	16,821 87
	956,462 62

\$

956,462 62

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ending 30th June, 1890.

	1890.	1889.
Mileage of railway	894	894
Engine mileage.....	5,895,369	5,486,856
Train do	4,929,770	4,591,087
Car do	58,966,695	54,322,712
Receipts per engine mile	Cents. 49·67	52·77
do mile of railway.....	Dollars. 3,275·25	3,238·66
Percentage of passenger earnings to gross earnings.....	29·19	29·95
do freight do do	65·81	65·01
do other do do	5·00	5·04
Expenses per engine mile—		
Drivers, firemen and cleaners' wages	Cents. 4·15	4·04
Fuel.....	8·42	7·98
Oil, tallow, waste and small stores.....	·89	·89
Repairs to engines.....	4·45	5·41
Water and tank repairs.....	·70	·70
Miscellaneous.....	·62	·97
Total.....	19·23	19·99
Mechanical Superintendent's salary, office and travelling expenses	·18	·19
Total.....	19·41	20·18
Locomotive power per engine mile.....	19·41	20·18
Car expenses do	13·04	12·52
Maintenance of way and works do	16·94	14·39
Station expenses do	6·28	7·74
General charges do	2·80	3·26
Car mileage.....	58·47	57·09
	·58	·39
Total per engine mile.....	59·05	57·48
Locomotive power per train mile.....	23·21	24·12
Car expenses do	15·59	14·96
Maintenance of way and works do	20·26	17·20
Station expenses do	7·51	8·06
General charges do	3·35	3·89
Car mileage.....	69·92	68·23
	·70	·46
Total per mile train.....	70·62	68·69
Working expenses per mile of railway	3,894·26	3,527·88

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
MONCTON, N. B., 13th September, 1890.

SIR,—I have the honour to submit my report of the Engineering Department for the year ending 30th June, 1890.

TRACK.

The mileage of the main line and branches remains the same as reported last year, 894 miles.

During the year 125½ miles of steel rails weighing 56 pounds to the yard were taken up and replaced with steel rails weighing 67 pounds to the yard.

Five miles of 4-inch Barrow rails were taken up on the Western Division and on the Pictou Branch, and replaced with selected 4½ inch steel rails taken up on the Northern Divisions.

TIES.

During the year 227,486 ordinary ties, and 90 sets of switch ties were renewed.

BALLASTING.

About 105,000 cubic yards of ballast were used during the year on upwards of 100 miles of track.

SEMAPHORE SIGNALS.

Four electric semaphore and 14 ordinary semaphore signals were put up during the year.

SIDINGS.

Forty-two new sidings have been put in at various points throughout the line making additional accommodation to the extent of about 4½ miles.

FENCING.

Eighty-four and a half miles of new barbed wire and woven wire fencing were erected, and about 15 miles of old barbed wire fence with posts sunk in the ground, were taken down and rebuilt on posts framed into sills.

The expenditure for the past year for fencing was \$50,668.97, as against \$78,689.32 last year.

SNOW SHEDS AND SNOW FENCES.

On Northern Division No. 3, 1360 lineal feet of snow sheds were taken down and rebuilt, and a large quantity on this division was thoroughly overhauled and repaired.

Sixteen thousand five hundred feet of snow fencing was renewed.

WHARVES AND TRESTLES.

At the Deep Water Terminus, Halifax, the trestle approach to the freight shed on wharf was partly rebuilt and put in first-class order.

The top of wharf outside of the freight shed was re-covered.

The track ties on the trestle approach to the freight shed were also renewed.

At Point du Chene, a large number of mooring posts and guard timbers were renewed.

At Moncton the ship's bed at outer end of wharf was thoroughly overhauled and repaired.

The coal shed and trestle located across the embankment west of the yard required renewal. The site has not proved a convenient one and it was deemed advisable to change it. A new shed and trestle was decided upon and erected by contract at a cost of \$4,535 between the two engine houses and fitted up so that coal can be taken from both sides of the shed.

At the Deep Water Terminus, St. John, a number of new mooring posts were put in, and the others all overhauled and repaired.

The covering of the wharf was also thoroughly overhauled and repaired.

The north side of the Deep Water Wharf was dredged to a depth of 25 feet at a large expense.

At Newcastle necessary repairs were made to the wharf.

At Dalhousie some damage caused by ice to the wharf was made good.

At Rivière du Loup the coal trestle approach was partly renewed.

At St. Charles the coal shed and trestle received large repairs.

Large repairs were made to the crib-work carrying the tracks between Lévis and Pointe Lévis.

Some necessary repairs were made to Hadlow Wharf and Princess Pier.

BUILDINGS AND PLATFORMS.

At the Deep Water Terminus, Halifax, it was found impossible to keep the gutters water tight where the roofs over the tracks between the sheds were connected.

It was decided to raise the roof and make the pitch uniform on either side of the centre.

This work was done by contract at a cost of \$2,500.

At Halifax the galvanized iron covering of the train shed roof of the passenger station was replaced with slates at a cost of about \$6,000.

The iron trusses carrying this roof were thoroughly scraped and painted.

The cast iron railing enclosing North Street Station yard was also scraped and painted.

The platform at the north end of the train shed was extended 155 feet.

At Richmond the long freight shed at outer wharf, the Windsor and Annapolis freight shed and the carpenters' repair shop were overhauled and painted.

About half the floor of the engine house at Richmond was renewed, and the exterior walls of building thoroughly overhauled, repaired and painted with cement.

The roofs of the stations at Enfield, Elmsdale, Brookfield and Riversdale, and the roof of the freight shed at Truro were re-covered with Eastlake's metallic shingles.

These buildings were previously covered with shingles. When the wooden shingles become slightly rotten they are liable to take fire from sparks, and iron is now being used for all pitched roofs.

At Rockingham the platform was renewed.

At Elmsdale new sills were put under the station and freight house, and hardwood floors in the office and waiting-room.

At Shubenacadie the loading platform was renewed.

At Alton a new platform was erected.

At Brookfield the freight shed was raised two feet, new sills put in, and the building thoroughly overhauled and repaired.

At Graham's siding the platform was renewed.

At Truro the coal shed was raised two feet, a new foundation put in, and the building and trestle practically renewed.

The old fashioned water closet in the ladies' waiting-room was abandoned and replaced with the most improved automatic flush closets. The water supply for these closets is taken from the town mains; they are drained into a well sunk 23 feet, some distance from the station. There are no town sewers into which the drainage of the closets can be discharged.

A similar closet for the officials of the station has also been provided.

At Valley, Riversdale and West River, the platforms were renewed.

At Belmont a hardwood floor was laid in the general waiting-room, and an extension of 50 by 20 feet was added to the freight house to meet the increased business at this place.

At Debert the station was overhauled, repaired and painted and the roof of the kitchen re-covered.

At East Mines the station was repaired and painted.

At Folly Lake hardwood floors were laid in the waiting room and office.

Thirty-five feet of the old coal shed adjoining the tank was removed to a site near the station and fitted up for a freight shed.

At Wentworth the station was overhauled, repaired and painted.

At Grenville the station was overhauled, repaired and painted.

At River Philip the station was overhauled, repaired and painted.

At Salt Springs the roof was recovered, and the station building painted.

At Maccan the station and freight house were overhauled, repaired and painted.

At Amherst the shingled roof of the freight shed was recovered with iron shingles, the blacksmith's shop was raised and the sills renewed.

At Sackville the roof of freight shed was re-covered with iron shingles.

At Moncton, in July, 1889, a contract was let for a new twenty-eight stall engine house and an extension to the machine shop, at a cost of \$75,344.

The engine house was completed about six weeks ago, and the extension will probably be completed in a few weeks.

These buildings are brick and stone with iron roofs; they are also fitted with a steam heating apparatus. A 55 feet wrought iron turntable has been provided for the engine house.

Large repairs were made to the old engine house and machine shops.

Fifteen iron ventilators in the old engine house were replaced with terra cotta pipes.

Experience has shown us that No. 12 gauge iron smokestacks on the engine houses will not last more than three years, whilst terra cotta is practically imperishable.

All the renewals are now being made with terra cotta pipe.

The ticket office in Moncton station was re-arranged for the more convenient handling of tickets by the agent.

The baggage-room was extended and doors put in the north side. A three-ton fixed scale was also provided for the baggage room.

An addition of 36 by 17 feet was made to the electric light building at the east end of the station.

The platform in front and rear of the station was partly renewed.

A new house for the switchman was erected at the west end of the yard to replace the one destroyed by fire.

At Salisbury a new coal shed was provided and necessary repairs were made to the station and freight house.

At Petitcodiac a new pump-house and coal shed were erected, and the station and freight house overhauled and repaired.

At Anagance a new coal shed was provided.

At Hayward's Siding the platform was renewed.

At Apohaqui hardwood floors were laid in the waiting-room and office.

At Norton the roof of the freight house and station were each re-covered with metallic shingles.

At Hampton the roof of freight shed was re-covered with metallic shingles.

The old tank-house was taken down and converted into a coal house.

The public water closet was thoroughly overhauled and re-arranged. A modern water closet was provided for the ladies waiting-room, the supply of water being obtained from the pipes leading to the tank.

The platforms at the following stations were renewed: Plumesweep, Apohaqui, Passekeag, Lakeside and Brookville.

At Nauwigewauk a new hand car house was built for the section gang.

At Coldbrook the station was raised about two feet and filled in with cinders from the rolling mill.

At St. John the freight shed on the Deep Water Wharf was raised and levelled; one end of the building had settled about three feet, caused by the sinking of the wharf.

The walls of the freight sheds on Pond street were straightened up and the roofs of the buildings repaired.

The platform at the west end of the bonded warehouse was renewed.

At Berry's Mills, Canaan, Coal Branch and Barnaby River, new hardwood floors were laid in the offices and waiting-rooms.

At Canaan a combined passenger and freight station was erected to replace the one destroyed by fire, at a cost of \$1,680, also the platform in front of the station and loading platform on the siding.

At Weldford and Newcastle the general waiting-rooms were sheathed to the tops of the doors to prevent the plaster being broken.

At Acadieville the platform was renewed.

At Derby Junction a small building was taken down and erected for a track store at Newcastle.

At Beaver Brook the platform was renewed.

At Gloucester Junction the passenger platform was extended 100 feet.

At Bathurst the passenger platform was extended 75 feet. The waiting rooms and offices in the station were sheathed and painted. A partition was taken down, in the freight house to provide additional accommodation. The freight shed and coal shed were painted.

A new pump house for the engine of the 50,000 gallon water tank was erected.

At Petit Rocher the station and freight house were thoroughly overhauled and painted.

At Belledune the station and freight house were overhauled and painted.

A passenger platform was erected at Culligan's siding.

At Jacquet River the freight house received large repairs. The waiting rooms of station were sheathed and painted. Outside windows were provided.

At Charlo the baggage room was converted into dwelling apartments for the agent. The general waiting room was sheathed and painted.

At Eel River the station was overhauled, repaired and painted.

At Dalhousie Junction a portion of the platform was renewed.

At Campbellton a portion of the floor of the round house was renewed and the balance of it repaired. Hardwood floors were laid in the Superintendent's and Train Despatcher's offices.

A modern water closet was provided for the ladies' waiting room. A large portion of the passenger platform was renewed.

About 160 feet of new platform was built to replace the platform destroyed by fire.

At Moffat's the station was overhauled and painted.

At Metapedia an addition of 60 by 20 feet was made to the freight shed. The roof of the old freight shed was recovered with iron shingles. The station building was painted and the platform repaired.

At Assametquaghan new hardwood floors were laid and the waiting room sheathed, and the roof of the station recovered with galvanized iron shingles.

The station was painted.

At Salmon Lake the station building was overhauled, repaired and painted.

At Cedar Hall new hardwood floors were laid in the waiting room and office.

At Sayabec the freight house was extended. The engine house was overhauled and new doors provided.

At Berniers the station building was overhauled and painted.

At St. Anaclet the station was overhauled, repaired and painted, and the platform renewed.

At St. Fabien, St. Eloi and Isle Verte the passenger platforms were renewed.

At St. Eloi a new freight shed was erected and the station building painted.

The following stations were painted: St. Fabien, Itimouski and Bic.

The foundation walls of restaurant at Trois Pistoles were beam filled with brick, and the side walls filled with sawdust. A water supply by gravitation was provided at this station.

At Rivière du Loup the station platform was extended 50 feet. A new ice house was erected 40 by 20 feet at this place. The coal shed adjoining the engine house was overhauled and repaired. About one half of the engine house floor at Rivière du Loup was renewed. Necessary repairs were made to the station building.

At St. André additional land was acquired for station purposes and the station building moved about 800 feet east to a more suitable site. A new freight house was erected and a road built connecting the new station grounds with a public road.

At St. Paschal a portion of the passenger platform was renewed.

At St. Philip de Néri a new freight shed was erected to provide accommodation for the increased business.

At St. Jean Port Joli the passenger platform was extended 120 feet.

At Cap St. Ignace a continuous stone foundation was put under the passenger station.

At St. Francis new floors were provided in the dwelling apartment.

At St. Charles and Harlaka the interior walls of the dwelling apartments of the station were sheathed with matched pine. It was found impossible to keep the plaster on these apartments on account of the buildings heaving with the frost.

At Chaudière two offices for the Intercolonial and Grand Trunk freight clerks in the freight house were abandoned, and a larger one erected for a combined staff at the east end of the building.

The roof at Chaudière station was partly renewed, the building painted and the platform repaired.

At Hadlow new hardwood floors were laid in the waiting room and office. The three tenement buildings near the engine house were thoroughly overhauled and put in first-class order.

At Lévis the freight offices were removed from the passenger station and provided for in a building lately acquired on Commercial street. The interior of the passenger station was re-arranged and additional accommodation provided for passengers and station offices.

The freight shed was moved back close to Commercial Street to make additional siding room required on account of the exchange of passengers being made with the Grand Trunk at Lévis now, instead of at Pointe Lévis, as previously.

BRIDGES AND CULVERTS.

At Richmond 300 feet of sewer through the yard was renewed. A stone foundation was put in for a new track scale.

The abutments and piers of Bedford bridge were gone over by a gang of masons, repaired, pointed with cement and put in first-class order at a large cost.

At Elmsdale the old stone abutments of a beam bridge were taken down and rebuilt with first-class Wallace free stone.

A 12 feet arch culvert at Barney's Brook was paved throughout its length.

New 3 by 4 stone box culverts were put in to replace old broken down ones near Truro and Union.

A 5 by 3 stone box was put in to replace a beam bridge used as an under crossing near Shubenacadie; the proprietary rights in the crossing having first been purchased and a deed of the same filed in the registry office for the county.

Near Folly Lake three broken down stone culverts were renewed. Two of them were rebuilt with first-class free stone, and the third replaced with a 24-inch vitrified terra cotta culvert pipe.

At Salt Springs two stone culverts were partially renewed.

Large general repairs were made to culverts between Londonderry and Spring Hill. The material of which the original culverts was built has not proved durable.

The piers and abutments of Nappan, La Planche and Sackville bridges were overhauled, repaired, and pointed with cement.

A gang of masons was engaged during the working season in repairing and pointing culverts, the piers and abutments of bridges between Shediac and St. John, and two other gangs doing the same class of work between Moncton and Campbellton, and Campbellton and Rivière du Loup.

The open cutting of Tartague tunnel referred to in my report of last year was completed.

Between Rivière du Loup and Lévis eight old broken down beam, and five box culverts were taken down and replaced with superior class of masonry.

Four cedar box culverts averaging 30 feet long were put in on this division at points where complaints were made by the adjoining farmers of defective drainage.

The foundation of the turntable at Hadlow was overhauled and repaired.

The following bridges were overhauled, scraped and painted:

Langelier's Bridge.....	1	Span.	40	Feet.
Kamouraska do	2	do	40	do
Barlow's Overhead Bridge.....	1	do	90	do
Morency's do do (wood).....	5	do	24	do
Plate girder (2 miles west Cedar Hall).....	1	do	23	do
Otter Brook Bridge.....	1	do	24	do
Eel River do	3	do	60	do
New Mills do	2	do	80	do
Moreton's Mill Race Bridge.....	1	do	30	do
Benjamin River do	3	do	50	do
Dickies' Under Crossing Bridge.....	1	do	40	do
Nash's Creek Bridge.....	1	do	80	do
Louison's Brook do	1	do	80	do
Jacquet River do	3	do	100	do
Belledune do	2	do	60	do
Two pairs rail girders, Bathurst yard.				
Little River Overhead Bridge.....	130 feet long.			
Kinney's do do	130 do			
Under Crossing Derby	1	Span.	31	Feet.
Chapman's Brook Bridge.....	1	do	14	do
Holeman's Brook Bridge.....	1	do	14	do
Penobscuis River do	1	do	14	do
Salmon River do	2	do	86	do
Front Creek do	3	do	86	do
Rupert's Overhead do	5	do	25	do
Groom's Cove do	1	do	17	do
Moose Horn (wood-work only).....	1	do	86	do
Hammond River do	3	do	100	do
Overhead Bridge (Palmer's Cut).				
do (Humphrey's).				
Nappan Bridge	1	Span.	100	Feet.
Little Forks Bridge.....	1	do	100	do
Sodom do	1	do	50	do
Overhead do (McLean's Corner).....	1	do	70	do
Debert do	2	do	100	do
Mud Creek do	1	do	50	do
Dunlop's Brook Bridge.....	2	do	21	do
Stewiacke do (Box).....	214 feet long.			
Elmsdale do	1	Span.	150	Feet.
Enfield do	1	do	112	do
Bedford do	5	do	50	do
Overhead do (Halifax)	40 do			
Valley do	1	do	24	do

Riversdale Bridge.....	3 Span.	44 Feet.
Glengarry do	1 do	24 do
Additional lateral bracing was provided for the following bridges:—		
New Mills,	Jacquet River,	
Nash's Creek,	Little Forks.	
Louison's Brook,		

The old cross ties were taken off the following bridges and standard floors put in:—

Government Street Bridge.....	St. Joseph.
St. Joseph do	do
Near Ste. Anne.....	1 Span. 28 Feet.
Bic Bridge.....	1 do 110 do
Bridge east of Folly.....	1 do 60 do
Elmsdale Bridge.....	1 do 150 do
Bedford do	5 do 50 do
Hall's Creek Bridge.....	1 do 50 do

The following overhead bridges were raised to give the necessary head room required by law:—

	Feet.	Inches.
Sackville Bridge (top lateral bracing).....	19	0
Missequash do	19	4
Mountain Road (overhead bridge).....	19	3
Harding's do	19	6
Quispamsis Bridge.....	19	6

The following bridges were thoroughly overhauled and all loose rivulets replaced:—

Mill Creek,	Eel River.
New Mills,	Nash's Creek,
Louison's Brook,	Jacquet River,
Belledune,	Middle River,
2nd Crossing Barnaby River.	Sackville Bridge,
3rd do do	Nappan,
Little Forks,	River Philip,
Greenville,	Deb'ert,
Folly Lake,	North River,
Ingonish,	Enfield.
Salmon River,	
Rawdon River.	

Fifty spans of wood varying in length from 10 to 20 feet, have been taken out and replaced with iron rail girders fitted with standard top and guard rails, at an expense of about \$4,000.

Sackville bridge, 3 iron span of 160 feet each was provided with a new iron floor system and lateral bracing, at a cost of \$15,769; the work was done by contract.

The old floor was of pitch pine needle beams, placed 5 feet centres, and spanned with longitudinal stringers 12 by 12, and the rails were laid on them without cross-ties.

The floor system of the Restigouche bridge (5 spans of 206 feet each) was similar to the Miramichi bridges referred to in my last report, and it was necessary to strengthen it and provide an improved system of lateral bracing. This was done at a cost of \$10,775.

A new sidewalk was also provided for this bridge.

Rivière-du-Loup bridge (3 spans of 100 feet each) Howe truss of white pine, showed signs of weakening last year, and a contract for a new steel bridge was let in July, 1889.

The completion of the new bridge has been seriously delayed, first on account of the non-delivery of the iron, and afterwards by a fire at the contractor's shop where the bridge was being erected. In the meantime necessary steps have been taken to make the old bridge perfectly safe.

GENERAL.

The track scale at Richmond was taken up, sent to Montreal, repaired, lengthened 4 feet and replaced in a stone foundation, at a more convenient site.

A new track scale was provided at Rivière-du-Loup.

New seven ton hoisting cranes were provided for handling heavy freight at Truro and Dartmouth.

The aboiteaux at Crowsan's, Brownells, and Maccan were overhauled and repaired.

A roadway 300 feet long and 20 feet wide was made as an approach to the landing siding at Amherst.

A heavy freshet at the end of June, 1889, washed out a large portion of the eastern embankment at Debert River. A temporary timber trestle 300 feet long was erected, and the embankment afterwards made up with gravel hauled from Folly Lake.

The embankment on up-stream side was then protected with a cedar cribwork filled with stone.

This cribwork was 500 feet long, 10 feet high, and 10 to 15 feet wide.

Land was purchased for a **Y** connecting the main line and Pictou Branch at Truro, and the necessary grading done last season.

The iron bridge, cribwork, track laying and ballasting are now being completed.

All cuttings throughout the line were specially examined and where there was any probability of rock sliding or falling down on the track, the necessary steps were taken to have them removed.

At Bic Mountain, a gang was engaged three months at this work, and a gang about a month in the cuttings on the St. Charles Branch.

I have the honour to be, Sir

Your obedient servant,

P. S. ARCHIBALD,

Chief Engineer.

D. POTTINGER, Esq.,

Chief Superintendent Intercolonial Railway,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 15th September, 1890.

SIR,—I beg to submit for your information the following statements of the operations of the mechanical department for the year ending 30th June, 1890.

A.—Statement showing the number of locomotives and various classes of cars.

B.—Statement showing the locomotives and car mileages, and the average number of passenger and freight cars hauled per mile run by engines.

C.—Abstract of locomotive returns.

D.—Statement of the cost of locomotive power for each month during the year.

E.—General statement of the expenses of the mechanical department.

Two of first-class cars, three second-class, one baggage, sixty seven box, one hundred and eighty-four platform, six gondolas, twenty-one six-ton hoppers, and one snow plough were rebuilt.

Of the platform cars built sixty-eight were to replace gondolas and twenty ton coal cars.

Sixteen sleepers, two parlour, twenty-seven first-class, thirty-four second class, sixteen postal, eighteen baggage and fifteen vans had extensive and thorough renovation.

Steam heating devices were applied to four sleepers, twenty first-class, sixteen second-class, eleven postal, and eighteen baggage cars.

Seven sleepers, twelve first class cars, nine second-class, sixteen postal, and twelve baggage cars were fitted with electric light appliance. We have now one hundred and two cars steam heated and eighty-one with electric lights.

Upwards of six thousand cars have passed through the various shops on the line receiving considerable repairs, some repairs amounting almost to rebuilding. One snow-plough was rebuilt, eight snow-ploughs and four flanger cars thoroughly overhauled and repaired.

Thirty-four new smokestacks, seven new cabs, twenty-five new smoke box extensions, ten new cylinders, one new boiler, three new saddles, and four new tenders were made for engines. The rolling stock generally has been well maintained and is in good condition.

WATER SERVICE.

Ten fifty-thousand gallon tanks, at the following places, are under construction, but none entirely completed; Folleigh, Moncton, Bathurst, Mill Stream, Causapsca, Rivière-du-Loup, Ste. Hélène, St. Pierre, St. Charles and Hadlow. In addition to this work the following repairs have been done:

Repairs of the trestle at Halifax.

A new reservoir built at Amherst and fenced.

Three thousand eight hundred feet of six-inch cast-iron pipe put down, and one thousand four hundred feet of four-inch cast-iron pipe taken up and moved to Mill Stream.

The old supply at Petitcodiac having been found insufficient a new line was laid to the river and a steam pump erected; some further expense will be required there to obviate the difficulty arising from sawdust.

Two thousand two hundred feet of three inch pipe was laid at Bathurst, from the brook to the tank in course of erection at that place.

A new reservoir was built at Mill Stream and one thousand seven hundred and fifty feet of four-inch cast-iron pipe laid, and one thousand four hundred feet of which was taken up from Amherst.

Two hundred and twenty-five of four-inch pipe laid at Hadlow to connect with new tank in course of erection.

Two thousand eight hundred feet of three-inch galvanized pipe was laid at St. St. Pierre to supply the new tank there in course of erection.

The trestle of the tank at Point du Chêne received repairs.

In addition to this the following tanks were painted: Canaan, Weldford, Rogersville, Red Pine, Campbellton, Ste. Flavie, St. Fabien and Trois Pistoles. The water service generally has been well maintained.

I have the honour to be, Sir,

Your obedient servant,

H. A. WHITNEY,

Mechanical Superintendent.

D. POTTINGER, Esq.,
Chief Superintendent.

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars on the 1st July, 1889, and on the 30th June, 1890.

	THE VARIOUS CLASSES OF CARS.													Total									
	Locomotives.	First Class Sleepers.	Second Class Sleepers.	Parlor.	First Class Passenger.	Second Class Passenger.	Postal and Smoking.	Baggage and Express.	Box.	Cattle.	Platform, 10, 15 and 20 tons.	Hoppers, 5 and 6 tons.	Gondolas, 20 tons.		Coal Cars, 20 tons.	Vans.	Total.	Snow Plough.	Wing Plough.	Flangers.	Steam Plough.	Total	
On hand, 1st July, 1889, serviceable	176	15	6	2	73	76	17	28	1,769	63	1,480	678	715	703	85	5,710	40	10	17	2	69		
do do condemned.					2			2	27	9	40	17	20	3		120							
Total.	176	15	6	2	75	76	17	30	1,796	72	1,520	695	735	706	85	5,830	40	10	17	2	69		
Changed from gondola and coal to 20 ton platform by re-building											68		*63	45									
Condemned, 1st July, 1889.					2			2	27	9	40	17	20	3		120							
do do during the year					2			2	43	1	90	4	49	2		196							
Total condemned					4			4	70	10	130	21	69	5		316							
Less—Rebuilt during year					2			1	67		116	21	69	5		284							
ADD—Serviceable and repairing	176	15	6	2	73	76	17	27	1,793	62	1,574	695	672	701	85	5,798	40	10	17	2	69		
Total.	176	15	6	2	75	76	17	30	1,796	72	1,588	695	672	701	85	5,830	40	10	17	2	69		

* 63 as 20-ton platform.

+ 5 as platform.

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1890.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage for the Year ending 30th June, 1890.

Months.	Locomotive Mileage.		Car Mileage.						
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Snow Plough Mileage.	Average Passenger.	Average Freight.
	1889—July.....	120,291	247,223	474,174	221,829	3,615,485	4,311,488	5 78	14 62
August.....	122,356	287,670	494,766	222,634	4,035,370	4,752,770	345	5 85	14 02
September.....	105,595	258,908	420,612	202,398	3,846,510	4,469,520	.....	5 89	14 85
October.....	105,437	313,298	408,406	197,141	4,620,168	5,225,715	566	5 74	14 74
November.....	96,097	338,606	377,276	184,611	5,066,653	5,628,540	537	5 84	14 96
December.....	88,584	359,625	390,454	189,087	5,127,438	5,706,929	4,869	6 53	14 25
1890—January.....	93,065	319,078	380,037	176,148	3,850,613	4,406,798	10,521	5 97	12 07
February.....	85,408	306,177	315,214	147,697	3,728,643	4,191,654	18,916	5 42	12 17
March.....	90,249	365,489	364,090	172,841	5,041,926	5,578,857	16,812	5 94	13 79
April.....	93,421	352,026	399,150	173,747	4,816,024	5,388,921	324	6 13	13 68
May.....	91,171	321,053	381,949	171,663	4,516,457	5,070,069	986	5 65	14 06
June.....	108,067	260,876	424,168	217,944	3,893,422	4,235,534	1,401	5 93	13 54
Total.....	1,199,741	3,730,029	4,830,296	2,277,690	51,858,709	58,966,695	55,297	5 92	13 90

[1890]

J. SUTTON,
Mechanical Accountant.

MONCTON, N B., 30th June, 1890.

C.—INTERCOLONIAL RAILWAY.
 A B S T R A C T of Locomotive Returns for the Year ending 30th June, 1890.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Pints of Valve Oil and Pounds Tallow.	Pounds Waste.	Miles Run to hour in Steam.	Pounds Coal.	Pints Oil.	Valve Oil and Pounds Tallow.	Pounds Waste.
1889—July	40,360	438,794	11,225	32,882	9,828	9,307	10.87	57.30	7.49	2.23	2.12
August	44,820	482,535	12,436	38,015	10,042	10,580	10.76	57.73	7.87	2.08	2.19
September	40,870	431,345	11,343	36,627	6,547	9,457	10.55	58.92	8.49	1.51	2.19
October	48,266	501,453	14,466	37,810	9,721	10,586	10.38	64.62	7.54	1.97	2.11
November	50,593	514,768	16,158	23,925	21,825	11,934	10.17	70.31	4.64	4.23	2.32
December	53,353	536,019	18,124	22,818	22,849	12,057	10.06	75.73	4.25	4.42	2.25
1890—January	50,773	501,323	17,016	23,291	21,864	11,637	9.87	76.03	4.64	4.23	2.32
February	49,810	479,326	16,321	23,242	22,191	12,524	9.62	76.27	4.84	4.62	2.61
March	55,412	549,239	18,370	26,158	24,801	13,984	9.91	74.91	4.76	4.55	2.54
April	49,766	524,570	16,389	27,783	24,868	11,723	10.54	69.98	5.29	4.74	2.23
May	45,944	491,579	14,022	24,804	24,192	12,450	10.70	63.89	5.04	4.92	2.53
June	40,304	444,418	12,592	22,055	22,500	11,423	11.02	63.49	4.96	5.64	2.57
Total	570,271	5,895,369	178,462	339,410	221,287	137,662	10.34	67.81	5.74	3.75	2.34

[1890]

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1890.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month, from 1st July, 1889, to 30th June, 1890.

Months.	Miles run by Engines.	Mechanical Supt.'s Salary and Office Expenses.	Engine-men's Wages.	Fuel.	Oil, Tallow and Waste.	Repairs to Engines, Tenders and Tools.	Water.	Engine-houses and Turntables.	Total.	Average per 100 Miles.						
										\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	Mechanical Supt. & Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.	Eng. houses & Turntables.	Total.
1889—July..	488,794	945 27	18,473 45	31,464 21	3,863 35	28,213 40	2,697 03	2,692 85	88,349 56	22 4	21 7	88 6	6 43	61	61 20	13
Aug..	482,585	817 97	18,806 27	33,328 63	4,099 24	31,088 41	4,147 34	2,907 26	95,195 12	17 3	90 6	85 6	6 44	86	60	19 72
Sept..	481,345	854 88	17,744 88	31,893 18	3,829 18	25,786 68	1,673 56	3,036 73	84,819 09	21 4	29 7	93 6	6 24	40	73	20 52
Oct...	501,453	836 67	19,571 15	40,031 82	4,258 04	32,591 28	8,215 01	3,217 41	108,721 38	17 3	90 7	85 6	6 49	1 64	65	21 68
Nov..	514,768	1,000 51	20,258 55	44,756 15	4,691 77	22,280 16	5,014 16	3,538 91	101,540 21	20 3	94 8	91 4	3 33	97	68	19 72
Dec...	586,019	860 79	20,545 64	50,790 70	4,860 17	28,196 62	4,511 12	4,502 13	114,267 17	16 3	83 9	47 91	5 26	84	84	21 31
1890—Jan ..	501,323	832 39	20,276 56	47,037 00	4,316 44	14,685 45	2,258 45	2,066 88	91,473 17	15 4	04 9	39 86	2 94	45	42	18 25
Feb..	479,326	963 00	21,254 23	46,260 71	5,069 57	17,742 78	3,973 94	3,576 15	98,840 38	20 4	43 9	65 1	05 3	69	74	20 63
Mar..	549,239	930 81	22,928 72	51,264 75	5,374 52	18,783 34	2,654 83	3,150 83	105,087 80	17 4	18 9	33 98	3 42	48	37	19 13
April.	524,570	889 03	22,636 84	45,045 24	5,194 68	17,232 75	1,539 44	3,115 37	95,653 35	17 4	32 8	58 99	3 29	29	59	18 23
May..	491,579	892 52	21,956 19	39,354 85	5,074 65	12,765 99	2,012 57	2,641 50	84,698 27	18 4	47 8	01 03	2 58	42	54	17 23
June	444,418	952 45	20,264 86	35,150 91	1,874 97	12,951 09	2,254 87	2,278 09	75,727 24	22 4	56 7	91 42	2 92	50	51	17 04
Total...	5,895,369	10,776 29	244,707 34	496,378 15	52,506 58	262,317 95	40,952 32	36,724 11	1,144,372 74	18 4	15 8	42 89	4 45	69	62	19 40

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J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1890.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ended 30th June, 1890.

The miles run by trains	4,929,770
do engines	5,895,369
do cars	58,966,695
do snow ploughs	55,297
	\$ cts.
The cost of locomotive power	1,144,372 74
The cost of car repairs :	
Repairs to passenger cars	94,347 36
do postal, express and baggage cars	25,842 43
do freight cars and vans	259,324 15
Oil and waste for packing	7,163 87
Miscellaneous	28,481 87
Total cost of car expenses	415,159 68
The cost of locomotive power per 100 miles run by trains	
do do do engines	23 21
do do do cars	19 41
do do do cars	1 94
The cost of repairs to cars and ploughs per 100 miles run by trains	
do do engines	7 84
do do cars	6 55
do do cars	0 66
The cost of oil and waste for packing per 100 miles run by trains	
do do do engines	0 57
do do do cars and ploughs	0 45
do do do cars and ploughs	0 05
The cost of repairs to cars per 100 mile run by them	
do passenger, express and baggage per 100 mile run by them	1 95
do freight cars and vans do	1 13
do freight cars and vans do	0 50
do ploughs and flangers do	12 95

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1890.

[1890]

INTERCOLONIAL
RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1889.						
July 2..	12.40	9	Express	C. H. Freeman.....	J. D. McKay.....	60
do 6..	6.00	Special	Freight	A. C. McLean.....	D. Yould	27
do 6..	.....	do	do	John Hughes.....	Geo. Morrison, Jun.....	89
do 7..	18.00	.....	.....	.....	.....	.....
do 9..	17.10	Special	Working	James Swetman.....	Jno. Morton.....	29
do 12..	12.00	10	Express	Jas. Millican.....	R. Carr.....	68
do 13..	14.45	Special	Freight	L. N. Letarte.....	Alfred Charrier.....	117
do 15..	16.20	38	do	C. McDougall	J. McAuley.....	144
do 16..	8.00	.....	Shunting .....	.....	J. Murphy.....	152
do 18..	24.30	Special	Freight	Thos. Coffey.....	N. Sinclair.....	200
do 27..	20.40	33	Express .....	.....	.....	.....
Aug. 2..	15.00	.....	.....	.....	.....	.....
do 5..	10.00	56	Freight	Finlay Ross.....	Alex. Dunbar	13
do 7..	16.50	.....	Shunting .....	.....	Thos. O'Brien	10
do 7..	10.30	Special	Working	J. Chenard.....	D. C. Gallant	120
do 7..	22.40	do	Freight	L. N. Letarte.....	F. Cloutier.....	111
do 8..	24.05	do	Passenger	G. McElhenney.....	J. Edwards.....	199
Aug. 9..	20.00	Special	Freight	A. B. Vance.....	R. Kennedy.....	172
do 17..	.....	.....	Shunting .....	.....	J. Cameron.....	94
do 23..	16.30	32	Express	J. McFadyen.....	J. H. Moore.....	14
do 25..	13.30	33	do	Geo. Walker	C. E. Sawyer.....	159
do 30..	7.55	.....	.....	.....	.....	.....
Sept. 1..	1.00	Special	Freight	J. R. Dalton.....	J. DeVenne.....	90
do 2..	15.45	do	do	P. T. Christie.....	E. Kennedy.....	23
do 2..	16.05	do	do	Wm. Morgan.....	W. H. Anderson.....	170
do 4..	3.15	.....	.....	.....	W. D. Martin.....	154
do 5..	5.00	.....	Shunting .....	.....	Chas. McHugh.....	18
do 6..	10.00	Special	Working	E. Bowser.....	Jno. Morton.....	175
do 9..	3.25	do	Freight	Geo. Sears	T. Wilkins.....	128
do 9..	3.25	.....	Light engine.....	.....	E. Rushton.....	113
do 9..	8.45	9	Express	D. Rutherford.....	A. McAuley.....	184
do 9..	.....	.....	.....	.....	.....	.....
do 11..	6.10	61	Accommodation.....	W. Foster.....	A. Scott.....	133
do 12..	18.20	40	Freight	M. Cummings.....	J. Stratten.....	170
do 14..	10.15	42	Accommodation.....	T. Bouchard.....	Geo. Morrison, sen.....	38
do 16..	15.50	Special	Freight	J. B. Chatigny.....	A. Charrier.....	194

RAILWAY.

Line of the Intercolonial Railway, during the Year ended 30th June, 1890.

Place of Accident.	Name of Person injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Petitcodiac.....	Ralph Calpitts..	Neither.....	Struck by engine while crossing track with team	Fatal.....	No inquest....
Londonderry....	W. G. Teaman..	Employé....	While coupling.....	Finger injured..	
Near Amherst....	Wm. Love.....	Neither.....	Walking on track while intoxicated, fell under train.	Fatal.....	Accidental.
Jacquet River ..	W. T. Peters....	Employé....	While going to light semaphore lamp fell in culvert.	Knee cut.....	
Near Eel River..	Jno. Russell....	do.....	While stepping from one flat car to another.	Ankle sprained..	
Bloomfield Crossing.	Mina Deboo....	Neither.....	Struck by engine while crossing track.	Slightly injured.	
1 mile East of St. Charles Jct.	Jules Pouliot...	do.....	Struck by engine while crossing track with team	Seriously injured	
Chatham Jct....	W. A. Warman..	Employé....	Fell off box car.....	Back injured....	
Campbellton....	Geo. McLean...	do.....	While coupling.....	Hand injured....	
Spring Hill Jct..	M. Conley.....	do.....	Jumping off van to make a coupling.	Ankle sprained..	
Moncton.....	F. C. Cormier...	do.....	While assisting to put electric light batteries on No. 34 train.	Finger crushed..	
2 miles West of Brookfield.	Peter Paul.....	do.....	Run over while pushing trolley.	Leg broken.....	
New Glasgow....	Hy. Totten.....	do.....	While coupling.....	Hand injured....	
Halifax.....	Jas. Grace.....	do.....	Struck by car.....	Side injured....	
St. Luce.....	Johny Rioux....	do.....	Fell from van.....	Arm injured....	
St. Helene.....	A. Lagacé.....	do.....	While shunting.....	Foot crushed....	
Elmsdale.....	A. Jackson.....	do.....	Collided with special freight train.	Slightly injured.	
Truro.....	Jas. Langille...	Employé....	While uncoupling engine.	Hand injured....	
Campbellton....	J. Doiron.....	do.....	While shunting.....	Leg injured....	
Point du Chêne.	M. McGrath....	do.....	While washing cab window.	Hand cut.....	
Near Harlak Junction.	Alph. Gingras..	Neither.....	Struck by engine while lying on track.	Fatal.....	Accidental.
Oxford Junction	Robt. Matheson.	do.....	Moving cars by hand....	Foot injured....	
Near Aulac....	A. Snowden....	do.....	Struck by engine while crossing track with team	Slightly injured.	
Stellarton.....	M. Daley.....	Employé....	While moving cars by hand.	Head and side injured.	
Dorchester.....	E. White.....	do.....	While releasing brake....	Hand injured....	
Campbellton....	Jno. McEachrin	do.....	Fell while stepping off engine.	Arm and side injured.	
Moncton.....	Jno. Nixon.....	do.....	While coupling.....	Hand injured....	
Near Bathurst..	A. K. Thomson..	do.....	While unloading iron culvert.	Leg crushed....	
Moncton.....	T. Wilkins....	do.....	Collided with engine....	Slightly injured.	
do.....	F. Crandall....	do.....	Coming out from coalshed	do.....	
do.....	F. White.....	do.....	do do	do.....	
do.....	E. Rushton....	do.....	Collided with special train	do.....	
Greenville....	R. Melanson....	do.....	On track, struck by train.	Fatal.....	No inquest.
St. John.....	Thos. Murphy...	do.....	While piling sugar in warehouse.	Back strained..	
Lochbroom.....	Mrs. English...	Passenger..	Fell while getting off car.	Side injured....	
Campbellton....	O. Doyle.....	Employé....	Fell off car.....	do.....	
Bic.....	Arthur Beaulieu	do.....	While unloading freight..	Leg injured....	
Cap St. Ignace..	P. Bernier, Boy.	Neither.....	Fell between cars while attempting to get on train.	Arm cut off....	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1889.						
Sept. 17..	8 35	do ..	do	D. McIntosh.....	A. Dunbar.....	5
do 19..	13.30	49	Freight	Jos. Guay	E. Parsons	110
do 20..	6.30	74	do	G. C. Keys	A. Scott.....	133
do 21..	8.10	Special.	do	Jno. Thomson.....	J. De Venne	89
do 23..	14.00	.....	Shunting.....	.....	J. H. Moore.....	74
Oct. 5..	8.07	Special..	Freight	E. Thomson.....	J. Stewart, jun.....	91
do 20..	19.00	.....	Shunting.....	.....	Jno. Leonard.....	95
do 20..	.....	.....	Shunting.....	.....	.....	.....
do 23..	16.00	.....	Shunting.....	.....	F. H. Moore.....	81
do 23..	21.45	Special..	Freight	J. B. Crockett.....	Jno. Donald.....	197
do 23..	7.30	do ..	do	Thos. Guinan.....	D. W. Duncan.....	26
do 24..	24.00	.....	.....	.....	.....	.....
do 26..	7.00	Special..	Freight	W. N. Bovard.....	W. G. Bell.....	115
do 26..	9.00	do ..	do	J. B. Chatigny.....	Jas. Miller.....	83
do 26..	18.45	do ..	do	W. M. Thomson.....	Geo. Morrison, jun.....	182
do 26..	.....	.....	Shunting.....	.....	.....	.....
do 28..	3 05	30	Freight	M. Cummings.....	E. S. White.....	192
do 29..	16.50	Special..	do	Jno. McDonald.....	J. H. Campbell.....	44
do 31..	15.00	.....	Shunting.....	.....	J. Cameron.....	94
Nov. 2..	2.00	Special..	Freight	Jas. Daley.....	N. Sinclair.....	200
do 2..	6.45	do ..	do	J. B. Pollock.....	P. Peterson.....	135
do 4..	15.00	do ..	do	J. L. Hébert.....	E. Saindon.....	31
Nov. 4..	10.30	.....	Shunting.....	.....	Jas. McDermott.....	99
do 4..	13.30	.....	do .....	.....	J. M. Cole.....	18
do 5..	14.35	.....	do .....	.....	.....	.....
do 6..	2.30	Special..	Freight	M. C. Daley.....	H. B. Maltley.....	91
do 6..	4.00	30	do	J. W. Anderson.....	E. S. White.....	91
do 6..	10.30	.....	Shunting.....	.....	Chas. McHugh.....	192
do 8..	2.35	Special..	Freight	D. Haines.....	Jas. Howie.....	81
do 8..	19.00	do ..	do	P. T. Christie.....	A. Sproull.....	40
do 12..	7.00	do ..	do	D. Brownell.....	S. Wilson.....	27
do 12..	8 30	.....	Shunting.....	.....	E. Ouellett.....	82
do 15..	17.30	Special..	Freight	A. Chisholm.....	Jno. Dean.....	195
do 25..	.....	.....	Shunting.....	.....	.....	87
do 26..	16.30	Special..	Freight	M. C. Daley.....	J. Gratten.....	163
do 28..	16.45	do ..	do	A. B. Vaneé.....	R. Wilson.....	27
do 29..	18.40	do ..	do	W. N. Bovard.....	W. Fraser.....	175
do 30..	16.30	.....	.....	.....	.....	.....
do 30..	19.45	Special..	Freight	Wm. Morgan.....	J. H. Hunter.....	59
Dec. 1..	1.50	do ..	do	W. Q. Treen.....	Chas. Langley.....	183
do 4..	1.00	.....	Shunting.....	.....	G. Curry.....	189
do 4..	2.20	5	Freight	G. A. Chesley.....	G. Milen.....	53

RAILWAY.

on the line of the Intercolonial Railway, &c.—Continued.

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accidents.	Extent of Injury.	Verdict of Coroner's Jury.
Trenton.....	J. A. Rutherford	Neither.....	Struck by engine while crossing track with team	Seriously injured	
St. Charles Jc't..	A. Morin.....	Employé.....	Fell from box car.....	Seriously injured	
Hopewell.....	G. C. Keys.....	do.....	Slipped while getting off train.	Ankle sprained..	
Sackville.....	A. Steadman....	do.....	Fell under tender of engine while shunting.	Shoulder fractured.....	
Point du Chêne..	A. J. Welling....	do.....	Fell into culvert while shunting.	Knee injured....	
Rockland.....	J. Q. McNaughton.	do.....	Collided with No. 34 train	Slightly injured.	
Truro.....	Jas. Langville..	do.....	While coupling.....	Back and chest injured.....	
Moncton.....	Jas. Gibson.....	do.....	While turning switch....	Hand injured....	
do.....	M. Wryn.....	do.....	Fell off car.....	Back injured....	
Pollet River....	H. Gallagher....	do.....	While coupling.....	Hand crushed...	
Stellarton.....	Gordon McLeod.	do.....	do.....	Finger crushed..	
Richmond.....	Thos. Gilfoy....	do.....	While lowering semaphore lever tripped.	Arm injured....	
New Mills.....	J. Sutton.....	do.....	Fell between engine and car.	Fatal.....	Accidental....
Rimouski.....	Pierre Renaist..	do.....	Fell off engine.....	Head injured...	
Moncton.....	Albert Lyon....	do.....	While hauling in alarm line.	Finger cut.....	
Sackville.....	Jas. A. White...	do.....	While coupling.....	Thumb injured..	
Bartibogue.....	P. O'Brien.....	do.....	Fell between cars.....	Knee injured...	
Trenton.....	J. A. McDonald	do.....	While coupling.....	Chest injured...	
Campbellton...	Peter McAllister	do.....	do.....	Finger injured...	
Meadow Brook..	N. Sinclair.....	do.....	Fell between tender and engine.	Knee injured....	
Debert.....	J. Conley.....	do.....	While coupling.....	Finger injured..	
Rimouski.....	E. Perron.....	do.....	Fell from car steps.....	Slightly injured.	
Shubenacadie..	Ed. McKenzie...	Employé...	While unloading freight.	Hand injured...	
Moncton.....	Jas. Arbing....	do.....	While getting off engine..	Ankle sprained..	
do.....	Alfred Tait....	do.....	While coupling.....	Hand crushed...	
Dorchester.....	E. Farris.....	do.....	do.....	Seriously injured	
Bathurst.....	A. Russell.....	do.....	While driving bolt in engine truck.	Finger injured..	
Moncton.....	Percy Chapman.	do.....	While coupling.....	Hand do ..	
Newcastle.....	D. Trainor.....	do.....	Fell while getting on engine.	Foot do ..	
Spring Hill Junc	P. T. Christie...	do.....	While shunting.....	Leg do ..	
Rogersville....	F. Raymond.....	do.....	While coupling.....	Hand do ..	
Levis.....	Michael Denis..	Neither.....	Struck by car while standing on truck.	Feet do ..	
Nappan.....	A. Chisholm....	Employé...	Tripped over plank on platform.	Head and arm injured.	
Stellarton.....	J. F. Muirhead..	do.....	While coupling.....	Finger injured..	
Hampton.....	S. Dixon.....	do.....	do.....	Thumb do ..	
Stellarton.....	A. B. Vance.....	do.....	Tripped over guard rail..	Ankle sprained..	
New Mills.....	W. McLean.....	do.....	While coupling.....	Finger injured..	
Halifax.....	Thos. Kelly....	do.....	While closing door of freight shed.	Hip do ..	
Moncton.....	Thos. Reppey...	do.....	While coupling.....	Finger do ..	
Weldford.....	A. Lyons.....	do.....	do.....	Hand do ..	
Richmond.....	Philip McInnes.	do.....	Fell between cars.....	Fatal.....	Accidental.
Sussex.....	W. A. McMaus..	do.....	Slipped on top of box car.	Ankle sprained..	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1889.						
Dec. 4.	12.15	33	Express	M. Letarte	J. McDonald	151
do 5.	13.25	Special	Freight	R. F. Rutherford	R. Wilson	27
do 7.	23.25		Shunting		Fred. Welling	18
do 12.	16.45	Special	Freight	R. W. Vye	H. B. Maltby	178
do 12.	17.30	do	do	John Hughes	Geo. Manning	128
do 15.	12.55	do	do	J. L. Herbert	Jas. Fohey	132
do 15.	14.30	33	Express	T. Coutourier	John Murphy	129
do 15.	19.35	Special	Freight	O. Perron	T. W. Henry	143
do 16.	17.50	do	do	W. F. Ferguson	R. H. Coggan	177
do 15.	20.00	do	do	W. L. Broad	T. Wilkins	174
do 16.	20.00		Shunting		M. O'Brien	99
do 17.	1.30	44	Freight		Geo. Morrison, sen.	104
do 17.	5.00	16	do	A. E. Smith	J. F. Smith	186
do 23.	9.30		Shunting		J. Cole	18
do 24.	24.15	Special	Freight	W. Crockett	Jas. Moody	175
do 25.	9.30	18	Accommodation	T. W. Johnston	R. Wilson	27
do 25.	21.00		Shunting		W. Gross	18
do 31.	5.45	47	Accommodation	B. Walker	D. McNeil	157
1890.						
Jan. 1.	9.45		Shunting		Chas. McAugh	188
do 1.	18.00	Special	Freight	L. Belanger	T. W. Henry	143
do 4.	12.55	do	do	R. A. Rainnie	J. J. Irvine	51
do 4.						
do 9.	11.40	Special	Freight	R. W. Vye	A. B. Maltby	40
do 9.		do	do	W. N. Bovard	J. Hackett	174
do 10.	9.20	33	Express	D. Hunter	B. Lutes	147
do 10.	9.20	33	do	do	Jas. McGowan	30
do 10.	9.20	33	do	do	do	
do 10.	9.20	33	do	do	do	
do 10.	9.20	33	do	do	do	
do 10.	10.00	Special	Freight	D. McIntosh	N. Copeland	88
do 13.	10.20	do	do	J. R. Dalton	D. Gould	127
do 14.	1.50	do	do	C. McDougall	J. F. McCracken	7
do 16.	17.20	do	do	J. Thomson	T. W. Hennessy	136
do 20.	14.30	do	do	J. Q. McNaughton	H. McDonald	26
do 21.	3.00	do	do	A. Mitchell	D. Duncan	171
do 21.	3.00	do	do	do	do	171
do 22.	1.10	do	do	R. W. Vye	W. E. Hunter	176
do 27.	6.30	68	do	Jno. McDonald	J. W. Campbell	167
do 30.	16.30	38	do	E. L. Watts		
Feb. 4.	8.00	Special	do	Jno. Thompson	D. Taylor	144
do 5.	15.00		Shunting		D. Sullivan	94
do 5.	20.00	Special	Freight	W. Haines	A. Rushton	175
do 7.	24.18	76	do	J. B. Dubé	J. Gilker	185
do 8.	9.00					
do 12.	8.00	Special	Freight	D. McIntosh	H. Trites	69

RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Continued.*

Place of Accident.	Name of Person injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Accident.	Verdict of Coroner's Jury
Cap St. Ignace.	Octave Lacombe	Neither....	Struck by engine while crossing track with team	Fatal.....	Accidental.
Near Wentworth	R. Doyle.....	Employé....	While coupling.....	Head and shoulders injured. Hand crushed...	
Moncton.....	Fred. Simpson..	do.....	do.....	Hand crushed...	
Near Barnsby River.	S. M. Carson....	do.....	While firing engine.....	Hand burned...	
Nappan.....	Amos Dujay....	do.....	Fell while shunting.....	Slightly injured.	
Rimouski.....	Mrs. C. Ouellet.	Neither....	Struck by engine while crossing track with team	Fatal.....	Accidental.
Near St. Charles Junction.	Dennis Jerome (lunatic).	Passenger..	Jumped out of car window	Seriously injured	
Little Metis....	Wm. Savidant..	Employé....	Slipped off engine.....	Slightly do..	
Jacquet River..	J. Fryers.....	do.....	While releasing brake...	Hand do..	
Painsec.....	Jas. A. White..	do.....	While coupling.....	Finger do..	
Moncton.....	E. White.....	do.....	do.....	Arm do..	
St. Flavie.....	Z. Lortie.....	do.....	While uncoupling.....	Finger do..	
Thomson.....	H. A. Black....	do.....	While getting on van.....	Arm sprained...	
Moncton.....	Chas. Ayles....	do.....	While shunting.....	Leg injured....	
Petit Roche....	A. Gortes.....	do.....	Stepped off engine into culvert.	Slightly injured.	
Near Truro.....	R. Wilson.....	do.....	Side rod and crank pin broke.	do.....	
Moncton.....	T. Wilmot.....	do.....	While coupling.....	Hand injured..	
Lévis.....	A. Michaud....	do.....	do.....	Body do..	
Moncton.....	A. Russell.....	Employé....	While coupling.....	Head injured...	Accidental.
Amqui.....	Thos. Frechette.	Neither....	Struck by engine while walking on track.	Fatal.....	
Rothesay.....	Rich'd. Perkins.	do.....	While stepping off engine.	Ankle sprained.	
Truro.....	Thos. Lester....	Employé....	Fell on rail while shunting	Side injured...	
Canaan.....	Geo. Fryers....	do.....	While releasing brake...	Hand injured...	
Petit Roche....	Gilbert DeMill.	do.....	While working around engine.	Foot frozen....	
Jacquet River..	B. Lutes.....	do.....	Snowplough left track, derailing both engines.	Slightly injured.	
do.....	Jos. McGowan..	do.....	do do..	Fatal.....	Accidental.
do.....	Flouan Gaudet..	do.....	do do..	Leg cut off....	
do.....	O. Gilker.....	do.....	do do..	Seriously injured	
Glengarry.....	Daniel McKenzie	do.....	Fell off engines.....	Head do..	
Sackville.....	J. Brand.....	do.....	Stepped off car into culvert.	Knee do..	
Charlo.....	W. McLean....	do.....	While coupling.....	Hand do..	
Maccan.....	M. Scurr.....	do.....	do.....	Finger do..	
Painsec.....	G. Dixon.....	do.....	While shunting.....	Slightly do..	
Near Valley....	A. Murray....	do.....	Train ran off track.....	Fatal.....	Accidental.
do.....	A. Mitchell....	do.....	do.....	Slightly injured.	
Chatham Junc.	R. W. Vye.....	do.....	Fell while getting on van.	Knee do..	
Eureka.....	Hugh Fraser....	do.....	Struck by car.....	Collar bone broken.	
Newcastle.....	T. King.....	do.....	While loading freight	Foot crushed...	
Bonudary Creek.	W. Wooden....	do.....	Struck by engine while attempting to get hand-car off track.	Fatal.....	No inquest.
Campbellton...	Peter McAllister	Employé....	Fell off engine.....	Knee injured...	
Jacquet River..	W. Haines.....	do.....	While replacing plow on track.	Slightly injured.	
Little Metis....	J. B. Desrosiers.	do.....	While coupling.....	Hand injured...	
Richmond.....	A. D. McKenzie	Neither....	Fell off coast trestle.....	Seriously injured	
Stellarton.....	Gordon McLeod	Employé....	While coupling.....	Finger injured..	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1890.						
Feb. 12..			Shunting..		T. Stockall..	44
do 13..	23.00		do ..		M. Normand..	96
do 14..	8.00		do ..		Geo. A. Sears..	94
do 14..	10.00	Special.	Freight..	T. McDermott..	E. Rushton..	47
do 14..		do ..	do ..	P. Y. Christie..	J. Ferguson..	199
do 15..	12.20	do ..	do ..	John Grant..	T. Henry ..	143
do 21..	5.20	do ..	do ..	Jas. Card ..	{ A. Fryers.. N. Copeland..	{ 183 181 }
do 21..	11.00	do ..	do ..	E. S. Vye ..	C. Atkinson..	169
do 22..	12.00		Shunting..		O. McGinity..	66
do 22..	24.25	Special.	Freight..	H. Begin ..	J. Murphy..	129
do 24..	3.00	do ..	do ..	W. N. Bovard..	S. Wilson ..	47
do 25..	3.30		Shunting..		John Walsh ..	93
do 27..	11.25	16	Freight..	Jas. McDowall..	Geo. Feetham ..	80
Mar. 3..	3.10	39	do ..	D. Baownell ..	J. Stratton..	39
do 5..	4.00	Special.	do ..	A. Gamache ..	T. Matheson..	145
do 6..	1.00	do ..	do ..	J. B. Dubé ..	{ W. Duncan.. A. Matthews..	{ 179 77 }
March 6..	16.30	Special.	Freight ..	C. McDougall..	{ R. H. Coggan.. A. Rushton .. H. W. Sharpe.. J. S. Smith..	{ 6 7 77 180 }
do 9..	6.30	do ..	do ..	A. Desjardins..		
do 12..						
do 14..	14.25					
do 18..	19.00				A. Connell ..	33
do 18..	19.30	Special.	Freight ..	T. Bellemare ..	J. Cloutier..	110
do 22..	2.50	40	do ..	J. E. Evans ..	J. Williamson..	7
do 24..	16.00		Shunting ..		H. Como ..	191
do 27..	5.00	Special.	Freight ..	A. Dionne ..	E. Thomas ..	29
do 28..	20.25	do ..	do ..	M. C. Daley ..	W. F. Hicks ..	119
do 30..	20.30	75	do ..	A. Begin ..	Jno. Oakleaf ..	179
April 1..	1.15	Special.	Freight ..	W. W. Irving ..	A. Wood ..	67
do 1..	17.00					
do 2..	11.15	Special.	Freight ..	Geo. Lamkie ..	Fred. Millican..	163
do 4..		do ..	do ..	C. A. Atkinson ..	{ G. Anderson .. E. Kean ..	{ 182 81 }
do 5..	17.00	do ..	do ..	A. T. Archibald ..	M. White ..	
do 7..	11:05	do ..	do ..	M. C. Daley ..	Jno. Gilfillan ..	92
do 7..	12.40	11	do ..	A. W. Melick ..	R. Smith ..	43
do 10..	11.30	Special.	do ..	Jno. Hughes ..	D. Taylor ..	90
April 23..	6.50	Special.	Freight ..	R. W. Vye ..	Geo. Morrison, jr.	177
do 23..	22.50	do ..	do ..	L. Balanger..	A. Connell..	33
do 25..	17.00	do ..	do ..	W. Haines ..	R. H. Coggan..	183
do 25..	19.15	6	do ..	G. A. Chesley ..	G. Miler ..	184
May 2..	20.00	Special.	do ..	S. Bernier ..	J. McNutt ..	2

[1890]

RAILWAY.

on the Line of the Intercolonial Railway, &c.—Continued.

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury
Richmond	B. Dean	Employé	While shunting	Back injured	No inquest.
Chaudière Jct.	Ulric Malouin	do	Fell under engine	Fatal	
Campbellton	D. Trainor	do	While coupling	Body injured	
Berry's Mills	E. Rushton	do	While taking off smoke box door.	Finger injured	
Spring Hill Jct.	H. A. Baker	do	While getting off train	Ankle sprained	
Sandy Bay	F. Munier	do	While coupling	Hand injured	
Gloucester Jct.	F. Robbins	do	Slipped while getting off van.	Slightly injured	
New Castle	E. S. Vye	do	While turning plow in round house.	Threeribs broken	
Moncton	J. Muese	do	Struck by car while working on track.	Severely injured	
St. Charles Jct.	Aug. Laverdure	do	While coupling	Hand injured	
Moncton	David Clarke	do	do	do	
Richmond	Jas. Broadhurst	do	Caught between gang way and car.	Seriously injured	
Windsor Jct.	Jas. McDowall	do	Fell between platform and train.	Fatal	Accidental.
Weldford	D. Brownell	do	Slipped while stepping off van.	Knee sprained	
Moffats	A. Gamache	do	Fell under train	Seriously injured	
Mill Stream	A. Rionx	do	While coupling	Hand injured	
Near Jacquet River	M. Shannon	do	Handcar struck by engine.	Slightly injured	
Metapedia	L. Gandreau	do	While coupling	Hand crushed	
Penobscquis	Jas. Christie	do	Run over while walking on track.	Fatal	Accidental.
Spring Hill Jct.	Sas. Doncaster	do	While unloading freight.	Thumb injured	
Campbellton	Chas. Killam	do	Slipped while lighting head lamp.	Side injured	
River du Loup	A. P. Morin	do	Fell off train	Fatal	No inquest.
Newcastle	A. J. Hutes	do	Slipped while applying brake.	Side injured	
St. John	P. Chapman	do	Jumped off car	Ankle sprained	
Mill Stream	C. Millican	do	While shaking grate	Finger injured	
Rothesay	W. Steeves	do	While coupling	do	
Cedar Hall	Jos. Normand	do	Fell off train	Fatal	Accidental.
Brookfield	Geo. Marshall	Neither	Attempting to jump on train.	Slightly injured	
Newcastle	S. Hayward	Employé	While getting off van	do	
St. John	Chas. Reynolds	do	While lifting coil of wire in freight shed.	Breast injured	
Bathurst	H. Gatro	do	While coupling	Hand do	
Newcastle	Jno. Collet	do	Fell off car	Neck and shoulder injured	
Londonderry	Peter Capeland	do	While releasing brake	Hand injured	
Pollet River	O. Scott	do	While uncoupling	Hip do	
Quispamsis	Ed. Nichol	do	While applying brake	Knee do	
Amherst	M. Steeves	do	While Shunting	Foot sprained	
Newcastle	John Sweet	do	While coupling	Leg injured	
Amqui	A. Cloutier	do	Fell while going to apply brakes.	Breast injured	
Campbellton	W. Haines	do	Jumped from skylight to floor of van.	Abdomen injured	
Sussex	W. A. McManus	do	While coupling	Hand injured	
St. Octave	Paul Beaubien	do	Fell while shunting	Wrist sprained	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1890.						
May 5..	15.30		Shunting.....		J. H. Boyd.....	190
do 6..	7.40	Special	Working.....	E. Bowser.....	R. H. Coggan.....	4
					{ J. McNutt.....	2 }
do 11..	6.40	44	Freight.....	O. Perron.....	{ J. Devereaux.....	37 }
do 12..	4.10	40	do.....	N. Merrill.....	W. Gross.....	170
do 17..	2.40	5	do.....	Jno. Hughes.....	G. Milew.....	68
do 17..	6.50	Special	do.....	J. Lewis.....	D. Coal.....	183
do 17..	19.55	69	do.....	Jas. Daley.....	T. Watson.....	112
do 20..	20.15	Special	do.....	C. McDougall.....	A. Wood.....	185
do 24..	10.00		Shunting.....		P. Fogarty.....	188
do 26..	10.30	Special	Freight.....	G. C. Keys.....	D. Duncan.....	118
do 28..	10.30	do	do.....	C. H. Bass.....	J. Donald.....	197
do 30..	12.00				O. Jolivtte.....	14
June 6..	14.20	6	Freight.....	J. Hughes.....	R. Smith.....	68
do 6..	10.00		Shunting.....		W. Lovett.....	43
do 13..	16.40	65	Accommodation..	W. Foster.....	A. Scott.....	133
do 13..	17.00	Special	Freight.....	M. C. Daley.....	W. F. Hicks.....	64
do 16..	16.00		Shunting.....		P. Fogarty.....	188
do 25..	14.35	Special	Freight.....	W. McClafferty.....	J. McLellan.....	8
do 27..	16.00	do	do.....	A. Dionne.....	H. Sharpe.....	29
do 30..	23.00	do	do.....	Thos. Coffey.....	J. Gilpillan.....	175

RAILWAY.

on the Line of the Intercolonial Railway, &c.—Continued.

Place of Accident.	Name of Person Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coronor's Jury
Truro	Amos Langille..	Employé. . .	Fell off engine.	Leg injured.	Accidental.
Jacquet River	Elzear Deott.	do ..	While unloading car.	Slightly injured.	
Morrissey tunnel, near Moffat's.	Angus Gorham	do ..	Train ran into rock that had fallen down embankment.	Fatal.	
Barnaby River.	J. McNutt.	do ..	do do ..	Slightly injured.	do
Bloomfield.	J. Black.	do ..	Tripped and fell on tender	Knee injured.	
	Jas. Vaughan.	Neither.	Run over by train while lying on track under the influence of liquor.	Fatal.	
Beaver Brook.	J. Poirier.	Employé.	While pulling down semaphore.	Face injured.	do
Hampton.	Alex. Murray.	do ..	Fell from car.	Fatal.	
Gloucester Junc.	C. McDougall	do ..	While coupling.	Finger injured.	do
Moncton.	Robt. McIntyre.	do ..	While shunting.	Foot injured.	
Stellarton.	M. Daley.	do ..	Fell while attempting to get on train.	Seriously injured	
Amherst.	A. Atkinson.	do ..	While coupling.	Hand injured.	do
St. Flavie.	Nap. Beaubien.	do ..	do ..	Arm and chest injured.	
Cold Brook.	A. McGuire(boy)	Neither.	On track, struck by train.	Fatal.	do
Richmond.	W. Parker.	Employé.	While coupling.	Hips injured.	do
Near Pictou.	Jas. Hunter.	Neither.	Fell between cars while attempting to get on train.	Fatal.	
Maccan.	C. Richardson	Employé.	While applying brake.	Arm injured.	do
Moncton.	A. Steadman	do ..	While coupling.	Hand injured.	
Shubenacadie.	A. Chesholm.	do ..	do ..	do	
St. Octave.	Jas. Bérubé.	do ..	Fell while attempting to get on van.	Foot crushed.	
Memramcook.	E. Smith.	do ..	While shunting.	Foot injured.	

EASTERN EXTENSION RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,

MONCTON, N.B., 3rd October, 1890.

SIR,—I have the honour to submit the following report on the working of the Eastern Extension Railway for the fiscal year which ended on the 30th June, 1890.

I enclose the report of the Chief Engineer on the permanent way and works, the report of the Mechanical Superintendent on the rolling stock, and the following statement prepared by the Chief Accountant and Treasurer:—

- No. 1. Capital account.
2. Revenue account.
3. Locomotive Power.
4. Car expenses.
5. Maintenance of way and Works.
6. Station expenses.
7. General charges.
8. General balance.

The length of railway operated was the same as last year—80 miles.

There was no expenditure on capital account during the year.

The total cost of the road and equipment on the 30th June, 1890, was \$1,318,731.49.

The gross earnings for the year were.....	\$ 84,658 95
The working expenses for the year were.....	79,102 77
	\$ 5,556 18

The gross earnings show a considerable increase over last year, as follows:—

In 1889-90.....	\$ 84,658 95
In 1888-89.....	72,436 65
	\$ 12,222 30

The working expenses are considerably less than last year, as follows:—

In 1888-89.....	\$ 90,719 04
In 1889-90.....	79,102 77
	\$ 11,616 27

The whole of the permanent way and works were maintained in good repair and several improvements were made, the principal bridges being provided with improved floors and iron guard rails for the greater safety of trains.

The rolling stock is in good order. Eighty-five hopper coal cars, twelve platform cars and two box cars were rebuilt during the year.

I have the honour to be, Sir,
Your obedient servant,

D. POTTINGER,
Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer and General Manager Government Railways,
Ottawa.

No. 1.—EASTERN EXTENSION RAILWAY.

DR. CAPITAL ACCOUNT, Year ending 30th June, 1890. CR.

1890.		\$ cts.	1890.		\$ cts.
June 30. . .	To Cost of road and equipment	1,318,731 49	June 30. . .	By Dominion of Canada.	1,318,731 49

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

No. 2.—EASTERN EXTENSION RAILWAY.

DR. REVENUE ACCOUNT, Year ending 30th June, 1890. CR.

Year ending 30th June, 1889.	Expenditure.	Year ending 30th June, 1890.	Year ending 30th June, 1889.	Earnings.	Year ending 30th June, 1890.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
20,176 01	Locomotive power, Abstract No. 1	21,158 18	39,075 77	Passenger traffic..	40,300 22
12,131 63	Car expenses do 2	12,550 19	26,733 43	Freight traffic....	37,719 72
38,281 32	Maintenance of way and works, Abstract No. 3	23,164 98	6,627 45	Mails and sundries	6,639 01
7,825 46	Station expenses, Abstract No. 4.	8,073 62	72,436 65		
12,304 62	General charges do 5	14,155 80	18,282 39	Balance.....	
		79,102 77			
	Balance.....	5,556 18			
90,719 04		84,658 95	90,719 04		84,658 95

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

[1890]

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No. 3.—EASTERN EXTENSION RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Year ending 30th June, 1889.		Year ending 30th June, 1890.
\$ cts.		\$ cts.
207 86	Mechanical Superintendent's salary, clerks, office and travelling expenses...	208 48
3,767 20	Wages, drivers, firemen and cleaners.....	4,337 99
7,644 80	Fuel.....	8,809 04
963 69	Oil, tallow, waste and small stores.....	1,032 27
5,970 84	Repairs to engines, tenders and engine tools.....	5,231 65
608 52	Water, including pump and tank repairs.....	813 23
1,013 10	Miscellaneous.....	725 52
20,176 01		21,158 18

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

No. 4.—EASTERN EXTENSION RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Year ending 30th June, 1889.		Year ending 30th June, 1890.
\$ cts.		\$ cts.
2,465 00	Repairs to passenger cars.....	2,923 58
1,368 94	do postal, express and baggage cars.....	1,104 63
2,488 73	do freight cars and vans.....	2,307 44
.....	do snow ploughs and flangers.....	.....
5,300 46	Wages of conductors, train baggage masters and brakemen.....	5,794 14
369 45	Oil and waste for packing.....	357 30
67 40	Small stores and fuel.....	40 60
71 65	Miscellaneous.....	22 50
12,131 63.		12,550 19

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

No. 5.—EASTERN EXTENSION RAILWAY.

MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

Year ending 30th June, 1889.		Year ending 30th June, 1890.
\$ cts.		\$ cts.
24,891 80	Wages repairing roadway, fences, semaphores.	17,948 86
442 75	Rails and fastenings	477 75
1,124 83	Ties(credit)	61 83
9,801 76	Timber, lumber, &c., for repairs to bridges, fences, &c.	1,987 68
23 32	Repairs to wharves	183 65
1,284 06	do buildings and platforms.	1,943 86
320 49	do tools.	213 99
226 80	Clearing ice and snow.	449 20
165 51	Miscellaneous	21 82
38,281 32		23,164 98

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

No. 6.—EASTERN EXTENSION RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Year ending 30th June, 1889.		Year ending 30th June, 1890.
\$ cts.		\$ cts.
5,851 70	Salaries and wages of station masters, agents, clerks, telegraph operators, baggage masters, yard masters, switchmen, watchmen and labourers.	6,277 97
1,973 76	Fuel, oil, light, stationery, tickets and other incidental expenses.	1,795 65
.....	Miscellaneous. . . . .	.....
7,825 46		8,073 62

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

[1890]

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No. 7.—EASTERN EXTENSION RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Year ending 30th June, 1889.		Year ending 30th June, 1890.
\$ cts.		\$ cts.
500 04	Accounting department, salary of the accountant and auditor, clerks, office and travelling expenses.....	541 71
41 67	Advertising.....	25 25
505 93	Damages to men, animals and goods.....	3,369 20
11,133 93	Ferry expenses.....	10,151 85
4 00	Telegraph expenses (not including pay to operators).....	3 10
119 05	Miscellaneous.....	64 69
12,304 62		14,155 80

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

No. 8.—EASTERN EXTENSION RAILWAY.

DR. GENERAL BALANCE, Year ending 30th June, 1890.

CR.

	\$ cts.		\$ cts.
Stores.....	6,599 73	Dominion of Canada.....	12,298 79
Stations.....	2,344 76	Maine Central Railway.....	290 25
Rent.....	24 50	Boston and Maine Railway.....	101 84
Cook & Sons.....	19 80		
Grand Trunk Railway.....	16 92		
Oxford and New Glasgow Railway....	22 00		
Canadian Express Co.....	68 45		
Western Union Telegraph Co.....	2,079 68		
Departmental Accounts—			
Militia Department..... \$ 66 64			
Post Office do..... 1,448 40			
	1,515 04		
Total.....	12,690 88	Total.....	12,690 88

THOMAS WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1890.

EASTERN EXTENSION RAILWAY.

RETURN of Accidents and Casualties which have occurred in Canada on the Line of the Eastern Extension Railway, during the Year ended 30th June, 1890.

Date	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury
1890. Jan. 6	11.33	20	Express.	N. Pushie.	John McEachern.	142	One-quarter mile East of Antigonish	Annie McDonald.	Passenger.	Jumped off train. It is supposed by mistake.	Fatal.	Accidental.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 15th September, 1890.

SIR,—I beg to submit the following statements concerning the rolling stock on the Eastern Extension Railway. It consists of:—

- 9 engines.
- 6 first-class passenger cars.
- 4 second-class passenger cars.
- 4 postal, baggage and express cars.
- 2 conductor's vans.
- 25 box cars.
- 5 cattle cars.
- 70 platform cars.
- 150 five-ton coal cars.
- 85 hoppers, 12 flat and 2 box cars rebuilt during the year.

The rolling stock has been well maintained.

WATER SERVICE.

Slight repairs were made on the pipes leading to the reservoir at Mulgrave. Reservoir at Bayfield Road received some attention. The tanks being new very little repairs were required.

I have the honour to be, Sir,
Your obedient servant,
H. A. WHITNEY,
Mechanical Superintendent.

D. POTTINGER, Esq.,
Chief Superintendent,
Moncton, N. B.

CHIEF ENGINEER'S OFFICE,
MONCTON, N.B., 29th September, 1890.

SIR,—I have the honour to submit the following report of the maintenance of the Eastern Extension Railway for the year ending 30th June, 1890.

TRACK.

The mileage remains the same as last year.

BALLASTING.

During the year about 750 cubic yards of ashes and ballast have been put in track where required.

TIES.

During the year 2,400 ties were renewed as against 7,164 the previous year.

FENCING.

During the year 3,007 rods of barbed and woven wire fence were erected in place of old pole fence. Necessary repairs were made to snow fences at Merigonish and Bayfield.

WHARVES AND TRESTLES.

At Mulgrave, 4,000 ft B.M., 4-inch plank was used in repairing the wharf at that place, also 700 lineal feet of 12 by 12 stringers.
A new buffer was also placed at the end of the blind siding on the wharf.

BUILDINGS AND PLATFORMS.

At West Merigonish, 50 feet of the platform was renewed, and necessary repairs made to the station building.

At Merigonish a loading platform, 60 feet long and 16 feet wide, was provided, also a cattle pen for the accommodation of persons shipping cattle.

At Piedmont some necessary repairs were made to the station.

At Avondale, James River and Brierly Brook, the station platforms were renewed.

At Marsby Hope the station was overhauled, repaired and painted.

At Antigonish 100 feet of the station platform and 95 feet of the freight platform was renewed. Some necessary repairs were made to the freight shed.

At South River the station platform was renewed and the roof of the station building repaired.

At Heatherton the platform was renewed.

At Pomquet the east end of the station was newly clap-boarded and other necessary repairs made to the building.

At Afton the station platform was renewed, the station repaired and a well and pump provided for the use of the station agent.

At Tracadie the station platform was renewed, a new floor laid in the office and the roof of the station repaired.

At Harbour Bouche the station platform was renewed, the dwelling apartments extended over the freight shed, and a well and pump provided for the use of the agent.

At Pirate Harbour the platform was renewed and the station buildings repaired and painted.

At Mulgrave a portion of the station platform was renewed and necessary repairs made to the station and freight house.

The roof of the engine shed was partially renewed with asbestos covering coated with tar.

BRIDGES AND CULVERTS.

Several of the bents of Pine Tree pile trestle bridge were eaten off by sea-worms and additional supports were provided.

The cross-ties were also fitted with standard chock blocks.

At Sutherland's River the overhead bridge was raised so as to give a clear headway of 20 feet 7 inches. The cross-ties were fitted with chock blocks and standard iron guard rail.

French River and Dewar's pile bridges were also provided with standard floors.

The stringers and ties of Little Gut bridge were renewed and a standard top provided.

Dewar's Brook bridge and Dewar's trestle bridge were provided with standard floors. In the former a number of braces were renewed.

Barney's River bridge had 12 new needle beams provided, it was also provided with a standard floor.

Grant's, Baxter's and McDonald's pile bridges were fitted with chock blocks and iron guard rails. In the latter bridge 4 bents were renewed in Oulton's pile bridge and the cross-ties fitted with chock blocks and guard rails.

James River Bridge was provided with a new standard floor and iron guard rail.

Yankee Grant, Murphy's and West River pile bridge at Antigonish were fitted with chock blocks and iron guard rails.

The lateral bracing of West River bridge was raised to give a clear headway of 20 feet 6 inches.

Twenty braces and 10 floor beams were renewed, and a standard floor provided.

Bridges at McDonald's Cove, South River, and Pomquet were provided with chock blocks and iron guard rails.

The overhead bracing of the Howe truss at Pomquet was raised to give a clear headway of $21\frac{1}{2}$ feet.

At Little River, 31 floor beams, 62 ties, 4 wall plates, 2 stringers and 36 hard pine braces were renewed, and the bridge provided with standard chock blocks and iron guard rails.

The pile bridge at Gerrior's Cove, was entirely renewed and fitted with standard chock blocks and iron guard rails.

Thirty-six floor beams and 36 braces of Monastery bridge were renewed, a standard floor provided and the bridge painted.

Forty-eight floor beams and 24 braces were renewed in Black River Howe Truss bridge.

The pile trestle bridges at Pirate Harbour, and Mulgrave, were partly renewed and standard floors provided.

The copings and wing walls of all bridges were overhauled, repaired and painted where necessary.

Eighteen cattle guards built originally of hemlock were renewed with the best quality of cedar.

An open hemlock culvert 11 feet clear span was replaced by a 2 by 3 cedar box culvert, also a 5 feet span near the same place was replaced by a 2 by 2 box culvert

GENERAL.

During the year 140 old wooden gates were replaced with standard woven wire gates lately adopted.

At Avondale, James River, Bayfield and Tracadie cattle pens were renewed and changed from the sidings to the main line, a more convenient place to load.

At Harbour Bouche, a new cattle pen was provided.

New buffers were placed at the end of the coal bunkers at Antigonish.

Necessary repairs were made to station signals and semaphores throughout the division.

The track has been well maintained and is in good order.

I have the honour to be, Sir,
Your obedient servant,

P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
Chief Superintendent, Intercolonial Ry.,
Moncton, N.B.

WINDSOR BRANCH RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,
MONCTON, N.B., 3rd October, 1890.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway, for the year which ended the 30th June, 1890.

- No. 1. Revenue Account.
2. Maintenance of way and works.
3. General balance.
4. Statement of earnings.

I also send you the report of the Chief Engineer on the condition of the permanent way and works.

This line, thirty-two miles in length, was operated during the year by the Windsor and Annapolis Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the Government, the latter maintaining the line.

There was an increase in the earnings accruing to the Government, when compared with last year, as follows:—

In 1889-90	\$30,162 46
1888-89	28,372 11
	\$ 1,790 35

The expenses of maintenance were less than last year, as follows:—

In 1888-89	\$20,856 50
1889-90	18,982 82
	\$ 1,873 68

The necessary repairs and renewals were made and some improvements, including the putting of improved floors, protected by iron guard rails, upon several of the large bridges.

The permanent way and works are in good order.

I have the honour to be, Sir,

Your obedient servant,

D. POTTINGER,

Chief Superintendent.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer and General Manager Government Railways,
Ottawa.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, Year ending 30th June, 1890.

CR.

DR.

Previous Year.	Expenditure.	Year ending 30th June, 1890.	Previous Year.	Receipts and Earnings.	Amount, Year ending 30th June, 1890.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
20,856 50	Maintenance of way and works, Abstract No. 1....	18,982 82	9,578 81	Passenger traffic.....	10,369 12
			17,645 14	Freight traffic.....	18,641 50
			1,148 16	Mails.....	1,151 84
7,515 61	Balance.....	11,179 64			
28,372 11		30,162 46	28,372 11		30,162 46

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N. B., 30th June, 1890.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Works.

Previous Year.	Particulars.	Amount.
\$ cts.		\$ cts.
11,063 68	Repairs to track.....	10,567 94
1,542 35	Rails and fastenings..... Credit	106 51
2,620 94	Ties.....	2,750 50
15 90	Switch locks.....	2 70
327 38	Bridges.....	1,191 55
106 07	Signals.....	4 05
140 20	Culverts and cattle guards.....	673 94
	Wharf at Windsor.....	963 14
438 49	Buildings and platforms.....	213 29
46 81	Hand cars and trollies.....	1 40
234 03	Tools and repairs.....	195 77
58 15	Snow ploughs and flangers.....	113 35
2,802 32	Fencing.....	1,237 45
1,121 69	Accountant's office and expenses.....	1,114 82
338 49	Miscellaneous.....	59 43
20,856 50		18,982 82

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N. B., 30th June, 1890.

No. 3.—WINDSOR BRANCH RAILWAY.

DR.		GENERAL BALANCE.		CR.	
1890.		\$ cts.	1890.		\$ cts.
June 30...	Windsor and Annapolis Railway.	3,015 54	June 30...	Intercolonial Railway.....	650 21
	Stores account.....	5,564 99		Dominion account.....	7,930 32
		8,580 53			8,580 53

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N. B., 30th June, 1890.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts—One-third Earnings.

Month.	Passengers.	Freight.	Mails.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1889—July.....	1,074 40	1,262 36	96 91	2,433 67
August.....	1,708 47	1,430 44	96 91	3,235 82
September.....	1,143 53	2,171 97	96 90	3,412 40
October.....	820 17	2,614 19	96 91	3,531 27
November.....	710 47	2,158 94	96 91	2,966 32
December.....	795 18	1,529 71	96 90	2,421 79
1890—January.....	533 98	973 96	94 46	1,602 40
February.....	467 05	999 24	94 45	1,560 74
March.....	566 81	1,353 55	94 45	2,014 81
April.....	737 34	1,608 52	95 68	2,441 54
May.....	775 01	1,230 71	95 68	2,101 40
June.....	1,036 71	1,307 91	95 68	2,440 30
	10,369 12	18,641 50	1,151 84	30,162 46

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N.B., 30th June, 1890.

CHIEF ENGINEER'S OFFICE,
MONCTON, N. B., 10th September, 1890.

SIR,—I have the honour to submit the following report of the maintenance of the Windsor Branch, for the year ended 30th June, 1890.

TIES.

During the year 15,700 ties have been removed.

FENCING.

Seven hundred and thirty-eight rods of woven wire and barbed wire fencing were erected in place of the old decayed pole fencing. Necessary repairs were made to the old fence.

BUILDINGS AND PLATFORMS.

Windsor Station was overhauled, repaired and painted.

The interior of Newport Station was thoroughly cleaned and painted.

Necessary repairs were made to the stations at Ellershouse, Mount Uniacke and Beaver Bank.

BRIDGES AND CULVERTS.

Nine pairs of old wooden cattle-guards, built originally of hemlock, were replaced with new cedar cattle-guards.

The wooden stringers of nine open culverts with spans of 11 to 17 feet, were replaced with old iron rail girders fitted with standard tops and iron guard rails.

The masonry of these structures was thoroughly overhauled and pointed.

The old floors of the three iron plate girders at St. Croix River, Big Bog and Sackville bridges were replaced with standard tops and iron guard rails. These bridges were also painted.

At Jordan's River some temporary repairs were made to the old wooden structure to make it safe until the new steel girders now ordered are put in place.

Large repairs were made to three stone culverts between Ellershouse and Windsor, and two entirely rebuilt.

GENERAL.

An expenditure of \$1,200 was made in the repairs of Windsor wharf. During the year about 8,000 cubic yards of ballast were put in track. The track is in good order.

I have the honour to be, Sir,

Your obedient servant,

P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,

Chief Superintendent, Intercolonial Railway,
Moncton, N. B.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P. E. I., 22nd August, 1890.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended 30th June, 1890.

[1890]

I enclose the following statements prepared by the Accountant and Auditor:—

- No. 1. Capital account.
 2. Revenue account.
 3. Locomotive power (Abstract No. 1.)
 4. Car expenses (do 2.)
 5. Maintenance of way and works (do 3.)
 6. Station expenses (do 4.)
 7. General charges (do 5.)
 8. Statement of general stores account.
 9. General balance.
 10. Comparative statement of averages.

CAPITAL ACCOUNT.

The total expenditure on capital account to 30th June, 1890, was	\$3,741,780 89
No additions being made during the year, the total expenditure to 30th June, 1890, was the same as the previous year	\$3,741,780 89

REVENUE ACCOUNT.

The gross earnings for the year amounted to	\$160,971 78
Previous year	171,369 56
Decrease	<u>\$ 10,397 78</u>

The earnings per mile of railway compare with the previous year as follows:—

1888-89	\$816 04
1889-90	766 53
A decrease per mile of	<u>\$ 49 51</u>

The length of road operated in each year was the same, namely, 211 miles.

STATEMENT.

	Passengers Carried.	Earnings.
1888-89	152,780	\$74,631 01
1889-90	138,099	69,399 72
Decrease	<u>14,681</u>	<u>\$ 5,231 29</u>
	Tons of freight carried.	Earnings.
1888-89	55,682	\$79,594 05
1889-90	51,604	73,663 06
Decrease	<u>4,078</u>	<u>\$ 5,930 99</u>
Mail and sundries, 1888-89		\$ 17,144 50
do 1889-90		17,909 00
Increase		<u>\$ 764 50</u>
The engine mileage compared with last year was:—		
1888-89		307,540
1889-90		315,943
Increase		<u>8,403</u>

The train mileage compared with last year was:—

1888-89	248,294
1889-90	252,573
Increase	4,279

The car mileage compared with last year was:—

1888-89	1,369,666
1889-90	1,316,355
Decrease	53,311

EXPENDITURE.

The working expenses as compared with last year were as follows:—

RENEWALS.

	Ordinary.	Rolling Stock, Rails and Fastenings.	Total.
1888-89	\$232,678 43	\$ 14,881 01	\$247,559 44
1889-90	248,270 55	18,215 30	266,485 85
Increase	\$ 15,592 12	\$ 3,334 29	\$ 18,926 41

Included in the above ordinary expenditure are the following amounts for new works:—

Iron bridge at Trout Brook.....	\$ 863 57
do Pawe's (east).....	1,985 20
do Ellerslie	3,551 02
Steel-plate girder at Blueshank.....	2,740 82
do do Elliott's	954 12
Iron bridge at Perth	340 37
Total new works.....	\$10,435 10
Increase over last year in ties.....	11,660 28
Dredging at Charlottetown Wharf.....	1,312 50
Total.....	\$ 23,407 88

TRACK.

Five hundred and twenty-six tons of new steel rails, bolts, nuts and fish-plates were put in track.

SIDING.

A new siding 120 feet long was put in at Haywood's Mill, Mill River. A siding 60 feet long was put in at St. Nicholas.

SLEEPERS.

During the year 75,515 sleepers have been put in track. Thirty-six sets of switch sleepers were renewed.

BALLASTING.

Nine thousand one hundred and forty cubic yards of ballast were distributed where most needed. Three hundred and fifty cubic yards of top earth were used to

widen embankments. Two thousand three hundred and fifty-two cubic yards of ballast were used for filling in, and raising the track at the undermentioned new bridges:—

At Ellerslie Bridge	448	cubic yards.
Blueshank Bridge.. ..	760	do
Ellerslie Bridge.....	600	do
Pawe's Bridge	544	do

BRIDGES, CULVERTS, &C.

Trout Brook bridge was renewed with a 26-foot iron rail girder and stone abutments.

Pawe's bridge (east) was renewed with 20-foot iron rail girder, and stone abutments.

Ellerslie bridge was renewed with a 26-foot iron rail girder, and stone abutments.

Blueshank bridge was renewed with a 39-foot steel plate girder and stone abutments.

Elliot's bridge was renewed with a 33-foot steel plate girder.

The culvert at North Wiltshire was renewed with 60 feet of iron pipe, 12 inches in diameter.

The bridge at Perth was renewed with a 20-foot iron rail girder. It also received new sleepers.

All the wooden bridges received the necessary attention.

Nine timber culverts were re-built.

Forty cattle guards have been re-built.

BUILDINGS AND PLATFORMS.

A new hand-car house was erected at Tignish.

A new cattle pen was placed at Bloomfield.

At West Devon the station which was burned down was re-built.

Wellington Station building was re-shingled.

The flag stations at St. Eleanor's, Travellers' Rest, Blueshank, Clyde, Loyalist, and Winsloe were re-modelled, re-boarded and shingled.

The platform at Port Hill, St. Eleanor's and Summerside were re-built.

At Summerside the wharf freight house received new doors and the coal shed was lifted and new sills put under.

At Cape Traverse the station building and baggage room were removed from the wharf to a more convenient location a little north of the Lansdown Hotel.

A new hand-car house was built at North Wiltshire.

At Charlottetown, the station building was lifted and new sills put under, and the platform was extended 75 feet. The car shop received a new floor and cedar sills. The coal shed had general repairs. A new cedar foundation was placed under part of this building' and a three-inch floor was put down.

The flag stations at Brackley Point, Union, Tracadie, and Pisquid were double boarded, shingled and painted.

At Georgetown the station platform was rebuilt, and a new coal shoot erected.

At Mount Stewart the coal shed was rebuilt. The roof of the engine house was re-shingled, and the building had other necessary repairs.

A loading platform was placed at Lot 40 Station.

At Bear River the coal shed was re-built.

At Souris the engine house was partly re-shingled.

WHARVES.

The wharf at Summerside received extensive repairs, 131 tons of square timber being used.

The wharf at Cape Traverse was strengthened by the driving of 70 piles at the outer end. It received 700 tons of Nova Scotia stone, and 104 tons of square timber.

The outer end of Charlottetown wharf was raised 9 feet. Sixty tons of square timber, and a large quantity of brush, stone and earth were used at this wharf. The east side of the wharf was dredged. The breast-work east of the station received new top timbers for a distance of 500 feet.

Twenty-five tons of square timber were used in the repair of Georgetown wharf.

Three hundred tons of stone ballast, and 350 cubic yards of earth were used in the repair of Souris wharf. The centre of the wharf was double-planked, and the approach to the wharf was renewed by the erection of a timber wall 90 feet long and 5 feet high, filled in with brush and stone.

FENCING.

Ten and one-third miles miles of barb wire fence, $13\frac{1}{2}$ miles of woven wire, and 533 yards of wire and picket fence were erected to replace the old fence burnt and worn out.

One thousand feet of srow fence was re-built.

SEMAPHORE SIGNALS.

The semaphores at Mount Stewart were renewed.

STORES.

The purchase of stores during the year amount to \$75,025.26.

The value of stores on hand to 30th June, 1890, was :—

General stores.....	76,147 01
Coal.....	1,964 04
Rails and fastenings.....	17,035 60
Old material, serviceable.....	7,932 00
Total.....	<u>\$103,078 65</u>

These stores have for the most part been purchased by tender and contracts, which follows out the practice of previous years.

I enclose a return of accidents and casualties which have occurred on the railway during the year.

I am pleased to say that the road-bed, buildings and rolling stock are in good condition.

I have the honour to be, Sir,
Your obedient servant,

J. UNSWORTH,
Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer and General Manager Government Railways,
Ottawa.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR.

CAPITAL ACCOUNT.

CR.

1889.		\$ cts.	1889.		\$ cts.
June 30	To Cost of Road and Equip- ment to date.....	3,741,780 89	June 30	By Dominion of Canada...	3,741,780 89
			1890.		
		3,741,780 89	June 30	do do	3,741,780 89

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended 30th June, 1890.

Previous Year.	Expenditure.	Year ended 30th June, 1890.	Previous Year.	Receipts.	Year ended 30th June, 1890.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
60,367 88	Locomotive power, per Abstract No. 1.....	60,907 99	74,631 01	Passenger traffic.....	69,399 72
34,576 58	Car expenses, per Abstract No. 2.....	38,026 89	79,594 05	Freight traffic.....	73,663 06
113,248 88	Maintenance of way and works, per Abstract No. 3.....	126,919 05	17,144 50	Mails and sundries.....	17,909 00
28,043 42	Station expenses, per Abstract No. 4.....	28,717 52	171,369 56	Total	160,971 78
11,332 68	General charges, per Abstract No. 5.....	11,914 40	76,189 88	Balance.....	105,514 07
247,559 44	.... Totals.....	266,485 85	247,559 44	.... Totals.....	266,485 85

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Previous Year.	Details.	Year ended 30th June, 1890.
\$ cts.		\$ cts.
1,252 67	Mechanical Superintendent's salary, clerks, office and travelling expenses	1,380 00
15,772 39	Wages of drivers, firemen and cleaners	16,419 37
16,150 96	Fuel	14,213 69
2,019 33	Oil, tallow, waste and small stores	2,042 36
22,717 17	Repairs to engines, tenders and engine tools	23,861 53
600 68	Water, including pump and tank repairs	897 72
1,844 68	Miscellaneous	2,093 32
60,357 88	Totals	60,907 99

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June, 1890.
\$ cts.		\$ cts.
9,100 96	Repairs to passenger cars	10,481 02
1,163 25	do postal and baggage cars	1,457 97
6,730 47	do freight cars and vans	7,789 59
13,370 06	Wages of conductors, train baggage masters and brakemen	13,654 79
384 13	Oil and waste for packing	633 80
2,897 85	Small stores and fuel	2,633 05
929 86	Miscellaneous	1,376 67
34,576 58	Totals	38,026 89

W. T. HUGGAN, .

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE of Way and Works—(Abstract No. 3).

Previous Year.	Details.	Year ended 30th June, 1890.
\$ cts.		\$ cts.
398 71	Engineer's salary, clerks, office and travelling expenses.....	669 96
51,714 82	Wages in repairing roadway, fences and semaphores.....	49,215 18
14,276 62	Rails, chairs and spikes.....	17,109 48
13,508 66	Ties.....	25,168 94
20,117 31	Timber and lumber for repairs to bridges, cattle guards, fences, &c.....	17,933 97
3,912 99	Repairs to wharves.....	5,476 47
6,128 82	do buildings and platforms.....	7,784 54
2,716 80	do snow ploughs, flangers and tools.....	2,499 71
474 15	Clearing ice and snow.....	1,060 80
113,248 88	Totals.....	126,919 05

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June 1890.
\$ cts.		\$ cts.
20,251 45	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage men, yardmasters, switchmen, watchmen and labourers.....	20,255 44
7,791 97	Fuel, oil, light, stationery, tickets and other incidental expenses.....	8,462 08
	Miscellaneous.....	
28,043 42	Totals.....	28,717 52

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

[1890]

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.	Details.	Year ended 30th June, 1890.
\$ cts.		\$ cts.
4,442 19	Superintendent's and train despatcher's salaries, clerks, office and travelling expenses.....	4,425 88
5,288 11	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses.....	5,298 44
708 28	Advertising.....	660 42
244 76	Damages to men, animals and goods.....	318 38
217 92	Telegraph expenses (not including pay to operators).....	461 52
431 42	Miscellaneous.....	749 76
11,332 68	Totals.....	11,914 40

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1890.

1889.	Dr.	\$ cts.	\$ cts.
June 30...	To Balance brought forward.....		124,659 82
1890.			
June 30...	To Purchase during the year.....	75,025 26	
	Charges from other Departments.....	12,411 41	
	Pay-rolls.....	2,562 40	
			89,989 07
			214,648 89
1890.			
June 30...	By Issues during the year.....		111,870 24
	Balance.....		
	{ Ordinary stores..... \$76,147 01		
	{ Fuel..... 1,964 04		
	{ Rails and fastenings on hand..... 17,035 60		
	{ Old material, serviceable..... 7,932 00		
			103,078 65

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR.	GENERAL BALANCE.		CR.			
	\$	cts.				
General stores.....	103,078	65	Dominion account.....	102,491	60	
Cash.....	1,798	41	Accident insurance.....		4,420	01
Stations.....	922	58				
Militia Department.....	130	98				
Anglo-American Telegraph Co.....	46	43				
Judge Weatherbee.....	30	00				
Sidney Gray.....	25	00				
Intercolonial Railway.....	66	73				
Railway Extension, Charlottetown..	812	83				
Total.....	106,911	61	Total.....	106,911	61	

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1890.

Details.	1890.	1889.
Mileage of railway open	210	210
Engine mileage.....	315,943	307,540
Train do	252,573	248,294
Car do	1,316,355	1,369,666
Receipts per engine mile. Cents	50·94	55·72
do mile of railway..... Dollars	766·53	816·04
Percentage of passenger earnings to gross receipts.....	43·11	43·55
do freight do do	45·76	46·45
do other do do	11·13	10·00
Expenses per engine mile—		
Drivers, firemen and cleaners' wages.....	5·20	5·13
Fuel.....	4·50	5·25
Oil, tallow, waste and small stores	0·65	0·66
Repairs to engines.....	7·55	7·39
Water and tank repairs.....	0·28	0·19
Miscellaneous.....	0·66	0·60
Mechanical Superintendent's salary, office and travelling expenses.....	18·84	19·22
	0·44	0·41
Total..... Cents	19·28	19·63
Locomotive power per engine mile.....	19·28	19·63
Car expenses do	12·04	11·24
Maintenance of way and works do	40·17	36·83
Station expenses do	9·09	9·12
General charges do	3·77	3·68
Total per engine mile..... Cents	84·35	80·50
Locomotive power per train mile.....	24·11	24·31
Car expenses do	15·06	13·93
Maintenance of way and works do	50·25	45·61
Station expenses do	11·37	11·29
General charges do	4·72	4·56
Total per train mile..... Cents	105·51	99·70
Railway expenses per mile of railway..... Dollars	1,268·93	1,177·85

W. T. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1890.

MECHANICAL SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, 20th August, 1890.

SIR,—I beg to submit for your information the following statements, showing the operation of the Mechanical Department of this Railway for the fiscal year ending 30th June, 1890.

A.—Monthly statement of the cost of locomotive power.

B.—Statement of the performance and consumption of locomotives.

C.—Monthly statement of car mileage.

D.—Statement showing the number of locomotives, cars, snow ploughs and flangers.

E.—Comparative statement of the expenses of the Mechanical Department for the years 1888-89 and 1889-90.

During the year eleven 10-ton platform cars and one stock car have been rebuilt. Nine of the platform cars and the stock car have been rebuilt to replace an equal number worn out in the service. The other two platform cars were to replace those burnt at O'Leary and at West Devon during a conflagration which swept over that part of the country. The cost of these cars is included in repairs to freight cars.

By reference to Statement "D" it will be seen that the stock of locomotives, cars, snow ploughs and flangers provided on capital account consists of:—

21 locomotives.

17 first-class passenger cars.

15 second-class passenger and baggage cars.

3 postal and smoking cars.

175 box cars.

125 platform cars.

3 conductors' vans.

1 pay car.

8 snow ploughs.

7 flangers.

I am pleased to be able to report that the efficiency of the rolling stock has been well maintained during the year, and is in good condition.

I have the honour to be, Sir,
Your obedient servant,

J. UNSWORTH,

Superintendent and Mechanical Superintendent.

COLLINGWOOD SCHREIBER, Esq.,

Chief Engineer and General Manager, Government Railways,
Ottawa.

PRINCE EDWARD

MECHANICAL

A.—STATEMENT of the Cost of Locomotive

Months.	Miles run by Engines, Less Ballasting.	Cost of				
		Enginemens's Wages.	Fuel.	Oil, Tallow, Waste, &c.	Repairs.	Water, including Tank and Pump Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1889—July.	32,912	1,565 78	1,364 81	188 87	1,856 65	135 89
August.	33,063	1,554 67	1,291 93	206 36	2,264 48	100 14
September.	29,318	1,463 75	1,093 27	193 70	1,879 85	162 19
October.	32,441	1,513 55	1,600 02	218 34	1,948 36	10 86
November.	30,071	1,359 15	1,370 00	180 87	1,610 16	65 67
December.	20,848	1,183 61	1,149 79	164 51	2,250 79	58 95
890—January.	22,284	1,414 73	1,282 7	158 10	2,305 45	237 61
February.	20,253	1,332 32	1,136 69	162 26	1,995 72	49 29
March.	22,380	1,384 82	1,047 07	154 36	2,448 48	19 46
April.	20,969	1,089 25	946 60	141 39	1,327 42	27 42
May.	23,336	1,184 98	894 06	120 04	2,029 01	23 75
June.	28,068	1,372 76	1,036 69	153 56	1,945 16	6 99
Totals.	315,943	16,419 37	14,213 69	2,042 36	23,861 53	897 72

ISLAND RAILWAY.

DEPARTMENT.

Power, for the Year ended 30th June, 1890.

		Average per Mile Run.						
Miscellaneous, including expenses of Office and Engine House.	Total.	Enginemen.	Fuel.	Oil, Tallow, &c.	Repairs.	Water.	Miscellaneous	Total.
\$ cts.	\$ cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
290 20	5,401 70	4 76	4 14	0 58	5 64	0 41	0 88	16 41
266 03	5,683 61	4 70	3 90	0 63	6 85	0 30	0 81	17 19
235 91	5,028 67	4 99	3 73	0 67	6 41	0 55	0 80	17 15
280 79	5,571 92	4 67	4 93	0 67	6 00	0 03	0 87	17 17
333 90	4,919 75	4 52	4 55	0 61	5 35	0 22	1 11	16 36
358 38	5,166 03	5 68	5 51	0 79	10 79	0 29	1 72	24 78
344 56	5,743 21	6 35	5 75	0 71	10 35	1 06	1 55	25 77
404 27	5,080 55	6 58	5 61	0 80	9 85	0 24	2 00	25 08
261 37	5,316 06	6 19	4 70	0 69	10 92	0 08	1 18	23 76
231 85	3,763 93	5 19	4 51	0 68	6 33	0 13	1 11	17 95
249 08	4,500 92	5 08	3 83	0 51	8 69	0 10	1 07	19 28
216 48	4,731 64	4 89	3 69	0 55	6 93	0 03	0 77	16 86
3,473 32	60,907 99	5 19	4 50	0 64	7 56	0 28	1 10	19 27

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD

MECHANICAL

B.—STATEMENT of the Performance and Consumption

Months.	Hours in Steam.	Train Mileage.				Miles run by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1889—July	4,196	13,113	14,145	722	.....	27,930	112	5,557	33,649
August	4,342	12,608	14,616	3,598	51	30,873	76	5,972	36,921
September	4,123	10,786	13,112	4,159	11	28,168	53	5,742	33,963
October	4,429	11,072	14,842	3,409	185	29,508	220	6,537	36,265
November	3,937	10,470	13,628	2,120	80	26,294	190	5,997	32,481
December	2,965	1,701	14,047	187	504	16,439	.....	4,606	21,045
1890—January	3,620	2,284	14,217	30	851	17,412	104	4,808	22,324
February	3,386	2,322	12,662	210	658	15,852	80	4,531	20,463
March	3,706	2,738	13,984	64	683	17,469	65	4,915	22,449
April	3,316	1,236	13,668	1,789	557	17,250	59	5,499	22,808
May	3,537	4,002	14,146	1,715	62	19,925	30	5,123	25,078
June	3,413	10,074	13,332	931	.....	24,337	152	4,610	29,099
Totals	44,970	82,406	166,395	18,934	3,772	271,507	1,141	63,897	336,545

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives, for the Year ended 30th June, 1890.

Total Mileage.		* Average of Cars per Mile run with Train.	Average Mileage.		Consumption.				Consumption per 100 Miles run by Engines.			
Cars.	Snow Ploughs.		Miles to one hour in Steam.	Of Cars to one of Engine.	Bushels of Coal	Pints of Oil.	Pounds of Tal-low.	Pounds of Waste.	Bushels of Coal	Pints of Oil.	Pounds of Tal-low.	Pounds of Waste.
144,380	.....	5·16	8·02	4·21	13,135	1,320	591	622	39·03	3·92	1·75	1·84
157,568	.....	5·11	8·50	4·26	14,194	1,484	694	685	38·44	4·01	1·89	1·85
142,478	.....	5·07	8·24	4·19	12,903	1,554	685	637	37·99	4·57	2·01	1·87
164,925	.....	5·62	8·19	4·54	17,575	1,590	747	731	48·46	4·38	2·06	2·01
135,500	.....	5·17	8·25	4·16	14,853	1,377	590	594	45·72	4·23	1·81	1·83
84,045	1,761	5·28	7·10	3·99	10,799	1,154	385	433	51·31	5·48	1·82	2·05
75,822	4,720	4·42	6·17	3·39	11,776	1,184	288	419	52·75	5·30	1·20	1·88
74,673	4,336	4·91	6·04	3·65	10,499	981	415	411	51·30	4·79	2·02	2·00
90,172	1,919	5·37	6·06	4·01	10,634	1,044	354	467	47·37	4·65	1·57	2·08
108,562	476	6·17	6·90	4·76	11,020	1,006	382	442	48·31	4·40	1·67	1·94
128,115	.....	6·45	7·09	5·11	11,870	1,009	452	482	47·33	4·02	1·80	1·92
120,773	.....	4·96	8·53	4·15	11,420	1,157	429	551	39·24	3·97	1·47	1·89
1,427,013	13,212	5·31	7·48	4·24	150,678	14,860	6,012	6,474	44·17	4·41	1·78	1·92

* Deduct Piloting in making these averages.

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY. .

MECHANICAL DEPARTMENT.

C.—MONTHLY STATEMENT of Car Mileage, Year ended 30th June, 1890.

Months.	First-Class.	Second-Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1889—July	32,578	35,223	11,298	48,614	16,667	144,380
August	30,509	32,153	16,108	42,949	35,849	157,568
September.....	25,988	25,974	14,583	39,610	36,323	142,478
October	28,663	31,077	12,997	62,864	29,324	164,925
November	24,431	27,975	10,598	56,149	16,347	135,500
December	15,708	17,390	8,787	35,171	6,989	84,045
1890—January.....	16,912	17,842	10,023	24,795	6,250	75,822
February	15,087	14,441	12,457	18,361	14,327	74,673
March	16,728	16,332	12,172	25,900	19,040	90,172
April	15,651	16,041	11,997	48,727	16,146	108,562
May	18,961	20,866	12,401	52,577	23,310	128,115
June.....	23,713	21,646	20,364	37,347	17,703	120,773
Totals.....	264,929	276,960	153,785	493,064	238,275	1,427,013
Less—Ballasting.....		1,625	14,787	13,099	81,147	110,658
Balance.....	264,929	275,335	138,998	479,965	157,128	1,316,355

J. UNSWORTH,

Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY

MECHANICAL DEPARTMENT.

D.—STATEMENT showing the Number of Locomotives and the various classes of Cars and Snow Ploughs on hand 30th June, 1890.

Particulars.	Locomotives.	Classification of Cars.								Snow Ploughs.	Flangers.	Total.
		1st Class.	2nd Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Vans.	Pay Car.	Total.			
On hand 30th June, 1889, serviceable....	21	17	15	3	175	115	3	1	329	8	7	15
do do condemned.....						10			10			
Total stock, 30th June, 1889.	21	17	15	3	175	125	3	1	339	8	7	15
Condemned on hand 1st July, 1889.....						10			10			
do during the year.....					1	2			3			
Burnt in sidings at O'Leary and West Devon.....						2			2			
Less—Rebuilt.....					1	14			15			
					1	11			12			
ADD—Serviceable and repairing.	21	17	15	3	175	3			3			
						122	3	1	336	8	7	15
Total on record 30th June, 1890....	21	17	15	3	175	125	3	1	339	8	7	15

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

E.—COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the Year ended 30th June, 1890.

	1890.	1889.
The miles run by trains were	252,573	248,294
do engines were	315,943	307,540
do cars were	1,316,355	1,369,666
do snow ploughs were	13,212	7,844
	\$ cts.	\$ cts.
The cost of locomotive power was	60,907 99	60,357 88
do repairs to cars was	19,728 58	16,994 68
do labour, oil, and waste for packing was	633 80	384 13
do repairs to passenger cars was	10,481 02	9,100 96
do do postal and smoking cars was	1,457 97	1,163 25
do do freight cars and vans was	7,789 59	6,730 47
The cost of locomotive power per 100 miles run by trains was	24 11	24 31
do do engines was	19 28	19 63
do do cars was	4 62	4 40
The cost of repairs to cars per 100 miles run by trains was	7 81	6 82
do do engines was	6 24	5 52
do do cars was	1 49	1 20
The cost of labour, oil and waste, for packing, per 100 miles run by trains was	0 25	0 15
do do engines was	0 19	0 12
do do cars was	0 04	0 02
Repairs to passenger cars per 100 miles run by trains were	4 15	3 66
do postal and smoking cars were	0 57	0 47
do freight cars and vans were	3 08	2 71

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred on the Prince Edward Island Railway, during the Year ending 30th June, 1890.

Date.	Time of Day or Night	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine	Place of Accident.	Name of Persons Injured.	Whether Passenger or Employé.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
1889.												
Aug. 24.	4.42p.m.	3	Accommodation.	A. A. Ryan...	D. Powell...	5	Elmsdale.....	Thomas Gallant.	Employé	Struck by engine while running hand-car.	Fatal.....	Accidental.
Oct. 17.	8.15a.m.	9	Accommodation.	J. Thompson..	H. Croswell...	6	Mount Stewart..	W. Davy.....	Employé	While coupling.....	Hand and finger crushed.	
1890.												
Jan. 23.	2.45p.m.	1	Accommodation.	J. Thompson..	J. Hunter....	7	Wellington.....	D. Cameron....	Passenger.	Fell while alighting from train in motion. Run over.	Leg out off.	

[1890]

APPENDIX No. 5

DEPARTMENT OF RAILWAYS AND CANALS,
MONTREAL DIVISION,
SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, 31st October, 1890.

SIR,—I have the honour to submit my report on the various works under my charge for the fiscal year 1889-90, ended 30th June last.

These works are the Lachine and Beauharnois Canals, on the River St. Lawrence, and the Chambly Canal and St. Ours Lock, on the Richelieu River.

These canals have been maintained in an efficient state, without accident or interruption to the traffic.

Statements are annexed showing the amount collected for fines, damages, &c., together with monthly returns of the highest and lowest water registered on the lower and upper entrances of each canal, and on each of the mitre sills of St. Ours Lock.

LACHINE CANAL.

This canal was closed by ice on the 30th November, 1889, and re-opened to navigation on the 23rd of April, 1890.

No accident occurred and navigation was efficiently maintained during the whole season, the water having been kept at a good height in all the levels, both for navigation and manufacturing purposes.

The trade through this canal was very brisk during the fiscal year. This waterway accommodates the trade of the Upper St. Lawrence, the Ottawa Canals, the Lower St. Lawrence and the Chambly Canal and Lake Champlain route.

The water was drawn off on the night of the 12th of April last, and let in again on the night of the 22nd of that month, the canal being opened to traffic on the 23rd.

While the water was out of the canal the works under water were overhauled and repaired. All the mechanical structures, such as locks, weirs and head-gates, bridges, shops and electric station machinery were kept in the best condition possible, and all the works in connection with the canal maintained in first-class order.

There are a great many mechanical structures and other works in this canal to be kept in repairs, viz. :—

Ten locks, seven swing-bridges, twenty-one stationary road bridges, six weirs, containing in all fifty water-gates of 5 feet by 4 feet in size. There are fifty wooden piers in connection with the different bridges, and the timber basins at Lachine, varying in size from 12 by 18 to 12 by 24 and 12 by 36 feet.

There is 4,000 feet in length of guide Booms at the different weirs, bridges and in timber basins, from 3 to 4½ feet in width. There is 15,500 feet in length of planked wharves, averaging 24 feet in width; seven flour or freight sheds, measuring, two 750 by 40 feet; five 400 by 36 feet; also seventeen buildings, such as workshops, storehouses, dwellings for lockmen, wharfinger's office and watch-houses at the different locks, bridges and timber basins.

There is fourteen miles of towpath on both sides of the canal, and 9,000 feet in length of planked towpath in connection with the Government property in the city of Montreal. The latter has not only to be maintained, but also kept free from snow and ice during winter months.

The cleaning of the River St. Pierre, and off-take drains through the lands adjoining the canal, covers ten miles in length.

The maintenance of Mill street and other roads adjoining the different basin wharves and flour sheds, over which the traffic is very heavy, is considerable and expensive.

Three hundred mooring posts have been placed at different points on the canal banks and in piers during the present year.

The Edison incandescent lighting system, used since 1887 on this canal, has been replaced in May last by the Thomson & Houston system of 2,000 candle power lamps. The change has proved very beneficial to the trade and has given entire satisfaction.

BEAUHARNOIS CANAL.

This canal was closed on the 30th of November, 1889, and re-opened on the 21st of April, 1890. There was no accident, and navigation was, therefore, efficiently maintained without interruption during the fiscal year.

The work done during the lapsed year is described under two headings, viz.:— Ordinary Repairs and Income.

REPAIRS.

Lock and Lock Gates.

One pair of gates was built and placed in the lower recesses of Lock No. 6. The foot-bridges of the gates at Locks Nos. 6, 10 and 14 were renewed and three new valves placed in the gates of Locks Nos. 8 and 10.

The working gear of all the gates was thoroughly overhauled and repaired where required.

Seven chain rollers for opening gates were placed at different locks, and six new crabs were built and placed in position.

The upper gates of Locks Nos. 10, 7 and 12 were raised, adjusted and replaced in their respective position.

The masonry of the lower sill of Lock No. 13, which has been considerably damaged by vessels ascending, was partly re-built before opening of navigation.

Four new fender posts were erected, one at Lock No. 6 and the other at Lock No. 5, and considerable repairs made to other posts at the different locks.

Bridges.

The St. Timothy swing-bridge and south abutment, which were damaged by barges "Toronto" and "Jennie," were repaired.

One of the oak stringers of Bridge No. 10 was renewed and the stationary portions of the swing-bridges at Locks Nos. 10, 12 and 13 re-built.

The swing-bridges at Locks Nos. 7, 8 and 14 received considerable repairs, and the bridge over the waste weir at Lock No. 10 was renewed.

The farm bridges were repaired and maintained in good order.

Banks, Dykes, Dams and Fences.

The Hungry Bay, dyke which was considerably damaged this spring by the high water of Lake St. Francis, underwent considerable repairs. Over sixty toises of broken stone were placed on said dyke at different points, and the work of macadamizing the road continued.

The canal banks have been maintained in good order.

The side or slopes were repaired, and the canal bank on the towpath or north side has been macadamized for a distance of about two miles, the whole being covered with a layer of good gravel.

The culvert wells, discharges, drains and side ditches were cleaned last summer, and in the spring were cleaned of snow and ice.

The weeds were mowed, as usual, on both sides of the canal.

Fifty new mooring posts were set, and repairs made to others where required.

The land formerly occupied by the old collector's office and residence at the foot of the canal was fenced in, and all the other fences maintained in good order.

Wharves.

The wharves forming the upper entrance of the canal at Valleyfield, which were raised and re-built two years ago, have proved very beneficial, not only to navigation, but also to the town proper, and were the means of efficiently protecting the adjoining properties against the high waters. They have been maintained in good order during the year.

Buildings.

The collector's, lockmaster's, lockmen's, houses and shanties were repaired and re-painted, and three extension kitchens were built in connection with the lockmen's houses at Locks Nos. 6 and 7.

A new machinery shaft was placed in the canal workshop, and a drilling and tap-boring machine purchased and put in position.

INCOME.

Steam Dredge No. 2 and screws were stationed during the whole season at Valleyfield, and employed in deepening at the upper entrance, and in the bay, removing boulders and obstructions, making a channel so as to give better access to the mills, factories and Government wharves at the lower dam.

A steam derrick, measuring 70 feet in length, 23 feet in width and 6 feet in depth, was built, and first-class machinery for working same installed.

This much-needed addition to the dredging fleet will effect a great saving, both in time and labour, in the handling and disposal of the material excavated.

The usual repairs to vessels were made in the latter end of April. The hulls of the dredge and screws were painted and the machinery fitted and overhauled.

CHAMBLY CANAL.

The canal was closed on the 28th of November, 1889, and re-opened to navigation on 1st May, 1890. No accident occurred, and no detention was caused to the trade.

Considerable works were executed during the fiscal year, and are described under two heads, viz. :—

Ordinary Repairs and Improvements chargeable to Income.

REPAIRS.

The old canal workshop, which had been converted into a forge, was destroyed by fire during the night of 18th of January last. The work of re-building was commenced at once, and on the 1st March a frame building, 40 feet by 26 feet, bricked inside and outside, with concrete floor and metallic roof, had been erected.

Machinery and plant, the most required for canal works, such as a double forge with blowers, drilling and tapping machines, grinding stones, anvils, benches, tools, &c., were purchased and placed in position, the motive power being furnished by means of a shaft connected with the workshop by a transmission cable.

That portion of the workshop where the sawing required for the canal is done was lengthened by 26 feet, thus completing the main workshop, which is now 160 feet by 30 feet, with a solid brick metal-roofed engine room attached on the east side, 28 by 20 feet.

The bed and table of the Daniel planing machine were lengthened by 36 feet. It is actually 96 feet long, and can now plane two sides at once of a piece of timber 52 feet by 21 by 21 inches.

The stability of these shops was further insured by stone foundations; stone drains were also built underneath the buildings, so as to thoroughly drain the ground and protect the machinery against frost and moisture. Water-tanks were placed in the engine room to feed the boiler, and as a protection in case of fire.

The sawing and planing, the preparation of timber and iron work required for canal repairs or works of improvements, are mostly done at the shop during the winter by men employed on the staff, and by means of the machinery now installed a large amount of work is economically done. The cost of the steam power required has been almost *nil*, the steam being produced with sawdust, shavings and offal timber.

That portion of the workshop where the carpenters are working is heated by means of iron pipes supplied with steam from the engine-room, and act as exhaust for the boiler. When the engine is not running, then the steam is applied direct to the heating apparatus by a separate pipe, thus giving an uniform temperature and doing away with wood or coal stoves, which were a great source of danger.

The timber for five pairs of spare gates was prepared, and three pairs of gates built and placed under shelter on the bank; the other two pairs will be framed next winter. With the two pairs of gates built last year there will then be on hand seven pairs of spare gates to replace old gates, or those which might be broken by accident.

The timber required for two mitre sills was also prepared and laid aside.

Forty new mud-boxes were made for Dredge No. 1, and sixty old ones repaired.

A new and substantial fence, 1,800 feet in length by 7 feet in height, was erected around the Government canal yard, and painted.

A new guard house, 18 x 15 feet, to replace the old lockmen's shanty at Lock No. 1, was built at the canal workshop, transported to St. Johns by scow, and placed on the site of the former one. It was built from a model designed by the Superintendent himself, and is not only commodious and comfortable, but, from its artistic features, is also a credit to the designers and builders.

Five thousand feet of wooden railing or garde-corps were replaced by a $\frac{3}{4}$ -in. steel wire cable, with metallic caps on head of each post, with swivels at different points to tighten the cable when required. Besides, 2,000 feet were repaired and maintained in order.

One hundred and twenty-six new mooring posts were set, and twenty-six others were taken out and re-set. The canal and farm bridges were maintained in good order and the dwelling houses of the Government employés were repaired where required.

The by-wash at Wood's Creek, near St. Johns, was almost entirely re-built.

A movable bridge, 70 feet long by 12 feet wide, was built, and is to be used during the winter at the ferry crossing of the canal, at the upper extremity of Ile Ste. Thérèse.

The Government building at St. Johns, occupied by the collector and engineers of the Richelieu survey, has been repaired and painted, both inside and outside.

The walls of all the locks were pointed with Portland cement.

The slope walls were repaired and the canal bottom cleaned during the month of April.

The ditches, drains and discharges were cleaned and kept in good order.

The telephone service has proved very efficient, and repairs to the line and instruments were made when required by the canal employés. The weeds on both sides of the canal were mowed twice during the season.

Considerable repairs were made to the superstructure of Dredge No. 1. Two new white oak spuds were made and placed. The engine and machinery were thoroughly overhauled. The hull of the dredge and scows were caulked and painted, and everything put in first-class order.

 IMPROVEMENT CHARGEABLE TO INCOME.

The work done on this canal during the lapsed fiscal year under the head of Income is sub-divided as follows:—

Dredging.

The dredge was employed during part of the season in deepening the harbour entrance of the canal at St. John's, and widening the channel in the canal proper at different points.

The material excavated has been utilized in raising the towpath from 12 to 18 inches, on a distance of four miles.

Landslides which were obstructing the canal near St. John's were removed and the material deposited behind the dry rubble wall which was erected at the foot of the embankment on the west side, so as to repair the public road, which had been considerably damaged by said land slides.

Four cuts 200 feet in length were made in the channel at Ile Ste. Thérèse to give access to the ice-houses erected on the island during winter and to facilitate the shipping of ice to the New York market.

The work done by the dredge since the last four years in strengthening and raising the banks, making meeting places for vessels and lowering bottom of canal, has been considerable. The actual depth of water is $7\frac{1}{2}$ feet instead of 6, and jams, which were, frequent occurrence, have practically disappeared.

To secure a perfect navigation of the canal on its whole distance of eleven and a-half miles, there still remains six of the canal bottom to widen, which work could be done in two seasons of dredging.

There is also a considerable amount of work to be done in the harbour of St. John's, which measures 200 feet in length by 200 feet in width, or a superficial area of 320,000 feet. The mean depth is $7\frac{1}{2}$ feet at low water. About half has been deepened to 9 and 10 feet. The portion which is the widest should be deepened on the whole to 10 feet at low water, so as to give easy access to the powerful tugs navigating between St. John's and Whitehall.

Bridge Seats.

The bridge seat of bridge No. 2 was re-built in cement masonry and the abutment on the west side re-built with timber.

Important repairs were made to the abutments of Bridges Nos. 4, 5 and 6, and oak fenders placed on the face of the piers to protect them against shocks from vessels.

Piers and Booms, St. John's.

The line of booms in the harbour of St. John's was extended 100 feet in the direction of the Central Vermont Railway bridge.

Two piers were built, one 15 feet square and the other 25 feet by 15 feet, being connected by two booms 50 feet in length each.

This improvement has removed all complaints from navigators, whose boats were formerly carried away by the current striking against the booms, and in some instances being carried outside of the long entrance pier into the main river.

Gravel on Wharves Nos. 1 and 2, and Towpath.

A good layer of gravel was placed on Wharves Nos. 1 and 2 in the harbour of St. John's, and on the canal towpath between the guard-lock and Langelier's bridge.

Culvert, Rivière aux Iroquois.

This culvert was partly re-built in 1888, but the work having been done during the winter the frost in the bank against which the puddling was resting caused openings which were very troublesome to fill; the leaks were stopped, however,

and the adjoining lands were not damaged to any extent. But in order to give to this work the stability required it was found necessary to overhaul the work done last winter; the shaft of the culvert was uncovered, lined with tongued and grooved plank, and the extremities of both banks were carefully puddled.

No leaks have been discovered up to date, and the little Rivière aux Iroquois has been drained to such an extent that the farmers are now pasturing their cattle and reaping at certain points in the former bed of the river.

By-wash above Lock No. 2.

This by-wash is located 300 feet above Lock No. 2, on the east side and at the foot of the long reach, which extends from the guard-lock at St. John's, a distance of about $9\frac{1}{2}$ miles. It is provided with three sluices or openings, measuring 12 feet area, with a tail-race 350 feet in length by 14 feet in width, giving a fall of 32 feet.

The enormous and violent rush of water through the tail-race having disturbed the foundation on each side as well as the bed of the race proper, it was found urgent to lay a timber foundation in the bottom, which was covered with a double floor.

The walls were re-built and everything is now in good order.

Land Slides.

Five hundred feet of the west embankment by a height of from 3 to 8 feet tumbled down into the canal at St. Luc during the heavy rains at the beginning of December last, so endangering the public road that railway or garde-corps had to be placed on the brow of the hill as a protection to the travelling public.

The obstruction was removed at opening of navigation by the dredge, a dry rubble wall was built at the foot of the embankment where the slide took place, and the whole bank made up again and thoroughly secured.

Materials along line of Canal.

To provide against possible breaks or damage to structures, certain quantities of building materials, such as 2 and 3 inch. planks, stone, nails, spikes, shovels, axes, &c., have been deposited at the different bridges in the long reach between Lock No. 2 and St. John's, so that in case of accident the men employed on the staff can commence at once the work of repairs, until such time as the regular repairing staff reaches the scene of operations.

This has proved a valuable and well-timed precaution, and was the means of preventing serious damage.

ST. OUR'S LOCK.

This lock was closed on the 28th of November, 1889, and re-opened to navigation on the 28th of April, 1890.

There was no accident or delay, nor was it necessary to impose any fine for damages to works or violation of canal regulations.

The lock gates were repaired and adjusted.

The banks of the island at the north-west or upper extremity of the lock were protected with stone purchased for that purpose, and some sundry repairs made to the piers above and below the lock.

The ice was cut away from the piers and gates, and the gates were loaded down to prevent their being lifted by high water in the spring.

The booms were removed in the fall, placed in winter quarters, and replaced in the spring.

The Superintendent's house and outbuildings, as well as the Collector's office and lockmen shanty, received the usual repairs, and the fences maintained in good order.

A new workshop, 50 x 25 feet, was built in connection with the work in progress at that station.

The scows for repairs, as well as the ferry scow, were repaired, and the mooring posts renewed where required.

INCOME.

At the close of navigation work was resumed towards overhauling and repairing the bottom of this lock.

This work was carried on under the immediate supervision of Mr. L. G. Papineau, C. E., and is fully described in his subjoined report.

RICHELIEU RIVER SURVEY.

The work on the hydrographic survey of the Richelieu was suspended during the fiscal year and the staff was employed partly on the work of reconstruction of St. Ours Lock and partly on a survey between Lachine and Montreal, in connection with the proposed drainage of the swampy land in rear of the town of Lachine, and a collecting drain on the north side of Lachine Canal.

I have the honour to be, Sir,
Your obedient servant.

E. H. PARENT.
Superintending Engineer.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

LACHINE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 1 at Lower Entrance and Lock No. 5 at Upper Entrance during the Fiscal Year ending 30th June, 1890. (From Lockmaster's Returns).

Months.	Lock No. 1, Lower Sill.		Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1889.	ft. in.	ft. in.	ft. in.	ft. in.
July	21 2	19 2	13 3	12 1
August	19 7	17 8	12 5	11 0
September.....	17 6	16 10	10 11	10 3
October	17 6	16 5	10 6	9 7
November	17 2	15 8	10 6	9 6
December	18 8	16 6	11 6	10 1
1890.				
January	36 9	18 10	13 5	11 0
February	34 9	31 4	12 5	11 0
March	32 11	29 9	12 5	11 5
April	33 3	21 8	14 0	11 5
May	24 7	22 1	15 3	13 11
June.....	24 4	22 5	15 5	14 1

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 6 at Lower Entrance and Lock No. 14 at Upper Entrance, during the Fiscal Year ending 30th June, 1890. (From Lockmaster's Returns).

Months.	Lock No. 6, Lower Sill.		Lock No. 14, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1889.	ft. in.	ft. in.	ft. in.	ft. in.
July	12 8	11 10	12 11	12 0
August	12 0	10 8	12 10	12 0
September	10 8	10 0	12 2	11 8
October	10 3	9 2	12 2	11 1
November	9 7	9 3	12 1	10 7
December	10 5	9 7	12 9	11 6
1890.				
January	16 0	10 5	14 2	12 3
February	17 8	15 2	13 0	12 0
March	15 3	12 7	13 3	12 0
April	13 7	12 6	13 4	12 8
May	14 11	13 7	14 2	13 3
June	14 8	13 9	13 8	13 0

CHAMBLY CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 9 at Lower Entrance and Lock No. 1 at Upper Entrance, during the Fiscal Year ending 30th June, 1890. (From Lockmaster's Returns).

Months.	Lock No. 9, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1889.	ft. in.	ft. in.	ft. in.	ft. in.
July	13 1	11 10	40 0	9 3
August	12 2	10 4	9 7	8 3
September	10 6	9 6	8 6	7 11
October	12 4	10 4	8 11	8 2
November	12 0	10 5	9 2	8 0
December	12 6	11 5	10 1	8 9
1890.				
January	16 5	13 5	10 11	9 7
February	19 8	15 8	10 6	9 9
March	18 3	15 3	10 6	9 9
April	17 4	13 1	10 11	10 1
May	17 6	14 7	12 3	10 4
June	16 2	13 5	11 7	10 2

ST. OUR'S LOCK.

STATEMENT showing the depth of the River Water on the Mitre Sills of St. Our's Lock during the Fiscal Year ending 30th June, 1890. (From Superintendent's Return).

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1889.	ft. in.	ft. in.	ft. in.	ft. in.
July	12 9	10 9	10 11	10 1
August	10 6	9 2	11 2	9 0
September	9 9	8 4	9 3	8 8
October	10 5	8 3	10 6	9 4
November	9 7	7 3	10 6	9 3
December	13 2	9 9	11 7	9 6
1890.				
January	16 5	12 10	12 1½	9 5
February	17 2	15 5½	13 0	11 1
March	18 4½	15 11½	14 2	12 1
April	20 3	13 11	15 10½	11 5
May	17 8	14 2	14 2	12 0½
June	16 8	13 6	15 6	11 0

LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1890.

Date.	Name of Vessels.	Name of Owner.	Fines.	Damages.	Totals.
1889.			\$ cts.	\$ cts.	\$ cts.
Aug. 14.	Steamer "Azilda".....	W. Paul.....	20 00	5 00	25 00
do 14.	do "Tim Doyle".....	Clement Bros.....	5 00	.....	5 00
Sept. 27.	do "Garnet".....	O. Gillespie.....	20 00	.....	20 00
Oct. 1.	Lockage of floating timber...	Bourgouin & Thibault.....	10 00	.....	10 00
do 1.	Double crib round timber....	do	10 00	.....	10 00
		Totals.....	65 00	5 00	70 00

JOHN O'NEIL,
Collector.

CANAL OFFICE,
MONTREAL, 6th October, 1890.

LACHINE CANAL.

STATEMENT of Amounts collected for Wood Dues and Winterage of Vessels, during the Fiscal Year ending 30th June, 1890.

Date.	Items.	Amounts.
		\$ cts.
1889-90...	Wood dues.....	471 70
	Winterage.....	102 35
	Total.....	574 05

JOHN O'NEIL,
Collector.

CANAL OFFICE,
MONTREAL, 6th October, 1890.

LACHINE CANAL.

STATEMENT of Wharfage, Basin and Bank Dues collected during the Fiscal Year ending 30th June, 1890.

Date.	Items.	Amounts.
		\$ cts.
1889-90...	Wharfage dues.....	26 40
	Basin dues.....	1,083 70
	Bank dues.....	33 00
	Total.....	1,143 10

J. B. DESCHAMPS,
Per Collector.

CANAL OFFICE,
LACHINE, 6th October, 1890.

BEAUHARNOIS CANAL.

STATEMENT of Damages collected during the Fiscal Year ending 30th June, 1890.

Date.	Names of Vessels.	Names of Owners.	Fines.	Damages.	Totals.
1889.			\$ cts.	\$ cts.	\$ cts.
July 1..	Propellor "Ocean".....	Captain Towers.....		3 00	3 00
Aug. 19..	Barge "Jennie".....	Montreal Transportation Co.....		12 00	12 00
Sept. 21..	.....	do do		10 00	10 00
do 23..	.....	do do		25 00	25 00
do 25..	Steamer "Corsican".....	Rich. and Ont. Navigation Co.....		10 00	10 00
		Totals.....		60 00	60 00

D. DAVIS,
Collector.

CANAL OFFICE,
VALLEYFIELD, 7th September, 1890.

CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1890.

Date.	Names of Vessels.	Name of Owners.	Fines.	Damages.	Totals.
1888.			\$ cts.	\$ cts.	\$ cts.
Oct. 18...	Boat "Louisa".....	C. Chamberland.....	5 00	.....	5 00
1889.					
Sept. 20..	do "Edward Lunt".....	N. Lafontaine.....		1 00	1 00
1890.					
June 9....	Barge "W. Crane".....	M. Dubreuil.....		2 00	2 00
do 27..	Boat "Kate Alexander.....	G. Robert.....		5 00	5 00
		Totals.....	5 00	8 00	13 00

W. D. S. MARTEL,
Collector.

CANAL OFFICE,
CHAMBLY BASIN, October, 1890.

MONTREAL, 19th October, 1890.

SIR,—I have the honour to transmit my annual report concerning work done at St. Ours Lock during fiscal year 1889–90.

The preliminary work consisted in the building of a cofferdam at each end of the lock and unwatering it.

This work had been interrupted in the spring of 1889, to re-open the lock for navigation; it was resumed in October of the same year, and until the close of navigation time was occupied in receiving materials and completing arrangements for the winter operations, building sheds, breaking stone for concrete, &c.

To the plant were added one 25, horse-power steel boiler, two centrifugal "Webber" pumps, with "Westing-house" engines and one "Vanduzen" injector for water-lifting; also pipes, connections, valves, &c., for steam and water.

Besides the above boiler, we had another steam supply from the boiler of Dredge No. 2, which was placed outside of the lower cofferdam.

After the close of navigation the dams were completed by bringing into place the movable caissons, and building a clay bank in front. At the same time a roof was built over the entire lock, so as to shelter the works.

The cofferdams were finished by the 19th of December and the pumps started. On the 21st of December a leak occurred under the north-west pier; the whole lock filled, and the pumps were submerged and work suspended.

The breach was closed by driving piles 30 feet in depth and puddling in front of these.

The pumps were raised and again started, but trouble was experienced from leaks through the clay and along the sheet-piles, on account of the settling of the puddle under the frozen crust that formed on top. A second row of piles was then driven and more puddle added.

The level was again lowered in the lock to the same depth as before, and we discovered that springs under the pier had undermined the quick sand and probably caused the accident.

On the 15th February a new leak occurred near the same place, but more towards the shore, making its way below the "toe" of the inclined sheeting and partly demolishing it.

The lock was again flooded. An earth embankment, with sheet-piles in the centre, was thrown around this new breach, and the top of it brought above the level of the water.

It was no sooner completed, however, than heavy rains occurred on the 27th and 28th of February, and the river rose above the lower cofferdam and afterwards remained at that height until the end of March.

Whether the prolonged high stage of the water was due to an ice blockade in the Richelieu itself below St. Ours or to general high water in the St. Lawrence, we could not ascertain.

The water, however, fell as soon as the ice of the Richelieu went down, but rose again a few days later in April.

The two accidents I have related and the very unusual height of the water had by this time made it impossible to do any of the repairs proper, so that we went to work to open the lock for navigation, which was done by the 30th of April.

The greatest part of the work on the cofferdams remains in good order, and will be available for next season.

The movable caissons will need re-building; nearly all of the old materials can be used again.

The pumps and engines worked in a satisfactory manner, and, with some slight alterations in the steam distribution, ought to be thoroughly effective next season.

It goes without saying that the winter season adds considerable difficulties for such work, which are encountered at every stage of the operations and affect the result. The nature of the soil is also very treacherous and makes the ultimate success always somewhat problematic.

I have the honour to be, Sir,
Your very obedient servant,

L. G. PAPINEAU.

E. H. PARENT, Esq.,
Superintending Engineer, Railways and Canals.

 APPENDIX No. 6.

 OTTAWA RIVER CANALS.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 1st October, 1890.

SIR,—I have the honour herewith to submit the annual report on the Ottawa River Canals for the fiscal year ended 30th June, 1890.

I have the honour to be, Sir,

Your obedient servant,

ERNEST MARCEAU,
Assistant Superintending Engineer, O.R.C.

A. P. BRADLEY, Esq.,

Secretary, Department of Railways and Canals.

OTTAWA RIVER CANALS.

ANNUAL REPORT FOR FISCAL YEAR ENDED 30TH JUNE, 1890.

CONSTRUCTION.

No works under the above head were performed during the year.

MAINTENANCE.

Ste. Anne's Canal.

Navigation here was closed on the 29th November, 1889, and re-opened on the 24th April, 1890. It was carried on very smoothly and without any interruption throughout the season.

The lock-walls, gates and mechanical structures, as well as the range lights, bridges, fences and buildings have been kept in a good state of repair. The sheeting on the ice-breakers above the lock was entirely renewed and the channels above and below cleared of a great number of loose stones therein deposited by the ice during the spring freshets.

A direct deep water channel between the wharf at Ile Perrot and Pointe Claire has been discovered. It is now marked out by a set of eight buoys, and has since been used in preference to the old channel.

Carillon Canal.

Navigation on this canal closed on the 30th November, 1889, and re-opened on the 26th April, 1890, and the booms at the upper entrance placed in position two days after the latter date.

The following works and repairs have been executed during the year:

The flooring of the mooring piers at both ends of the canal was renewed.

A landing pier 500 feet long has been built below lock No. 2 and a dam placed at the head of the old canal feeder at the North River in order to prevent the flooding of the lands along this feeder. This dam has accomplished its purpose.

The mechanical structures, lock walls, gates, towpaths, &c., have been kept in the best possible condition and the navigation has been uninterrupted from any cause throughout the season.

Grenville Canal.

As on the Carillon Canal, the navigation here closed on the 30th November, 1889, and re-opened on the 26th April, 1890.

Besides keeping the locks and other works on this canal in a thorough state of repair, the swing bridge at lock No. 5 was entirely renewed.

On the south side the banks, have been sloped off in places where they were being undermined by water and some 300 feet of dry wall built to protect them.

No detention to traffic occurred during the year and the general working of the canal been very regular and satisfactory.

Culbute Canal.

No repairs have been required on this canal during the past year, but the locks were kept in such a condition as to accommodate the small amount of traffic passing through them.

I have the honour to be, Sir,

Your obedient servant,

ERNEST MARCEAU,

Assistant Superintending Engineer, O. R. C.

APPENDIX No. 7.

CORNWALL CANAL.

CORNWALL, 8th November, 1890.

SIR,—I have the honour to submit the following report of the works under my charge for the fiscal year ending 30th June, 1890.

The Cornwall Canal was kept open in a satisfactory manner from 1st July, 1889, to close of season, with no accidents to interfere with the navigation, except a leak at Lock 20, which delayed navigation about twenty-four hours and was promptly attended to.

The work done was under head of Ordinary Repairs, and was as follows—beginning with work done during 1889 :—

River wharf at foot of canal required 350 feet about its centre to be re-built from water edge up 3½ feet, filled in and covered. Two pair of gates were taken out, and new ones put in at Locks 17 and 20.

Gates and supply weirs of Locks 19 and 20 required a good deal of general repairs.

New watch-houses were required at Locks 19 and 20, as lockmen's houses were demolished by contractors.

About six weeks' ditching was done between Locks 19 and 20, and road repaired at culvert between these locks.

New planking was put in Moulinette Culvert. New planking on Lock 21, and general repairs about supply weir.

A good deal of general repairing was done about lock-houses, such as new windows, doors, floors, &c.

General repairs to banks, ditching where required, bridges across ditches repaired, &c.

Canal was closed on 11th December, 1889.

Through winter one pair of gates were re-built, and a number of knees for gates were made; also repairs about scow to prepare for spring's work.

Water was let out of canal on 1st April, and all necessary repairs about banks, locks, weirs, attended to. Water was let in on 21st, and first boat passed on 23rd April, 1890. Work up to 1st July consisted of general repairs. Old gates taken out and new ones put in at Lock 19. New watch-house built for bridge-keeper, as his house was demolished by contractors; also, some repairs to lock-houses and shop.

I have the honour to be, Sir,
Your obedient servant,

A. P. ROSS,
Superintendent.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

APPENDIX No. 8.

WILLIAMSBURG CANALS.

CARDINAL, ONT., 9th October, 1890.

SIR,—I have the honour to submit the following report of the working and condition of the Williamsburg Canals (which have been placed under my charge since the death of my father, the late John Reid, Esq., late Superintendent of the Williamsburg Canals), for the year ended 30th June, 1890.

These canals, embracing Farran's Point, Rapide du Plat, Iroquois Junction and Galops Canals, were closed for the winter season on 9th December, 1889, and re-opened for navigation on 22nd April, 1890, an exceptionally early date. They have been kept in first-class working order, and no delays whatever have occurred to this date.

FARRANS POINT CANAL.

The two upper gates of lock No. 22 were taken out after the close of navigation in December, 1889, as they were in a bad state of repair. They were all repaired and made as good as new during the winter months, and re-placed in the month of April, 1890, and they have worked well ever since. We rebuilt and made new about 372 feet of the upper part of the wharf on north side below the lock. A new bunting post was placed on north side of lock and adjoining the upper gates. Also, general repairs were made to the lower gates and the lock.

RAPIDE DU PLAT CANAL.

The wharf on the north side of the entrance to the canal below lock No. 23 was all repaired. On the lower lock gates new bridge planks and binders placed, as well as other general repairs to these gates. Three new sheaves had to be put in at this lock. At lock No. 24 the storehouse was repaired and fitted up and repairs in general made to the lock.

IROQUOIS JUNCTION AND GALOPS CANAL.

At lock No. 25 repairs were made to the four lock gates, also the swing bridge which crosses this lock. The two old lock gates which were sunk in Iroquois Bay were raised and taken out on dry dock, all rebuilt and made new and ready to replace the lower gates at this lock in the spring of 1891, as these gates are commencing to rot. At lock No. 26 the gates and swing bridge were all repaired; about 200 feet of the pier on the south side of the canal adjoining this lock was re-built from the water's edge up, also three new sheaves were put in at this lock.

At lock No. 27 a new bunting post was placed on lower end of north pier below the lock, and general repairs made to the gates and lock. The ice-breaker on the pier on south side at entrance to this canal was repaired and 150 feet of the pier adjoining the ice-breaker was rebuilt from water's edge up.

The usual annual repairs were made to the booms along the rock cut in Iroquois Canal, the ice during the winter having damaged them considerably.

The banks on the whole length of the canals were kept in good repair by laying stones wherever necessary, and promptly repairing with earth and stone any weak parts that settled at times.

The buoys on the River St. Lawrence between Johnstown and Dickinson's Landing were all replaced with new ones early in May.

The buoy boat and scow were hauled out in December, 1889, and the buoy boat caulked and painted before launching this spring. The stone scow, which was very old, was rebuilt anew, and is now in first-class condition.

I annex a statement showing the extreme depth of the water on the mitre sills of the different locks at the entrance and outlet of these canals during the year ended 30th June, 1890.

I have the honour to be, Sir,
Your obedient servant,

J. D. REID,
Acting Superintendent.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

STATEMENT showing the Extreme Depth of Water on the Mitre Sills of the several Locks during the Year ended June, 1890.

RAPIDE DU PLAT CANAL.

Lock No. 22.

Months.	Lock No. 22, Lower Sill.		Months.	Lock No. 22, Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1889.	ft. in.	ft. in.	1890.	ft. in.	ft. in.
July.....	10 8	9 11	January.....	10 10	7 11
August.....	10 5	9 0	February.....	10 10	8 7
September.....	9 6	8 9	March.....	10 10	9 0
October.....	9 4	8 0	April.....	11 6	9 6
November.....	9 2	7 6	May.....	11 8	10 0
December.....	9 5	7 10	June.....	11 6	10 10

Lock No. 23.

Months.	Lock No. 23, Lower Sill.		Months.	Lock No. 23, Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1889.	ft. in.	ft. in.	1890.	ft. in.	ft. in.
July.....	10 4	9 10	January.....	10 9	8 0
August.....	10 3	9 4	February.....	10 10	9 6
September.....	9 4	8 10	March.....	10 6	9 9
October.....	8 9	7 5	April.....	10 9	10 0
November.....	9 0	7 7	May.....	11 3	10 0
December.....	10 3	8 3	June.....	11 9	11 0

Lock No. 24.

Months.	Lock No. 24, Upper Sill.		Months.	Lock No. 24, Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1889.	ft. in.	ft. in.	1890.	ft. in.	ft. in.
July	10 3	9 10	January	10 4	7 6
August	10 6	9 3	February	10 3	9 0
September	9 8	8 9	March	10 9	9 9
October	9 0	7 5	April	10 9	9 10
November	9 0	6 0	May	12 2	10 0
December	9 10	8 0	June	12 3	11 0

POINT IROQUOIS CANAL.

Months.	Lock No. 25, Lower Sill.		Months.	Lock No. 25, Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1889.	ft. in.	ft. in.	1890.	ft. in.	ft. in.
July	13 2	12 8	January	12 4	11 4
August	13 4	11 0	February	13 3	11 3
September	12 8	11 7	March	13 1	11 0
October	11 9	10 0	April	13 10	12 0
November	11 4	9 0	May	14 6	13 0
December	12 6	9 6	June	14 9	13 6

GALOPS CANAL.

Months.	Lock No. 27, Upper Sill.		Months.	Lock No. 27, Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1889.	ft. in.	ft. in.	1890.	ft. in.	ft. in.
July	10 11	10 4	January	11 6	9 0
August	10 10	9 11	February	10 6	9 0
September	10 2	9 4	March	10 9	10 0
October	9 6	8 4	April	11 6	10 2
November	9 6	8 6	May	12 0	10 6
December	10 11	8 6	June	12 0	11 0

APPENDIX No. 9.

WELLAND CANAL.

ST. CATHARINES, 28th October, 1890.

SIR,—As directed in your letter No. 82963, I beg to report upon the condition of the works on the Welland Canal during the past fiscal year.

Commencing at Port Dalhousie, the work of driving sheet-piling outside the west pier, to prevent the sand passing through the pier into the channel, was proceeded with when the weather permitted, the interruptions being frequent.

The length of pier to be sheeted in this manner was 1,500 feet, about two-thirds of which was accomplished at date of 30th June, and an effort is being made to complete the work this season.

It is expected that this repair will make the superstructure last some years longer, in addition to stopping the passage of sand through it.

The superstructure of the east pier will require renewal next summer.

The work of deepening the entrance to Port Dalhousie and removing from between the entrance piers the sand which had passed through the west pier has been done under contract by Messrs. Macdonald and Aylmer, the inner portion between the piers being two-thirds done at the end of the year, since which time it has been nearly completed to a depth of 2½ feet below the mitre sill of the new lock.

The progress made in removing the shoal outside the piers has not been rapid, the hardness of the material, and the stoppage by stormy weather, consequent on the exposed position, accounting for it.

The contractors are continuing the work persistently, when weather permits.

From Port Dalhousie to the guard lock above Thorold the chief repairs have been in restoring banks where slips had occurred in Nos. 2, 4, 9, 10, 12, 14 and 15 levels, and the adjoining reservoir banks.

These have all been made up, and so far are standing well.

The carrying away of three of the gates of lock No. 16 by the propellor "W. A. Haskell," on the 29th of July, 1889, also necessitated heavy repairs to banks, in addition to lock-gate renewals.

The floorings of the two Grand Trunk Railway bridges crossing the canal near St. Catharines and Thorold have been renewed throughout, and the pile-fender works for the west channel at Marlatt's Bridge have been built anew.

At Port Colborne the west pier, which was seriously damaged by the the storm of 9th January, 1889, has been repaired at considerable cost, and is now in good order.

The banks of the canal, where sodding has been done, are standing well, and fully justify the expenditure on that account, both as regards increased stability and the lessening of drainage expense.

On the old canal the chief repairs were in connection with lock No. 13, where the floor was renewed, and one of the walls partly under-pinned.

Several of the old lock gates were made serviceable for many years by renewing the above-water portion, which was decayed, the work being done satisfactorily by those having it in hand, at the small repair shop at lock No. 21, old canal.

On the line of the Feeder up to Dunnville and Port Maitland the necessary repairs for the proper maintenance of that branch of the canal were executed with

due regard to efficiency and economy, and that important structure, the Dunnville Dam, had the aprons replanked and otherwise made secure.

There is little to be said with reference to the outlet from the Welland Canal by way of the Chippawa River beyond the fact that two shoals have been forming, one at each end of the "Chippawa Cut," which it will be necessary to remove by dredging to restore the original depth of water (9 feet).

The minor repairs of the bridges, locks, lock-gates and operating appliances, though small individually and not mentioned here, represent, in the whole, a large amount of labour, and the consumption of large quantities of supplies.

The same may be said of the operations of opening ditches, renewing snubbing posts and similar necessary work.

The canal has been kept in good working order throughout, the interruption to navigation being of short duration, considering the extent of the damage done by vessels, as in the case of the propeller "W. A. Haskell" carrying away three of the gates of lock No. 16 on 29th July, 1889, when locking was resumed after an interruption of 38 hours.

Since the close of the fiscal year two occurrences very similar in character to the one just mentioned have delayed the passage of vessels for 46 hours and 15½ hours respectively, and point to the advisability of vessel men paying more attention to canal rules and regulations as regards using lines.

During the month of October, 1889, there were four occasions when, during the prevalence of strong east winds, there were 2 inches less than 14 feet of water upon the lock mitre sill at Port Colborne.

Again, in the month of November there were four occurrences of the same kind, the water on the 18th of November being 5 inches less than 14 feet upon the mitre sill.

The canal was closed for the season of 1889 on 1st December, and was again opened on the 15th of April, 1890.

I have the honour to be, Sir,

Your obedient servant,

W. G. THOMPSON.

A. P. BRADLEY, Esq.,

Secretary, Department Railways and Canals.

Fines, Damages, &c.

I have collected during the fiscal year from masters and owners of vessels or steamers the sum of \$3,483.34 for damages to the works, and the sum of \$163 rent from tenants occupying Government lock-houses on the old Welland Canal; also, the sum of \$217.25 for hire and use of Government plant—making a total of \$3,863.59, which amount has been handed H. H. Collier, Esq., Collector for the port of St. Catharines. I append a statement marked "A."

I also append statements marked "B" and "C," showing the highest and lowest depth of water on the mitre sills at Port Dalhousie and Port Colborne locks (new and old) in each month during the fiscal year ending 30th June, 1890; also, a comparative statement of the average for the month of June, 1889 and 1890, which shows the water has been 1 foot 6 inches higher at Port Dalhousie, and 1 foot 3 inches higher at Port Colborne (old locks), and Port Dalhousie (new lock) 1 foot 9¼ inches higher, and Port Colborne new lock 1 foot higher than for the same month for year 1889.

W. ELLIS,

Superintendent Welland Canal.

"A."

STATEMENT of Fines and Damages collected from Vessels and Steamers contravening Canal Regulations, and Rents collected from Tenants occupying Government Lock-houses; also, for use of Government Plant, for the Fiscal Year ending 30th June, 1890.

Date.	Name of Vessel or Steamer.	Fines.	Damages.	Rent Government House.	Use of Government Plant.	Totals.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1889.						
Sept. 20....	Steamer "S. J. Macy".....		105 43			
Oct. 18....	do "Escanaba".....		3,317 71			
1890.						
April 22....	do "Marshall".....		47 75			
May 10....	Barge "American Giant".....		12 43			3,483 34
	<i>Government Lockhouses.</i>					
	John Ryckman.....			50 00		
	P. Phoelman.....			32 50		
	Wm. Pickup.....			45 00		
	L. Burtch.....			27 50		
	W. J. Warner.....			8 00		163 00
1889.	<i>Government Plant.</i>					
Aug. 31....	Schr. "A. B. Wilson".....				4 00	
Dec. 10....	do "Chas. J. Johnson".....				50 00	
1890.						
April 7....	do "H. M. Hellewell".....				135 00	
do 24....	do "H. Inlean & Son".....				28 25	217 25
						*3,863 59

*Handed H. H. Collier, Esq., Collector of Canal Tolls, &c., St. Catharines Port.

"B."

STATEMENT showing the Highest and Lowest Depth of Water on the Lower Mitre Sill of New Lock No. 1, Welland Canal, at Port Dalhousie, for the Fiscal Year ending 30th June, 1890.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1889.	ft. in.	ft. in.	1890.	ft. in.	ft. in.
July.....	17 1	15 8	January.....	16 4	14 8
August.....	16 9	16 2	February.....	16 11	16 0
September.....	16 4	15 7	March.....	16 11	16 7
October.....	15 9	15 3	April.....	17 4	16 8
November.....	15 5	14 11	May.....	17 10	17 0
December.....	15 10	15 2	June.....	18 10	17 8

Average, June, 1889..... ft. in. 16 6½
do 1890..... 18 4

[1890]

STATEMENT showing the Highest and Lowest Depth of Water on the Upper Mitre Sill of New Lock No. 27, Welland Canal, at Port Colborne, for the Fiscal Year ending 30th June, 1890.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1889.	ft. in.	ft. in.	1890.	ft. in.	ft. in.
July	16 0	15 0	January	16 2	14 3
August	15 11	14 11	February	15 9	14 3
September	16 1	14 6	March	16 1	14 10
October	15 7	13 10	April	16 5	15 2
November	17 3	13 5	May	16 9	14 11
December	17 4	13 3	June	16 11	16 2

	ft. in.
Average, June, 1889	15 5 $\frac{1}{2}$
do 1890	16 5 $\frac{1}{2}$

"C."

STATEMENT showing the Highest and Lowest Depth of Water on the Lower Mitre Sill of Old Lock No. 1, Welland Canal, at Port Dalhousie, for the Fiscal Year ending 30th June, 1890.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1889.	ft. in.	ft. in.	1890.	ft. in.	ft. in.
July	14 2	13 9	January	13 5	11 9
August	13 10	13 3	February	14 0	13 1
September	13 5	12 8	March	14 0	13 8
October	12 10	12 4	April	14 5	13 9
November	12 6	12 0	May	14 11	14 1
December	12 11	12 3	June	15 11	14 9

	ft. in.
Average, June, 1889	13 7 $\frac{1}{2}$
do 1890	15 1 $\frac{1}{2}$

STATEMENT showing the Highest and Lowest Depth of Water on the Upper Mitre Sill of Old Lock No. 27, Welland Canal, at Port Colborne, for the Fiscal Year ending 30th June, 1890.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1889.	ft. in.	ft. in.	1890.	ft. in.	ft. in.
July	13 7	12 1	January	13 3	11 4
August	13 0	12 0	February	12 10	11 4
September	13 2	11 7	March	13 2	11 11
October	12 6	10 11	April	13 6	12 3
November	14 4	10 6	May	13 10	12 0
December	14 5	10 4	June	14 0	13 3

Average, June, 1889..... 12 6½
do 1890..... 13 9½

APPENDIX No. 10.

STATEMENT OF FINES, &c., AND WATER LEVELS AFFECTING THE WELLAND CANAL, WHICH WERE OMITTED FROM THE ANNUAL REPORT FOR THE YEAR 1888-89.

Fines, Damages, &c., &c.

I have collected during the fiscal year from masters and owners of vessels the sum of \$10 in fines for violation of Canal Regulations, and the sum of \$248.36 for damages to the works; also, \$108 rent from tenants occupying Government lock-houses on the old Welland Canal; also, \$97 for hire and use of Government plant-making a total of \$463.36, which amount has been handed to H. H. Collier, Esq., Collector for the Port of St. Catharines. I append statement marked A.

I also append statement marked "B" and "C," showing the greatest and lowest depth of water on the mitre sills of locks at Port Dalhousie and Port Colborne, (new and old); also, comparative statement showing the average depth of water on the mitre sills of new locks at Port Dalhousie and Port Colborne and old locks at the same places for the month of June, 1888 and 1889.

W. ELLIS,
Superintendent Welland Canal.

A.

STATEMENT of Fines and Damages collected from Vessels contravening Canal Regulations; also Rents collected from Tenants occupying Government Lock-houses; also, for hire and use of Government Plant.

Date.	Name of Vessel.	Fines.	Damages.	Rent of Government Houses.	Hire and use of Government Plant.	Totals.
1888.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aug. 1	Steamer "Algonquin"		45 13			45 13
Sept. 13	do do	10 00				10 00
do 13	do "Hotchkiss"		28 53			28 53
do 28	do "W. J. Averell"		114 70			114 70
1889.						
April 26	do "Argonaut"		60 00			60 00
	<i>Government Houses.</i>					
	D. T. Walton			55 00		
	Mrs. D. Ryckman			30 00		
	Thos. J. Hartley			5 00		
	P. Pullman			13 00		
	— Pickup			5 00		
						108 00
	<i>Government Plant.</i>					
	McGaw & Winnell				17 25	
	A. Muir & Bros				79 25	
						97 00
						463 36

Handed to H. H. Collier, Esq., Collector Canal Tolls, St. Catharines.

" B."

STATEMENT showing the Depth of Water on the Lower Mitre Sill of New Lock No. 1, Welland Canal, at Port Dalhousie, for the Fiscal Year ending 30th June, 1889.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1888.	ft. in.	ft. in.	1889.	ft. in.	ft. in.
July	16 3	16 0	January	15 9	15 2
August	16 3	15 11	February	15 11	15 6
September	16 1	15 8	March	16 0	15 7
October	15 9	15 1	April	16 2	15 10
November	15 4	15 2	May	16 4	16 1
December	15 4	15 2	June	16 11	16 3

Average, June, 1888.....	ft. in.	16 2½
do 1889.....	ft. in.	16 6¼

STATEMENT showing the Depth of Water on the Upper Mitre Sill of New Lock, Welland Canal, at Port Colborne, for the Fiscal Year ending 30th June, 1889.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1888.	ft. in.	ft. in.	1889.	ft. in.	ft. in.
July	16 3	16 0	January	17 6	13 4
August	16 3	15 3	February	15 7	13 4
September	17 1	14 8	March	15 3	13 7
October	16 5	14 3	April	15 5	14 0
November	15 9	14 0	May	15 8	13 11
December	15 11	14 6	June	15 11	15 0

Average, June, 1888.....	ft. in.	15 5¼
do 1889.....	ft. in.	15 5¼

"C."

STATEMENT showing the Depth of Water on the Lower Mitre Sill, Old Lock No. 1, Welland Canal, at Port Dalhousie, for the Fiscal Year ending 30th June, 1889.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1888.	ft. in.	ft. in.	1889.	ft. in.	ft. in.
July.....	13 4	13 0	January.....	12 10	12 3
August.....	13 4	13 0	February.....	13 0	12 7
September.....	13 2	12 9	March.....	13 1	12 8
October.....	12 10	12 2	April.....	13 3	12 11
November.....	12 6	12 3	May.....	13 5	13 2
December..	12 6	12 3	June.....	14 0	13 4

Average, June, 1888..... ft. in. 13 3 $\frac{1}{2}$
do 1889..... 13 7 $\frac{1}{4}$

STATEMENT showing the Depth of Water on the Upper Mitre Sill of Old Lock No. 27, Welland Canal, at Port Colborne, for the Fiscal Year ended 30th June, 1889.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1888.	ft. in.	ft. in.	1889.	ft. in.	ft. in.
July.....	13 4	13 0	January.....	14 7	10 5
August.....	13 4	12 4	February.....	12 8	10 5
September.....	14 2	11 9	March.....	12 4	10 8
October.....	13 6	11 4	April.....	12 6	11 1
November.....	12 10	11 1	May.....	12 9	11 0
December.....	13 0	11 7	June.....	13 0	12 1

Average, June, 1888..... ft. in. 12 4 $\frac{1}{2}$
do 1889..... 12 6 $\frac{1}{2}$

 APPENDIX No. 11.

RIDEAU CANAL OFFICE,

OTTAWA, 13th October, 1890.

SIR,—I have the honour to submit the annual report on the works under my charge for the fiscal year ended 30th June, 1890.

Navigation closed at Ottawa 28th November, and at Kingston Mills 22nd November, 1889.

Opened at Ottawa 5th May, and at Kingston Mills 2nd May, 1890.

On the descending reaches from the summit level (Little Rideau Lake) to the Ottawa River, the water was maintained to give the full depth required in the lock sills until the end of the season.

On the reaches descending to Lake Ontario the water was also maintained to give the full depth required.

No interruption or detention occurred to navigation.

The principal repairs at the several stations were as follows :—

Kingston Mills.

Gravel and stone placed in dams, swing-bridge, and one pair of lock gates renewed, several small repairs to sluices and machinery.

Brewer's Lower Mills.

Re-built pier at head of lock for bridge-rest. Repairs to swing-bridge and upper lock gates.

Brewer's Upper Mills.

Lower part of lock gates renewed, re-built superstructure of the pier at head of lock, and other small repairs.

Jones' Falls.

Repairs made to two pair of lock gates, new swing beams and other repairs.

Brass' Point Bridge.

New house for bridge-tender to replace the one destroyed by fire.

Davis' Lock.

Road bridge over bulkhead renewed, and small repairs to station.

Chaffey's Lock.

Repairs made to swing bars.

Newboro'.

Renewed piers at foot of lock, painted high bridge.

Poonamalie.

Gravel placed on flat dam, a long embankment bulk head repaired.

Smith's Falls (Detached)..

Re-built one pair of lock gates, new stone house built, and new stop-logs for lock.

Smith's Falls.

Sundry repairs to lock gates, and lockmaster's house.

Old Slip.

Renewed two pairs of lock gates, eight new chain blocks and new stop-log.

Edmond's Rapids.

New store house.

Burritt's Rapids.

Re-planked and painted swing bridge; gravel placed on dam.

Beckett's Landing.

Re-planked and painted swing bridge, and repairs to long bridge.

Long Island.

Built new side pier at bulkhead, and drew clay to strengthen embankment to same.

Black Rapids.

Repairs to upper lock gates; clay drawn back of flat dam to stop leakage.

Hogsback.

One pair of lock gates renewed, also pier on east side of bulkhead.

Daw's Swamp.

Fifteen toise of stone placed to widen and strengthen the embankment across the swamp.

Ottawa.

Sundry repairs to lock gates and sluices; re-planked the wharf on east side of canal.

Works for which Special Appropriations were made.

The dam at the outlet of the "West Rideau Lake" which controls drainage area of 46.89 miles, was re-built and the old sill lowered 2 feet, enabling us to draw that much more water off the surface of the lake than hitherto. An extension of the present crib-work will be necessary to reach the edge of the deep water.

A new bridge was built over the waste water channel at Smith's Falls, approaches made up—a great improvement to that part of the town.

An exploratory survey of the Reach between Kilmarnock and Merrickville, extending up Fish Creek, was made, with a view to the feasibility of lowering the level. A special report with plans was made to the Department of the results.

A new steel swing bridge with timber approaches was built across the canal last winter to connect Ottawa East with Stewarton. Since it has been opened a large travel both of teams and foot passengers has been developed, as many as two hundred of the former passing over it in a day.

The rock bottom of the canal from the head of the eight locks to the basin, for a distance of 1,000 feet, was lowered nearly 18 inches. Boats can now come up from the Ottawa River to the basin fully loaded.

A steam tug and two side-dumping scows were built in the canal basin during the winter for dredging purposes,

A dredge and one flat scow were purchased from Messrs. Wm. Davis & Co., ordered especially for the Tay Canal works.

I have the honour to be, Sir,
Your obedient servant,

FRED. A. WISE,
Superintending Engineer.

APPENDIX No. 12.

TAY CANAL.**REPORT OF PROGRESS FOR THE YEAR ENDING 30TH JUNE, 1890.****RIDEAU CANAL OFFICE,
OTTAWA, 13th October, 1890.**

SIR,—The contract work of Messrs. Davis & Co. came to a close by the severity of the weather in the latter end of November, 1889, before the work was fully completed.

The late Chief Engineer decided that as the Messrs. Wm. Davis & Co.'s services and plant were required at their Cornwall Canal contract, to relieve them of further work on it, and the Department would complete the unfinished work this spring by day labour.

This has been most satisfactorily done, and all the artificial part of the canal is now in first-class order.

The dredge purchased from the contractors has been steadily employed, deepening the bottom of the canal, raising the tow-path, making passing places, &c., and has given complete satisfaction.

Steamers have been running at their own risk during the season, and a fair business in freight and passengers has, I believe, been done.

Next year it is proposed to open it for traffic as part of the Rideau navigation.

I have the honour to be, Sir,
Your obedient servant,

FRED. A. WISE,
Superintending Engineer.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals.

APPENDIX No. 13.

TRENT CANAL WORKS.

ENGINEER'S OFFICE,

PETERBOROUGH, 27th October, 1890.

SIR,—I have the honour to submit the annual report on the works under my charge for the fiscal year ended 30th of June last.

Navigation closed 23rd November, and opened again 21st of April.

The water on the several stretches was good, there being from 5 feet 6 inches to 6 feet on the sills till near the close of the season. As I have mentioned in former reports, there need be no scarcity of water if the upper reservoirs were managed in connection with the lower reservoirs.

The total number of lockages was 3,133, against 2,956 last year. The total number of steamers plying between Lakefield and Balsam Lake is 22, and between Peterboro' and Heely's Falls 6. The following works and repairs were executed:—

Fenelon Falls.

The work of removing the obstruction in the navigation channel was proceeded with. A cofferdam about 1,000 feet in length was placed across the Fenelon River. The bed of the river was thus laid bare and the work of blasting out the limestone in the line of the channel was proceeded with. About 600 yards of rock was removed, making a 6 feet navigation channel. This part of the route cannot be used till the swing is placed in the railroad bridge above the upper entrance to the lock.

Bobcaygeon.

The water was let into the new dam about the latter part of November and everything was found tight and satisfactory. This dam has already been felt to be a great boon to navigation. The dry-dock has been in almost constant use since it was opened, and has been of great benefit to the boat-owners.

Buckhorn.

The lock chamber was cleaned out, there having been a large quantity of gravel lodged in the floor.

Lovesick.

A channel about 200 feet north of the main dam was blasted out, so as to provide an extra escape during high water.

Burleigh.

The dam, which had never been before gravelled, had 350 yards of gravel placed on it. This is not nearly sufficient, so the work will be continued till completed next year. The lock gates had some minor repairs made on them.

Lakefield.

The landing pier at Lakefield was finished, and a storehouse for the storage of tools, &c., was built at the north end.

The work of buoying out the channel between Lakefield and Fenelon Falls was proceeded with. There is now a clear channel buoyed out from Fenelon Falls to Lakefield, and a draft of 6 feet 6 inches can be obtained by holding up the water.

Hastings.

The booms at the upper entrance to the lock were broken by the ice. These were repaired.

I have the honour to be, Sir,
Your obedient servant,
RICHARD B. ROGERS,
Superintending Engineer.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

APPENDIX No. 14.

MURRAY CANAL.

BRIGHTON, 10th November, 1890.

SIR,—I have the honour to submit the following annual report on the works under my charge for the fiscal year ended on 30th June, 1890.

The Murray Canal was opened for traffic on 14th April, 1890, and, until 9th May, when four bridge-keepers named by the Department were put on, was in the hands of the contractors, who operated the four swing bridges and allowed all vessels to pass through the canal. Up to 30th June, 1890, two hundred and sixty-four vessels passed through the canal, of this number one hundred and seventy vessels paid tolls.

This Canal is a very great convenience to vessel owners and I am of opinion that it will be extensively used when the captains become accustomed to the navigation of the Bay of Quinté and Presqu'Isle Harbour.

I have the honour to be, Sir,
Your obedient servant,
T. P. KEELER,
Superintendent Murray Canal.

A. P. BRADLEY, Esq.,
Secretary, Department Railway and Canals,
Ottawa.

APPENDIX No. 15.

ST. PETER'S CANAL.

OTTAWA, 13th October, 1890.

SIR,—I have the honour to submit the following with reference to the St. Peter's Canal:

Navigation through the canal closed on the 4th January and opened on the 13th April of the present year.

The following is a statement of the traffic through the canal during the fiscal year ended 30th June, 1890:—

YEAR.	VESSELS.		TONNAGE.		TOLLS COLLECTED.	
	North.	South.	North.	South.	North.	South.
1889.	No.	No.	Tons.	Tons.	\$ cts.	\$ cts.
July	128	112	8,201	6,432	209 00	120 00
August	115	66	9,202	6,605	231 25	170 14
September	199	128	9,286	8,113	254 12	182 72
October	179	110	8,027	6,012	228 16	150 42
November	108	92	6,912	5,421	185 17	120 02
December	24	16	2,400	2,100	38 05	22 12
1890.						
January	3	1	80	40	4 00	2 50
April	24	14	2,510	1,842	38 03	22 14
May	101	87	5,242	4,523	142 29	130 60
June	86	55	6,010	3,800	194 11	162 10
Totals	967	681	57,870	44,888	1,524 18	1,083 36

In addition to the above I have to report that the steamers of the Bras d'Or Navigation Company passed through the canal, north and south, 364 times, and their tonnage amounted to 45,400 tons.

The lock and gates are in good working order. The draw-bridge requires a new flooring, and repairs to the turn-table castings. The lockmaster's house and the bridge require painting. The retaining wall on the western side of the canal requires renewal, but these matters will form the subject of a report at a future date.

I have the honour to be, Sir,

Your obedient servant,

HENRY F. PERLEY,
Engineer in Charge.

A. P. BRADLEY, Esq.,
Secretary, Department of Railways and Canals.

APPENDIX No. 16.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES—A.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR, BY WATER.

From.	To	Sections of Navigation.	Statute Miles.	
			Inter-mediate	Total to Straits of Belle-Ile.
Straits of Belle-Ile.....	Cape Whittle.....	Gulf of St. Lawrence.....	240	240
Cape Whittle.....	West Point, Anticosti.....	do.....	201	441
West Point, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Rimouski.....	do.....	6	649
Rimouski.....	Bic.....	do.....	12	661
Bic.....	Isle Verte.....	do.....	39	700
Isle Verte (opp. Saguenay).....	Quebec.....	do.....	126	826
Quebec.....	Three Rivers.....	do to Tide-water.....	74	900
Three Rivers.....	Montreal.....	do.....	86	986
Montreal.....	Lachine.....	Lachine Canal.....	8 $\frac{1}{2}$	994 $\frac{1}{2}$
Lachine.....	Beauharnois.....	Lake St. Louis.....	15 $\frac{1}{2}$	1,009 $\frac{1}{2}$
Beauharnois.....	Ste. Cécile.....	Beauharnois Canal.....	11 $\frac{1}{2}$	1,021
Ste. Cécile.....	Cornwall.....	Lake St. Louis.....	32 $\frac{1}{2}$	1,053 $\frac{1}{2}$
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	11 $\frac{1}{2}$	1,065 $\frac{1}{2}$
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070 $\frac{1}{2}$
Farran's Point.....	Upper end of Croyle's Island.....	Farran's Point.....	$\frac{1}{2}$	1,071
Upper end Croyle's Island.....	Williamsburg or Morrisburg.....	River St. Lawrence.....	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
Williamsburg.....	Rapide Plat.....	Rapide Plat Canal.....	4	1,085 $\frac{1}{2}$
Rapide Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4 $\frac{1}{2}$	1,090
Point Iroquois Village.....	Upper end Presqu'Île.....	Point Iroquois Canal.....	3	1,093
Presqu'Île.....	Point Cardinal, Edwardsburg.....	Junction Canal.....	2 $\frac{1}{2}$	1,095 $\frac{1}{2}$
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097 $\frac{1}{2}$
Galops Rapids.....	Prescott.....	River St. Lawrence.....	7 $\frac{1}{2}$	1,105
Prescott.....	Kingston.....	do.....	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,334
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	26 $\frac{1}{2}$	1,360 $\frac{1}{2}$
Port Colborne.....	Amherstburg.....	Lake Erie.....	232	1,592 $\frac{1}{2}$
Amherstburg.....	Windsor.....	River Detroit.....	18	1,610 $\frac{1}{2}$
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,635 $\frac{1}{2}$
Foot of St. Mary's Island.....	Sarnia.....	River St. Clair.....	33	1,668 $\frac{1}{2}$
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron.....	270	1,938 $\frac{1}{2}$
Foot of St. Joseph's Island.....	Foot of Sault Ste. Marie.....	River St. Mary.....	47	1,985 $\frac{1}{2}$
Sault Ste. Marie.....	Head of Sault Ste. Marie.....	Sault Ste. Marie Canal.....	1	1,986 $\frac{1}{2}$
Head of Sault Ste. Marie.....	Pointe aux Pins.....	River St. Mary.....	7	1,993 $\frac{1}{2}$
Pointe aux Pins.....	Port Arthur.....	Lake Superior.....	266	2,259 $\frac{1}{2}$
Port Arthur to Lake Shebandowan.....			45	
Lake Shebandowan to North-West Angle.....			312	
North-West Angle to Winnipeg.....			95	
Pointe aux Pins to Duluth.....			390	

Of the 2,259 $\frac{1}{2}$ miles from the Straits of Belle-Ile to the head of Lake Superior, 71 miles are artificial navigation, and 2,188 $\frac{1}{2}$ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

APPENDIX No. 17.

TABLE of distances of Stations between the cities of Ottawa and Kingston.

No. of Stations.	Name of Station.	Distances from Ottawa.	Locks.		Dams.		Length of Artificial Canal at each Station in miles.	
			No.	Lift at Low Water.	No.	Length.		Height.
		Miles.		Rise. Ft. In.		Feet.	Feet.	
1	Ottawa.....	0	8	82 0	3	230 1,320 1,616	13 33 14	4.00
2	Hartwell's.....	4 $\frac{1}{2}$	2	22 0		100	28	
3	Hogsback.....	5 $\frac{1}{2}$	2	13 6	1	320	60	
4	Black Rapids.....	9 $\frac{1}{2}$	1	10 0	1	300	12	
5	Long Island.....	14 $\frac{3}{4}$	3	27 0	3	850	68	
6	Burritt's.....	40 $\frac{1}{2}$	1	10 6	1	240	14	
7	Nicholson.....	43 $\frac{3}{4}$	2	15 2	1	500	9	
8	Clowes.....	44 $\frac{1}{2}$	1	10 0	1	481	16	
9	Merrickville.....	46 $\frac{3}{4}$	3	25 0	1	150	6	
10	Maitland.....	55	1	4 9	1	270	8	
11	Edmunds.....	59 $\frac{1}{2}$	1	10 10	1	343	8	
12	Old Slys.....	60 $\frac{1}{2}$	2	15 6	1	250	20	
13	Smith's Falls.....	61 $\frac{1}{2}$	4	33 9	2	600	24	
14	First Rapids or Poonamalie.....	64	1	7 9	1	260	5	
15	Narrows.....	83 $\frac{1}{4}$	1	4 0	1	600	9	
Total rise at low water.....				292 3				
				Fall.				
16	Isthmus.....	87 $\frac{1}{2}$	1	4 0				1.25
17	Chaffey's.....	92	1	12 6				0.13
18	Davis.....	94 $\frac{1}{2}$	1	9 0	1	300	15	0.06
19	Jones' Falls.....	97 $\frac{1}{2}$	4	60 0	1	300	60	0.25
20	Brewer's Upper Mills.....	108 $\frac{1}{2}$	2	19 0	1	200	20	1.75
21	do Lower Mills.....	110	1	14 2	1	200	12	4.25
22	Kingston Mills.....	120 $\frac{1}{2}$	4	46 8	1	6,042	14	0.25
23	Kingston.....	126 $\frac{1}{4}$						
Total fall at low water.....				165 4				
Total.....			47		24	15,472		16.46

APPENDIX No. 18.

TABLE showing the dates of the closing of the Canals in the Autumn of 1889 and of the opening in the Spring of 1890.

Canals.	Closing.	Opening.
Lachine Canal.....	30th November, 1889....	23rd April, 1890.
Beauharnois Canal.....	do	21st April, 1890.
Cornwall Canal.....	11th December, 1889....	do
St. Anne's Lock and Dam.....	29th November, 1889....	24th April, 1890
Carillon Canal.....	30th November, 1889....	26th April, 1890.
Grenville Canal.....		
Culbute Lock and Dam.....	.....	.....
Chute à Blondeau.....		
Rideau..... { Kingston Mills.....	22nd November, 1889....	2nd May, 1890.
..... { Ottawa.....	28th November, 1889....	5th May, 1890.
St. Ours Lock.....	do	28th April, 1890.
Chambly Canal.....	do	1st May, 1890.
Williamsburg Canal.....	9th December, 1889....	22nd April, 1890.
Welland Canal—		
New Canal.....	4th December, 1889....	15th April, 1890.
Old Canal.....		
Erie Canal (New York).....	30th November, 1889....	1st May, 1890.
St. Peter's Canal (Cape Breton).....	4th January, 1890.	13th April, 1890.
Trent Canal Works	23rd November, 1889....	21st April, 1890.
Murray Canal.....	.....	14th April, 1890.

APPENDIX No. 19.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1890.

1. SUBSIDIZED RAILWAYS.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
9905	Oshawa Railway and Navigation Co.	July 20, 1889	Port Oshawa to town of Oshawa, thence back to East Whitby.
9907	Pontiac and Renfrew Railway Co.	Aug. 2, 1889	Bristol Iron Mines to Pontiac Pacific Junction Railway.
9908	Hereford Railway Co.	do 3, 1889	Cookshire to Quebec Central Railway at Dudswell.
9909	Cornwallis Valley Railway Co. (Limited).	Sept. 30, 1889	End of 13th mile subsidized, 1887, to Kingsport Harbour, N.S.
9911	St. Clair Frontier Tunnel Co.	Oct. 30, 1889	Tunnel from Sarnia, Ont., to Port Huron, U.S., under St. Clair River.
9914	Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co.	Aug. 5, 1889	Transport Government supplies, &c., between Regina and Saskatoon and Prince Albert.
9928	Great Northern Railway Co.	Jan. 11, 1890	St. Andrews to Lachute on C. P. Railway.
10501	do do	Oct. 11, 1890	do do (supersedes agreement of Jan. 11, 1890.)
9931	Napanee, Tamworth and Quebec Railway Co.	Sept. 4, 1889	Harrowsmith to Sydenham.
10076	Thousand Islands Railway Co.	Oct. 24, 1889	Gananoque village to junction of Grand Trunk Railway, and to junction of Brockville, Westport and Sault Ste. Marie Railway.
10070	Quebec, Montmorency and Charlevoix Railway Co.	Nov. 14, 1889	Hedleyville, north of River St. Charles, to a point 30 miles east of St. Joachim, P.Q.
10117	Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co.	Not signed.	Long Lake to Saskatchewan, and to elbow of North Saskatchewan, branches to Prince Albert and to Battleford (land subsidy).
10122	Napanee, Tamworth and Quebec Railway Co.	Dec. 26, 1889	Yarker to Harrowsmith.
10123	Port Arthur, Duluth and Western Railway Co.	do 24, 1889	Port Arthur to Gun Flint Lake, U. S. boundary.
10147	Drummond County Railway Co.	Jan. 21, 1890	From end of contract 9839 of 2nd May, 1889, to Ball's Wharf on Rivers Nicolet and St. Lawrence.
10157	Shuswap and Okanagan Railway Co.	Feb. 11, 1890	Sicamour on C. P. R. to Lake Okanagan.
10330	Great Eastern Railway Co. . .	Not signed.	Complete Montreal and Sorel Railway, St. Lambert to Sorel, P.Q.
10331	Calgary and Edmonton Railway Co.	June 21, 1890	Transport Government supplies, &c., between Calgary and Edmonton.
10407	do do	Not signed.	Line, Calgary to Edmonton and Calgary to United States boundary (land subsidy).
10423	Parry Sound Colonization Railway Co.	July 21, 1890	Parry Sound to Northern and Pacific Junction Railway.
10425	Winnipeg and Hudson's Bay Railway and Steamboat Co.	May 11, 1885	From C. P. R. to mouth of Nelson River on Hudson's Bay, and branch from Lake Winnipeg to Manitoba and North Western Railway (land subsidy agreement by O.C.)

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1890—Continued.

2. ANNAPOLIS AND DIGBY RAILWAY.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
10052	Nova Scotia Steel and Forge Co.	Aug. 20, 1889	Supply bar fish-plates.
10156	Western Counties Railway Co	Dec. 4, 1889	Assent to change of line, &c.
10156	E. W. Plunkett.....	Nov. 22, 1889	Consents to do

3. CAPE BRETON RAILWAY.

9953	C. P. Moffatt & Co.....	Dec: 20 1889	Wire fencing Grand Narrows to Sydney and to North Sydney.
10145	John F. Teed.....	do 31, 1889	Freight house, Sydney.
10175	J. Harris & Co.....	Jan. 17, 1890	75 box cars.
10176	P. W. Folger.....	do 17, 1890	4 conductors vans.
10177	Jas. Crossen.....	do 17, 1890	2 flanger cars.
10202	Jas. K. McDonald.....	Dec. 17, 1889	Dig and bore wells.
10223	J. Harris & Co.....	Feb. 12, 1890	3 baggage cars.
10305	Jas. Crossen.....	May. 2, 1890	6 2nd class cars.
10315	J. Harris & Co.....	do 13, 1890	5 1st class cars.
10316	do.....	do 13, 1890	2 postal and smoking cars.
10317	do.....	do 13, 1890	20 stock cars.

4. OXFORD AND NEW GLASGOW RAILWAY.

9926	L. Estano & Sons.....	July 24, 1889	Water pipe, pump house, &c., Oxford Station.
9948	Gray, McManus, Trites & Co.	Oct. 15, 1889	Tracklaying, &c., Oxford Village to Mingo Road, and Pugwash Branch.
10178	B. W. Folger.....	Jan. 17, 1890	140 platform cars.
10203	J. & A. Carson.....	Feb. 12, 1890	11 coal sheds and 11 water closets.
10222	J. Harris & Co.....	do 12, 1890	6 conductors vans.
10224	Rathbun Car Co.....	do 1, 1890	63 box cars.
10296	J. Harris & Co.....	April 10 1890	2 flanger cars.
10306	J. Crossen.....	May. 2, 1890	8 2nd class cars.
10318	J. Harris & Co.....	do 13, 1890	6 1st class cars.
10319	do.....	.....	3 postal and smoking cars.
10320	do.....	.....	4 baggage and express cars.

5. PRINCE EDWARD ISLAND RAILWAY.

10083	Doyle & Goodwin.....	Oct. 15 1889	66,000 sleepers.
10105	Water Commissioners, Charlottetown.	Nov. 18 1889	Supply water, 10 years.
10167	Read & Larkins.....	Jan. 17, 1890	46,000 sleepers.
10168	W. Taylor.....	do 17, 1890	20,000 do
10169	R. Ellis, jun.....	do 17, 1890	5,000 do
10170	E. H. Duvar.....	July 17, 1890	3,000 sleepers.
10171	H. W. Turner.....	do 17, 1890	2,000 do
10172	G. T. Marquis.....	do 17, 1890	1,000 do
10173	N. Buchanan.....	do 17, 1890	500 do
10174	D. McKenzie.....	Dec. 24, 1889	500 do
10311	T. D. Archibald & Co.....	May 14, 1890	6,200 tons round steam coal for engines.
10334	A. McKinnon & Co.....	June 6, 1890	Timber and fence posts.
10335	O. L. Haywood.....	do 6, 1890	Spruce scantling.
10336	R. Ellis, jun.....	do 6, 1890	Fence posts.
10337	P. Whalen.....	do 6, 1890	do
10338	Read & Larkins.....	do 6, 1890	Sleepers, &c.
10461	Barrow Hematite Steel Co. (Limited).	do 6, 18 10	Steel rails and fish-plates.
10462	Bayliss, Jones & Bayliss....	do 13, 1890	Iron bolts and nuts for fish-plates.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1890—*Concluded.*

6. INTERCOLONIAL RAILWAY.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
9947	Cumberland Railway and Coal Co.	July 18, 1889	Supply coal.
10053	Phoenix Coal Co.	do 18, 1889	do
10054	J. F. Teed.	Aug. 16, 1889	Water tanks.
10079	Jas. Brown.	Oct. 1, 1889	Freight and passenger station at Canaan.
10080	C. Canunell & Co.	Sep. 25, 1889	Steel flange rails.
10082	Acadia Coal Co. (Limitee). ..	July 18, 1889	Coal.
10084	Nova Scotia Steel & Forge Co.	Sep. 27, 1889	Angle fish-plates.
10085	Bushnell & Co.	July 25, 1889	Oil and petroleum.
10086	J. R. Hutchins.	do 25, 1889	Engine oil, &c.
10099	Maritime Oil Refining Co.	do 25, 1889	Petroleum (oil).
10102	Jas. Brown.	Oct. 14, 1889	Warehouse at Moncton.
10103	F. B. Atkinson.	do 19, 1880	Filling in between tracks, Lévis Station.
10104	D. L. Johns.	do 14, 1889	Addition to car shed, Richmond, N.S.
10107	Dominion Express Co.	Dec. 1, 1889	Express business, St. John and Halifax.
10108	Canadian Express Co.	Nov. 25, 1889	do do Point Lévis, &c.
10110	Rhodes, Curry & Co.	Oct. 11, 1889	Improve roofs of freight and train sheds, Halifax.
10113	Matheson & Grant.	Aug. 23, 1889	Steel flange rails.
10114	Carmuell & Co.	Oct. 30, 1889	Guarantee of rails (under No. 10113).
10115	{ Forbes Manufacturing Co. } { Matheson & Grant. }	do 31, 1889	Steel through plate girders for Truro "Y."
10118	G. O. Dunham.	Nov. 5, 1889	Masonry abutments for bridge for Truro "Y," &c.
10119	Michaud & Plante.	do 4, 1889	Additions to freight shed, Lévis.
10134	Black Diamond Coal Co. (Limited).	July 18, 1889	Coal.
10135	J. Harris & Co.	Dec. 3, 1889	150 6-ton coal cars.
10136	do.	do 3, 1889	100 platform cars.
10137	T. Robley.	Nov. 28, 1889	3 center dump scows.
10138	J. Maguire.	do 27, 1889	Change heating apparatus, Lévis station.
10156	Western Counties Ry. Co.	Dec. 4, 1889	Assent to change of line—Annapolis to Digby, &c.
10166	W. E. Logan.	Jan. 3, 1890	600 farm-crossing gates.
10179	B. W. Folger.	do 17, 1890	120 platform cars.
10180	J. Harris & Co.	do 17, 1890	30 box cars.
10209	D. Gunn.	do 28, 1890	Fencing.
10210	Gunn & Slack.	do 30, 1890	do
10211	J. O. Calhoun.	do 28, 1890	do
10212	Sumner & Co.	do 28, 1890	do
10213	F. C. Jones.	do 28, 1890	do
10219	J. Graham.	Feb. 1, 1890	do
10220	D. Hallisay.	Jan. 28, 1890	do
10221	J. Geddis.	do 28, 1890	do
10225	E. Crossman.	Feb. 11, 1890	do
10232	Rousseau & Mather.	Jan. 31, 1890	Steel deck plate girders, for Windsor Branch.
10238	F. F. Miller.	July 30, 1889	Steel bridge, Rivière du Loup.
10321	Rhodes, Curry & Co.	Apr. 30, 1890	Arch culvert for Frosty Hollow, west of Sackville.
10323	Canadian Bridge & Iron Co.	do 30, 1890	Steel girder bridges, Eastern Extension.
10471	W. Starkey.	Aug. 11, 1890	Water tank, at Newport, Windsor Branch.
10475	Dominion Bridge Co.	July 14, 1890	12 40-foot girders.
10499	Jas. Brown.	Aug. 23, 1890	Extend freight shed, Moncton.
10506	International Coal Co.	June 16, 1890	Coal.
10507	Cumberland Ry. & Coal Co.	do 15, 1890	Supply coal.
10508	Phoenix Coal Co. (Limited). ..	do 15, 1890	do
10509	Glace Bay Mining Co.	do 16, 1890	do
10510	Intercolonial Coal Mining Co. (Limited).	do 16, 1890	do
10511	J. F. Teed.	Sept. 8, 1890	Extend freight shed, Londonderry.

7. MURRAY CANAL.

10324	J. D. Silcox.	May 28, 1890	Stone facing banks of canal.
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STATEMENT of Contracts entered into during the Fiscal Year ended 30th June
1890—*Continued.*

8. RIDEAU CANAL.

No. of Contract.	Name of Contractors.	Date of Signature.	General Description.
10120	Smith & Grant.....	Dec. 10, 1889	Approaches to road bridge, Stewarton.
10162	Waters & Perkins.....	Jan. 28, 1890	Screw steam tug-boat for canal.
10163	P. G. Waters.....	do 28, 1890	2 side-dumping scows.
10228	Montreal Bridge Co. (Limit'd)	Mar. 5, 1890	Steel and iron bridge, Stewarton.
10270	P. Burns.....	April 2, 1890	Rock excavation, locks to basin, Ottawa.

9. STE. ANNE CANAL.

10489	Brewder & McNaughton	Aug. 26, 1890	Protection wall along old Grand Trunk Ry. pier.
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10. WELLAND CANAL.

10067	J. Murray.....	Sept. 30, 1889	Deepen parts of Shoal Bay, above Lock 2.
10276	Macdonald & Aylmer.....	Apr. 11, 1890	do entrance to Port Dalhousie harbour.
10486	Johnson & Lawson.....	Aug. 27, 1890	Sodding slopes of Deep Cut.

OTTAWA, November, 1890.

H. A. FISSIAULT.

APPENDIX

GENERAL STATE

1st. Water Power and other Public Property leased by the Department

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
<i>Beauharnois Canal.</i>				
July 25, '89	Pleasure of the Government.	J. T. Anderson.....	Lot 846, Grande Isle, Valleyfield..	233' x 200' x 130'
<i>Lachine Canal.</i>				
Sept. 5, '89	Pleasure of the Government.	Royal Electric Co...	To maintain their 10" pipe at Basin No. 1, Montreal.	.....
do 27, '89	1 year	Dobell, Beckett & Co	Space in Shed No. 1, St. Gabriel.....	650' x 40'.....
do 27, '89	do	do	do No. 2 do	500' x 40'.....
Dec. 16, '89	Pleasure of the Government.	J. C. Hodgson.....	To lay a 10" pipe from canal at St. Henri	.....
Oct. 22, '89	5 years	Montreal Coal Elevating Co.	Pt. lot 324, St. Ann's Ward, Montreal..	1,105 acres ...
Feb. 11, '90	21 years only..	Montreal Warehousing Co.	Cad. lot 1479 do do	{ 199' x 134' 9" } { 199' x 135' 11" }
<i>Welland Canal.</i>				
Oct. 7, '89	Pleasure of the Government.	F. T. Walton.....	Pt. lots 9 and 10 in 10th Con. Grantham, at Merriton.	1.26 acre
do 12, '89	.....	St. Catharines & Niagara Central Ry. Co	To cross old canal by a swing bridge at St. Catharines.	.....
<i>Miscellaneous Properties.</i>				
Nov. 25, '89	Pleasure of the Government.	Town of Truro.....	Roadway through I. C. Ry. grounds...	50 ft. wide....
Sept. 6, '89	do ..	Gray, McManus, Trites & Co.	Lease of 7 platform cars, Oxford & Ng. Ry.	.....
Nov. 12, '89	do ..	do ..	do 12 do do ..	.....
Sept. 25, '89	do ..	do ..	do 10 do (and 1 loco.) do ..	.....
Nov. 1, '89	do ..	do ..	do 1 locomotive. ....	.....
Oct. 22, '89	5 years	Montreal Coal Elevating Co.	Pt. cad. lot 324, St. Ann's Ward, Montreal	1 1/5 acre
1890	Pleasure of the Government.	Témiscouata Ry. Co.	I. C. Ry. land at Rivière du Loup.....	.....
June 24, '90	do ..	Minister of Agriculture.	Lot, &c., at I. C. Ry., Halifax.	{ 11,211 ft..... } { 1,509 ft..... }
do 16, '90	do ..	Acadia Coal Co. (Ld.)	To use I. C. Ry. water pipe at Stellarton	.....
<i>Trent Valley Canal.</i>				
April 12, '90	21 years ; renewable.	Estate R. C. Smith.	Lot east of Colborne street, Fenelon Falls village.	0.90 acre

No. 20.

MENT SHOWING

of Railways and Canals, during the Fiscal Year ended 30th June, 1890.

For what purpose used.	Amount of Water Power Leased.	Date from which Lease is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
				Amount of each instalment	When due each year.	When first instalment was due.	
			\$ cts.	\$ cts.			
Foundry.....		July 1, '89	40 00	40 00	July 1....	On delivery of lease.	In advance.
Lightering.....	Water through 10" pipe.	July 1, '89	100 00	100 00	July 1....	On delivery of lease.	In advance.
Storing lumber..		May 1, '89	600 00	50 00	Monthly..	do ..	do
do		June 1, '89	600 00	50 00	do ..	do ..	do
Wrought iron pipe factory.	Water through 10" pipe.	Nov. 1, '89	100 00	100 00	Nov. 1....	Nov. 1, '89	do
Store coal.....		do 1, '89	800 00	800 00	do	do 1, '89	do
Warehouse		Jan. 1, '90	350 00 1st year, 400 00 2nd do 500 00 3rd do 600 00 4th do 700 00 5th and following years.		Jan. 1 and July 1.	Jan. 1, '90	do
Grinding mill, &c	25 h.p	Jan. 1, '90	145 00	72 50	Jan. 1 and July 1.	July 1, '91	1 year's rent free, to build.
.....		Oct. 1, '89	1 00	1 00	Oct. 1....	Oct. 1, '89	Leave 60' clear for passage of vessels.
Roadway		Nov. 1, '89	1 00	1 00	Nov. 1....	Nov. 1, '89	In advance.
Ballasting, &c.....			Each 0 50	per day.			
do			0 50	do			
do	{ Locomotive,		10 00	do			
do	{ Platform cars,		0 50	do			
do			10 00	do			
Elevate coal		Nov. 1, '89	800 00	800 00	Nov. 1....		
Offices, &c.....			1 00			Nov. 1, '89	
Immigrant shed.....		June 30, '90	50 00	50 00	June 30...	June 30, '91	Cease on 10 days notice.
Water service.....		do 16, '90	1 00	1 00	do 16...	do 16, 90	
Mills	All the surplus water.	April 12, '90	1 00	1 00	Jan. 1....	Jan. 1, '90	

12ND. PROPERTY PURCHASED, OR DAMAGED, BY THE DEPARTMENT OF RAILWAYS AND CANALS OF THE DOMINION OF CANADA, DURING THE FISCAL YEAR ENDED 30TH JUNE, 1890.

Date of Signature.	Who Sold to Her Majesty.	PROPERTY PURCHASED OR DAMAGED.			County.	Area of Land.	Amount Paid.	Remarks.
		Lot.	District, &c.					
Sept. 12, 1889.	Isidore Larocque.....	Damage to his hotel.....	Valleyfield	Beauharnois	Acres.	\$ cts. 372 00	By removal of a bridge.	
Oct. 22, 1889.	M. A. McDonnell, et al.	W. 1/2 24	1st Con. Cornwall.....	Stormont.....	36.80	1,200 00		
do 29, 1889.	M. Ryan.....	E. 1/2 3	Osnabruk.....	do	0.31	750 00		
Nov. 3, 1889.	E. McNamee.....	E. 1/2 25	Cornwall.....	do	0.80	800 00		
do 11, 1889.	S. W. Armstrong, et al.	E. 1/2 27	do	do	0.35	2,100 00		
do 18, 1889.	E. Rolly.....	W. 1/2 28	do	do	0.70	550 00		
Dec. 7, 1889.	S. Cobain.....	29	do	do	0.20	500 00		
Nov. 21, 1889.	G. L. Mattice.....	E. 1/2 35	do	do	0.11	25 00		
Dec. 30, 1890.	M. Smyth.....	A	Osnabruk.....	do	0.17	25 00		
Jan. 16, 1890.	J. G. Snetsinger.....	37	Cornwall.....	do	0.25	96 00		
Dec. 28, 1889.	J. Baker.....	38	do	do	0.24	83 00		
Feb. 10, 1890.	D. & J. Blackadder.....	{ W. 1/2 25 } { E. 1/2 26 }	do	do	{ 0.37 }	113 00		
do 6, 1890.	G. McDonald.....	E. 1/2 30	do	do	0.33	150 00		
do 15, 1890.	J. Vancamp.....	W. 1/2 29	do	do	0.08	550 00		
Mar. 17, 1890.	A. Anderson.....	1	Osnabruk.....	do	0.98	190 00		
do 25, 1890.	J. & G. W. Anderson.....	W. 1/2 34	Cornwall.....	do	0.01	10 00		
April 4, 1890.	S. Thompson.....	E. 1/2 32	do	do	0.50	75 00		
do 8, 1890.	H. Chappell.....	E. 1/2 35	do	do	0.05	20 00		
June 4, 1890.	J. P. Watson.....	3	Water Street, Town of Cornwall.	do	0.25	3,000 00		
Nov. 5, 1889.	O. Raymond.....	2	1st Con. Osnabruk.....	do	0.69	138 00		
July 30, 1889.	Ed. Marcoux.....		Chambly Canal.			150 00		
Nov. 29, 1889.	J. Ostigny.....	127	Receipt redismis' as bridge keeper	Chambly	5,040 ft.	751 60		
Dec. 17, 1889.	Jos. Malo.....	126	do	do	5,760 ft.	450 00		

Month	Date	Name	Location	Value	Value	Value
May	27, 1889	B. Warren, et al.	Victoria	135	2.09	8.36
do	27, 1889	F. McNeil	do	134	2.18	8.72
do	27, 1889	M. McKinnon, et al.	do	156	1.26	63.00
do	25, 1889	C. Campbell, et al.	do	170	2.37	23.70
do	25, 1889	S. McDonald, et al.	do	159	2.43	36.45
do	25, 1889	H. Murphy	do	153 ^a	6.00	48.00
do	27, 1889	M. McAulay, et al.	do	133	1.77	7.08
do	27, 1889	M. McDonald	do	161	2.09	20.90
do	27, 1889	H. Murphy, et al.	do	153	1.43	11.44
do	25, 1889	M. McDougall, et al.	do	160	1.31	5.60
Aug.	29, 1888	C. E. Leonard, et al.	Cape Breton	169	0.63	600.00
do	29, 1888	do	do	167	2.05	1,365.30
Dec.	—, 1888	J. McNeil	do	2	3.86	27.02
do	—, 1888	A. McNeil	do	3	4.47	22.35
May	25, 1889	H. D. McNeil	do	6 ^a	0.51	6.63
do	23, 1889	D. McNeil	do	8 ^a	0.55	7.15
Jan.	13, 1887	M. McNeil, et al.	do	15	2.10	15.00
do	19, 1889	J. McDougall, et al.	do	22	1.50	125.00
Dec.	17, 1887	J. & D. McNeil, et al.	do	43	3.20	19.20
do	—, 1888	M. McNeil, et al.	do	51	1.51	5.06
do	23, 1889	E. McNeil, et al.	do	55	1.62	8.10
do	23, 1889	C. McNeil, et al.	do	56	6.03	24.12
do	23, 1887	A. McNeil, et al.	do	71	2.52	13.15
May	18, 1887	R. McLean, et al.	do	60	4.56	10.64
Jan.	23, 1887	R. McNeil, et al.	do	76	2.66	8.00
Dec.	23, 1887	R. McNeil, et al.	do	78	5.71	38.54
July	25, 1889	J. McNeil, et al.	do	79	3.44	20.64
do	24, 1889	A. McNeil	do	84	4.80	19.20
Dec.	—, 1888	H. McNeil, et al.	do	85	1.14	6.84
Sept.	3, 1888	R. Johnston, et al.	do	98	0.09	1,009.19
do	—, 1888	M. McSween	do	99	2.65	15.00
do	—, 1888	A. McNeil	do	100	3.62	14.48
do	4, 1889	S. McNeil	do	111	2.00	8.00
May	23, 1889	D. McLean, et al.	do	111	1.08	7.70
Aug.	1, 1888	S. McLean and R. McNeil	do	108	3.82	15.28
May	22, 1889	A. McDonald, et al.	do	112	5.32	12.96
Dec.	23, 1888	D. U. McIntyre	do	118	3.35	11.72
do	23, 1888	A. Campbell	do	120	2.35	14.10
May	24, 1889	M. Steele and S. McNeil	do	124, 125	1.45	6.00
do	31, 1887	A. & H. McNeil	do	126, 127	0.40	10.00
Jan.	31, 1888	J. McKinnon	do	140	4.31	70.00
April	22, 1889	Hon. T. D. Archibald	do	141	3.50	10.50
July	23, 1889	D. McNeil	do	146 ^a	4.14	24.84
May	23, 1889	J. & M. McDonald	do	151 ^{1/2}	2.23	15.61
Dec.	25, 1889	D. & L. McMillan	do	156		
do	19, 1889	J. McDonald	do	155, 157		
Aug.	—, 1889	J. R. McNeil, et al.	do	168		
do	23, 1889	do	do			

1890

2ND. PROPERTY PURCHASED OR DAMAGED, &c.--Continued.

Date of Signature.	Who Sold to Her Majesty.	PROPERTY PURCHASED OR DAMAGED			Area of Land.	Amount Paid.	Remarks.
		Lot.	District, &c.	County.			
			<i>Cape Breton Railway</i> —Continued.				
May 23, 1889	R. R. McNeil	169	Long Island	Cap Breton.	Acres.	\$ cts.	
do 23, 1889	M. O'Handly	171	do	do	4 60	32 20	
do 22, 1889	C. O'Handly	172	do	do	3 12	9 36	
Feb. 4, 1887	S. Young	178	George's River	do	2 58	12 50	
Sept. 6, 1888	A. O'Handly	175	Long Island	do	2 31	57 50	
Feb. 4, 1887	C. Young	179	George's River	do	1 61	16 25	
May 22, 1889	M. McPhee, et al.	181	do	do	2 41	60 25	
Nov. 30, 1889	E. J. Johnstone,	184 ¹	do	do	10 01	100 00	
Feb. 8, 1888	A. McKinnon, et al.,	191	do	do	0 29	324 14	
March 9, 1887	T. Moffatt, et al.,	192	do	do	7 40	88 80	
May 23, 1889	W. McRae, et al.	193	do	do	6 00	42 00	
July 16, 1889	W. Moore	200	do	do	3 19	38 28	
March 18, 1887	J. H. Christie	195	George's River	do	0 82	4 92	
Feb. 16, 1889	W. Dunlop, et al.	207, 208	George's River	do	1 66	9 96	
July 23, 1889	A. Bell, et al.	216	Leetche's Creek	do	5 77	78 55	Release, Aug. 14, 1889.
Oct. 12, 1888	J. & A. Grantmyer	219	Ball's Creek	do	1 77	22 20	
July 22, 1889	C. Leslie	222	North-West Arm	do	4 00	14 25	Partial release of judgment, July 27, 1889.
do 24, 1889	R. Bell	231	Sydney River	do	0 96	47 50	
do 24, 1889	J. H. Boutillier.	232	do	do	2 42	30 00	
do 24, 1889	J. McKinnon	233	do	do	1 35	30 00	
do 23, 1889	W. K. Ball	238	do	do	1 36	30 00	
Jan. 30, 1889	A. S. Kendall	244	do	do	1 33	50 00	
Nov. 27, 1888	Capt. F. H. Worgan	245	Sydney	do	2 37	775 00	
March 21, 1889	R. Martin, et al.	246	do	do	1 62	2,084 34	
Aug. 29, 1888	F. Neil, et al.	250	do	do	2 59	735 00	
Nov. 29, 1888	J. Campbell	252	do	do	1 98	841 50	
Aug. 29, 1888	J. McLeod	255 ^a	do	do	0 67	800 00	Shipyard.
Dec. 21, 1889	A. J. McDonald, et al.	256	do	do	0 27	292 00	
Feb. 7, 1890	E. T. Moseley	256 ^b	do	do	0 35	1,010 17	
do 1, 1890	P. Brookman.	257 ^a	do	do	0 12	292 33	
Jan. 27, 1890	M. J. Murray, et al.	97 ^a	River Dennis	do	1 50	2,371 85	And bond.
Oct. 12, 1889	M. McCormick	396	McIntyre's Lake	Inverness do	0 80	6 40	
					8 33	36 00	

Date	Name	Amount	Category	Remarks	Balance	Release of all claims.
July 13, 1889	M. Paint, et al.	58c	River Inhabitants	do	6.86	67 20
March 15, 1889	B. Cameron, et al.	60c	do	do	4.34	7 56
July 9, 1888	J. McMaster, et al.	60c	do	do	1.26	10 26
Aug. 13, 1889	M. Blue	97	River Dennis	do	1.15	19 20
July 12, 1890	G. P. Andrews	235	Sydney	Cape Breton	5.07	723 83
Feb. 11, 1890	J. Cameron, et al.	236, 236c	do	do	3.49	900 00
Jan. 22, 1889	J. Mackay	247, 254	do	do	2.11	2,270 00
July 8, 1889	C. A. Richardson	255 or 225	do	do	0.52	1,200 00
Oct. 8, 1888	T. P. Reede	264, 264c	do	do	0.55	400 00
Jan. 26, 1888	J. A. Campbell	272	Sydney	Cape Breton	0.45	6 00
do 16, 1888	M. A. Greig, et al.	273	do	do	0.06	150 00
April 14, 1888	M. A. McDonald	275	do	do	1.33	55 00
Jan. 14, 1888	P. Daly	278	do	do	0.08	15 00
do 16, 1888	J. Lorway	281	do	do	0.06	20 00
Dec. 2, 1887	Rev. J. Murray	283	do	do	0.13	230 00
do 2, 1887	J. Gillis	284	do	do	0.89	284 00
Jan. 25, 1889	E. R. Muggah	285 or 200	do	do	0.72	25 60
Dec. 1, 1887	H. Muggah	286	do	do	1.28	8 40
Jan. 1, 1888	M. A. Burchell, et al.	287	do	do	0.62	12 40
Nov. 14, 1888	M. Muggah, et al.	289	do	do	0.63	12 60
Jan. 28, 1887	J. Lorway	259	do	do	0.79	15 80
do 25, 1887	S. Burns	261	do	do	1.00	550 00
do 25, 1887	H. LeCras	263	do	do	0.51	200 00
do 14, 1888	C. Muggah	266	do	do	0.73	200 00
do 26, 1887	M. Gibbons, et al.	267	do	do	3.44	1,000 00
April, 17, 1888	G. T. Burchell	269	do	do	0.21	75 00
Aug. 23, 1888	E. Kendall, et al.	271	do	do	5.31	600 00
					0.50	300 00
<i>Carillon Dams—(Damages by Staunehina).</i>						
July 19, 1889	T. & W. Owens	217, 219	1st Com. Chatham	do		50 00
do 18, 1889	G. Bradford, jr.	211, 214	do	do		60 00
Feb. 8, 1890	A. McDuff	W ½ 3, N E pt. 4	do	East Hawkesbury		25 00
Dec. 18, 1889	T. Ross	429, 430	do	Chatham		346 50
Jan. 14, 1890	T. Owens	E ½ 218	do	do		80 00
do 17, 1890	A. Graham	418, 419, 420, 422	do	do		87 50
do 2, 1890	J. Derrick	424	do	do		300 00
do 17, 1890	W. Graham	W ½ 218	do	do		87 50
Dec. 17, 1889	J. B. Brazeau	220	do	do		100 00
March 7, 1890	W. Canning, et al.	428, 425	do	do		100 00
Aug. 19, 1890	C. Hutchins	336 to 345	do	do		300 00

[1890]

2ND. PROPERTY PURCHASED OR DAMAGED, &c.—Continued.

Date of Signature.	Who Sold to Her Majesty.	PROPERTY PURCHASED OR DAMAGED.			Area of Land.	Amount Paid.	Remarks.
		Lots.	District, &c.	County.			
			<i>Indiantown Branch I. C. Ry.</i>	Northumberland.	Acres.	\$ cts.	
Oct. 6, 1885.	A. Gray.	204	Derby	do	0.04	18 00	
July 5, 1884.	G. A. Vye.	20	do	do	1.39	1 00	
June 16, 1884.	J. R. Leighton.	21½	do	do	1.39	1 00	
Nov. 30, 1888.	G. A. Vye	21½	do	do	1.21	272 25	
June, 14, 1884.	G. Barron.	22	do	do	0.32	1 00	
do 17, 1884.	R. Cluston.	23	do	do	0.81	1 00	
do 13, 1884.	Mrs. R. Newman.	24	do	do	0.53	10 00	
do 13, 1884.	T. C. Newman.	25	do	do	0.27	1 00	
do 14, 1884.	D. J. Newman.	26	do	do	0.48	1 00	
do 23, 1884.	J. C. Miller.	26½	do	do	0.48	1 00	
do 23, 1884.	J. Robinson	27	do	do	0.53	1 00	
do 17, 1884.	M. Tulupp	27½	do	do	0.07	2 00	
do 13, 1884.	A. Knight	28	do	do	0.79	1 00	
do 13, 1884.	J. W. Knight.	31	do	do	0.79	1 00	
Jan. 5, 1885.	do	31½	do	do	0.23	200 00	
do 6, 1888.	do	31½	do	do	0.25	200 00	
June 14, 1884.	W. Fitzgerald	32	do	do	0.07	1 00	
Jan. 5, 1885.	do	32½	do	do	0.69	50 00	
Aug. 16, 1884.	A. Barron.	33	do	do	1.11	1 00	
June 14, 1884.	D. Barron.	34	do	do	0.49	1 00	
do 14, 1884.	E. Betts.	35	do	do	1.24	1 00	
do 13, 1884.	J. Betts.	36	do	do	0.80	1 00	
July, 17, 1883.	D. & E. Barron.	138	do	do	0.23	100 00	
Aug. 10, 1883.	A. Barron.	148	do	do	0.72	100 00	
			<i>Cape Breton Railway Extension to North Sydney.*</i>	Cape Breton.			
March 30, 1889.	W. England	4	Georges River	do	0.62	10 00	
do 2, 1889.	W. Almon.	7	do	do	0.71	20 00	
do 2, 1889.	J. Almon.	8	do	do	0.71	20 00	
Feb. 21, 1889.	A. Watson.	15	do	do	2.47	200 00	
March 18, 1889.	J. Almon.	17	do	do	0.66	100 00	
Feb. 21, 1889.	J. Moore, sen.	21	do	do	1.03	100 00	

* The right of way for this extension being provided by and at the expense of the town of North Sydney.

Feb. 5, 1890.	J. Stevenson <i>et al.</i>	24, 25	Ottawa River, Damages by Dams at Rocher, Fenou and Grand Calumet Falls.	Westneath.....	100 00	Releases.	
March 24, 1890.	J. Farnell <i>et al.</i>	26	do	do	100 00	do	
April 23, 1890.	A. Frazer.....	W pt 23, 24, 25, 26	do	do	867 00	do	
do 15, 1890.	R. Bennie <i>et al.</i>	15, 16, 17	1st r. tp	Waltham.....	743 40	do	
Jan. 27, 1896.	A. Lamarche <i>et al.</i>	18	E. front B.	Westneath	20 00	do	
Sept. 11, 1890.	D. Stark <i>et al.</i>.....	.....	Bond of indemnity re lost cheque.	do	194 05	E. Marceau.
<i>Oxford and New Glasgow Railway</i>							
Sept. 11, 1889.	D. Sellers.....	67	River John.....	Pictou.....	0 20	0 80	
do 24, 1889.	M. F. Fitzgerald.....	68	do	do	2 15	10 75	
do 7, 1889.	A. Wilson.....	117	Hardwood Hill	do	2 38	40 00	
Nov. 4, 1889.	Heirs Little.....	137	West River Road	do	0 99	44 55	
Sept. 20, 1889.	G. Watt.....	254	River John.....	do	0 16	4 00	
do 28, 1889.	J. D. Matheson.....	110a, 112a, 112b	Rogers Hill	do	0 39	5 64	
Nov. 2, 1888.	R. Lowerson <i>et al.</i>	13	Pugwash Branch.	Cumberland	0 48	500 00	
do 15, 1888.	M. Black.....	16	do	do	0 18	275 00	
July 31, 1888.	H. A. Patten.....	9f	Oxford	do	0 83	349 99	
Nov. 6, 1888.	O. B. Schurman.....	9g	do	do	1 75	300 00	
Dec. 21, 1888.	J. R. Embree.....	19	do	do	2 63	10 52	
do 21, 1888.	J. D. Embree.....	20	do	do	4 46	17 84	
do 21, 1888.	J. Matkinson <i>et al.</i>	21	do	do	2 87	11 48	
do 21, 1888.	D. Harkness.....	23	do	do	2 22	8 88	
do 21, 1888.	J. W. Chisholm <i>et al.</i>	24	do	do	2 58	13 76	
do 21, 1888.	A. Sutherland.....	26a	do	do	0 88	3 52	
Nov. 14, 1888.	G. Thompson.....	50, 1	Wallace.....	do	2 60	29 00	
do 16, 1888.	M. Harrison.....	64a	do	do	4 31	14 14	
do 14, 1888.	A. Smith.....	65a	do	do	2 27	20 00	
do 14, 1888.	J. H. Forshner.....	66	do	do	2 87	18 00	
do 14, 1888.	J., D. & J. Henderson.....	68, 69a	do	do	8 47	52 25	
do 19, 1888.	J. & G. Scott <i>et al.</i>	75	do	do	2 81	1 38	
Sept. 14, 1888.	J. B. Davison <i>et al.</i>	76	do	do	1 57	4 00	
do 13, 1888.	J. Annis.....	77	Six Mile Road	do	1 40	17 00	
Nov. 14, 1888.	Heirs J. Robertson <i>et al.</i>	78	Wallace	do	4 21	99 95	
do 14, 1888.	I. Mitchell.....	79	do	do	4 05	23 10	
do 14, 1888.	D. Graham <i>et al.</i>	86	Colter Settlement.	do	2 08	14 00	
Sept. 13, 1888.	A. McLean.....	87	do	do	3 07	13 80	
Nov. 14, 1888.	J. & D. S. Mackintosh.....	91	Wallace	do	12 63	1 80	
June 1, 1889.	H. Spinney.....	13	Tatamagouche	Colchester	0 44	1 00	
Aug. 15, 1889.	J. Clark.....	33	do	do	2 23	30 00	
do 15, 1889.	G. Clark.....	35	do	do	0 81	20 00	

2ND. PROPERTY PURCHASED OR DAMAGED, &c.—Continued.

Date of Signature.	Who Sold to Her Majesty.	PROPERTY PURCHASED OR DAMAGED.			Area of Land.	Amount Paid.	Remarks.
		Lots.	District, &c.	County.			
Aug. 15, 1889	G. Douglas.....	36	Tatamagouche.....	Colchester.	0.29	30 00	
do 15, 1889	G. Clark.....	44	do	do	6.95	500 00	
May 1, 1889	D. W. Lockerby <i>et al.</i>	47	do	do	5.33	200 00	
July 10, 1890	Montreal & European Short Line Ry. Co. <i>et al.</i>		On account of all claims re con-tract of 8th March, 1884.	Pictou.		80,000 00	Receipt.
do 4, 1890	G. Garvin.....	135	West River Road.....	Pictou.	0.94	62 00	
do 4, 1890	do	135a	do	do	0.27	18 00	
do 4, 1890	W. Frehill.....	135a	do	do	0.45	25 00	
Feb. 22, 1890	M. & J. Logan.....	111a, 111b	Rogers' Hill.....	Pictou.	0.25	4 77	
do 9, 1890	D. McLean.....	108	do	do	9.20	101 20	
do 9, 1890	S. Murray.....	105	Scotsburn.....	do	7.07	142 59	
do 9, 1890	R. Matheson.....	104	do	do	0.87	19 18	
Jan. 21, 1890	J. McIntosh.....	103	do	do	7.67	350 00	
July 9, 1890	D. Stewart.....	101	Rogers' Hill.....	do	4.19	22 05	
do 9, 1890	W. Stewart.....	102	do	do	1.97	21 73	
do 28, 1890	A. Murray.....	100	Scotsburn.....	do	6.07	66 97	
do 7, 1890	H. McLeod.....	99	Hardwood Hill.....	do	5.38	41 43	
do 9, 1890	D. Campbell.....	96	do	do	1.25	4 82	
do 9, 1890	D. R. McDonald.....	79	River John.....	do	2.09	229 67	
do 10, 1890	E. Baillie.....	62	do	do	1.91	17 19	
do 10, 1890	C. G. Langhill.....	42	do	do	1.33½	100 00	
April 24, 1889	A. Smith.....	656	Wallace.....	Cumberland	4.81	23 40	
June 20, 1889	J. M. McKenzie.....	88	Oxford.....	do	8.39	15 00	
Oct. 8, 1889	K. McKeenzie.....	16	Wallace River.....	do	3.96	10 88	
do 30, 1889	F. D. Whidden.....	67	Oxford.....	do	1.20	12 00	
Sept. 12, 1888	E. W. Catherinehead.....	56, 56, 56	do	do	0.17	2 00	
Dec. 31, 1889	H. Thompson.....	81	do	do	0.13	2 00	
do 31, 1889	R. Thompson.....	9½	do	do	4.36	3 52	
do 21, 1888	R. A. & D. D. Stewart.....	26	do	do	1.53	6 08	
do 31, 1889	L. & A. McInnis.....	27, 27½	Roslin.....	do	5.47	4 00	
do 31, 1889	A. Conn.....	32, 32½	Conn's Mills.....	do	0.14	21 04	
do 31, 1889	do	35	do	do	11.14	1 20	
do 31, 1889	C. M. Fillmore.....	35½	do	do	0.30		

do	31, 1889.	Hon. C. J. Townshend....	37, 37½	do	do	do	5-13	9 00
do	31, 1889.	D. McLeod.....	43½, 43½a, 43½b	Doherty Creek	do	do	1-00	25 00
do	31, 1889.	C. Treen.....	59, 59½, 59a	Wallace.....	do	do	0-32	4 64
Jan.	24, 1890.	C. & R. S. & G. H. Woodland	63	do	do	do	0-91	25 00
Dec.	31, 1889.	G. Thompson.....	50a, 50½, 50b	Doherty Creek...	do	do	0-32	17 80
do	31, 1889.	A. Smith.....	65c	Wallace.....	do	do	0-47	5 00
do	31, 1889.	E. D. Whidden.....	67a, 67b, 67c	do	do	do	0-76	10 88
do	31, 1889.	J. D. Henderson.....	69½	do	do	do	0-18	4 50
do	31, 1889.	C. J. Scott.....	73½	do	do	do	0-16	1 00
do	31, 1889.	Heirs W. Colter <i>et al.</i>	82a	do	do	do	0-42	7 50
do	31, 1889.	A. McLean.....	87a, 87½	do	do	do	0-69	17 50
do	31, 1889.	D. Kennedy.....	90½	Roslin.....	do	do	1-97	22 00
do	31, 1889.	L. McInnis <i>et al.</i>	29a	do	do	do	50 feet each side of line.	50 00
do	31, 1889.	A. Doncaster.....	6a, 6b	Oxford.....	do	do	1-09	20 88
do	31, 1889.	M. S. Clay <i>et al.</i>	43, 43a	Doherty Creek.....	do	do	7-06	10 00
Jan.	25, 1890.	J. & J. W. & D. Henderson	68	Wallace.....	do	do	1-53	25 00
Dec.	31, 1889.	J. & G. McIntosh.....	91a, 91b, 91c, 91d	do	do	do	2-86	28 00
1890	13, 1890.	T. Jones <i>et al.</i>	51, 51½, 51a	Doherty Creek.....	do	do	0-34	43 34
Dec.	31, 1889.	J. W. Ives <i>et al.</i>	36	Conn's Mills	do	do	3-213	38 25
do	31, 1889.	H. Brown.....	40	do	do	do	10-69	4 12
do	31, 1889.	T. Giles.....	33, 33½	do	do	do	0-03	1 00
do	31, 1889.	R. Kerr.....	74½	Wallace.....	do	do	6-07	5 00
Mar.	1, 1890.	J. Annis.....	65½	do	do	do	0-37	1 00
Dec.	31, 1889.	B. Betts.....	82, 82a, 82b	do	do	do	0-08	4 00
Jan.	20, 1890.	D. Graham.....	86½	do	do	do	0-52	150 00
Mar.	4, 1890.	J. W. Ives <i>et al.</i>	36a, 36b	Conn's Mills	do	do	0-24	4 90
Dec.	31, 1889.	R. T. Kailor <i>et al.</i>	30, 30½	do	do	do	17-26	1 00
June	2, 1890.	R. S. Moore.....	41	do	do	do	0-65	5 20
Nov.	1, 1890.	R. J. Cuddy <i>et al.</i>	10, 11, 12	Rideau Canal—(Damages.)	do	do	5-59	120 00
				6th C. Storrington	Frontenac			Release.

2ND. PROPERTY Purchased, or Damaged, &c.—Continued.

Date of Signature.	Who Sold to Her Majesty.	Where Situate.	Area.	Amount Paid.	Remarks.
Nov. 5, 1889.	Manitoba Land Co.	<i>Canadian Pacific Railway (Pembina Branch).</i> S.W. ¼ sec. 18 and W. ½ leg. subd. 11, 12 of sec. 18, Tp. 6, R. 4 E.	Acres.	\$ cts.	Torrens certificate.
Feb. 3, 1890.	Scottish Ontario and Manitoba Land Co.				
July 4, 1889.	Executors of J. Huggil				
Mar. 27, 1890.	R. & D. Gunn et al.				
Sept. 2, 1890.	Rev. G. Cloutier.				
Oct. 10, 1889.	Archibald et al.	<i>(Stonewall Branch.)</i> Lot 2, Kildonan	2.25	56 25	} Formerly H. & S. & A
do 12, 1889.	M. J. Moylan.					0.008	{ Costs, 9 00 Polson.
April 15, 1889.	R. Bunn	<i>(East of Selkirk.)</i> S. ½ S.E. ¼ 24, Tp. 13, R. 5 E. S. ½ N.E. ¼ 18, Tp. 13, R. 6 E. S.E. ¼ and S. ½ N.E. ¼ 17, Tp. 13, R. 6 E. S.W. ¼ sec. 16, Tp. 13, R. 6 E. S.E. ¼ do 16 do do S.W. ¼ do 15 do do N.W. ¼ do 12 do do S.E. ¼ do 12 do do N.E. ¼ do 5 and W. ½ N.W. ¼ 5, Tp. 13, R. 7 E. S.E. ¼ do 4, Tp. 13, R. 7 E. S.E. ¼ do 3 do do N.E. ¼ do 36, Tp. 12 do N. ½ S.W. ¼ 32 do R. 8 E. S.E. ¼ 32 and S. ½ of S.W. 32, Tp. 12, R. 8 E.	1.61 3.64 6.86 6.37 6.37 7.75 5.04 2.52 9.46 3.06 6.32 6.32 3.12 9.19	3 23 7 28 12 72 12 74 12 74 15 50 5 04 12 40 18 92 6 12 12 64 12 64 6 24 18 38	
do	J. Kippiling				
do	S. Omand				
do	M. Dennet				
do	W. Pruden				
do	G. Holgate				
Dec. 14, 1889.	E. Templeton				
April 11, 1889.	A. E. Flett				
do	G. Morwick				
do	Ann Thomas				
do	J. Lambert				
July 2, 1889.	J. Flett				
do	J. J. Corrigan				
do	J. Pruden				

April 11, 1889	E. Mowat	S. E. 1 33, Tp. 12, R. 8 E.	6.19	12 38	
Dec 19, 1889	W. Flett	N. 1 2, N. E. 1 2 sec. 27, Tp. 12, R. 8 E.	12.36	24 72	
April 11, 1889	W. Park	N. E. 1 2 sec. 26 do do	6.38	12 76	
do 11, 1889	H. Sinclair	S. W. 1 25 and S. 1 N. W. 25, Tp. 12, R. 8 E.	6.36	12 72	
July 3, 1889	J. Clare	S. E. 1 25, Tp. 12, R. 8 E.	4.60	9 20	
Jan 10, 1890	C. Loutil	S. W. 1 2 sec. 12, Tp. 13, R. 6 E.	6.32	12 64	
do 16, 1890	J. Linklater	N. 1 2 S. W. 1 2 sec. 3, Tp. 13, R. 7 E.	6.10	6 20	
do 22, 1890	W. B. Thibeau	N. 1 2 S. E. 1 2 do 10 do	6.42	12 84	
do 14, 1890	Ann Clouston	N. E. 1 2 and E. 1 2 N. W. 1 2 sec. 4, Tp. 13, R. 7 E.	6.67	13 34	
Mar. 3, 1890	C. F. Stewart	S. W. 1 2 and W. 1 2 S. E. 1 2 do 2 do	6.75	13 50	
do 15, 1890	G. Rupert	N. W. 1 5 and E. 1 2 N. E. 6, Tp. 13, R. 7 E.	11.91	23 82	
Feb. 21, 1890	E. Chapman	S. W. 1 2 and S. 1 S. E. 1 2 do do	9.19		Torrens certificate.
May 31, 1890	J. Pruden	S. E. 1 2 and S. 1 S. W. 1 32, Tp. 12, R. 8 E.	6.08		do
do 31, 1890	S. Lambert	S. W. 1 33, Tp. 12, R. 8 E.	6.32		do
do 31, 1890	J. Flett	N. E. 1 36 do do	6.36		do
do 31, 1890	W. Flett	N. 1 2 N. E. 1 27, Tp. 12, R. 8 E.	6.19		do
do 31, 1890	H. Sinclair	S. W. 1 2 and S. 1 N. W. 1 25, Tp. 12, R. 8 E.	3.12		do
do 31, 1890	E. Mowat	S. E. 1 33, Tp. 12, R. 8 E.	5.93		do
do 31, 1890	J. J. Corrigan	N. 1 2 S. W. 1 32, Tp. 12, R. 8 E.	5.29		do
do 31, 1890	M. J. Barnes	S. W. 1 34 and N. 1 2 N. W. 1 27, Tp. 12, R. 8 E.	6.61	13 21	
do 31, 1890	E. A. McDonald	N. E. 1 35, Tp. 12, R. 7 E.	5.14	10 28	
Mar. 21, 1890	Annie Cox	S. W. 1 2 and S. 1 N. W. 1 17, Tp. 13, R. 6 E.			
do 9, 1890	J. Falster, jun	N. W. 1 2 and W. 1 2 N. E. 1 10 do do			
<i>Trent Valley Canal—(Damages).</i>					
July 16, 1889	W. Harrington	To lot S. 1 14, in 8th Con. Ennismore.		100 00	By Buckhorn dam.
do 24, 1889	J. Hickson et al.	do 15, in 7th Con.		75 00	do
Aug. 3, 1889	C. Howran et al.	do N. 1 12, in 7th Con.		50 00	do
July 20, 1889	M. Shanahan et al.	do W. 1 3 of N. 1 5 and 4, in 10th Con. Ennismore		60 00	do
do 18, 1889	T. Flood	do 1, in 8th Con.	62.00	150 00	do
		do 2, in do	100.00		
		do 1, in 7th Con.			
		do S. 1 1, in 8th Con.	59.00	50 00	do
		do N. 1 13, in 7th Con. Ennismore			
Dec. 23, 1889	J. Flood	do S. E. pt. W. 1 1 in 8th Con. do			
Feb. 25, 1890	R. Killen	do N. 1 13, in 7th Con. Ennismore		40 00	do
do 26, 1890	C. O'Connor	do S. 1 8, in 9th Con.		125 00	do
do 26, 1890	I. O'Donoghue	do W. pt. 10 and 11, in 4th Con. Ennismore		60 00	do
Feb. 26, 1890	C. Riley	do No. 9, in 9th Con. Ennismore		90 00	do
do 27, 1890	P. Twoney	do S. 1 12, in 7th Con. do		50 00	By Buckhorn dam.
do 27, 1890	J. Scollard	do N. pt. 10, in 8th Con. do	95.00	150 00	do
do 24, 1890	M. & A. Aytote	do Br. pt. 11, in do	18.00	30 00	By Young's Point dam.
do 25, 1890	J. Gifford	do Br. 40, in 12th Con. Smith.	26.00	100 00	By Buckhorn dam.
July 4, 1889	J. Young	do N. 1 8, in 9th Con. do	100.00	50 00	do
April 12, 1890	Estate R. C. Smith	Surrender of land at Fenelon Falls			
do 28, 1890	Executive Council, Ontario	O. C. vesting in Dom. streets, Fenelon Falls		26,000 00	

2ND. PROPERTY Purchased, or Damaged, &c.—Continued.

Date of Signature.	Who Sold to Her Majesty.	Where Situate.	Area.	Amount Paid.	Remarks.	
Sept. 4, 1889. July 11, 1890.	F. S. Walker <i>et al.</i> Canadian Pacific Railway Co.	<p style="text-align: center;"><i>Tay Canal.</i></p> Lot 8, N. of de Wattleville street, Perth do Lots 9, 10, S. $\frac{1}{2}$ of do Lot N.E. $\frac{1}{4}$ 18, 7th Con. North Elmsley do S.W. $\frac{1}{4}$ 18, 8th Con. do do	Acres. 0.24	\$ cts. 700 00		
Sept. 13, 1890. do do do	W. Beveridge. J. Armstrong. R. Frizell			0.70 5.59 1.282 0.431	250 00 130 00 44 87 15 08	
May 19, 1890.	J. D. McLaughlin.		<i>Williamsbury Canals.</i>	1.55	250 00	
Sept. 13, 1889.	J. T. Johnson <i>et al.</i>		<i>Welland Canal—(Damages by Dunnville Dam).</i>	0.25	80 00	
Nov. 9, 1889.	Corp. Tp. South Cayuga.				300 00	
do	E. B. Gardiner <i>et al.</i>				254 00	
Dec. 23, 1889.	R. F. Letimore			0.80	325 00	
Jan. 28, 1890.	M. C. Dunbar			8 per.	255 00	Damage by enlargement.
Feb. 4, 1890.	G. A. Gibson <i>et al.</i>			1.50	500 00	
do 28, 1890.	Estate S. Beatty			28 00	280 00	
Mar. 15, 1890.	S. J. Emmett		22.7 per. 3.3 rods	50 00	do	

[1890]

April 2, 1890.	S. C. Lymburner	By removal of bridge to E. ½ 5, Main st., Port Robinson	0.25	75 00	do
do 12, 1890.	W. McPherson	do do 6 and 5, W. ¾ Main st., Port Robinson	0.75	75 00	do
Oct. 14, 1884.	S. H. Lyons <i>et al.</i>	Bond, damages by schooner "Westside" to bridge No. 21.		1,200 00	
June 19, 1890.	J. E. Reise	To lot 10, W. of Onse st., Cayuga		33 00	By Dunnville dam.
do 19, 1890.	W. Mellanby <i>et al.</i>	do 27, and road in 2nd Con. Humberstone		100 00	By enlargement.
do 18, 1890.	Estate J. Alkins	do W. ½ 8, in 2nd Con. Dunn		34 50	By Dunnville dam.
July 26, 1890.	D. Bryant <i>et al.</i>	do 13, 14, 7th Con. Grantham (St. Catharines)		400 00	By enlargement.
do 29, 1890.	G. A. Gibson	do 5, Huff tract, or 20, in 3rd Con. N. Cayuga		15 00	By Dunnville dam.
do 11, 1890.	Estate G. A. Gibson	do 12, W. Onse st., Cayuga		50 00	do
Aug. 16, 1890.	R. F. Lattimore <i>et al.</i>	do 13 do		50 00	do

3rd. AGREEMENTS respecting subsidies granted by the Dominion Government to with the Minister of Railways and Canals, during

Date of Signature.	Name of Railway Company.	Line of Railway to be Constructed.	Acts of Canada Granting Subsidy.	Amount of Subsidy.	
				Per Mile.	Not more in all than
1889.				\$	\$
Aug. 2..	Pontiac and Renfrew Ry. Co.	From Bristol Iron Mines to Pontiac Pacific Junction Ry., in Onslow.	52 Vic., c. 3.	3,200	19,200
do 3..	Hereford Ry. Co....	From Cookshire to Dudswell.....	52 Vic., c. 3.	3,200	48,000
Sept. 30..	Cornwallis Valley Ry. Co. (Limited).	From end of 13th mile to Kingsport Harbour.	52 Vic., c. 3.	3,200	3,200
Oct. 30..	St. Clair Frontier Tunnel Co.	From Sarnia, Ont., to Port Huron, U.S.	52 Vic., c. 3.	3,200	375,000
Aug. 5..	Qu'Appelle, Long Lake and Saskatchewan Ry. and Steamboat Co.	From Regina to Saskatoon, and to Prince Albert, transport supplies, &c	48-49 Vic., c. 60, 50-51 Vic., c. 23, 52 Vic., c. 5.	80000 year-ly for 20 years.	.....
1890.					
Jan. 11..	Great Northern Ry. Co.	From St. Andrews to Lachute.....	49 Vic., c. 10	3,200	22,400
1889.					
Sept. 4..	Napanee, Tamworth and Quebec Ry. Co.	From Harrowsmith to Sydenham....	52 Vic., c. 3.	3,200	32,000
Oct. 24..	Thousand Islands Ry. Co.	From Gananoque to Grand Trunk Ry., also to Brockville, Westport and Sault Ste. Marie.	52 Vic., c. 3.	3,200	54,400
Nov. 14..	Quebec, Montmorency and Charlevoix Ry. Co.	From Hedleyville to St. Joachim....	52 Vic., c. 3.	3,200	96,000
Not signed	Qu'Appelle, Long Lake and Saskatchewan Ry. and Steamboat Co.	From Long Lake to 52nd lat. on Saskatchewan, thence to elbow of N. Saskatchewan and branches to Prince Albert and to Battleford.	50-51 Vic., c. 23.	land, 6,400 acres.	In all 2,080,000 acres.
Dec. 26..	Napanee, Tamworth and Quebec Ry. Co.	From Yarker to Harrowsmith.....	52 Vic., c. 3.	3,200	32,000
do 24..	Port Arthur, Duluth and Western Ry. Co.	From Port Arthur to Gun Flint Lake, U.S.	51 Vic., c. 3.	3,200	271,200
1890.					
Jan. 21..	Drummond County Ry. Co.	From end of the 17½ miles (out of the 30 miles subsidized by 50-51 Vic., c. 24) to Ball's Wharf—Nicolet and St. Lawrence Rivers.	52 Vic., c. 3.	3,200	14,400
Feb. 1..	Shuswap and Okanagan Ry. Co.	From Sicamoun on C. P. Ry. to Lake Okanagan.	52 Vic., c. 3.	3,200	163,200
Not signed	Great Eastern Ry. Co.	Complete the Montreal and Sorel Ry.—St. Lambert to Sorel.	53 Vic., c. 2.	.....	40,000
June 21..	Calgary and Edmonton Ry. Co.	Transport Government supplies &c., between Calgary and Edmonton—20 years.	53 Vic., c. 5.	.....	80,000 per year from complet'n
Not signed	do do	From Edmonton to Calgary, and to U. S. boundary.	53 Vic., c. 4.	land, 6,400 acres.	.....
July 21..	Parry Sound Colonization Ry. Co.	From Parry Sound to Northern and Pacific Junction Ry.	52 Vic., c. 3.	3,200	128,000

aid in the construction of Railways, entered into by certain Railway Companies the Fiscal Year ended 30th June, 1890.

No. of Miles Sub-sidized.	Maximum Grade, feet per Mile.	Radius of Curvature, not less than—	Width of Clearing each side.	Width of Cuttings.	Embankments.	Steel Rails, lbs. per Lineal Yard.	When to be Completed.	Remarks.	
No.	Feet.	Feet.	Ft.	Feet.	Ft.	Lbs.			
4½	106	716	50	20	15	56	Oct. 1, 1889	Trestle bridges, Oct. 22, 1889.	
15	60	1,042	50	20	15	56	Aug. 1, 1893		
1 {	53	955	50	20	15	56	Oct-	1, 1890	
1	106								
1	105·6	11,460	.....	Tunnel, 20 feet diam.	.....	.....	Aug.	1, 1893
.....	.....	.....	.....	.....	.....	.....	Nov.	1, 1890 To Saskatoon, land grant by separate contract—2 years more to Prince Albert.
7	60	1,146	50	20	15	56	Aug. 1, 1890	Superseded by No. 10501, Oct. 8, 1890.	
3	53	955	50	20	15	56	do	1, 1893	
{ 4	87	410	50	20	15	56	{	July	1, 1890
13	53	955								Aug.	1, 1893
20	53	1,431	50	20	15	56	Oct.	1, 1890	
325	65	955	50	20	14	56	{	Nov. 1, 1890 1st 50 miles.	
							do	1, 1891 To S. Saskatchewan	
							do	1, 1893 Whole.	
6½	53	955	50	20	15	56	Aug.	1, 1891	
84½	66	{ 478 573 716 }	50	20	15	56	Dec.	31, 1891	
4½	46	{ 2,865 521 }	50	20	15	56	Sept.	1, 1890	
51	57	636	50	20	15	56	May	4, 1893	
45	.....	.....	.....	.....	.....	.....	.....	1890 Special specification, fences, &c.
.....	.....	.....	.....	.....	.....	.....	{	Nov. 1, 1891 100 miles.
							do	1, 1893 Whole.	
{ 150	65	955	50	20	14	56	{	Nov.	1, 1891 North 100 miles.
190 }								do	1, 1893 do 90 do
								do	1, 1891 South 50 do
								do	1, 1892 do 50 do
								do	1, 1896 do 50 do
40	66	955	50	20	15	56	do	1, 1891 Trestle bridges.	

3rd. AGREEMENTS respecting Subsidies granted by the Dominion

Date of Signature.	Name of Railway Company.	Line of Railway to be Constructed.	Acts of Canada Granting Subsidy.	Amount of Subsidy.	
				Per Mile.	Not more in all than
1885.				\$	\$
May 11.. 1890.	Winnipeg and Hudson's Bay Ry. and Steamboat Co.	From C. P. Ry. to mouth of Nelson River, on Hudson's Bay, and branch from Lake Winnipeg to Manitoba and North-Western Ry.	47 Vic., c. 25 and 70.	land, 6,400 acres.	.....
Aug. 1..	St. Catharines and Niagara Central Ry. Co.	From St. Catharines towards Hamilton.	52 Vic., c. 3.	3,200	64,000
Oct. 8..	Columbia and Kootenay Ry. and Navigation Co.	From Lake Kootenay to junction of rivers Kootenay and Columbia.	53 Vic., c. 2.	3,200	112,000
Aug 30..	Stewiacke Valley and Lansdowne Ry. Co. (Limited).	From I. C. Ry. through Stewiacke Valley towards Lansdowne.	53 Vic., c. 2. in lieu of 49 Vic., c. 10.	3,200	80,000
do 30..	do do	From Brookfield to Newport, on Windsor Branch.	52 Vic., c. 3.	3,200	156,800
Notsigned	Quebec and Lake St. John Ry Co.	From Lorette <i>via</i> Charlesbourg to Quebec, and bridge.	53 Vic., c. 2.	3,200	68,400
Oct. 8..	Great Northern Ry. Co.	From St. Andrews to Lachute..	52 Vic., c. 3.	3,200	22,400

OTTAWA, 14th November, 1890.

Government to aid the construction of Railways, &c.—*Concluded.*

No. of Miles Sub-sidized.	Maximum Grade, feet per Mile.	Radius of Curvature, not less than—	Width of Clearing each side.	Width of Cutting.	Embankments.	Steel Rails, lbs. per Lineal Yard.	When to be Completed.	Remarks.	
No.	Feet.	Feet.	Ft.	Feet.	Ft.	Lbs.			
{ 225 250 425 }	On standard fixed for C. P. Ry						Apr. 19, 1887	50 miles.	
							Each year after	50 do	
20	24	2,865	50	20	15	56	Aug. 1, 1892		
35	90	15°	...	18	12	56	Dec. 1, 1891	Lease to C. P. Ry. Co.	
25	63½	933	50	20	15	56	Sept. 1, 1892		
49	63½	933	50	20	15	56	do 1, 1893	80 ft. grade between 5th and 10th miles.	
12	69	1,910	50	20	15	56	Oct. 1, 1891	99 ft. grade at Louise Embankment.	
7	60	1,146	50	20	15	56	Aug. 1, 1891	Supersedes contract of June 11, 1890.	

H. A. FISSIAULT.

APPENDIX No. 21.

ALPHABETICAL LIST of Railways Subsidized by the Parliament of Canada.

AUTHORITY FOR GRANT.		COMPANY OR WORK SUBSIDIZED.	CONDITIONS OF GRANT UNDER SUBSIDY ACT.					
A.D.	Designation of Act.		Rate per Mile. Money, Land or Rails.	Esti- mated Number of Miles.	If per Mile.		If for a term of Years.	
					Total for the whole work not to exceed—	\$ cts.	Amount and duration of Instalments.	Money. Land.
1889	52 Vic, c. 4.	Alberta Ry. & Coal Co., Lethbridge to International Boundary.	6,400 acres	50				320,000
1890	53 Vic, c. 2.	Alberta and Arthabaska Ry. Co., Bow River, on C.P.R., between Calgary and Crowfoot, to point near Town Plot of Edmonton	6,400 acres	300				1,920,000
1887	50-51 Vic, c. 23.	Albert Ry. Co., Salisbury to Hopewell (Loan. Iron rails.)	776 tons.		14,665 45			15,000 00
1886	49 Vic, c. 10.	Albert Southern Ry. Co., Hopewell to Alma.	3,200	16	51,200 00			14,665 45
1884	51 Vic, c. 3.	Amherstburg and Lake Shore Ry. Co. (Metapediac towards Paspébiac.)	3,200	20	64,000 00			51,200 00
1889	52 Vic, c. 3.	Baies des Chateaux Ry. Co. (From 20 miles end to Paspébiac.)		70	300,000 00			64,000 00
1884	47 Vic, c. 8.	Beauharnois Junction Ry. Co., St. Martin's toward St. Amice.			320,000 00			
1883	46 Vic, c. 25.	Bellefleur and North Hastings Ry. Co., Madoc to Eldorado.						
1886	49 Vic, c. 17.	Belleville and Lake Nipissing, Belleville to Tweed and Bridgewater						
1889	52 Vic, c. 3.	Brandon and South-Western Ry. Co., from point in Township 1, Range 23 or 24, west of 1st-Principal Meridian, to Deloraine.						
1887	50-51 Vic, c. 24.	Brantford, Waterloo and Lake Erie Ry. Co., Brantford to Hagersville or Waterford, or some intermediate point on Canada Southern Railway.	6,400 acres	17				108,900
1887	50-51 Vic, c. 24.	Brockville, Westport (Brockville to Westport.)	3,200	18	96,000 00			96,000 00
1885	48-49 Vic, c. 59.	and Sault Ste. Marie (Point near Newboro', towards Palmer Rapids.)	3,200	40	10,500 00			22,400 00
1889	52 Vic, c. 3.		3,200	60	11,900 00			96,000 00
1890	53 Vic, c. 2.		3,200	20	96,000 00			

1886	49 Vic., c. 10	Buctouche and Moncton Ry. Co. { Moncton to Buctouche	3,200	30	96,000 00	102,400 00	
1887	50-51 Vic., c. 24	From W. end of section subsidized to Moncton	3,200	2	6,400 00		2,176,000
1890	53 Vic., c. 4	Calgary and Edmonton Ry. Co., from point at or near Calgary to Edmonton—also to Valleyfield to Lacolle.	6,400 ac.	190 } 150 }			
1885	48-49 Vic., c. 50		1,600	34	96,000 00		
1886	49 Vic., c. 10	Terminus, Ottawa, to Chaudiere Falls	3,200	10		314,400 00	
1887	50-51 Vic., c. 24	Clarke's Island to Valleyfield Lacolle to International Boundary For a bridge over the St. Lawrence at Coteau Landing, on the line of the Canada Atlantic Railway	3,200	3	96,000 00		
1874	37 Vic., c. 14	Canada Central Ry. { Pembroke to Callander, { Bonus recouped to Town of Pembroke	12,000	120	180,000 00	1,525,250 00	
1883	46 Vic., c. 2	Canadian Pacific Ry. Co., Callander to Port Arthur, Selkirk and Kamloops	6,000	2,005	1,440,000 00	25,000,000 00	
1884	47 Vic., c. 8	For Extension of C.P.R. { St. Martin's junction to Quebec, { do (additional)	6,000	160	340,000 00	1,500,000 00	
1885	48-49 Vic., c. 56	Junction with North Shore			200,000 00		
1884	47 Vic., c. 8	From Glenboro' westerly to a proposed branch running from Brandon south-westerly	6,400 acres	60			334,000
1884	47 Vic., c. 8	From Brandon south-westerly to Township 3, Range 27, west of 1st Principal Meridian, and thence westerly	6,400 acres	100			640,000
1884	47 Vic., c. 8	From last-mentioned branch to Desloraine	6,400 acres	25			160,000
1886	49 Vic., c. 10	Cap Rouge and St. Lawrence Ry. Co., Lorette to Quebec	3,200	12	38,400 00	38,400 00	
1889	52 Vic., c. 3	For a line, Cape Tourmente towards Murray Bay	3,200	20	64,000 00	64,000 00	
1889	52 Vic., c. 3	{ Bathurst to Caraquet, { Caraquet to Shippegan Harbour	3,200	36	115,200 00		
1883	46 Vic., c. 25		3,200	24	76,800 00		
1884	47 Vic., c. 8	Caraquet Ry. Co. { Lower Caraquet to Shippegan	3,200	7	32,000 00	224,000 00	
1887	50-51 Vic., c. 24		3,200	12	38,400 00		
1887	50-51 Vic., c. 24	Carillon and Grenville Ry. Co., St. Eustache to Sault au Recollet	3,200	40	128,000 00	142,400 00	
1884	47 Vic., c. 8	{ Head of Grand Lake to Intercolonial { Railway, Sussex, N.B.	3,200	4 1/2	14,400 00		
1889	52 Vic., c. 3	Central Ry. Co., N.B. { In extension	3,200	4 1/2	83,612 54	83,612 54	
1890	53 Vic., c. 2	Iron rails	4,052 tons.		24,439 84	24,439 84	
1888	51 Vic., c. 3	Chatham Branch Ry., Iron Rails	988 tons.				
1882	45 Vic., c. 55	Chignecto Marine Transport Ry. Co., Ship Railway—Gulf of St. Lawrence to Bay of Fundy		16-85			
1886	49 Vic., c. 18	Cobourg, Northumberland and Pacific Ry. Co., Cobourg to Ontario and Quebec Ry.	3,200	30	96,000 00	96,000 00	
1890	53 Vic., c. 2		3,200	13	41,600 00	44,800 00	
1887	50-51 Vic., c. 24	Kentville to Kingsport	3,200	1	3,200 00		
1889	52 Vic., c. 3	Cornwallis Valley Ry. Co. { From end of subsidized line to Kingsport, { port	3,200	14			
1889	52 Vic., c. 3						

ALPHABETICAL List of Railways Subsidized by the Parliament of Canada—Continued.

AUTHORITY FOR GRANT.		COMPANY OF WORK SUBSIDIZED.		CONDITION OF GRANT UNDER THE SUBSIDY ACT.				
A.D.	Designation of Act.	Rate per Mile, Money, Land or Rails.	Esti- mated Number of Miles.	If per Mile. Total for the whole work not to exceed—	If for a term of years. Amount and duration of Instalments.	Money.	Land.	
		\$		\$ cts.		\$ cts.	acres.	
1890	53 Vic., c. 2.	3,200	35	112,000 00		112,000 00		
1887	50-51 Vic., c. 24.	3,200	14	44,800 00		44,800 00		
1887	50-51 Vic., c. 24.	3,200	7	22,400 00		22,400 00		
1889	52 Vic., c. 3.	3,200	30	96,000 00		96,000 00		
1890	53 Vic., c. 2.	3,200	43	14,400 00		187,200 00		
1883	46 Vic., c. 25.	3,200	24	76,800 00				
1888	51 Vic., c. 3.	2,201 tons.	12	38,400 00		38,400 00		
1884	47 Vic., c. 8.	3,200	30	44,252 82		44,252 82		
1890	53 Vic., c. 2.	3,200	52	96,000 00		166,400 00		
1884	47 Vic., c. 6.	3,200	22	70,400 00				
1890	53 Vic., c. 2.		71			750,000 00	Land on Vancouver Island (See 47 V., c. 6)	
1887	50-51 Vic., c. 26.	3,200	30	96,000 00		96,000 00		
1889	52 Vic., c. 3.			30,000 00	Loan of 80 p.c. on cost repay- able in 15 yrs.	30,000 00		
1889	52 Vic., c. 3.							
1886	49 Vic., c. 10.	3,200	15	48,000 00		48,000 00		
1887	50-51 Vic., c. 24.	3,200	10	32,000 00		32,000 00		
		3,200	30	96,000 00		96,000 00		

Year	Vic.	Project Description	3,200	20	64,000 00	15 p.c. or cost	229,500 00	2,880,000
1889	52	Great Eastern Ry. Co. { St. Grégoire towards Chaudière Junction I.C.R.	3,200	20	64,000 00			
1890	53	{ To bridge Nicolet and St. Francis Rivers St. Jérôme to New Glasgow	3,200	10	37,500 00			
1886	47	{ New Glasgow or St. Lin to Montcalm.	3,200	18	32,000 00			
1886	49	Great Northern Ry. Co. { St. Andrew's to Lachute	3,200	7	22,400 00		160,000 00	
1889	52	{ At or near Montreal to C.P.R. between Joliette and St. Félix de Valois	3,200	15	45,000 00			
1890	53	Great North-West Central Ry. Co. { Brandon to Battleford	6,400 acres	450				2,880,000
1887	50-51	Guelph Junction Ry. Co., from Campbellville, on C.P.R., to Guelph.	3,200	16	51,200 00	51	200 00	
1888	51	Halifax Cotton Co., iron rails.	233 tons		4,335 00		4,335 00	
1887	50-51	Harvey Branch Ry. Co., from southern terminus of Albert Rail- way to Harvey Bank	3,200	3	9,600 00		9,600 00	
1886	49	Hereford Ry. Co. { Hereford to International Railway	3,200	34	108,000 00		156,800 00	
1883	46	{ Cookshire to Quebec Central Ry. at Dudswell	3,200	15	48,000 00			
1890	53	International Ry. Co., Sherbrooke to International Boundary...	3,200	49	156,800 00		156,800 00	
1884	47	International Ry. Co. (Atlantic and North-Western) Montreal to Harbours of St. Andrews, St. John and Halifax.		351		\$170,000 for 15 yrs., \$20,000 for 20 yrs., or \$250,000 per ann. for 20 yrs.		
1890	53	Inverness and Richmond Ry. Co., Port Hawkesbury to Broad Cove	1,000	50	50,000 00		50,000 00	
1884	47	Irondale, Bancroft and Ottawa Ry Co., Victoria Branch of Mid- land Railway to Bancroft	3,200	50	160,000 00		160,000 00	
1887	50-51	Jacques Cartier Union Ry. Co., to extend and complete the line. { McCann Station to Joggins.	3,200	12	20,000 00		20,000 00	
1887	50-51	Joggins Ry. Co. { From south end to the wharves	3,200	14	4,000 00		58,400 00	
1889	52	{ From some point on Joggins Ry. to Young's Mills	3,200	5	16,000 00			
1888	51	Kent Northern Ry. of New Brunswick, iron rails.	2,549 tons		58,334 27		58,334 27	
1884	47	Kingston and Pembroke Ry. Co., Mississippi to Renfrew.	3,200	15	48,000 00		48,000 00	
1889	52	Kingston, Smith's Falls { Kingston towards Smith's Falls	3,200	20	64,000 00		179,200 00	
1890	53	{ End of 20 miles subsidized to Smith's Falls	3,200	36	115,200 00			
1886	49	L'Assomption Ry. Co., L'Assomption to L'Epiphanie.	3,200	3 1/2	11,200 00		11,200 00	
1889	53	For a line, Lachine Bank on G. T. Ry. to Rivière des Prairies.	3,200	15	48,000 00		48,000 00	
1887	50-51	Lake Erie, Essex and Detroit { Walkerville to Cedar Creek Stat'n.	3,200	27	118,400 00		278,400 00	
1890	53	{ As fixed by Order in Council	3,200	50	160,000 00			
1885	48-49	River Ry. Co. { Long Sault to Lake Temiscamingue (amended)	3,200	6	19,200 00			
1887	50-51	Lake Temiscamingue Col- onization Ry. Co. { To overcome rapids of the Ottawa River at La Micharge, La Cave, Les Erables and La Montagne, and for construction of wharves and landings at such rapids		2	12,400 00		177,200 00	

ALPHABETICAL List of Railways Subsidized by the Parliament of Canada—Continued.

AUTHORITY FOR GRANT.		CONDITION OF GRANT UNDER THE SUBSIDY ACT.							
A.D.	Designation of Act.	COMPANY OR WORK SUBSIDIZED.					If for a term of years.	Total Subsidy.	
		Rate per Mile, Land or Rails.	Esti- mated Number of Miles.	Total for the whole work not to exceed—	Money.	Land.			
		\$		\$ cts.	\$ cts.	\$ cts.	acres.		
1887	50-51 Vic., c. 24.	3,200	10½	33,600 00	{ Long Sault to Lake Kippewa.				
1889	52 Vic., c. 3.	3,200	15	48,000 00	{ Mattawa to Long Sault or Long Sault towards Mattawa.				
1890	53 Vic., c. 2.	3,200	20	64,000 00	{ From end of 15 miles subsidized to Long Sault.				
1889	52 Vic., c. 4.	6,400	17		{ From Portage la Prairie to southern boundary of Lake Manitoba.				
1890	52 Vic., c. 4.	6,400	125		{ From Portage la Prairie to Lake Winnipegosis, at or near Meadow Portage.			908 800	
1890	53 Vic., c. 4.	6,400	18		{ Lac Seul Ry. Co., from point at or near Shelley Station, C.P.R., to a point at or near White Mud Lake, Winnipeg River.				
1885	48-49 Vic., c. 59.	3,200	14	44,800 00	{ Leamington and (Comber to Lake Erie.				
1887	50-51 Vic., c. 24.	3,200	2	6,400 00	{ St. Clair Ry. Co. (From N. end of section subsidized to Comber.			51,200 00	
1890	53 Vic., c. 2.	3,200	16	51,200 00	{ Lindsay, Bobcaygeon and Pontypool Ry. Co., Bobcaygeon to Midland Ry.				
1885	48-49 Vic., c. 60.	6,400 acres	430		{ Portage la Prairie to 20 miles from Prince Western Ry. Co. (Albert.				
1886	49 Vic., c. 11.	6,400 do	26		{ Branch from Todburn to Shellmouth.			2,918,400	
1885	48-49 Vic., c. 60.	6,400 do	150		{ Manitoba South-Western Ry. Co., Winnipeg to White Water Lake side of the Lake of the Woods.			960,000	
1890	53 Vic., c. 4.	6,400	110		{ Manitoba South-Eastern Ry. Co., Winnipeg to a point on west side of the Lake of the Woods.				
1890	53 Vic., c. 2.	3,200	30	96,000 00	{ Manitoulin and North Shore Ry. Co., Little Current to Algoma Branch of C.P.R.			96,000 00	
1888	51 Vic., c. 3.	3,200	10	32,000 00	{ Mississippi Ry. Co., from point on Atlantic and North-Western Railway, near Magog, to Ayer's Flat Station on the Massa-			32,000 00	
1889	52 Vic., c. 3.	3,200	15	48,000 00	{ wippi Railway.			48,000 00	
					{ Massawippi Junction Ry. Co., Ayer's Flat to Coaticook.				

1889	52 Vic., c. 3.	From near Maskinongé or Louiseville towards Parish of St. Michel des Saints, P.Q.	3,200	15	30	48,000 00	96,000 00	51,200
1890	53 Vic., c. 2.	Extension	3,200	15	8	48,000 00		
1887	50-51 Vic., c. 23.	Medicine Hat Ry. and Coal Co., Medicine Hat to Coal Fields.	6,400 acres					
1887	50-51 Vic., c. 24.	Minudie Branch Ry. Co., from near River Hebert Railway Bridge to Minudie						
1885	48-49 Vic., c. 59.	Montreal and Sorel Ry. Co. { St. Lambert to Sorel	3,200	5½		17,600 00	17,600 00	
1886	53 Vic., c. 2.	{ To complete line	1,600	45		72,000 00	112,000 00	
1885	48-49 Vic., c. 59.	Montreal and Champlain Junction Ry. Co. { Brouseau to Dundee	500	60		30,000 00	103,600 00	
1887	50-51 Vic., c. 24.	{ Salmon River at Fort Covington to Massena Springs.				64,000 00		
1888	51 Vic., c. 3.	From end of subsidized line.	3,200	3		9,600 00		
1890	53 Vic., c. 2.	Montreal and Western Ry. Co., St. Jérôme towards Le Désert.	5,161	70		361,270 00	361,270 00	
1886	49 Vic., c. 10.	Montreal and Lake Mas- kinongé Ry. Co. { St. Félix to Lake Maskinongé.	3,200	3½	13½	32,000 00	42,200 00	
1890	53 Vic., c. 2.	{ For extension.	10			10,200 00		
1887	50-51 Vic., c. 24.	Montreal and Ottawa Ry. Co. { Vaudreuil to Hawkesbury	3,200	30	60	96,000 00	192,000 00	
1889	53 Vic., c. 24.	{ From end of subsidized towards Ottawa.	3,200	30		96,000 00		
1887	50-51 Vic., c. 24.	For a line, Mount Forest to Walkerton.	3,200	24		76,800 00	76,800 00	
1883	43 Vic., c. 25.	Napanee, Tamworth and Quebec Ry. Co. { Napanee to Tamworth	3,200	28		89,600 00		
1886	49 Vic., c. 10.	{ Tamworth to Tweed				70,000 00		
1887	50-51 Vic., c. 24.	From N end of sect'n subsidized to Tweed	3,200	18	60	12,800 00	204,400 00	
1889	52 Vic., c. 3.	Yarker to Harrowsmith and Harrow- smith to W. Sydenham.	3,200	3		32,000 00		
1885	48-49 Vic., c. 59.	New Brunswick and Prince Edward Ry. Co., Sackville to Cape Tormentine.	3,200	7			118,400 00	
1884	47 Vic., c. 8.	Fredericton to Miramichi River.	3,200	37		118,400 00		
1885	48-49 Vic., c. 59.	End of line previously subsidized to Boiestown	3,200	40		128,000 00		
1886	49 Vic., c. 10.	Northern and Wes- tern Ry. Co. { Additional between Fredericton and Indian- town and extension to deep water at Chatham	3,200	6		19,200 00	320,000 00	
1885	48-49 Vic., c. 59.	{ Indian town to junction with Northern and Western Ry. at or near Boiestown.				32,000 00		
1882	45 Vic., c. 14.	Gravenhurst to Callander.	3,200	10	100	32,000 00		
1883	46 Vic., c. 25.	do (additional).	6,000	44		140,800 00		
1889	52 Vic., c. 3.	Revote	6,000			660,000 00		
1890	53 Vic., c. 2.	do	6,000	110		660,000 00	1,320,000 00	
1889	52 Vic., c. 4.	North-Western Ry. Co. of Canada, from Calgary to near Edmonton.	10,000	210			2,100,000	
1885	48-49 Vic., c. 60.	Dunmore Station, C.P.R., to Leth- bridge.	3,800 ac.	109	209			1,081,600
1887	50-51 Vic., c. 22.	do (additional).						
1889	53 Vic., c. 4.	Lethbridge to Crow Nest Pass.	3,840 ac.	100				
1887	50-51 Vic., c. 24.	New Germany, and branch to Lunenburg to a point in district of Nova Scotia Central Ry. Co. { New Germany, and branch to Bridgewater Railway Wharf.	3,200	34	80	108,800 00	256,000 00	
1888	51 Vic., c. 3.	Bridgewater Railway Wharf.	3,200	46		147,200 00	172,400 00	
1889	52 Vic., c. 3.	Ontario and Pacific Ry. Co., Cornwall to Ottawa.	3,200	53		172,400 00		
1889	53 Vic., c. 2.	Orford Mountain Ry. Co., Eastman and Kingsbury.	3,200	31		99,200 00	99,200 00	
1887	50-51 Vic., c. 24.	Oshawa Ry. and Navigation Co., Port Oshawa towards Reglan.	3,200	7		22,400 00	22,400 00	

ALPHABETICAL LIST of Railways Subsidized by the Parliament of Canada—Continued.

AUTHORITY FOR GRANT.		COMPANY OR WORK SUBSIDIZED.	CONDITION OF GRANT UNDER THE SUBSIDY ACT.					
A.D.	Designation of Act.		Rate per Mile, Money, Land or Rails.	Esti- mated Number of Miles.	If per Mile. Total for the whole work not to exceed—	If for a term of years. Amount and duration of Instalments.	Total Subsidy. Money. Land.	
				\$ cts.	\$ cts.	\$ cts.	acres.	
1885	48-49 Vic., c. 59.	Ottawa and Gatineau Valley Ry. Co., Hull Station towards Le Désert.	3,200	62	320,000 00	.....	320,000 00
1889	52 Vic., c. 3.	Ottawa and Parry Sound (from a point on C. P. R. to Eganville. Ry. Co. { Eganville to Morrisburgh.	3,200	22 } 52	70,400 00	.....	166,400 00
1890	53 Vic., c. 2.	For a line, Ottawa to Morrisburgh.	3,200	30 } 52	96,000 00	.....	166,400 00
1886	49 Vic., c. 2.	Parry Sound Colonization Ry. Co., Parry Sound to Sundridge.	3,200	40	128,000 00	.....	128,000 00
1889	52 Vic., c. 3.	Hull to Pembroke	3,200	85 } 95½	272,000 00	.....	337,100 00
1884	47 Vic., c. 8.	Pontiac Pacific-Junc- (From 3 miles east of Pembroke to Pembroke tion Ry. Co. { Hull to Aylmer.	3,200	3 } 7½	9,600 00	.....	337,100 00
1890	51 Vic., c. 3.	Hull to Aylmer.	3,200	7½	24,000 00	.....	337,100 00
1889	52 Vic., c. 3.	Bridging Ottawa at Culbure, &c.	3,200	6	31,500 00	.....	337,100 00
1889	52 Vic., c. 3.	Pontiac and Renfrew Ry. Co., opposite Braeside or Bristol to Pontiac Pacific Junction Ry. near Quion River	3,200	84½ } 89½	19,200 00	.....	19,200 00
1888	51 Vic., c. 3.	Port Arthur, Duluth and (Port Arthur to Gun Flint Lake	3,200	5 } 89½	271,200 00	.....	287,200 00
1890	53 Vic., c. 2.	Western Ry. Co., (Branch to Kabeka Falls.	6,000	159 } 279	16,000 00	.....	287,200 00
1884	47 Vic., c. 8.	Provincial Government of Quebec, Montreal to Quebec. do do Ottawa.	12,000	120 } 279	954,000 00	.....	2,394,000 00
1885	48-49 Vic., c. 60.	Qu'Appelle, Long Lake and Saskatchewan Ry. and Steamboat Co., Regina to Long Lake.	6,400 acres	22½ } 347½	1,444,000 00	.....	2,394,000 00
1887	50-51 Vic., c. 23.	do do Long Laketon to near Elbow N. Saskatchewan, with Branches to Prince Albert and Battleford.	6,400 do	325 } 347½	.....	.....	2,229,333
1884	47 Vic., c. 8.	(Beauce Junction to International Bound- ary (amended) do do St. Francis Station to near Moose River	3,200	15 } 105	60,342 00	.....	348,342 00
1890	53 Vic., c. 2.	do do on Atlantic and North-Western.	3,200	90 } 105	288,000 00	.....	348,342 00

\$21,191.54 per annum for 20 years, or guarantee of a like sum as interest on bonds of Co. representing a grant in cash of \$288,000.

1882	45 Vic, c. 14.	St. Raymond to Lake St. John. (additional)	3,200	120	384,000 00		
1883	46 Vic, c. 25.	Jun. on North Shore Ry. to St. Raymond.	3,200 (25)		80,000 00		
1885	48-49 Vic, c. 59.	50 miles north of St. Raymond to Lake St. John (additional).	3,200 32		96,000 00		
1886	49 Vic, c. 10.	Quebec to Lake St. John—being portion uncovered by previous subsidies (additional)		214			1,003,495 00
1887	50-51 Vic, c. 24.	St. John towards Chicoutimi.	3,200 (95)		186,235 00		
1888	51 Vic, c. 3.	For end of section subsidized from St. John towards Chicoutimi.	3,200 (9)		28,800 00		
1889	52 Vic, c. 3.	John towards Chicoutimi.	3,200 30		96,000 00		
1890	53 Vic, c. 2.	For St. Charles Bridge and from Lorette to Charlesburg.	3,200 20		64,000 00		
1889	52 Vic, c. 3.	Quebec, Montmorency and Charlevoix Ry. Co., East bank of St. Charles River to near Cape Tourmente.	3,200 12		30,000 00		
1889	53 Vic, c. 4.	Red Deer Valley and Coal Co., from Cheadle Station, C.P.R., to Richmond Hill Junction Ry. Co., Richmond Hill Junction on Northern Ry. to Richmond Hill Village.	6,400 55		38,400 00		352,000
1887	50-51 Vic, c. 24.	For a line, Shelburne and Liverpool towards Annapolis Shusway and Okanagan Ry. Co., from Sicamous to a point on Lake Okanagan.	3,200 5		16,000 00		16,000 00
1889	53 Vic, c. 2.	South Norfolk Ry. Co., Port Rowan to Simcoe.	3,200 75		240,000 00		240,000 00
1889	52 Vic, c. 3.	South Ontario Pacific Railway Co., Woodstock to Hamilton.	3,200 51		163,200 00		163,200 00
1887	50-51 Vic, c. 24.	St. Catharines and Niagara River.	3,200 17		64,400 00		64,400 00
1889	52 Vic, c. 3.	St. Catharines to Bridge over Niagara River.	3,200 49		158,400 00		158,400 00
1889	52 Vic, c. 3.	End at St. Catharines towards Hamilton	3,200 12		38,400 00		
1890	53 Vic, c. 2.	End of 20 miles to Hamilton.	3,200 20	46	64,000 00		147,200 00
1889	52 Vic, c. 3.	For a line, St. Césaire to St. Paul d'Abbotsford.	3,200 14		44,800 00		
1889	52 Vic, c. 3.	St. Clair Frontier Tunnel Co., for a tunnel under St. Clair River at or near Sarnia.	3,200 5		16,000 00		16,000 00
1887	50-51 Vic, c. 24.	St. Lawrence and Lower Laurentian and Saguenay Ry. Co., Grand Piles to Junction with Lake St. John Ry.		2	375,000 00		375,000 00
1880	53 Vic, c. 2.	St. Lawrence and Adirondack Ry. Co., Valleyfield to Huntington	3,200 40		217,600 00		217,600 00
1884	47 Vic, c. 8.	St. Louis, Richibucto and Bucouche Ry. Co., Richibucto to St. Louis.	3,200 18		57,600 00		57,600 00
1883	46 Vic, c. 26.	St. John Bridge and Railway Extension Co., to build bridge and connections.	3,200 7		22,400 00		22,400 00
1890	53 Vic, c. 2.	For a line, Fredericton to the Village of Prince William.		22	70,400 00		70,400 00
1890	53 Vic, c. 2.	St. John Valley and Rivière du Loup Ry. Co., Village of Prince William towards Town of Woodstock.	3,200 22		70,400 00		70,400 00
1890	53 Vic, c. 2.	St. Stephen and Milltown Ry. Co., St. Stephen to Milltown.	3,200 34		11,200 00		11,200 00
1888	51 Vic, c. 3.	Steel Co. of Canada, N.S., iron rails.		597 tons.	11,964 66		11,964 66
1890	53 Vic, c. 2.	For a line, from a point on Intercolonial Railway through Stevi-socke Valley towards Iron Mines, &c.	3,200 25		80,000 00		80,000 00
1890	53 Vic, c. 2.	For a line, Summerside to Richmond Bay, P. E. I.	3,200 3		9,600 00		9,600 00
1882	45 Vic, c. 14.	Rivière du Loup to Edmundston.		83	258,000 00		258,000 00
1885	48-49 Vic, c. 58.	Branch from Edmundston towards St. Francis River.		119	100,000 00		649,200 00
1888	51 Vic, c. 3.	In extension of 20 miles subsidized.		20	100,000 00		
1890	53 Vic, c. 2.			16	51,200 00		51,200 00

ALPHABETICAL LIST of Railways Subsidized by the Parliament of Canada—*Concluded.*

AUTHORITY FOR GRANT.		COMPANY OR WORK SUBSIDIZED.	CONDITIONS OF GRANT UNDER THE SUBSIDY ACT.					
A.D.	Designation of Act.		Rate per Mile, Money, Land or Rails.	Esti- mated Number of Miles.	If per Mile. Total for the whole work not to exceed—	If for a term of years. Amount and duration of instalments.	Total Subsidy. Money.	Land. Acres.
1889	52 Vic., c. 3.	Thousand Islands Ry. Co. { Gananogue to Gananogue Junction, G. T. R., Brockville, Westmeath and Sault Ste. Marie Ry.	\$ 3,200	{ 4 } 17	\$ 54,400 00		\$ 54,400 00	
1887	50-51 Vic., c. 24.	Tobique Valley Ry. Co. { Perth Centre towards Piaster Rock.		{ 13 } 25	{ 89,600 00 } 124,800 00		{ 35,200 00 } 16,000 00	
1886	49 Vic., c. 10.	Toronto, Grey and Bruce Ry. Co., Glenannan to Wingham.	\$ 3,200	5	16,000 00		16,000 00	
1886	49 Vic., c. 10.	For a line, Truro to Newport.	\$ 3,200	49	156,800 00		156,800 00	
1889	52 Vic., c. 2.	Waterloo Junction Ry., Waterloo to Elmira.	\$ 3,200	11	35,200 00		35,200 00	
1887	50-51 Vic., c. 25.	Western Counties Ry., Digby to Annapolis.		20			500,000 00	
1889	52 Vic., c. 8.	For a line, Woodstock <i>vid</i> London to Chatham, Ont.	\$ 3,200	80	256,000 00		256,000 00	
1890	53 Vic., c. 2.	Winnipeg and Hudson Bay Ry. Co., Winnipeg to Hudson Bay.	6,400 acres in Manitoba, 12,800 ac. N. W. T.	{ No dis- tance named }				
1886	49 Vic., c. 11.	Wood Mountain and Qu'Appelle Ry. Co., from Wood Mountain <i>vid</i> Qu'Appelle and Fort Qu'Appelle to the Manitoba and North-Western Railway.	6,400 acres 240	20	64,000 00		83,200 00	1,535,000 00
1887	50-51 Vic., c. 24.	Woodstock and Centreville Ry. Co. { Woodstock towards Centreville.	3,200	{ 26 }				
1890	53 Vic., c. 2.	Vaudreuil and Prescott Ry. Co. (See Montreal and Ottawa Ry. Co.) { End of 20 miles subsidized to Inter- national Ry.	3,200	6	19,200 00			

GRANTS UNDER SUBSIDY ACTS

CANCELLED, AMENDED OR LAPSED.

GRANTS under Subsidy Acts—

Year.	Act.	Company or Work Subsidized.
1884..	47 Vic., c. 8.....	Albert Southern Ry. Co., Salisbury to Hopewell.....
1884..	47 Vic., c. 8.....	For a railway, Annapolis to Digby.....
1883..	46 Vic., c. 25.....	Baie des Chaleurs Ry. Co., towards Paspebiac.....
1886..	49 Vic., c. 10.....	Caraquet Ry. Co., for 10 miles, Lower Caraquet to Shippegan.....
1886..	49 Vic., c. 10.....	Cap Rouge and St. Lawrence, Lorette to Quebec.....
1884..	47 Vic., c. 8.....	Central Ry. Co. of N.B., Grand Lake to I.C.R.....
1885..	48-49 Vic., c. 59.....	Central Ontario Ry. Co., Coe Hill to Bancroft.....
1884..	47 Vic., c. 8.....	For a branch of the I. C. Ry., Derby to Indian Town.....
1886..	49 Vic., c. 10.....	Fredericton and St. John Valley Ry. { Fredericton to Village of Prince William Prince William to Woodstock.....
1887..	50-51 Vic., c. 24..	
1886..	49 Vic., c. 10.....	Gananoque, Perth and James' Bay Ry. Co.....
1883..	46 Vic., c. 25.....	Gatineau Valley Ry. Co. { For first 50-mile section from Hull station..... From Kazabazua to Le Désert..... Hull to Le Désert.....
1884..	47 Vic., c. 8.....	
1885..	48-49 Vic., c. 59..	
1883..	46 Vic., c. 25.....	Great American and European Short Line Ry. Co., for 80 miles from Canso or Louisburg or Sydney.....
1884..	47 Vic., c. 8.....	For a railway { From Grand Piles to Lake Edward..... From Grand Piles to Lake Edward.....
1885..	48-49 Vic., c. 59..	
1886..	49 Vic., c. 10.....	For a railway, Ingersol <i>vid</i> London to Chatham.....
1884..	47 Vic., c. 8.....	Irondale, Bancroft and Ottawa Ry., Victoria Branch Midland Ry. to Bancroft.
1886..	49 Vic., c. 10.....	Lake Erie, Essex and Detroit Riv. Ry. Co., for 37 miles, Windsor to Leamington
1885..	48-49 Vic., c. 59..	Lake Temiscamingue Ry. Co. { For 8 miles of railway from Long Sault to foot of Lake Temiscamingue..... For wharves and landing stages.....
1886..	49 Vic., c. 10.....	
1887..	50-51 Vic., c. 24..	Massawippi Ry. Co., for 10 miles of their railway, Magog to Ayer's Flat.....
1883..	46 Vic., c. 25.....	Montreal and Western { For first 50-mile section out of St. Jérôme, P.Q..... From end of line subsidized towards Le Désert.....
1884..	47 Vic., c. 8.....	
1886..	49 Vic., c. 10.....	
1884..	47 Vic., c. 8.....	Napanee, Tamworth and Quebec Ry. Co. { For a line of railway from Tamworth towards Bogart or Bridgewater..... For 16 miles of railway, from Tamworth towards Bogart or Bridgewater.
1885..	48-49 Vic., c. 59..	
1886..	49 Vic., c. 10.....	For a railway, from Newcastle to opposite Chatham.....
	45 Vic., c. 14.....	Northern Pacific Junction Ry., Gravenhurst to Callendar.....
1883..	46 Vic., c. 25.....	
1883..	46 Vic., c. 25.....	Northern and Western Ry. Co., I.C.R., near Miramichi to Morans (32 miles), near Demphy Village.....
1884..	47 Vic., c. 8.....	Ontario Pacific Ry., Cornwall to Perth..... { Ottawa, Waddington and New York Ry. Co., Ottawa to Waddington.....
1887..	50-51 Vic., c. 24..	
1885..	48-49 Vic., c. 59..	

Cancelled, Amended or Lapsed.

Amount.	Authority for Change, and Particulars.	
\$		
31,771	Lapsed	Re-voted—52 Vic., c. 3.
64,000	Lapsed.	
244,500	Lapsed	Re-voted—52 Vic., c. 3.
32,000	Cancelled . . .	By 50-51 Vic., c. 24, 1887.—\$32,000 was voted for 7 miles, in place of 10 miles, and in lieu of grant made under 49 Vic., c. 10, to same work.
38,400	Lapsed	Re-voted—52 Vic., c. 3.
128,000	Lapsed	Re-voted—52 Vic., c. 3.
64,000	Lapsed.	
140,000	. . . . .	Constructed by Government.
70,400	Cancelled . .	By 53 Vic., c. 2.
70,400	Cancelled . .	By 53 Vic., c. 2.
54,400	Lapsed.	
160,000	Cancelled	By 48-49 Vic., c. 59, 1885.—The sum of \$320,000 was granted for 62 miles from Hull towards Le Désert, in lieu of the subsidies granted by 46 Vic., c. 25, and 47 Vic., c. 8.
160,000	Cancelled	
320,000	Lapsed . . .	Re-voted—52 Vic., c. 3.
.	Amended . .	By 47 Vic., c. 8, sec. 2.—The words “To the Great American and Short Line Railway” were struck out; the word “the” substituted for “their,” and words and figures “for 80 miles of” omitted. See also—Oxford to Louisburg or Sydney, below.
217,600	Cancelled . .	By 48-49 Vic., c. 59, 1885.—The same amount of subsidy, \$217,600, for a specified distance of 50 miles in lieu of that granted by 47 Vic., c. 8, for an unnamed distance.
217,600	Cancelled . .	By 50-51 Vic., c. 24, 1887.—Subsidy of \$217,600 was granted to the St. Lawrence, Lower Laurentian and Saguenay Ry. Co., in lieu of subsidy granted by 48-49 Vic., c. 59.
256,000	Cancelled . .	By 53 Vic., c. 2.—Same amount granted for a line from Woodstock <i>via</i> London to Chatham.
145,000	Lapsed	Re-voted—52 Vic., c. 3.
118,400	Cancelled . .	By 50-51 Vic., c. 24, 1887.—\$118,400 was voted for 27 miles in place of 37 miles, and in lieu of grant made under 49 Vic., c. 10.
6,400	Cancelled . .	By 50-51 Vic., c. 24, 1887.—The grant of \$25,600 for 8 miles of railway, at \$3,200 per mile, was altered to \$19,200 for 6 miles, and a further sum of \$12,400 was granted (in lieu of the \$6,400 deducted from the \$25,600, and in lieu of the \$6,000 granted by 49 Vic., c. 10) to complete the three short sections of railway, about 2 miles in length, required to overcome the four rapids, known as La Mi-charge, La Cave, Les Erables and La Montague, and for the construction of wharves and landing stages thereon.
6,000	Cancelled.	
32,000	Cancelled . .	51 Vic., c. 3, grants subsidy of \$32,000 for the work, distance unnamed, in lieu of \$32,000 for 10 miles, under 50-51 Vic., c. 24.
160,000	Cancelled . .	By 49 Vic., c. 10, 1886.—A subsidy of \$361,270 was granted for 70 miles of their railway, in lieu of the subsidies granted under 46 Vic., c. 25, and 47 Vic., c. 8.
160,000	Cancelled . .	
361,270	Cancelled . .	By 53 Vic., c. 2.—Subsidy of \$361,270 was granted for 70 miles of their railway, to be paid by instalment as certain specified sections are completed.
70,400	Cancelled . .	By 48-49 Vic., c. 59.
70,000	Cancelled . .	By 49 Vic., c. 10.—A subsidy of \$70,400 was granted for 18 miles, in lieu of 16 miles, and in lieu of the subsidy granted under 48-49 Vic., c. 59.
19,200	Lapsed.	
35,600	Lapsed	\$35,000 re-voted by 52 Vic., c. 3, and \$600 re-voted by 53 Vic., c. 2.
102,400	Cancelled . .	By 47 Vic., c. 8.—A subsidy of \$128,000 was granted for a line from Fredericton to Miramichi, in lieu of subsidy under 46 Vic., c. 25.
262,400	Lapsed.	
19,200	Lapsed.	
166,400	Lapsed.	

GRANTS under Subsidy Acts—Cancelled,

Year.	Act.	Company or Work Subsidized.
1882..	45 Vic., c. 14.....	} For a railway, Oxford to Louisburg or Sydney..... }
1883..	46 Vic., c. 25.....	
1884..	47 Vic., c. 8.....	
1886..	49 Vic., c. 10.....	Parry Sound Colonization Ry., Parry Sound to Sundridge.....
1886..	49 Vic., c. 10.....	For a railway, from point on C. P. R. to Eganville.....
1884..	47 Vic., c. 8.....	} Quebec Central Ry. Co. { Beauce Junction to International Boundary.....
1887..	51 Vic., c. 3.....		Beauce Junction to International Boundary.....
1887..	50-51 Vic., c. 24.....	Saguenay and Lake St. John Ry. Co., for 30 miles, Lake St. John towards Chicoutimi, or Chicoutimi towards Lake St. John.....
1886..	49 Vic., c. 10.....	Stewiacke Valley Ry. Co., from point on I. C. R. through Stewiacke Valley, &c.
1884..	47 Vic., c. 8.....	For a railway, St. Andrews to Lachute.....
1886..	49 Vic., c. 10.....	For a railway, St. Andrews to Lachute.....
1886..	49 Vic., c. 10.....	For a railway, St. Eustache to St. Placide.....
1887..	50-51 Vic., c. 24.....	Temiscouata Ry. Co., for 30 miles, Edmundston towards St. Francis River.....
1885..	48-49 Vic., c. 59.....	} Thunder Bay Colonization Ry. Co., Murillo to Crooked Lake..... }
1886..	49 Vic., c. 10.....		For a railway for 28 miles, Perth Centre to near Plaister Rock.....
1886..	49 Vic., c. 10.....	For a railway, Truro to Newport.....

DEPARTMENT RAILWAYS AND CANALS,
30th Sept., 1890.

Amended or Lapsed—*Concluded.*

Amount.		Authority for Change, and Particulars.
\$		
224,000 256,000 \$30,000 p. ann. for 15 years, with lease or transfer of Eastern Ex- tension from New Glasgow to Canso.	} Lapsed ...	Work undertaken by Government and cost provided by special vote of Parliament.
128,000	} Lapsed	Re-voted—52 Vic., c. 3.
70,400	} Cancelled ..	By 51 Vic., c. 3.—A subsidy of \$70,400 was granted to Ottawa and Parry Sound Ry. Co. for 22 miles of their road, in lieu of subsidy under 49 Vic., c. 10.
150,858	} Cancelled .)	By 51 Vic., c. 3.—The grant of \$211,200, under 47 Vic., c. 8, was reduced to \$60,342 for 15 miles, and in lieu of the unexpended balance of \$150,858, a new grant of \$288,000 was authorized to complete the line to the Atlantic and N. W. Ry., near Moose River, a distance of 90 miles.
288,000	} Cancelled .)	Total subsidy to the company is \$60,342 + \$288,000 = \$348,342.
96,000	} Cancelled by transfer.	By 53 Vic., c. 2. 51 Vic., c. 3.—Transferred the subsidy to the Quebec and Lake St. John Ry. Co.
80,000	} Cancelled ..	By 53 Vic., c. 2.
22,400	} Cancelled ..	49 Vic., c. 10.
22,400	} Cancelled ..	Re-voted—52 Vic., c. 3.
57,600	} Lapsed.	
96,000	} Cancelled ..	By 51 Vic., c. 3.—A subsidy of \$100,000 was granted for 20 miles of the same road, in lieu of the subsidy of \$96,000 for 30 miles granted under 50-51 Vic., c. 24.
179,200	} Cancelled .)	By 51 Vic., c. 3.—A subsidy of \$271,200 was granted to the Port Arthur, Duluth and Western Ry. Co., for 84½ miles of railway from Port Arthur to Gun Flint Lake, in lieu of the subsidies granted under 48-49 Vic., c. 59, and 49 Vic., c. 10.
92,000	} Cancelled ..	By 50-51 Vic., c. 24.—A subsidy of \$89,600 was granted to the Tobique Valley Ry. Co. for 14 miles of the road, in lieu of 28 miles, and in lieu of the subsidy granted under 49 Vic., c. 10.
89,600	} Cancelled ..	
156,800	} Lapsed	Re-voted—52 Vic., c. 3.

APPENDIX No. 22.

SAULT STE. MARIE CANAL.

Report on progress with construction.

SAULT STE. MARIE, ONT., 27th October, 1890.

SIR,—As directed in your letter No. 82465, I beg to report upon the progress made in the construction of the Sault Ste. Marie Canal up to the end of the fiscal year ending 30th June, 1890.

The Sault Ste. Marie Canal is being constructed to complete the line of inland navigation through Canadian waters, from the Atlantic Ocean to Lake Superior, and is being cut through the island of Ste. Marie, on each side of which the river of the same name flows, with a descent of 18 feet.

The geological formation met with is Potsdam sandstone, the drift above it varying in depth from 2 to 18 feet, with a coating of boulders upon the surface.

The location and character of the work made it desirable to divide it into three sections, namely: Section 1, or the lower entrance; Section 2, or the canal proper; and Section 3, or the upper entrance.

Section No. 1.

The contract for this section, which was awarded to Messrs. Hugh Ryan & Co., embraces the necessary dredging and excavation to form the navigable channel of the river to the foot of the island of Ste. Marie, a distance of 5,300 feet. The least width of the channel at the bottom is to be 250 feet, with a depth of 18½ feet of water at the lowest recorded stage of the river below the falls.

It also includes the construction of a beacon in 18 feet of water, and entrance piers.

Up to the 30th June the work done on this section was excavation, chiefly dredging, the quantity returned being 14,438 cubic yards.

The contractors are making arrangements for sinking the beacon and some of the pier cribs, if possible.

Section No. 2.

This contract was also awarded to Messrs. Hugh Ryan & Co. It extends from the foot of the head of the island of Ste. Marie, a distance of 3,500 feet, and embraces excavation of the lock pit and prism of the canal, the formation of side walls and puddle trenches, and the construction of a lock and masonry for a guard gate.

The width of the prism of the canal is to be 145 feet at the bottom, and its depth 18 feet below the lowest recorded water surface above falls.

The dimensions of the lock chamber are to be 600 feet in length between the hollow quoins, 85 feet mean width, with entrances 60 feet wide, and 16½ feet depth of water over the mitre sills, at the lowest recorded stage of water in the river.

The lift of the lock at ordinary conditions of the river may be taken as 18 feet.

The design provides for filling and emptying the lock by means of culverts extending under the chamber floor from end to end, a method which has been found to answer well elsewhere. The gates and valves are to be operated by hydraulic engines.

To provide for the execution of their contract, Messrs. Hugh Ryan & Co. adopted the compressed air system, the compressor being driven by water power from the river.

The fluctuations of the river, however, and the difficulties arising from a winter temperature far below zero, made it desirable to supplement the compressed air with steam power, and that has been done.

At the end of the fiscal year the earth excavation of the lock pit was completed, and the rock portion about three-fifths done. It has been since completed.

In the prism of the canal the rock has been stripped for about 700 feet above the lock pit, and for the remaining length of the section the surface boulders have been removed, and the excavation got into a shape to admit of systematic work.

As soon as the season permitted, the contractors commenced quarrying stone for the lock, at the Anderden quarries near Amherstburg, from which quarries stone for some of the works on the Welland Canal was used, and found suitable for the purpose.

The quantities of the different items of work, returned up to 30th June, 1890, are as under:—

Chopping, clearing and grubbing, acres.....	30
Earth excavation in side trenches, cubic yards.....	2,507
Rock do do do	74
Unwatering side trenches, bulk sum.....	\$0.04
Earth excavation in prism of canal, cubic yards.....	29,045
Rock do do do	1,349
Earth do lock pit do	35,240
Rock do do do	43,886
Unwatering lock pit, bulk sum.....	\$0.12

Since the close of the year 3,060 cubic yards of stone for the lock have been delivered on this section.

Section No. 3.

This contract was awarded to Messrs. Allan & Fleming. It extends from the head of the island of Ste. Marie to the navigable channel of the river, above the falls, a distance of 9,300 feet.

It comprises the excavation of the channel to a width of 250 feet and a depth of 18 feet below the lowest recorded water surface above the falls; the construction of a beacon in 28 feet of water; also, the construction of entrance piers.

Up to the end of the fiscal year 110,511 cubic yards of dredging, represented the work done on the section.

Since that date the beacon has been constructed to a height to admit of its being sunk and filled with stone, and an effort is being made to complete it before the end of the present season.

I have the honour to be, Sir,

Your obedient servant,

W. G. THOMPSON.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

MORRISBURG, 30th November, 1890.

SIR,—I have the honour to report upon the progress of the works under my charge, from 30th June, 1889, to the present.

CORNWALL CANAL ENLARGEMENT—WESTERN DIVISION.

Section No. 10.

Thos. Jocks, I. B. Delorimier and Wm. Broder, contractors.

Date of contract, 7th April, 1884.

During this period the following work was done:—

Excavation was continued with one dredge during the summer months; and in lock-pit the foundations for retaining walls on the south side of the lock were dug out. The lock foundations were completed. The masonry of the lock and of the retaining walls was commenced and finished.

In the lock—the segment plates, footsteps, chain-well equipment and anchor plates, were placed.

The lock gates were also completed, put in position in the quoins, and found to work in the most satisfactory manner.

Puddling behind south wall of lock, ordinary filling behind lock and retaining walls, were finished.

Nosing cribs were built, one at each square end of the north wall, and well anchored to the bottom with iron bolts.

The cross-dams of the lock-pit were dredged out during the months of October and November, 1890.

The returns made during this time amounted to \$65,400, or to a total of \$284,002 from the beginning.

SUMMIT LEVEL.

Section No. 6.

The Gilbert Blasting and Dredging Co., contractors.

Date of contract, 2nd November, 1888.

During the winter months stone for bridge masonry and extension walls was delivered near the bridge site.

Foundation pits for north abutment and for the extension walls were excavated, the abutment foundation placed, masonry of abutment and extension walls on the north side commenced and completed.

One dredge worked in prism excavation, and stone toe was formed in the river, placed at a distance of 45 feet out from the foot of the slope of the embankment.

Proportion of work done, 23 per cent.; amount returned, \$37,498.

Section No. 6.

Work in excavation of prism was commenced, and carried on with one dredge. Stone was placed in toe in the river, as above described.

Proportion of work done, 34 per cent.; amount returned, \$30,472.

Section No. 7.

Two dredges commenced working in prism excavation. In June, 1890, one dredge was removed, and the other worked until the end of the season.

Pits were excavated for the foundations of the north abutment of the bridge and of the extension walls.

Timber, concrete and plank were placed in the abutment foundation.

Masonry in bridge abutment, on north side, was built, as were also the adjoining extension walls; stone placed in toe in the river.

Proportion of work done, 43 per cent.; amount returned, \$60,249.

Section No. 8.

A force of labourers, averaging 75 daily, worked in excavation on north bank.

Stone toe placed in river at a distance of 45 feet out from the foot of the slope of the embankment.

Proportion of work done, 44 p.c.; amount returned, \$48,115.

RAPIDE PLAT CANAL ENLARGEMENT.

Section No. 4.

Wm. Broder, contractor.

Date of contract, 2nd April, 1884.

In the months of July and August, 1889, the grading of spoil banks, tow-path and seat for shore end of boom of guide range was completed, also the filling behind lock walks.

The painting of weir bridge was finished, the well holes of the old lock plugged, and all other work upon the section completed on the 24th August.

At an early stage in this work, by reckless dumping, a shoal had been formed in the river, commencing at a distance of 150 feet above the head of the old pier, extending for a distance of 250 feet up stream, and of an average width of 85 feet.

The contractor was notified that this shoal should be removed. This has been done to extend it, dredging the top of the shoal to a level of 2 feet below the top of the mitre sill of the new lock.

The balance of the enlargement of this canal has been divided into Sections 1, 2 and 3.

Plans and specifications for these sections were prepared, and tenders called for on 23rd July, 1890.

Tenders on that day were received, and, after being carefully considered, no award was made, and it was decided to call for new tenders.

Some changes were made in the specification in regard to the lock foundation, and also to the masonry of lock and other walls upon the Section No. 1.

Notice was given that maps, plans and specifications could be seen on the 19th of November, 1890, and that tenders would be received at the Department of Railways and Canals upon the 3rd of December.

I have the honour to be, Sir,

T. TRUDEAU, Esq.,
Deputy Minister Railways and Canals,
Ottawa.

Your obedient servant,
H. H. KILLALY,
Resident Engineer.

OTTAWA, 31st October, 1890.

SIR,—I have the honour to submit my report on the progress made in the work of constructing locks and deepening the upper entrance of the Galops Canal.

On the 14th November, 1888 contract No. 9591 was entered into with Messrs, Murray Cleveland and on the 22nd May, 1889, work was commenced on the protection crib-work along the river side line of the new embankment.

During the season of 1889 about 1885 lineal feet of said crib-work was framed, sunk in position, filled with stone, and backed up by earth, simultaneously with the placing of the cribs. The material for earth filling was obtained from McLaughlin's Point, on the north side of the canal and material dredged from the Lock pits and upper and lower entrances to the guard lock. The embankment or dam thus formed to keep the water of the River St. Lawrence out of the foundation of the lock pits has proved so staunch that the use of a steam pump for a few hours once a week is all that is needed to keep the lock pits dry.

The face of the embankment above the crib-work will, it is hoped, be fully protected by a facing of stone before winter sets in.

At the lower end of the site of the lift lock it was found that, to obtain a good foundation, the cribs had to be sunk to a greater depth, and, as a consequence, required greater width than in those of the upper end.

The increased width of the cribs from 10 to 20 feet has materially added to the quantities in this portion of the embankment and protection crib-work.

On completion of the new embankment, the dredge was, on the 22nd July last, removed to the upper entrance of the canal and set to work in widening and deepening on the North side. On this work good progress has so far been made.

Since the 22nd September a force of men has been engaged excavating, leveling and preparing the bottom of a new guard lock for the reception of concrete and foundation timbers.

The completion of this work may be looked for by the end of the present month, as the contractors have a large steam planer on the old canal bank near the lift lock with ample material for foundation, timbers, mitre sills, lock gate, timber and plank, together with segment plates, angle iron, bolts, &c. Good progress should be made with the guard lock bottom this autumn.

The work of drilling and blasting the rock connected with the widening and deepening of the channel between the old guard lock and the western end of the entrance pier has made good progress, the material being broken up into small pieces that are easily dredged.

A quarry has recently been opened at Belleville and is now being worked to obtain the supply of stone required for the locks, weirs, &c.

Suitable storehouses, workshops &c. have also been erected on the section. A large quantity of good and suitable plant is on hand, and other arrangements completed for urging forward the work next season.

Since the commencement of the operations the contractors have made a steady progress with the work, which has been well and carefully executed so there is every reason to expect that the greater part of the work embraced in their Contract will be completed next year.

I have the honour to be Sir, Your obedient servant.

(Signed) SAMUEL H. HAYCOCK, *Resident Engineer.*
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DEPARTMENT OF RAILWAYS AND CANALS, CANALS REVENUE BRANCH,

OTTAWA, 20th November, 1890.

A. P. BRADLEY, Esq.

Secretary, Department Railways and Canals.

SIR,—I have the honour to submit herewith the statements of Canal Revenue collected during the fiscal year ended 30th June, 1890, with the financial statements respecting the source whence the revenues were derived.

The following summary shows an increase of \$23,584.00, after deducting the refunds made under authority of various Orders in Council modifying the Tariff:—

—	1888-89.	1889-90.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Canal tolls, &c.....	342,285	371,626	8·56	
Hydraulic and other rents.....	39,762	38,168		4·00
Total.....	382,047	409,794	7·26	
Less—Refunds under Orders in Council.....	43,975	48,138		
Net. revenue.....	338,072	361,656		

The following is a comparative statement of the revenue accrued on the following divisions of the canals for the years 1889 and 1890, showing the increase or decrease as compared with the previous year:—

Canals.	1888-89.	1889-90.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Welland Canal.....	183,008	215,792	17·91	
St. Lawrence Canals.....	72,443	55,974		22·73
Chambly Canal.....	23,285	17,669		24·11
Ottawa Canal.....	53,639	53,068		1·08
Rideau Canal.....	7,140	6,631		7·12
St. Peter's Canal.....	2,510	2,453		2·27
Trent Valley Canal.....	260	592	127·69	
Murray Canal.....		238		
Total.....	342,285	352,417		
Less—Refunds.....	43,107	48,138		
	299,178	304,279		

The following statement will exhibit the increases and decreases upon the Welland Canal, and the classes of articles upon which they arose:—

	1888-89.	1889-90.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Vessels	15,798	19,295	20.76	
Passengers	125	207	39.61	
Produce of forest	22,385	29,698	24.62	
do animals	148	331	123.65	
do agriculture	90,496	109,970	17.7	
Manufactures and merchandise	52,875	56,291	6.46	
Total tolls	182,007	215,792		
Fines and damages	1,000	4,367		
Total	183,007	220,159	20.3	
Less—Refunds	41,161	47,271		
Net revenue	141,161	172,888		

The traffic on the Welland Canal for the present year has been the largest of any year since 1877, when 1,126,429 tons were carried, against 1,104,553 tons in 1890.

The quantity of freight carried between United States ports in 1877 was 482,878 tons, against 550,844 tons in 1890, being an increase of 67,966 tons, and an increase over 1889 of 86,429 tons.

The statements of the quantity of grain transhipped at Ports Colborne and Kingston, and comparative statements of the movement of traffic on the different routes competing for the carrying trade from the West to the sea-board, will be given in the supplementary report for the season of navigation.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES,

Chief Clerk, Canals Revenue.

CANALS,
No. 1.—Collectors of Canal Tolls,
(For Details, see

DR.

Balances due by Collectors, &c., 1st July, 1889.	CANAL REVENUE.				Total Canal Revenue Accrued.	Hydraulic Rents and Revenue from Public Works, <i>Vide</i> Statements. Nos. 3 & 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
613 18	155,435 80		508 21		155,944 01	120 50	156,677 69
536 41	58,575 41			16 48	58,591 89	270 53	59,398 83
76 67	444 76				444 76	796 67	1,318 10
14 23	67 70				67 70		81 93
11 78	753 57				753 57	369 00	1,134 35
0 05	464 18		3,838 68	4 00	4,306 86	4,579 51	8,886 42
.....	51 10				51 10		51 10
1,252 32	215,792 52		4,346 89	20 48	220,159 89	6,136 21	227,548 42
33 46	786 26	400 80	60 00	3 00	1,250 06	1,173 70	2,457 22
809 94	14,811 64				14,811 64	800 00	16,421 58
367 09	1,086 24				1,086 24	743 00	2,196 33
48 86	2,257 41	26 40		1,116 70	3,400 51		3,449 37
325 47	27,428 61	4,866 73	80 00	8,077 16	40,452 50	21,685 41	62,463 38
746 36	9,603 46				9,603 46		10,349 82
2,331 18	55,973 62	5,293 93	140 00	9,196 86	70,604 41	24,402 11	97,337 70
272 50	5,917 13		33 00		5,950 13	70 00	6,292 63
.....	11,273 71				11,273 71	75 00	11,348 71
30 85	478 59				478 59		509 44
303 35	17,669 43		33 00		17,702 43	145 00	18,150 78
.....	34,985 85				34,985 85		34,985 85
.....	16,517 70				16,517 70	5 00	16,522 70
165 46	293 40	8 00	18 00		319 40	20 00	504 86
125 91	1,270 97				1,270 97		1,396 88
291 37	53,067 92	8 00	18 00		53,093 92	25 00	53,410 29
.....	4,833 33	102 90	5 00	24 00	4,965 23	527 75	5,492 98
121 72	1,439 64				1,439 64	55 00	1,616 36
.....	358 37	17 00		1 68	377 05	38 30	415 35
121 72	6,631 34	119 90	5 00	25 68	6,781 92	621 05	7,524 69
365 91	2,453 25				2,453 25		2,819 16

1889-90.

in Account with Revenue.

Appendix A.)

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER-GENERAL.		Balances due by Collectors, &c., 30th June, 1890.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents and other Public Works.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Welland Canal.</i>				
Port Colborne	155,330 76	114 52	1,232 41	156,677 69
Port Dalhousie	59,028 17	270 53	100 13	59,398 83
Dunnville	359 83	796 67	161 60	1,318 10
Port Maitland	81 43	.....	0 50	81 93
Port Robinson	705 03	369 00	60 32	1,134 35
St. Catharines	4,246 73	4,639 69	.....	8,886 42
Chippawa	48 56	.....	2 54	51 10
Totals	219,800 51	6,190 41	1,557 50	227,548 42
<i>St. Lawrence Canals.</i>				
Beauharnois	1,283 52	1,173 70	.....	2,457 22
Cornwall	15,325 07	800 00	296 51	16,421 58
Cardinal	1,110 78	913 00	172 55	2,196 33
Lachine	3,332 40	.....	116 97	3,449 37
Montreal	40,777 97	21,685 41	.....	62,463 38
Kingston	10,057 95	.....	291 87	10,349 82
Totals	71,887 69	24,572 11	877 90	97,337 70
<i>Chambly Canal.</i>				
Chambly	6,034 87	70 00	187 76	6,292 63
St. John's	11,273 71	75 00	.....	11,348 71
St. Ours	451 52	.....	57 92	509 44
Totals	17,760 10	145 00	245 68	18,150 78
<i>Ottawa Canals.</i>				
Ottawa	34,985 85	.....	.....	34,985 85
Grenville	15,923 62	5 00	594 08	16,522 70
Carillon	456 06	20 00	28 80	504 86
St. Anne's Lock	1,305 54	.....	91 34	1,396 88
Totals	52,671 07	25 00	714 22	53,410 29
<i>Rideau Canals.</i>				
Ottawa	5,045 23	447 75	.....	5,492 98
Kingston Mills	1,561 36	55 00	.....	1,616 36
Smith's Falls	377 05	38 30	415 35
Totals	6,983 64	541 05	7,524 69
St. Peter's Canal	2,616 06	203 10	2,819 16

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CANALS,
No. 1.—Collection of Canal Tolls,

DR.

(For Details, see

Balances due by Collectors, &c., 1st July, 1889.	CANAL REVENUE.				Total Canal Revenue Accrued.	Hydraulic Rents and Revenue from Public Works, <i>Vide</i> Statements No. 3 and 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	238 21	.....	.....	.....	238 21	.....	238 21
.....	18 00	.....	.....	.....	18 00	.....	18 00
34 58	269 39	.....	.....	.....	269 39	.....	303 97
.....	41 17	.....	.....	.....	41 17	.....	41 17
.....	43 24	.....	.....	.....	43 24	.....	43 24
16 62	219 87	.....	.....	.....	219 87	.....	236 49
51 20	591 67	.....	.....	.....	591 67	.....	642 87
4,717 05	352,417 96	5,421 83	4,542 89	9,243 02	371,625 70	31,329 37	407,672 12
					48,138 15	.....	.....
					323,487 55	.....	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

1889-90—*Concluded.*in Account with Revenue—*Concluded.**Appendix A.)*

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER-GENERAL.		Balances due by Collectors, &c., 30th June, 1890.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents and other Public Works.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
... <i>Murray Canal</i> ...	106 64	.....	131 57	238 21
<i>Trent Valley Canal.</i>				
... <i>Burleigh</i> .....	.....	.....	18 00	18 00
... <i>Bobcaygeon</i>	253 24	.....	50 73	303 97
... <i>Fenelon Falls</i>	38 78	.....	2 39	41 17
... <i>Hastings</i>	41 74	.....	1 50	43 24
... <i>Peterborough</i>	198 40	.....	38 09	236 49
..... <i>Totals</i>	532 16	.....	110 71	642 87
..... <i>Grand Total</i>	372,357 87	31,473 57	3,840 68	407,672 12
... <i>LESS—Refunds per Statement 4.</i>				
... <i>Net Revenue.</i>				

R. H. TEAKLES,
Chief Clerk, Canals Revenue.

CANALS,
No. 2.—COLLECTORS of Canal Tolls

DR.

(For Details, see

Amounts received from Department to meet Expenditure.	Deductions from Salaries for Super-annuation.	Balances due to Collectors, 30th June, 1890.	Total.	COLLECTION DIVISIONS.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	
3,026 40	57 63		3,084 03	<i>Welland Canal.</i>
2,177 35	38 00		2,215 35	Port Colborne.....
770 15	15 00		785 15	Port Dalhousie.....
621 00	10 00		631 00	Dunnville.....
734 69	14 40		749 09	Port Maitland.....
199 75	4 00		203 75	Port Robinson.....
128 50	2 00		130 50	St. Catharines.....
				Chippawa.....
7,657 84	141 03		7,798 87	Total.....
				<i>St. Lawrence Canals.</i>
1,307 10	17 00		1,324 10	Beauharnois.....
1,178 21	8 75		1,186 96	Cardinal.....
1,602 99	14 83		1,617 82	Cornwall.....
1,189 63	22 00		1,211 63	Kingston.....
2,155 31	34 00		2,189 31	Lachine.....
8,399 42	146 00		8,545 42	Montreal.....
15,832 66	242 58		16,075 24	Total.....
				<i>Chambly Canal.</i>
1,565 66	26 25		1,591 91	Chambly.....
1,467 82	24 25		1,492 07	St. John's.....
517 00			517 00	St. Ours.....
3,550 48	50 50		3,600 98	Total.....
				<i>Ottawa Canals.</i>
737 61	14 16		751 77	Carillon.....
1,146 14	20 00		1,166 14	Grenville.....
1,540 96	6 25		1,547 21	St. Anne's Lock.....
3,424 71	40 41		3,465 12	Total.....
				<i>Rideau Canal.</i>
454 85	8 00		462 85	Kingston Mills.....
2,207 39	40 00		2,247 39	Ottawa.....
331 70	6 00		337 70	Smith's Falls.....
2,993 94	54 00		3,047 94	Total.....
196 00	4 00		200 00	<i>St. Peter's Canal.</i>
7 00			7 00	<i>Murray Canal</i>
1 69			1 69	<i>Trent Vailey Canal</i>
2,193 50	36 00		2,229 50	Inspector of Canals.....
1,085 83			1,085 83	Queen's Printer.....
350 64			350 64	Stationery.....
585 45			585 45	General.....
37,879 74	568 52		38,448 26	Grand Total.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.
[1890]

1889-90.

in Account with Expenditure.

Appendix B.)

CR.

Balances due to Collectors, 1st July, 1889.	EXPENDITURE AUTHORIZED BY THE DEPARTMENT.					Total.
	Salaries.	Special Assistance.	Rent.	Travelling Expenses.	Sundries.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	2,881 83	.....	192 00	.....	10 20	3,084 03
.....	1,900 00	.....	.....	154 00	161 35	2,215 35
.....	750 00	.....	.....	.....	35 15	785 15
.....	500 00	.....	75 00	.....	56 00	631 00
.....	720 00	.....	.....	1 25	27 84	749 09
.....	200 00	.....	.....	.....	3 75	203 75
.....	100 00	.....	25 00	.....	5 50	130 50
.....	7,051 83	.....	292 00	155 25	299 79	7,798 87
.....	1,216 00	.....	.....	.....	108 10	1,324 10
.....	1,113 72	.....	50 00	7 00	16 24	1,186 96
.....	951 52	542 00	.....	7 50	116 80	1,617 82
.....	1,100 00	.....	45 00	.....	66 63	1,211 63
.....	1,700 00	.....	360 00	34 10	95 21	2,189 31
.....	7,300 00	.....	525 00	.....	720 42	8,545 42
.....	13,381 24	542 00	980 00	48 60	1,123 40	16,075 24
.....	1,500 00	.....	.....	45 00	46 91	1,591 91
.....	1,400 00	.....	.....	.....	92 07	1,492 07
.....	500 00	.....	.....	.....	17 00	517 00
.....	3,400 00	.....	.....	45 00	155 98	3,600 98
.....	708 32	.....	.....	.....	43 45	751 77
.....	1,000 00	.....	50 00	.....	116 14	1,166 14
.....	1,500 00	.....	.....	.....	47 21	1,547 21
.....	3,208 32	.....	50 00	.....	206 80	3,465 12
.....	400 00	.....	.....	32 00	30 85	462 85
.....	2,000 00	.....	.....	15 08	232 31	2,247 39
.....	300 00	.....	.....	5 00	32 70	337 70
.....	2,700 00	.....	.....	52 08	295 86	3,047 94
.....	200 00	.....	.....	.....	7 00	200 00
.....	.....	.....	.....	.....	1 69	7 00
.....	.....	.....	.....	.....	.....	1 69
.....	1,800 00	.....	.....	352 65	76 85	2,229 50
.....	.....	.....	.....	.....	1,085 83	1,085 83
.....	.....	.....	.....	.....	350 64	350 64
.....	.....	.....	.....	.....	585 45	585 45
.....	31,741 39	542 00	1,322 00	653 58	4,189 29	38,448 26

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

HYDRAULIC AND OTHER RENTS.
No. 3.—SUMMARY Statement of Lessees' Accounts.
(For Details, see Appendix A, No. 28.)

Balances due 1st July, 1889.	Accrued during the Year ended 30th June, 1890.	Total.	NAME OF WORK.	Author-ized Abate-ment.	Paid into hands of Collectors, <i>vide</i> Statement No. 1.	Deposited to the Credit of the Receiver General.	Balances due 30th June, 1890.	Total.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
22,114 60	7,688 15	29,802 75	Welland Canal.....	150 00	6,085 83	220 00	23,346 92	29,802 75
6,383 62	986 00	7,369 62	... Williamsburg Canal		743 00		6,626 62	7,369 62
827 50	765 00	1,592 50	... Cornwall do		800 00		792 50	1,592 50
2,494 00	2,527 20	5,021 20	... Beauharnois do	180 00	1,173 70	40 00	3,627 50	5,021 20
15,566 71	24,591 56	40,148 27	... Lachine do		21,684 41	70 00	18,393 86	40,148 27
161 84	120 00	281 84	... Chambly do		145 00		136 84	281 84
6,343 55	1,349 20	7,692 75	... Rideau do		621 05	12 00	7,069 70	7,692 75
181 00	121 00	302 00	... Sundry accounts.....		26 00	50 00	226 00	302 00
			<i>Land Sales.</i>					
6,637 92	20 04	6,657 96	... Principal and interest accounts			6,303 78	354 18	6,657 96
60,700 74	38,168 15	98,868 89	... Totals.....	330 00	31,278 99	6,695 78	60,564 12	98,868 89

Accrued..... \$38,168 15
 Less—Refund..... 253 34
 Net Revenue..... \$37,914 81

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 20th November, 1890.

No. 4.—MINOR PUBLIC WORKS, 1889-90.

Balances due 1st July, 1889.	Accrued during year ended 30th June, 1890.	Total.	Works.	Deposited to the credit of the Receiver General. <i>Vide</i> Statement No. 1.	Balances due 30th June, 1890.	Total.
	\$ cts.	\$ cts.	<i>Harbours.</i>	\$ cts.	\$ cts.	\$ cts.
	49 50	49 50	.... Port Colborne	43 52	5 98	49 50
	0 88	0 88	.... Port Dalhousie	0 88	.....	0 88
	50 38	50 38	.....Totals.....	44 40	5 98	50 38

DEPARTMENT RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 5.—REFUNDS, 1889-90.

CANAL TOLLS.

Cana..	To whom Paid.	Date.	Office.	Under what Authority Refunded.	Amount.	Total.
		1889.			\$ cts.	\$ cts.
Welland....	A. E. D. Mackay's Sons.	July 12	Port Colborne	Refunded under Re- vised Statutes, cap. 29, sec. 8.	91 80	
do	John Malcolmson.....	do 15	do ..	do ..	103 50	
do	W. O. Zealand	do 19	do ..	do ..	176 40	
do	Æ. D. Mackay's Sons...	do 24	do ..	do ..	86 58	
do	W. Ira Story	do 27	do ..	do ..	100 80	
do	K. & M. Forwarding Co.	Aug. 2	do ..	do ..	473 04	
do	J. Malcolmson.....	do 5	do ..	do ..	75 60	
do	K. & M. Forwarding Co.	do 6	do ..	do ..	100 44	
do	Capt. Godman.....	do 7	Port Dalhousie	do ..	22 20	
do	Capt. N. Monck.....	do 7	do ..	do ..	7 80	
do	Montreal Transport Co..	do 8	Port Colborne.	do ..	3,333 60	
do	Æ. D. Mackay's Sons...	do 1	do ..	do ..	97 20	
do	do	do 12	do ..	do ..	92 88	
do	K. & M. Forwarding Co.	do 13	do ..	do ..	935 46	
do	Montreal Transport Co..	do 19	do ..	do ..	3,725 28	
do	W. Ira Story	do 20	do ..	do ..	97 38	
do	John Malcolmson.....	do 21	do ..	do ..	85 68	
do	J. B. Fairgrieve & Son..	do 22	do ..	do ..	98 64	
do	K. & M. Forwarding Co.	do 22	do ..	do ..	416 52	
do	do	Sept. 3	do ..	do ..	351 18	
do	Montreal Transport Co..	do 6	do ..	do ..	3,022 56	
do	K. & M. Forwarding Co.	do 6	do ..	do ..	415 80	
do	do	do 24	do ..	do ..	232 38	
do	J. B. Fairgrieve & Son..	do 24	do ..	do ..	91 80	
do	John Malcolmson.....	do 13	do ..	do ..	91 98	
do	Æ. D. Mackay's Sons...	Oct. 9	do ..	do ..	91 80	
do	K. & M. Forwarding Co.	do 9	do ..	do ..	209 52	
do	do	do 9	do ..	do ..	741 06	
do	Æ. D. Mackay's Sons...	do 10	do ..	do ..	91 62	
do	Montreal Transport Co..	do 11	do ..	do ..	4,097 16	
do	W. Ira Story	do 8	do ..	do ..	118 62	
do	J. B. Fairgrieve & Son..	do 12	do ..	do ..	99 90	
do	John Malcolmson.....	do 12	do ..	do ..	108 72	
do	K. & M. Forwarding Co.	do 14	do ..	do ..	894 78	
do	A. E. D. Mackay's Sons.	do 14	do ..	do ..	94 68	
do	A. E. Hume.....	do 14	do ..	do ..	335 70	
do	Montreal Transport Co..	do 28	do ..	do ..	3,293 46	
do	Muskoka Mill Co.....	Nov. 4	do ..	do ..	16 89	
do	Æ. D. Mackay's Sons...	do 12	do ..	do ..	94 86	
do	K. & M. Forwarding Co.	do 12	do ..	do ..	1,243 08	
do	Æ. D. Mackay's Sons...	do 12	do ..	do ..	91 80	
do	John Malcolmson.....	do 12	do ..	do ..	108 00	
do	K. & M. Forwarding Co.	do 12	do ..	do ..	600 12	
do	A. E. Hume.....	do 13	do ..	do ..	120 96	
do	Montreal Transport Co..	Nov. 13	do ..	do ..		
					52 92	
do	do	do 13	do ..	do ..	3,577 68	
do	W. Ira Story	do 13	do ..	do ..	108 00	
do	K. & M. Forwarding Co.	do 13	do ..	do ..	100 80	
do	Montreal Transport Co..	do 13	do ..	do ..	5 40	
do	Capt. J. Graham.....	Dec. 3	do ..	do ..	42 40	
do	G. E. Jacques & Co.....	do 18	do ..	do ..	114 84	
		1890.				
do	Capt. Fitzgerald.....	Feb. 5	do ..	do ..	23 80	
do	Montreal Transport Co..	May 5	do ..	do ..	2,554 02	
do	S. Hopkins.....	do 10	do ..	do ..	25 20	
do	Montreal Transport Co..	do 13	do ..	do ..	133 38	

No. 5.—REFUNDS, 1889-90—Continued.

CANAL TOLLS—Continued.

Canal.	To whom Paid.	Date.	Office.	Under what Authority Refunded.	Amount.	Total.	
		1890.			\$ cts.	\$ cts.	
Welland	K. & M. Forwarding Co.	May 16	do	Refunded under Revised Statutes, Cap. 29, Sec. 8	561 42	47,270 71	
do	Æ. D. Mackay's Sons	do 17	do		90 72		
do	J. B. Fairgrieve	do 19	do		99 90		
do	Æ. Mackay's Sons	do 21	do		85 68		
do	A. E. Hume	do 21	do		105 84		
do	Montreal Transport Co.		do		2,830 68		
do	H. A. Young		do		229 32		
do	Æ. D. Mackay's Sons	June 2	do		93 42		
do	Montreal Transport Co.	do 2	do		2,484 80		
do	K. & M. Forwarding Co.	do 6	do		940 32		
do	J. B. Fairgrieve & Son.	do 16	do		99 90		
do	Montreal Transport Co.	do 16	do		109 98		
do	A. E. Hume	do 16	do		105 84		
do	J. Malcolmson	do 17	do		105 48		
do	do	do 23	do		100 80		
do	A. M. Robertson	do 24	do		176 40		
do	T. Myles & Son	do 26	do		50 10		
do	A. E. Hume	do 30	do		100 88		
do	Æ. Mackay's Sons	do 30	do		93 24		
do	Montreal Transport Co.	do 30	do		4,227 66		
do	J. B. Fairgrieve & Son.	do 30	do		99 90		
do	F. H. Taylor	do 30	do		176 40		
do	Æ. D. Mackay's Sons	do 30	do		90 72		
do	H. A. Young	do 30	do		192 60		
do	K. & M. Forwarding Co.	do 30	do		314 64		
do	Æ. D. Mackay's Sons	do 30	do		85 68		
do	do	do 30	do		90 72		
St. Lawrence	D. Murphy & Co.	July 19	Lachine		do		2 30
do	K. & M. Forwarding Co.	do 19	do		do		12 00
do	W. Ira Story	Aug. 7	do		do		14 45
do	Montreal Transport Co.	Sept. 2	Beauharnois } Montreal.		do		32 18
do	S. S. Cooke	do 13	Cardinal		do		3 50
do	Jocks & Delormier	Oct. 12	Beauharnois } Montreal.	do	12 82		
do	Hall Bros	do 25	Cornwall	do	11 40		
do	H. P. Grange, Purser	do 25	Lachine	do	17 99		
do	Montreal Transport Co.	Jan. 10	Cornwall	do	32 29		
do	G. A. Harris	do 13	do	do	367 30		
do	do	Feb. 5	Montreal	do	8 80		
do	A. W. Hepburn	June 12	do	do	48 94		
do	Montreal Transport Co.	do 24	Cornwall	do	41 93		
Ottawa	J. Bte. Beaulieu	July 15	Carillon	do	9 00		
do	do	do 15	do	do	25 80		
do	F. X. Wilson	do 15	do	do	30 00		
do	Moïse Bergeron	do 15	do	do	2 16		
do	Michel Corbeil	do 19	do	do	4 20		
do	D. Murphy & Co.	do 19	do	do	20 63		
do	do	Aug. 7	do	do	31 24		
do	do	do 7	do	do	4 93		
do	Prosper Binet	do 13	do	do	9 80		
do	Napoléon Lavoie	do 13	do	do	0 60		
do	Cyrille Bertrand	do 27	do	do	4 40		
do	N. Lewaigh	Sept. 12	do	do	3 00		
do	Alex. Montreuil	do 12	do	do	2 10		

[1890]

No. 5.—REFUNDS, 1889-90—*Concluded.*CANAL TOLLS—*Concluded.*

Canal.	To whom Paid.	Date.	Office.	Under what Authority Refunded.	Amount.	Total.
		1890.			\$ cts.	\$ cts.
Ottawa.....	Henry Yeay.....	Sept. 24	Carillon	Refunded under Re- vised Statutes, Chap. 23, Sec. 8.	37 89	
do	Elisha Cooke	Oct. 14	do	do ..	7 00	
do	J. A. Cameron.....	do 15	do	do ..	3 50	
do	D. Murphy & Co.	do 15	Grenville.....	do ..	9 56	
do	Dean & Baptist.....	do 25	Carillon	do ..	7 50	
do	Cléophas Aubé	do 27	do	do ..	4 50	
do	F. X. Lauzon.....	do 27	do	do ..	2 40	
do	James Park.....	Nov. 15	do	do ..	4 62	
		1890.				
do	G. A. Harris.....	Jan. 13	Grenville.....	do ..	24 67	
do	J. B. Brunette.	Mar. 19	do	do ..	4 32	
do	Isaac Yanding.....	do 27	do	do ..	4 32	
		1889.				258 14
Rideau.....	J. P. Tett & Bros.....	July 19	Kingston Mills	do ..		3 40
				Total Tolls refunded.		48,138 15

HYDRAULIC RENTS REFUNDS.

Ottawa.....	Can. Pacific Railway Co.	1889. Nov. 18			20 00	
Montreal...	Montreal Warehousing Co.....	1890. June 7			233 34	
				Total Refunds of Hy- draulic Rents.....		253 34

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

No. 6.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
													Up.	Down.
Kryolite chemical ore and other ore, except iron.												360	18 00
Lard and lard oil.		10				49						54	10 80
Meal, all kinds.			3			15,128						15,305	3,061 05
Meats, other than pork.						4						35	7 00
Marble			4,499									4,499	674 85
Manilla.			48									48	7 20
Molasses.	2		226	88								316	51 80
Nails.	118		14									132	13 53
Oats.	5	481				33,279						34,550	6,895 98
Oil, in barrels		1						150				161	5 50
Oil cake.												798	159 60
Pease	240			210								450	25 50
Potatoes.												1	0 20
Pork												1,118	223 60
Paint												3	0 60
Pitch and tar.		45	370									470	71 63
Rags												888	741 00
Rye.	888											3,039	3,927
Rosin	19	587				952						994	1,582
Salt.		591				23						7,819	1,563 80
Stone intended for cutting	488	23				4,817	20					464	92 80
“ wrought						135						1,089	619 05
“ not suitable for cutting, unwrought												137	27 40
Seeds, all kinds.												84	12 60
Sheep												1,036	138 40
Soda ash.												283	56 83
Steel	139		29									9	284
Sugar	5	2				246						2	0 80
Spirits, beer, &c.												33	7 55
Tobacco, raw.												125	18 75
Tallow												125	18 75
Tin.			125									125	18 75
Turpentine												7,180	129,486
Wheat.	5,304	12,376				40,416						1,876	76,694
												136,666	25,953 90

No. 6.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Pork			33						33		33	
Paint			32						52		52	
Pitch and tar	20		12						12		12	
Salt	65		4,219						4,284		4,284	
Stone for cutting			12						12		12	
Soda ash			783						783		783	
Steel			4						4		4	
Sugar	4		450						454		454	
Spirits, beer, &c.	12		286						298		298	
Tobacco, raw			1						1		1	
Tin	57		37						94		94	
Turpentine	1		1						2		2	
White lead	2		11						13		13	
Whiting	21		31						52		52	
Wool			13						13		13	
Merchandise not enumerated			262						1,481		1,481	
Timber passed free from Welland to Port Robinson				290						290	290	
Grand total freight	30,633	60,688	28,574	19,565	245,679	305,165	10,840	403,409	315,726	788,827	1,104,553	
Total tolls on vessels												19,294 97
“ passengers												207 43
“ free goods												\$4,284 58
Fines and damages												4,946 89
Other receipts												20 48
Total revenue, exclusive of hydraulic rents												220,159 89

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 7.—GENERAL STATEMENT showing the Quantity of each Article of through freight transported on the Welland Canal, and the Amount of Tolls collected thereon during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up. \$ cts.	Amount of Tolls, Down. \$ cts.	Total Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.....		2							1	100	101	0 15	20 00	20 15
Apples.....								98	21		21	3 15		3 15
Agricultural products not enumerated, vegetable.....														
Agricultural products not enumerated, animal.....														
Agricultural implements.....														
Barley.....														
Bricks.....			5,710			2			5,710	2	5,712	866 50	0 40	866 90
Bones.....									56		56	8 40		8 40
Brimstone.....					56				69		69	10 35		10 35
Cement and water lime.....			17		52									
Clay, lime and sand.....														
Coal.....	80				197,919	615	7,707	31,592	206,706	32,207	237,913	41,141 20	5,472 40	46,613 60
Corn.....						157,797	197,973		355,770	355,770	355,770	8,200 00	62,954 00	71,154 00
Cattle.....														
Cotton (raw).....									1	2	3	0 15	0 40	0 55
Crockery and earthenware.....														
Dye wood and dye stuffs.....									11	5	16	1 65	1 00	2 65
Fish.....														
Flax and hemp.....														
Flour.....	2							969	2	5,629	5,631	0 30	1,125 80	1,126 10
Furniture.....					1	27	6		7	33	40	1 05	6 60	7 65
Gypsum.....									16		16	2 40		2 40
Glass (all kinds).....	1													
Hay (pressed).....														
Hogs.....														
Horses.....									2	4	6	0 30	0 80	1 10
Hides and skins, horns and hoofs.....														
Ice.....			12,043		9,075				21,118		21,118	1,055 90		1,055 90
Iron, railway.....	3		44						47		47	7 05		7 05

No. 7—GENERAL STATEMENT showing the Quantity of each Article transported—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
" pig							613		44	613	657	6 60	122 60	\$ 129 20
" all other	105		105		963	521			1,173	521	1,694	175 95	104 20	\$ 280 15
Iron ore														
Kryolite chemical ore and other ore, except iron		10						350		360			18 00	18 00
Lard and lard oil						49		5		54			10 80	10 80
Meal, all kinds			3		15,128		175		3	15,303	15,906	0 45	3,060 60	3,061 05
Meats, other than pork					4,499	4	31		4,499	35	4,499	674 85	7 00	674 85
Marble					48				48		48	7 20	7 20	7 20
Manilla	2				226				228		316	34 20	17 60	51 80
Molasses	70		14			88			84		84	12 60	12 60	12 60
Nails		73			33,279		790		6	34,142	34,142		6,828 40	6,828 40
Oats		1					5			6	6		1 20	1 20
Oil (in barrels)							798			798	788		159 60	159 60
Oil cake														
Pease													0 20	0 20
Potatoes						1			1		1		223 60	223 60
Pork					41		1,077			1,118	1,118		0 60	0 60
Paint					3				3		3		0 60	0 60
Pitch and tar			370		100				470		470	70 50	70 50	70 50
Rags	888													
Rye								3,089	888	3,039	3,927	133 20	607 80	741 00
Rosin					952		1		952	588	1,540	142 80	117 60	200 40
Salt		587					7,228			7,819	7,819		1,563 80	1,563 80
Stone intended for cutting		591				20	444			464	464		92 80	92 80
" wrought														
" not suitable for cutting, unwrought					4,817	1,066			4,817	1,066	5,883	481 50	106 50	588 00
Seeds, all kinds					135		2			137	137		27 40	27 40
Sheep														
Soda ash					84				84		84	12 60	12 60	12 60
Steel														
Supar	9		29		868				906		906	135 90	53 80	135 90
Spirits, beer, &c.	5		4				23		2		278	1 35	53 80	55 15
Tobacco (raw)			2						2		2	0 30	0 30	0 30

No. 7.—GENERAL STATEMENT showing the Quantity of each Article transported—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.												
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.													
																	\$	cts.	\$	cts.								
Flour.....			48						48		48																	
Glass (all kinds).....	1		7						8		8																	
Horses.....	1								1		1																	
Iron, railway.....	18,084		799						18,813		18,813																	
“ pig.....	78		46						124		124																	
“ all other.....	65		68						133		133																	
Molasses.....			56						56		56																	
Nails.....	268		422						690		690																	
Oil (in barrels).....	4		3						7		7																	
Pork.....			33						33		33																	
Paint.....	20		32						52		52																	
Pitch and tar.....			12						12		12																	
Salt.....	65		4,219						4,284		4,284																	
Stone for cutting.....			12						12		12																	
Soda ash.....			783						783		783																	
Steel.....			4						4		4																	
Sugar.....	4		450						454		454																	
Spirits, beer, &c.....	12		286						298		298																	
Tobacco (raw).....			1						1		1																	
Tin.....	57		37						94		94																	
Turpentine.....	1		1						2		2																	
White lead.....	2		11						13		13																	
Whiting.....	21		31						52		52																	
Wool.....			13						13		13																	
Merchandise not enumerated.....	262		1,219						1,481		1,481																	
Grand Total freight.....	20,310	40,373	28,200	16,910	245,679	305,165	7,708	401,813	301,897	764,261	1,066,158																	
<table border="0" style="width: 100%;"> <tr> <td style="width: 70%;"></td> <td style="text-align: right;">Total Through Tolls on Vessels.....</td> <td style="text-align: right;">9,025 26</td> </tr> <tr> <td></td> <td style="text-align: right;">Passengers.....</td> <td style="text-align: right;">42 25</td> </tr> <tr> <td></td> <td style="text-align: right;">Free Goods.....</td> <td style="text-align: right;">\$4,270 50</td> </tr> <tr> <td></td> <td style="text-align: right;">Total Through Tolls.....</td> <td style="text-align: right;">66,230 76</td> </tr> </table>																		Total Through Tolls on Vessels.....	9,025 26		Passengers.....	42 25		Free Goods.....	\$4,270 50		Total Through Tolls.....	66,230 76
	Total Through Tolls on Vessels.....	9,025 26																										
	Passengers.....	42 25																										
	Free Goods.....	\$4,270 50																										
	Total Through Tolls.....	66,230 76																										
														\$	cts.	18,425 03												
														\$	cts.	97 65												
														\$	cts.	212,988 45												

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 20th November, 1890. B. H. TEAKLES, Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 8.—GENERAL STATEMENT shewing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected thereon, during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....												
Apples.....	20	713							20	713	733	20 50
Agricultural products not enumerated, vegetable.....		1		420						421	421	21 03
Agricultural products not enumerated, animal.....												
Agricultural implements.....				197						197	197	4 92
Barley.....	14	144		4					14	148	162	13 85
Bricks.....												
Bones.....												
Brimstone.....												
Cement and water lime.....	1	475	15						16	475	475	49 80
Clay, lime and sand.....	12	185					1,106		1,118	185	1,303	41 85
Coal.....												
Corn.....												
Cattle.....												
Cotton (raw).....												
Crockery and earthenware.....												
Dye wood and dye stuffs.....												
Fish.....		2								2	2	0 05
Flax and hemp.....												
Flour.....	7	2,812							7	2,819	2,819	70 54
Furniture.....		4								4	4	0 30
Gypsum.....				308						308	308	3 85
Glass (all kinds).....												
Hay (pressed).....												
Hogs.....												
Horses.....	13	5							13	5	18	0 39
Hides and skins, horns and hoofs.....	18	450							18	450	450	1 80
Ice.....												
Iron, railway.....	6								6		6	0 12
" " pig.....												

[1890]

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No. 8.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, all other.....	3								3	3	6	\$ 0 29
Iron ore.....												
Kryolite, chemical ore and other ore, except iron.....												
Lard and lard oil.....												
Meal, all kinds.....												
Meats, other than pork.....												
Marble.....												
Manilla.....												
Molasses.....	48								48	408	48	0 93
Nails.....		408									408	67 58
Oats.....												
Oil (in barrels).....												
Oil cake.....	5								155	210	155	4 30
Pease.....	240			210					240	450	450	25 50
Potatoes.....												
Pork.....												
Paint.....										45	45	1 13
Pitch and tar.....												
Rags.....												
Rye.....												
Rosin.....												
Salt.....	19			23					42	42	42	1 09
Stone intended for cutting.....												
“ wrought.....	488								488	23	511	31 05
“ not suitable for cutting, unwrought.....		23										
Seeds, all kinds.....												
Sheep.....												
Soda ash.....												
Steel.....	130								130	15	130	2 50
Sugar.....												
Spirits, beer, &c.....		2									15	1 68
Tobacco (raw).....												
Tallow.....												
Tin.....												

Turpentine.....	5,304	1,259			1,876	1,583	7,180	2,842	10,022	625 10
Wheat.....										
White lead.....										
Whiting.....										
Wool.....										
All other goods and merchandise, not enumerated.....	626	302	4				630	302	932	22 42
Bark.....				10	112		10	112	122	3 02
Barrels, empty.....										
Boat knees.....										
Floats.....	2,202	10,545	300				2,502	10,545	13,047	564 60
Fire wood, in vessels.....										
rafts.....	1,162	871		2			1,162	871	2,033	116 55
Hoops.....										0 22
Hop poles.....										
Lumber, sawn, in vessels.....										
rafts.....	5	50	22	25			22	75	97	0 25
Masts, spars and telegraph poles, in vessels.....										7 69
rafts.....										
Railway ties, in vessels.....										
rafts.....		1,508		1,370				2,878	2,878	97 10
Saw logs.....		218						218	218	17 40
Staves and headings, barrel.....										
pipe.....										
West India.....										
salt barrel.....				1				1	1	0 15
Shingles.....										
Split posts and fence rails, in vessels.....										
rafts.....										
Timber, square, in vessels.....				6				6	6	0 44
rafts.....										
Traverses.....										
Woodenware and wood, partly manufactured.....										
Total freight paying tolls.....	10,323	20,025	374	2,655			13,829	24,276	38,105	1,824 35
Timber passed free from Welland to Port Robinson.....		290						290	290	
Grand total, freight.....	10,323	20,315	374	2,655			13,829	24,566	38,395	
Total way tolls on vessels.....										869 94
passengers.....										109 78
free goods.....										\$14 08
Total way tolls.....										2,804 07

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

APPENDIX A—Continued—CANALS.

No. 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.		67							26	67	93	2 60	13 40	16 00
Apples	15	2,543			26				15	2,544	2,559	1 42	373 06	374 48
Agricultural products not enumerated, vegetable	1,349	108						33	1,382	108	1,490	80 64	9 30	89 94
Agricultural products not enumerated, animal	36	802					8		44	802	846	3 87	113 57	117 44
Barley	102	18							102	18	120	15 02	2 90	17 92
Agricultural implements	905	1,379							905	1,379	2,284	18 25	29 45	47 70
Bricks	8,261	356	788		202		359		9,610	356	9,966	384 66	20 50	405 16
Bones	24	58	326						24	384	408	0 90	51 97	52 87
Brimstone							84		84		84	3 16		3 16
Cement and water lime	4,851	170	756						5,607	170	5,777	637 51	9 41	646 92
Clay, lime and sand	19,955	4,025					4,949		24,904	4,025	28,929	948 65	204 15	1,152 80
Coal		45,013			20	849		86,401		132,263	132,283	0 75	18,032 51	18,033 26
Corn	32	2,363				78		7,284	32	9,725	9,757	2 55	137 93	200 48
Cattle	40	395							40	395	435	2 47	32 33	34 80
Cotton (raw)									181	32	213	34 55	6 40	40 95
Crockery and earthenware	116	32	65						158	19	177	11 28	0 95	12 23
Dye wood and dye stuffs	596	19					122		674	211	885	70 15	9 93	80 08
Fish											164		6 15	6 15
Flax and hemp									811	626	1,437	62 19	83 62	145 81
Flour	751	490	48		12	135			811	626	1,437	62 19	83 62	145 81
Furniture	133	397							2,154	397	2,551	21 96	76 85	98 81
Gypsum	2,154	350							2,504	350	2,854	27 56	21 83	49 39
Glass, all kinds	364	72			2				380	73	453	74 36	13 10	87 46
Hay, pressed	1,277	615	7		65		17		1,342	615	1,957	51 89	40 37	92 26
Hogs									1	31	32	0 04	4 65	4 69
Horses									106	261	367	7 44	18 58	26 02
Hides and skins, horns and hoofs	104	261			2						18		2 59	2 59
Ice		15					3							

Iron, railway	17,883	534	18,417	18,417	2,721 59	2,721 59
" pig	4,619	46	4,805	4,845	692 83	694 35
" all other	16,607	51	16,711	19,743	888 49	957 69
Iron ore						
Kryolite, chemical ore and other ore, except iron				2,326	116 30	116 30
Lard and lard oil	37		37	48	1 09	4 77
Meal, all kinds	55		55	938	60 73	65 30
Meats, other than pork	17		17	34	2 02	3 61
Marble	16		43	43	4 48	4 48
Manilla	6		6	9	0 45	1 65
Molasses	528	56	2,791	2,815	213 33	214 53
Nails	2,447	266	2,713	3,275	527 19	556 04
Oats	683	5	688	2,899	83 25	109 27
Oil, in barrels	791	22	1,189	1,631	149 65	209 40
Oil cake	21		21	21	2 03	2 03
Pease	957		957	23,000	444 41	463 66
Potatoes	32		32	63	4 25	5 93
Pork	273	33	306	406	28 38	60 08
Paint	185	30	234	190	15 80	58 93
Pitch and tar	78	12	974	1,062	4 85	62 24
Rags	50		50	88	5 85	11 35
Rye	2		2	33	5 50	5 85
Rosin	17		1,947	1,947	39 07	39 23
Salt	3,579	130	1,401	1,463	3 10	74 28
Stone intended for cutting	1,906	3,922	7,501	7,648	1,017 47	1,023 62
" wrought	168		4,734	5,940	576 00	758 31
" not suitable for cutting, unwrought			178	228	10 00	19 75
Seeds, all kinds	974		974	1,221	66 75	86 25
Sheep	6,909		6,909	7,517	25 08	304 01
Soda ash	4		4	140	12 18	12 49
Steel	650	786	1,457	1,506	2 45	286 27
Sugar	3,605	4	352	4	0 20	53 82
Spirits, beer, &c.	442	287	5,063	4	0 50	755 00
Tobacco, raw	6	1	729	442	86 75	217 52
Tallow	68		68	8	0 15	0 88
Tin	321	37	358	86	10 05	10 05
Turpentine	16	1	179	6	5 95	75 80
Wheat	29,758		29,758	33,449	0 30	11 65
White lead	85	5	90	91	73 97	694 22
Whiting	325	7	354	7	0 20	18 13
Wool	21	2	21	23	0 35	70 91
" 2					0 30	2 89
All other goods and merchandise, not enumerated	6,849	1,053	8,664	12,322	529 45	1,918 81
Bark	127	42	224	103	15 22	41 23
Barrels, empty						
Boat knees						
Boat floats	580		580	4,944	86 52	96 57

No. 9.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.		\$
Firewood, in vessels.....	4,151	7,389	600						4,751	7,389	12,140	90	217	91	15	307	91
“ rafts.....	6								6		6	0	0	25	0	25	0
Hoops.....									3		3	0	0	50	0	50	0
Hop poles.....																	
Lumber, sawn, in vessels.....	20,815	27,456	552	360	615				21,367	28,431	49,798	555	891	27	10	1,447	06
“ rafts.....		242								242	242					10	02
Masts, spars and telegraph poles, in vessels.....		17,936								17,936	17,936					448	40
Masts, spars and telegraph poles, in rafts.....		3,948								3,948	3,948					98	70
Railway ties, in vessels.....	1,596								1,596		1,596					31	88
“ rafts.....																	
Sawlogs.....	42	18,137							42	18,137	18,179	1	00			415	54
Staves and headings, barrel pipe.....																	
“ “ W. India.....		146								146	146					5	49
Staves, salt barrel.....		10								10	10					0	80
Shingles.....	8	46	16						24	46	70					8	25
Split posts and fence rails, in vessels.....																	
Split posts and fence rails, in rafts.....	10								10		10					0	10
Timber, square, in vessels.....	310	1,718							310	1,718	2,028					22	73
“ rafts.....	2,477	8,294							2,477	8,294	10,771					206	85
Traverses.....		11,874								11,874	11,874					30	90
Woodenware and wood partly manufactured.....	104	86							104	86	190					11	50
Total freight paying tolls.....	172,667	211,196	10,225	958	1,163	2,338	15,034	94,958	199,089	309,450	508,539					23,280	64
Free Articles having paid full Tolls on the Welland Canal.																	
Ashes.....		98														98	
Orn.....		186,430									188,160					188,160	

	7,087	7,087	7,087	7,087	7,087	7,087	7,087	7,087
Flour.....	1	1	1	1	1	1	1	1
Furniture.....	3	3	3	3	3	3	3	3
Horses.....	184	184	184	184	184	184	184	184
Meals, all kinds.....	29	29	29	29	29	29	29	29
Meats, other than pork.....	129	129	129	129	129	129	129	129
Merchandise, not enumerated.....	798	798	798	798	798	798	798	798
Oil cake.....	790	790	790	790	790	790	790	790
Oats.....	4	4	4	4	4	4	4	4
Oil, in barrels.....	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018
Pork.....	2,404	2,404	2,404	2,404	2,404	2,404	2,404	2,404
Rye.....	2	2	2	2	2	2	2	2
Seeds, all kinds.....	20	20	20	20	20	20	20	20
Spirits, beer, &c.....	78,561	78,561	78,561	78,561	78,561	78,561	78,561	78,561
Wheat.....	3,319	3,319	3,319	3,319	3,319	3,319	3,319	3,319
Timber.....	4,886	4,886	4,886	4,886	4,886	4,886	4,886	4,886
Lumber, sawn, in vessels.....	384	384	384	384	384	384	384	384
" rafts.....								
<i>Articles, Free, per Order in Council.</i>								
Cement and water lime.....	268	268	268	268	268	268	268	268
Clay, lime and sand.....	744	744	744	744	744	744	744	744
Coal.....	60,519	60,519	60,519	60,519	60,519	60,519	60,519	60,519
" floats.....	580	580	580	580	580	580	580	580
" Timber, sawn, in vessels.....	17	17	17	17	17	17	17	17
" Merchandise.....	5	5	5	5	5	5	5	5
" Stone, wrought.....	2,561	2,561	2,561	2,561	2,561	2,561	2,561	2,561
" " unwrought.....	9,456	9,456	9,456	9,456	9,456	9,456	9,456	9,456
" " for cutting.....	750	750	750	750	750	750	750	750
Kryolite, free, having paid full toll on the Rideau Canal.....	10	10	10	10	10	10	10	10
Grand total freight.....	285,282	285,282	285,282	285,282	285,282	285,282	285,282	285,282
	509,162	509,162	509,162	509,162	509,162	509,162	509,162	509,162
	10,344	10,344	10,344	10,344	10,344	10,344	10,344	10,344
	958	958	958	958	958	958	958	958
	2,338	2,338	2,338	2,338	2,338	2,338	2,338	2,338
	52,568	52,568	52,568	52,568	52,568	52,568	52,568	52,568
	98,286	98,286	98,286	98,286	98,286	98,286	98,286	98,286
	610,744	610,744	610,744	610,744	610,744	610,744	610,744	610,744
	910,101	910,101	910,101	910,101	910,101	910,101	910,101	910,101
Total tolls on vessels.....								
" passengers.....								
" free goods.....								
Wharfage and storage.....								
Fines and damages.....								
Wintorage, basin dues and other receipts.....								
Total revenue exclusive of hydraulic rent.....								

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

APPENDIX A—Continued—CANALS.

No. 10.—GENERAL STATEMENT showing the Quantity of each Article of through Freight transported on the St. Lawrence Canals and the Amount of Tolls collected thereon during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up, Tolls, Down.	Amount of Tolls, Up, Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.....		63								63	-63			12 60
Apples.....		2,467								2,467	2,467			370 05
Agricultural products, not enumerated, vegetable.....	254	41							254	41	295	38 10	6 15	44 25
Agricultural products, not enumerated, animal.....	2	689							2	689	691	0 30	103 35	103 65
Agricultural implements.....		11								11	11		2 20	2 20
Barley.....		1,140							179	1,140	1,140	26 85	24 10	21 10
Bricks.....	111		68						39	39	89		5 85	5 85
Bones.....														
Brimstone.....														
Cement and water lime.....	1,955		756						2,711	3	2,714	406 65	0 45	407 10
Clay, lime and sand.....	33								33	377	410	4 95	56 55	61 50
Coal.....		42,195							110,602	110,602	110,602		16,551 70	16,551 70
Corn.....		2,102							9,330	9,330	9,330		186 60	186 60
Cattle.....		40							49	49	49		7 35	7 35
Cotton, raw.....														
Crockery and earthenware.....	50		65						115	32	147	23 00	6 40	29 40
Dye wood and dye stuffs.....	14								14	14	14	2 80	2 10	4 90
Fish.....	259		78						317	14	331	47 55		49 65
Flax and hemp.....									48	488	536	7 20	73 20	80 40
Flour.....		488							35	376	411	7 00	75 20	82 20
Furniture.....	35													
Gypsum.....														
Glass, all kinds.....	311		7						318	63	381	63 60	12 60	76 20
Hay, pressed.....														
Hogs.....		31								31	31		4 65	4 65
Horses.....		34							7	34	41	1 05	5 10	6 15
Hides and skins, horns and hoofs.....	7													
Ice.....		14								17	17		2 55	2 55

Iron, railway.	17,498	534	18,032	18,032	2,704 80	2,704 80
" pig.	4,414	46	4,460	4,460	668 74	668 74
" all other.	1,595	51	1,646	1,646	246 90	251 25
" ore.						
Kryolite, chemical ore and other ore, except iron.	2,247		2,247	2,247	112 35	112 35
Lard and lard oil.	6		6	6	0 90	0 90
Meat, all kinds.	232		232	232	34 80	34 80
Meats, other than pork.	1		1	1	1 05	1 05
Marble.	9		9	9	1 80	1 80
Mamifa.	6		6	6	1 20	1 60
Molasses.	232	56	288	288	57 60	57 60
Nails.	1,963	266	2,229	2,234	445 77	446 77
Oats.	483		483	483	1 00	1 00
Oil, in barrels.	431	785	1,208	1,208	27 44	27 44
Oil cake.			431	431	39 80	126 00
Pease.	5,953		5,953	5,953	122 31	122 31
Potatoes.	26		26	26	3 90	3 90
Pork.	25	33	58	164	16 65	24 04
Paint.	166	30	196	42	7 30	7 30
Pitch and tar.	31	12	43	3	39 20	39 20
Rags.	5		5	5	8 60	8 60
Rye.	1,134		1,134	1,134	5 40	5 40
Resin.	1		1	1	22 81	22 81
Salt.	1,759	3,921	5,680	5,680	0 20	0 20
Stone, intended for cutting.	23		23	23	852 00	852 00
" wrought.	1		1	1	264 45	264 45
" not suitable for cutting, unwrought.	50		50	50	10 00	10 00
Seeds, all kinds.	672		672	672	55 80	55 80
Sheep.	169		169	169	28 20	28 20
Soda ash.	604		604	604	2 85	2 85
Steel.	329		329	329	3 15	3 15
Sugar.	2,860	786	3,646	3,646	277 99	277 99
Spirits, beer, &c.	160	4	164	164	51 25	51 25
Tobacco, raw.	431	93	524	524	0 40	0 40
Tallow.	65	287	352	352	590 58	590 58
Tin.	260	1	261	261	175 60	175 60
Turpentine.	15		15	15	0 15	0 15
Wheat.	190	37	227	227	9 75	9 75
White lead.	78		78	78	2 20	2 20
Whiting.	310	29	339	339	61 60	61 60
Wool.	16		16	16	3 20	3 20
All other goods and merchandise not enumerated.	3,958	1,041	4,999	4,999	24 29	24 29
Bark.					0 20	0 20
Barrels, empty.	85		85	85	16 80	16 80
Boat knees.					67 86	67 86
Floats.					0 30	0 30
Firewood, in vessels.	1,089		1,089	1,089	384 60	1,384 35
					12 28	27 74
					69 35	69 35

[12 Salt. 23 Stone, intended for cutting. 1 wrought. 50 not suitable for cutting, unwrought.]

No. 10.—GENERAL STATEMENT of each Article of Through Freight transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood in rafts.														
Hoops.														
Hop poles.														
Lumber, sawn, in vessels.	48	950	110		615				158	1,565	1,723	14 10	202 45	216 55
“ “ rafts.														
Masts, spars and telegraph poles, in vessels.														
Masts, spars and telegraph poles, in rafts.														
Railway ties, in vessels.														
“ “ rafts.														
Saw logs.														
Staves and headings, barrel pipe.														
“ “ W. India.														
Staves, salt barrel.		10							10		10		0 80	0 80
Shingles.			16						16		16	10 98		10 98
Split posts and fence rails, in vessels.														
Split posts and fence rails, in rafts.									20		20	1 00		1 00
Timber, square, in vessels.	20													
“ “ rafts.														
Traverses.														
Woodenware and wood partly manufactured.	77	9							77	9	86	30 80	3 60	34 40
Total freight paying tolls.	40,417	68,542	8,382		615		76,810		48,799	145,967	194,766	8,049 01	19,030 88	27,079 89
<i>Free Articles having paid full Tolls on the Welland Canal.</i>							1,730							
Ashes.		98								98	98			
Corn.		182,269								183,999	183,999			

APPENDIX A—Continued—CANALS.

No. 11.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected thereon during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.....		4			26				26	4	30	2 60	0 80	3 40
Apples.....	15	76						1	15	77	92	1 42	3 01	4 43
Agricultural products not enumerated, vegetable.....	1,095	67							1,128	67	1,195	42 54	3 15	45 69
Agricultural products not enumerated, animal.....	34	113							42	113	155	3 57	10 22	13 79
Agricultural implements.....	102	7							102	7	109	15 02	0 70	15 72
Barley.....	905	239							905	239	1,144	18 25	5 35	23 60
Bricks.....	8,150	356	720		202				9,431	356	9,787	357 81	20 50	378 31
Bones.....	24	13		326					24	345	369	0 90	46 12	47 02
Brunstone.....									84	84	84	3 16		3 16
Cement and water lime.....	2,896	167							2,896	167	3,063	230 86	8 96	239 82
Clay, lime and sand.....	19,922	3,648							24,871	3,648	28,519	943 70	147 60	1,091 30
Coal.....		2,818			20	849		17,994	20	21,661	21,681	2 55	1,500 81	1,503 36
Corn.....	32	261				78			32	395	427	2 55	11 33	13 88
Cattle.....	40	346							40	346	386	2 47	24 98	27 45
Cotton, raw.....									66	66	66	11 55		11 55
Crockery and earthenware.....	66								144	19	163	8 48	0 95	9 43
Dye wood and dye stuffs.....	22	19							357	197	554	23 60	7 83	30 43
Fish.....	357	197							164	164	164	6 15	6 15	6 15
Flax and hemp.....									763	188	901	54 89	10 42	65 31
Flour.....	751	2			12	135		1	98	21	119	14 96	1 65	16 61
Furniture.....	98	21							2,154	350	2,504	27 56	21 83	49 39
Gypsum.....	2,154	350							72	10	82	10 76	0 50	11 26
Glass, all kinds.....	53	10							1,342	615	1,957	51 89	40 37	92 26
Hay, pressed.....	1,277	615							1	1	2	0 04		0 04
Hogs.....	1								99	227	326	6 39	13 48	19 87
Horses.....	97	227												
Hides and skins, horns and hoofs.....		1								1	1		0 04	0 04
Ice.....														

APPENDIX A—Continued—CANALS.

No. 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected thereon, during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl											1	0 10
Apples		4									4	0 28
Agricultural products not enumerated, vegetable.		47									47	2 59
" " animal		945									945	84 46
Agricultural implements		17									17	2 72
Barley		177									177	14 27
Bricks												
Bones		11									11	1 10
Brimstone												
Cement and water lime		191									191	8 73
Clay, lime and sand		5,892									5,892	157 06
Coal		216					128				344	12 13
Corn		2									2	0 20
Cattle	1	510									511	33 16
Cotton, raw												
Crockery and earthenware		7									7	1 33
Dye wood and dye stuffs		4									4	0 40
Fish												
Flax and hemp		16									16	1 34
Flour		29									29	4 68
Furniture												
Gypsum		3									3	0 57
Glass, all kinds		367									367	32 62
Hay, pressed		19									19	1 61
Hogs		202									202	12 79
Horses	7	27									27	2 55
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
" pig												

No. 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in vessels.....		8								8		0 27
" " " rafts.....												
Railway ties, in vessels.....		1,935								1,935		250 71
" " " rafts.....										260		8 67
Saw logs.....		2,100								2,100		48 00
Staves and headings, barrel.....												
" " " pipe.....												
" " " West India.....												
Staves, salt barrel.....												
Shingles.....		147								317		203 36
Split posts and fence rails, in vessels.....		3		170						3		0 66
" " " rafts.....												
Timber, square, in vessels.....										980		14 49
" " " rafts.....												
Traverses.....		19								19		3 80
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	441	508,213		145,070			128		569	653,283	653,852	48,224 45
Free, per Order in Council—												
Firewood.....		4,410								4,410		
Floats.....		23,206								23,206		
Lumber, sawn.....		1,490								1,490		
Railway ties.....		3,413								3,413		
Saw logs.....		25,747								25,747		
Shingles.....		6								6		
Timber, square.....		260								260		
Grand total freight.....	441	566,745		145,070			128		569	711,815	712,384	

Total tolls on vessels.....	4,652 96
“ passengers.....	190 51
“ free goods.....	\$686 59
Wharfage and storage.....	8 00
Fines and damages.....	18 00
Total revenue, exclusive of hydraulic rent.....	53,093 92

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 20th November, 1890.

APPENDIX A—Continued—CANALS.

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.												
Apples		154						243		399		36 68
Agricultural products not enumerated, vegetable.		11								11		0 37
“ animal												
— Agricultural implements.												
Barley												
Bricks												
Bones	56		567	511				627	56	567	627	52 99
Brimstone												63 54
Cement and water lime												
Clay, lime and sand	684											33 12
Coal		36										36 90
Corn												610 08
Cattle		44										7,751 28
Cotton, raw												1 48
Crockery and earthenware		10										1 00
Dye wood and dye stuffs												4 20
Fish												
Flax and hemp												
Flour	255									255		8 50
Furniture		2								2		0 20
Gypsum												
Glass, all kinds												
Hay, pressed	195	731		382					577	731	1,308	75 93
Hogs												
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
“ pig												
“ all other											140	14 00

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars, and telegraph poles in vessels.												
“ “ “ rafts.												
Railway ties, in vessels.	2,350								2,350		2,350	192 69
“ “ “ rafts.												
Saw logs.												
Staves and headings, barrel.												
“ “ “ pipe.												
“ “ “ West India.												
Staves, salt barrel.	64								64		64	11 17
Shingles.	18								18		18	1 22
Split posts and fence rails, in vessels.												
“ “ “ rafts.												
Timber, square, in vessels.												
“ “ “ rafts.												
Traverses.												
Woodenware and wood partly manufactured.												
Total freight paying tolls	6,272	3,636	85,074			2	97,479	101,117	91,346	101,117	192,463	15,194 35
Coal, free	322								322		322	
Grand total, freight	6,594	3,636	85,074			2	97,479	101,117	91,668	101,117	192,785	
Total, tolls on vessels.												2,397 07
“ “ passengers.												78 01
“ “ free goods.												\$32.20
Fines and damages.												33 00
Total revenue, exclusive of hydraulic rent.												\$17,702 43

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.	7	1							7	1	8	0 75
Apples.	2	17							2	17	19	0 46
Agricultural products not enumerated, vegetable.	11	14							11	14	25	0 68
Agricultural products not enumerated, animal.	399	165							399	165	564	14 41
Aggricultural implements.	63	89							63	89	152	14 95
Barley	269	4							269	4	269	6 37
Bricks	152	28							152	28	186	3 78
Bones.											28	0 91
Brimstone	221	14							221	14	235	5 96
Cement and water lime	317	6							317	6	323	7 68
Clay, lime and sand	9,517								9,517		9,517	422 73
Coal.	1	46							1	46	46	1 40
Corn.	2	6							2	6	8	0 23
Cattle.												
Cotton. (raw)	30	9							30	9	39	3 86
Crockery and earthenware.												
Dye wood and dye stuffs	79	1							79	1	80	2 03
Fish	1								1		1	0 03
Flax and hemp.	56	347							56	347	403	11 63
Flour	11	17							11	17	28	2 61
Furniture.												
Gypsum	38	1							38	1	39	3 48
Glass (all kinds).	160								160		160	3 81
Hay (pressed)	6	8							6	8	14	0 45
Hogs.	2								2		2	0 06
Hides and skins, horns and hoofs.												
Ice	5	52							5	52	57	1 34
Iron, railway	136								136		136	5 30
" " pig.												

No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, all other.....	305	34							305	34	339	9 39
Iron ore.....												
Kryolite, chemical ore and other ore, except iron.....	121	1,417							121	1,417	1,538	76 90
Lard and lard oil.....	25	1							25	1	26	0 78
Meal, all kinds.....	28	26							28	26	54	1 61
Meats, other than pork.....	15	7							15	7	22	0 53
Marble.....	1	2							1	2	3	0 27
Manilla.....												
Molasses.....	61	10							61	10	71	6 25
Nails.....	306	2							306	2	308	27 45
Oats.....	21	40							21	40	61	1 85
Oil (in barrels).....	56	155							56	155	211	19 20
Oil cake.....	9								9		9	0 23
Pease.....	59	9							59	9	68	1 62
Potatoes.....	50	43							50	43	93	2 67
Pork.....	114	32							114	32	146	4 23
Paint.....	13								13		13	1 44
Pitch and tar.....	16								16		16	1 42
Rags.....	1	8							1	8	9	1 07
Rye.....	106	8							106	8	109	2 62
Rosin.....	2								2		2	0 18
Salt.....	681	90							681	90	771	25 01
Stone intended for cutting.....	119	201							119	201	320	12 46
“ wrought.....		2								2	2	0 18
“ not suitable for cutting; unwrought.....	270	436							270	436	706	14 43
Seeds (all kinds).....	23								23		23	0 72
Sheep.....	3								3		3	0 10
Soda ash.....	23								23		23	2 01
Steel.....	16	1							16	1	17	0 78
Sugar.....	233	72							233	72	305	28 69
Spirits, beer, &c.....	97	33							97	33	130	12 14
Tobacco (raw).....												
Tallow.....	7								7		7	0 19
Tin.....	25	2							25	2	27	2 40

APPENDIX A—Continued—CANALS.

No. 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish.....		965							129	965	1,094	\$ cts.
Flour.....	1,299	708							1,299	708	2,007	10 94
Coal.....	2,139	18,857							2,139	18,857	20,996	20 07
Lumber.....	3,734	1,628							3,734	1,628	5,362	209 96
Other agricultural products.....	9,860	6,216							9,860	6,216	16,076	53 62
Other merchandise.....	841	365							841	365	1,206	160 76
Total freight paying tolls.....	18,002	28,739							18,002	28,739	46,741	12 06
Tolls on vessels.....											1,985 84	
Total revenue.....											2,453 25	

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

APPENDIX A—Continued—CANALS.

No. 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....												
Apples.....												
Agricultural products not enumerated, vegetable animal.....												
Agricultural implements.....												
Barley.....	11	17							11	17	28	1 96
Bricks.....												
Bones.....												
Brinstone.....												
Cement and water lime.....												
Clay, lime and sand.....												
Coal.....												
Corn.....												
Cattle.....												
Cotton, raw.....	1								1		1	0 25
Crockery and earthenware.....												
Dye wood and dye stuffs.....												
Fish.....												
Flax.....												
Flax and hemp.....												
Flour.....		8							8		8	0 08
Furniture.....												
Gypsum.....												
Glass, all kinds.....												
Hay, pressed.....												
Hogs.....												
Horses.....												
Hides and skins, horns and hoofs.....												
Ice.....												
Iron, railway.....												
“ pig.....												
“ all other.....												

No. 16.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron ore.....	8								8		8	\$ 0 08
Kryolite, chemical ore and other ore, except iron.....												
Lard and lard oil.....												
Meal, all kinds.....												
Meats, other than pork.....												
Marble.....												
Manilla.....												
Molasses.....												
Nails.....												
Oats.....												
Oil, in barrels.....												
Oil cake.....												
Pease.....												
Potatoes.....												
Pork.....												
Paint.....												
Pitch and tar.....												
Rags.....												
Rye.....												
Rosin.....												
Salt.....												
Stone intended for cutting.....												
“ wrought.....												
“ not suitable for cutting, unwrought.....												
Seeds, all kinds.....												
Sheep.....												
Soda ash.....												
Steel.....												
Sugar.....												
Spirits, beer, &c.....												
Tobacco, raw.....												
Tallow.....												
Tin.....												
Turpentine.....												

APPENDIX A—Continued—CANALS.

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue collected during the two months ended 30th June, 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.												
Apples												
Agricultural products not enumerated, vegetable animal												
" " " "												
Agricultural implements.	162								162		162	3 04
Barley.												
Bricks												
Bones.												
Brimstone.												
Cement and water lime.												
Clay, lime and sand.												
Coal.												
Com.												
Corn.												
Cattle												
Cotton, raw.												
Crockery and earthenware												
Dye wood and dye stuffs.												
Fish.												
Flax and hemp												
Flour.												
Furniture.	3											
Gypsum.												
Glass, all kinds												
Hay, pressed.												
Hogs												
Horses	3											
Hides and skins, horns and hoofs												
Ice.												
Iron, railway		60										
" pig.												
" all other.												

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in rafts.....												
Railway ties, in vessels.....												
“ “ rafts.....												
Saw logs.....												
Staves and headings, barrel.....												
“ “ pipe.....												
“ “ West India.....		8								8		0 15
Staves, salt barrel.....												
Shingles.....	11								11			0 92
Split posts and fence rails, in vessels.....												
“ “ rafts.....												
Timber, square, in vessels.....												
“ “ rafts.....		6,500								6,500		81 25
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	858	6,627						26	3,941	6,653	10,594	175 26
Total tolls on vessels.....												
“ “ passengers.....												
Total tolls, exclusive of hydraulic rent.....												
												48 91
												14 04
												238 21

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

No. 18.

STATEMENT OF TRAFFIC ON THE UNDERMENTIONED CANALS.

APPENDIX A—

No. 18.—STATEMENT of Traffic on the undermentioned Canals, and the

ARTICLES.	WELLAND CANAL.		ST. LAWRENCE CANALS.		CHAMBLY CANAL.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.....	320,401	4,110 22	660,107	3,935 21	78,593	272 25
United States vessels, steam.....	360,550	5,415 24	18,945	130 67	552	6 09
Canadian vessels, sail.....	308,026	6,288 94	1,001,966	10,853 16	45,684	763 81
United States vessels, sail.....	155,140	3,480 57	69,396	540 22	99,733	1,354 92
Total, Class No. 1.....	1,144,117	19,294 97	1,750,414	15,459 26	224,562	2,397 07
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	9,599	207 43	51,519	2,574 79	4,933	78 01
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	162	13 85	9,966	405 16	683	63 54
Brimstone.....	56	8 40	84	3 16	183	33 12
Cement and water lime.....	85	11 89	5,777	646 92	369	36 90
Clay, lime and sand.....	475	49 80	28,929	1,152 80	6,135	610 08
Fish.....	18	2 70	885	80 08		
Gypsum.....	308	3 85	2,504	49 39		
Iron, railway.....	47	7 05	18,417	2,721 59		
“ pig.....	663	129 32	4,845	694 35	140	14 00
“ all other.....	1,700	280 44	19,743	957 69		
Salt.....	1,582	261 49	7,648	1,023 62		
Steel.....			356	53 82	110	11 00
Stone for cutting.....	7,819	1,563 80	10,674	758 31	1,740	171 97
Apples.....	754	23 65	2,559	374 48	399	36 68
Barley.....	5,909	861 82	2,284	47 70	1,078	52 99
Corn.....	355,770	71,154 00	9,757	200 48		
Cotton, raw.....						
Flax and hemp.....			164	6 15		
Flour.....	8,450	1,196 64	1,437	145 81	255	8 50
Hay, pressed.....			1,957	92 26	1,308	75 93
Meals, all kinds.....	15,306	3,061 05	938	65 36		
Oil cake.....	798	159 60	21	2 03		
Oats.....	34,550	6,895 98	3,587	109 27	1,461	48 76
Pease.....	450	25 50	23,000	463 66	31	1 04
Potatoes.....	1	0 20	63	5 93	3	0 30
Rye.....	3,927	741 00	1,949	39 23		
Seeds, all kinds.....	137	27 40	7,517	304 01		
Tobacco, raw.....	2	0 30	8	0 88		
Wheat.....	136,666	25,953 90	33,449	694 22	45	1 50
All other agricultural products, vegetable.....	421	21 03	1,490	89 94	11	0 37
Bones.....			408	52 87		
Cattle.....			435	34 80	44	1 48
Hogs.....			32	4 69		
Hides and skins, horns and hoofs.....	18	1 80	18	2 59		
Horses.....	24	1 49	367	26 02	26	0 93
Lard and lard oil.....	54	10 80	48	4 77		
Meats, other than pork.....	35	7 00	51	3 61		
Pork.....	1,118	223 60	712	60 08		
Sheep.....			144	12 49	156	5 20
Tallow.....	46	7 55	68	10 05	3	0 30
Wool.....	395	79 00	23	2 89		
All other agricultural products, animal.....			846	117 44		
Total, Class No. 3.....	577,746	112,785 90	203,160	11,520 60	14,180	1,174 59

Continued—CANALS.

Amount of Tolls collected during the Fiscal Year ended 30th June, 1890.

MURRAY CANAL.		OTTAWA CANALS.		RIDEAU CANAL.		ST. PETER'S CANAL.		TRENT VALLEY CANALS.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
16,132	36 98	161,445	665 80	59,484	613 51	12,692	253 84	23,238	187 75
5,970	11 93	204,080	2,944 13	84,327	1,033 06	86,600	1,732 00	2,723	45 80
22,102	48 91	410,534	4,652 96	159,559	1,870 98	99,292	1,985 84	25,961	233 55
No.		No.		No.		No.		No.	
1,331	14 04	14,284	190 51	2,535	66 39			6,673	64 68
Tons.		Tons.		Tons.		Tons.		Tons.	
				156	3 78			28	1 96
		191	8 73	235	5 96				
		5,892	157 06	323	7 68				
		4	0 40	80	2 03	1,094	10 94		
				57	1 34				
1	0 02	26	2 56	136	5 30				
				339	9 39				
				771	25 01				
		250	5 00	320	12 46				
		4	0 28	19	0 46				
162	3 04	177	14 27	269	6 37				
		2	0 20	46	1 40				
				1	0 03				
		16	1 34	403	11 63	2,007	20 07	8	0 08
		367	32 62	160	3 81				
		9	0 89	54	1 61				
				9	0 23				
		1,223	80 09	61	1 85				
		1,261	79 85	68	1 62				
		193	16 23	93	2 67				
454	8 47	3	0 30	109	2 62				
		18	1 73	23	0 72				
		59	4 75	266	6 30				
		47	2 59	25	0 68	16,076	160 76		
		11	1 10	28	0 91				
		511	33 16	8	0 23				
		19	1 61						
		27	2 55	2	0 06				
22	0 44	209	12 79	14	0 45				
5	0 10	1	0 10	26	0 78				
		11	1 16	22	0 53				
		7	0 60	146	4 23				
		289	20 53	3	0 10				
		1	0 10	7	0 19				
				1	0 03				
		945	84 46	564	14 41				
644	12 07	11,773	567 05	4,844	136 87	19,177	191 77	36	2 04

APPENDIX

No. 18.—STATEMENT of Traffic on the undermentioned

ARTICLES.	WELLAND CANAL.		ST. LAWRENCE CANALS.		CHAMBLY CANAL.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl	101	20 15	95	16 00		
Agricultural implements.....			120	17 92		
Crockery and earthenware.....	3	0 55	213	40 95	10	1 00
Dye woods and dye stuffs.....			177	12 23	42	4 20
Furniture.....	44	7 95	530	98 81	2	0 20
Glass, all kinds.....	16	2 40	463	87 46		
Marble.....	4,499	674 85	43	4 48		
Manilla.....	48	7 20	9	1 65		
Molasses.....	316	51 80	2,815	214 53	2,554	283 07
Nails.....	132	13 53	3,275	556 04		
Oil, in barrels.....	161	5 50	1,631	209 40	400	38 63
Paint.....	3	0 60	424	58 93	7	0 70
Pitch and tar.....	515	71 63	1,062	62 24		
Rags.....			83	11 35	1,002	100 20
Rosin.....			1,463	74 28	1,296	129 60
Soda ash.....	84	12 60	1,506	286 27	283	23 70
Sugar.....	1,036	138 40	5,067	755 00	1,203	120 30
Stone, wrought.....	464	92 80	228	19 75	264	26 40
Tin.....	125	18 75	444	75 86		
Turpentine.....			185	11 65	163	16 30
White lead.....	1	0 20	91	18 13		
Whiting.....			361	70 91		
Whiskey and all other spirits	293	56 83	1,171	217 52		
Merchandise, not enumerated.....	28,533	4,231 37	12,322	1,918 81	3,426	288 72
Total, Class No. 4.....	36,374	5,407 11	33,776	4,840 17	10,652	1,033 02
<i>Class No. 5.</i>						
Bark.....						
Barrels (empty).....	212	20 13	327	41 23	5	0 34
Boat knees.....						
Floats.....			5,524	96 67		
Firewood (in vessels).....	13,707	608 60	12,140	307 91	4,568	155 97
“ (in rafts).....			6	0 25		
Lumber, sawn (in vessels).....	80,896	14,303 02	49,798	1,447 06	81,955	4,859 47
“ (in rafts).....	2	0 22	242	10 02		
Hoops.....			3	0 30		
Railway ties (in vessels).....	949	143 68	1,596	31 88	2,350	192 69
“ (in rafts).....						
Masts, spars and telegraph poles (in vessels).....	215	32 25	17,936	448 40		
Masts, spars and telegraph poles (in rafts).....	10	1 25	3,948	98 70		
Square timber (in vessels).....	73,520	11,023 12	2,028	31 86		
“ (in rafts).....	20,609	3,308 55	10,771	286 50		
Woodenware and wood partly ma- nufactured.....	69	27 60	190	48 30		
Shingles.....	33	22 77	70	20 83	64	11 17
Split posts and fence rails (in ves- sels).....	17	6 36	1	0 10	18	1 22
Split posts and fence rails (in rafts).....			10	0 25		
Saw logs.....	3,036	111 50	18,179	415 54		
Staves and headings (barrel).....	222	17 86				
“ (pipe).....	278	51 74				
“ (West India).....	360	67 24	146	5 49		
“ (salt barrel).....			10	0 80		
Traverses.....			11,874	30 90		
Hop poles.....						
Total, Class No. 5.....	194,135	29,745 89	134,799	3,322 99	88,960	5,220 86

A—Continued.

Canals, and the amount of Tolls collected, &c.—Continued.

MURRAY CANAL.		OTTAWA CANALS.		RIDEAU CANAL.		ST. PETER'S CANAL.		TRENT VALLEY CANALS.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		1	0 19	8	0 79				
		17	2 72	152	14 95				
3	0 08	7	1 33	39	3 86			1	0 25
5	0 15	29	4 68	28	2 61				
		3	0 57	39	3 48				
				3	0 27				
		1	0 19	71	6 25				
				308	27 45				
25	0 63	4	0 38	211	19 20				
		1	0 19	13	1 44				
				16	1 42				
		6	1 14	9	1 07				
				2	0 18				
		1	0 19	23	2 01				
				305	28 69				
				2	0 18				
				27	2 40				
				21	1 97				
				49	4 38				
				130	12 14				
7	19	326	47 79	866	85 47	1,206	12 06	139	4 15
40	1 05	396	59 37	2,339	220 99	1,206	12 06	140	4 40
		13	1 27					336	4 06
		60	7 89	28	1 90				
		9,540	86 10	4,358	77 35			50	0 50
228	1 90	41,806	1,694 36	13,329	223 40			18,014	181 51
		216	2 16						
85	0 95	582,909	45,216 70	53,698	2,494 91	5,362	53 62	709	12 52
		332	5 60	81	6 47				
		27	2 36						
		1,935	250 71	6,519	755 18			206	8 00
		260	8 67	429	45 59			11	1 05
		8	0 27					87	1 71
								24	2 38
6 500	81 25	980	14 49	1,880	105 28			1,500	14 75
		19	3 80	5	0 90				
11	0 92	317	203 36	166	53 89			88	7 70
		3	0 66	18	2 64			2	0 25
								9	0 05
		2,100	48 00	559	12 78			4,863	52 44
				8	0 30				
				2,528	29 96				
				79	11 50				
6,832	85 17	640,525	47,546 40	83,685	3,822 05	5,362	53 62	25,899	286 92

APPENDIX

No. 10.—STATEMENT of Traffic on the undermentioned

ARTICLES.	WELLAND CANAL.		ST. LAWRENCE CANALS.		CHAMBLY CANAL.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal.....	239,216	46,655 45	132,283	18,053 26	78,525	7,751 28
Kryolite or chemical ore.....	360	18 00	2,326	116 30		
Iron ore.....						
Stone (unwrought, not suitable for cutting).....	6,394	619 05	2,195	86 25	146	14 60
Ice.....	21,568	1,058 72				
Total, Special Class.....	267,538	48,351 22	136,804	18,255 81	78,671	7,765 88
Total, freight and tolls.....	1,075,793	215,792 52	508,539	55,973 62	192,463	17,669 43
Timber and other wood, free.....	290	14 08	10,179	943 49		
Wheat, corn, flour, iron, salt, coal, &c., &c., free.....	28,470	4,270 50	391,383	13,034 04	322	32 20
Grand totals (passengers and tonnage of vessels not included).	1,104,553	220,077 10	910,101	69,951 15	192,785	17,701 63

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

A—Continued.

Canals, and the amount of Tolls collected, &c.—Continued.

MURRAY CANAL.		OTTAWA CANALS.		RIDEAU CANAL.		ST. PETER'S CANAL.		TRENT VALLEY CANALS.	
Tons.	Tons.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
.....		344	12 13	9,517	422 73	20,996	209 96	.....	.....
.....		724	38 54	1,538	76 90	.....	.....	8	0 08
.....		90	0 96	706	14 43	.....	.....	.....	.....
3,078	76 97	.....	.....	.....	.....	.....	.....	.....	.....
3,078	76 97	1,158	51 63	11,761	514 06	20,996	209 96	8	0 08
10,594	238 21	653,852	53,067 92	102,629	6,631 34	46,741	2,453 25	26,083	591 67
.....	.....	58,532	686 59	21,585	359 75	.....	.....	.....	.....
.....	.....	.....	.....	5,176	138 15	.....	.....	.....	.....
10,594	238 21	712,384	53,754 51	129,390	7,129 24	46,741	2,453 25	26,083	591 67

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX

No. 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the of Property passed through, and the

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Vessels of all kinds.....	1,144,117	\$ cts. 19,294 97	1,750,414	\$ cts. 15,459 26	224,562	\$ cts. 2,397 07
Passengers.....	No. 9,599	No. 207 43	No. 51,519	No. 2,574 79	No. 4,983	No. 78 01
<i>Forest, Produce of Wood.</i>						
Bark.....						
Boat Knees.....						
Floats.....			5,524	96 67		
“ Free.....			580			
Firewood.....	13,707	608 60	12,146	308 16	4,568	155 97
“ Free.....						
Hoops and hop poles.....			3	30		
Lumber, sawed.....	80,898	14,303 24	50,040	1,457 08	81,955	4,859 47
“ Free.....			6,280			
Masts, spars, &c.....	225	33 50	21,884	547 10		
Railway ties.....	949	143 68	1,596	31 88	2,350	192 69
“ Free.....						
Saw logs.....	3,036	111 50	18,179	415 54		
“ Free.....	290					
Staves, all kinds.....	860	136 84	156	6 29		
Shingles.....	33	22 77	70	20 83	64	11 17
“ Free.....						
Split posts and rails.....	17	6 36	11	0 35	18	1 22
Timber, square.....	94,129	14,331 67	12,799	318 36		
“ Free.....			3,319			
Traverses.....			11,874	30 90		
Total.....	194,144	29,698 16	144,461	3,233 46	88,955	5,220 52
<i>Farm Stock.</i>						
Cattle.....			435	34 80	44	1 48
Hogs.....			32	4 69		
Horses.....	24	1 49	367	26 02	26	0 93
“ Free.....	1		3			
Sheep.....			144	12 49	156	5 20
Total.....	25	1 49	981	78 00	226	7 61
<i>Produce of Animals.</i>						
Bones.....			408	52 87		
Horns and hoofs, hides and skins, raw.....	18	1 80	18	2 59		
Lard and lard oil.....	54	10 80	48	4 77		
Meats, other than pork.....	35	7 00	51	3 61		
“ Free.....			29			
Pork.....	1,118	223 60	712	60 08		
“ Free.....	33		1,018			
Tallow.....	46	7 55	68	10 05	3	0 30
Wool.....	395	79 00	23	2 89		
“ Free.....	13					
Agricultural products not enumerated, animal.....			846	117 44		
Total.....	1,712	329 75	3,221	254 30	3	0 30

A—Continued.

Fiscal Year ended 30th June, 1890, showing the Total Quantity of each Description Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
22,102	48 91	410,534	4,652 96	159,559	1,870 98	99,292	1,985 84	25,961	233 55
No.		No.		No.		No.		No.	
1,331	14 04	14,284	190 51	2,535	66 39	.....	.....	6,673	64 68
Tons.		Tons.		Tons.		Tons.		Tons.	
.....		13	1 27	.....		.....		336	4 06
.....		9,540	86 10	4,358	77 35	.....		50	0 50
228	1 90	23,206	.....	13,329	223 40	.....		18,014	181 51
.....		42,022	1,696 52	21,585	.....	.....		.....	.....
.....		4,410	.....	79	11 50	.....		.....	.....
85	0 95	27	2 36	53,779	2,501 38	5,362	53 62	709	12 52
.....		583,241	45,222 30	.....		.....		.....	.....
.....		1,490	.....	.....		.....		.....	.....
.....		8	0 27	.....		.....		111	4 09
.....		2,195	259 38	6,948	800 77	.....		217	9 05
.....		3,413	.....	.....		.....		.....	.....
.....		2,100	48 00	559	12 78	.....		4,863	52 44
.....		25,747	.....	.....		.....		.....	.....
8	0 15	.....		8	0 30	.....		.....	.....
11	0 92	317	203 36	166	53 89	.....		88	7 70
.....		6	.....	.....		.....		.....	.....
.....		3	0 66	18	2 64	.....		11	0 30
6,500	81 25	980	14 49	1,880	105 28	.....		1,500	14 75
.....		260	.....	2,528	29 96	.....		.....	.....
.....	
6,832	85 17	698,978	47,534 71	105,237	3,819 25	5,362	53 62	25,899	286 92
.....	
.....		511	33 16	8	0 23	.....		.....	.....
.....		19	1 61	.....		.....		.....	.....
22	44	209	12 79	14	0 45	.....		.....	.....
.....	
.....		289	20 53	3	0 10	.....		.....	.....
.....	
22	0 44	1,028	68 09	25	0 78	.....		.....	.....
.....	
.....		11	1 10	28	0 91	.....		.....	.....
.....		27	2 55	2	0 06	.....		.....	.....
5	0 10	1	0 10	26	0 78	.....		.....	.....
.....		11	1 16	22	0 53	.....		.....	.....
.....	
.....		7	0 60	146	4 23	.....		.....	.....
.....	
.....		1	0 10	7	0 19	.....		.....	.....
.....		.....		1	0 03	.....		.....	.....
.....	
.....		945	84 46	564	14 41	.....		.....	.....
.....	
5	0 10	1,003	90 07	796	21 14	.....		.....	.....

No. 19.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated, vegetable	421	21 03	1,490	89 94	11	0 37
Apples	754	23 65	2,559	374 48	399	36 68
Barley	5,909	861 82	2,284	47 70	1,078	52 99
Corn	355,770	71,154 00	9,757	200 48		
“ Free.			188,160			
Cotton, Raw				164	6 15	
Flax and hemp.				1,437	145 81	255
Flour	8,450	1,196 64	1,437	145 81	255	8 50
“ Free.	48		7,087			
Hay, pressed			1,957	92 26	1,308	75 93
Meals, all kinds	15,306	3,061 05	938	65 36		
“ Free.			184			
Manilla	48	7 20	9	1 65		
Oats	34,550	6,895 98	3,587	109 27	1,461	48 76
“ Free.			790			
Pease	450	25 50	23,900	463 66	31	1 04
Potatoes	1	20	63	5 93	3	0 30
Rye	3,927	741 00	1,949	39 23		
“ Free.			2,404			
Seeds,—Flax, clover and grass	137	27 40	7,517	304 01		
“ Free.			2			
Tobacco, raw	2	0 30	8	0 88		
“ Free.	1					
Wheat	136,666	25,953 90	33,449	694 22	45	1 50
“ Free.			78,561			
Total	562,440	109,969 67	367,356	2,641 03	4,591	226 07
<i>Manufactures.</i>						
Ashes, pot and pearl	101	20 15	93	16 00		
“ Free.			98			
Agricultural implements			120	17 92		
Barrels, empty	212	20 13	327	41 23	5	0 34
Bricks	162	13 85	9,966	405 16	683	63 54
“ Free.	92					
Cement and water lime	85	11 89	5,777	646 92	369	36 90
“ Free.	765		268			
Crockery and earthenware	3	55	213	40 95	10	1 00
“ Free.	64					
Furniture	44	7 95	530	98 81	2	0 20
“ Free.			1			
Glass, all kinds	16	2 40	463	87 46		
“ Free.	8					
Iron, railway	47	7 05	18,417	2,721 59		
“ Free.	18,813					
Iron, pig	663	129 32	4,845	694 35	140	14 00
“ Free.	124					
“ all other	1,700	280 44	19,743	957 69		
“ Free.	133					
Molasses	316	51 80	2,815	214 53	2,554	283 07
“ Free.	56					
Nails	132	13 53	3,275	556 04		
“ Free.	690					
Oil	161	5 50	1,631	209 40	400	38 63
“ Free.	7		4			
Oil cake	798	159 60	21	2 03		
“ Free.			798			
Paint	3	0 60	424	58 93	7	70
“ Free.	52					

Canals, and the amount of Tolls collected thereon, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		47	2 59	25	0 68	16,076	160 76		
		4	0 28	19	0 46				
162	3 04	177	14 27	269	6 37				
		2	0 20	46	1 40				
		16	1 34	403	11 63	2,007	20 07	8	0 08
		367	33 62	160	3 81				
		9	0 89	54	1 61				
		1,223	80 09	61	1 85				
		1,261	79 85	68	1 62				
		193	16 23	93	2 67				
454	8 47	3	0 30	109	2 62				
		18	1 73	23	0 72				
		59	4 75	266	6 30				
616	11 51	3,379	235 14	1,597	41 77	18,083	180 83	8	0 08
		1	0 19	8	0 79				
		17	2 72	152	14 95				
		60	7 89	28	1 90				
				156	3 78			28	1 96
		191	8 73	235	5 96				
3	0 08	7	1 33	39	3 86			1	0 25
5	0 15	29	4 68	28	2 61				
		3	0 57	39	3 48				
				57	1 34				
				136	5 30				
1	0 02	26	3 56	339	9 39				
		1	0 19	71	6 25				
				308	27 45				
25	0 63	4	0 38	211	19 20				
				9	0 23				
		1	0 19	13	1 44				

No. 19.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Concluded.</i>						
Pitch and tar.....	515	71 63	1,062	62 24		
“ Free.....	12					
Rosin.....			1,463	74 28	1,296	129 60
Soda ash.....	84	12 60	1,506	286 27	283	23 70
“ Free.....	783					
Spirits, whiskey, &c.....	293	56 83	1,171	217 52		
“ Free.....	298		20			
Steel.....			356	53 82	110	11 00
“ Free.....	4					
Sugar.....	1,036	138 40	5,067	755 00	1,203	120 30
“ Free.....	454					
Tin.....	125	18 75	444	75 86		
“ Free.....	94					
Turpentine.....			185	11 65	163	16 30
“ Free.....	2					
White lead.....	1	0 20	91	18 13		
“ Free.....	13					
Whiting.....			361	70 91		
“ Free.....	52					
Woodenware.....	69	27 60	190	48 30		
Total.....	29,082	1,050 77	81,745	8,442 99	7,225	739 28
<i>Merchandise.</i>						
Brimstone, crude.....	56	8 40	84	3 16	183	33 12
Clay, lime and sand.....	475	49 80	28,929	1,152 80	6,135	610 08
“ Free.....	3		873			
Coal.....	239,216	46,655 45	132,283	18,053 26	78,525	7,751 28
“ Free.....			98,172		322	
Dye woods and dye stuffs.....			177	12 23	42	4 20
Fish.....	18	2 70	885	80 08		
“ Free.....	78					
Gypsum.....	308	3 85	2,504	49 39		
Ores, all kinds.....	360	18 00	2,326	116 30		
“ Free.....			10			
Marble.....	4,499	674 85	43	4 48		
Rags.....			83	11 35	1,002	100 20
Salt.....	1,582	261 49	7,648	1,023 62		
“ Free.....	4,284					
Stone, all kinds.....	14,677	2,275 65	13,097	864 31	2,150	212 97
“ Free.....	12		12,767			
All other goods and merchandise, not enumerated.....	50,101	5,290 09	12,322	1,918 81	3,426	288 72
“ Free.....	1,481		134			
Total.....	317,150	55,240 28	312,337	23,289 79	91,785	9,000 57
Grand totals, passengers and tonnage of vessels not included.....	1,104,553	215,792 52	910,101	55,973 62	192,785	17,669 43

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

Canals, and the amount of Tolls collected thereon, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
				16	1 42				
				2	0 18				
		1	0 19	23	2 01				
				130	12 14				
				17	0 78				
				305	28 69				
				27	2 40				
				21	1 97				
				49	4 38				
		19	3 80	5	0 90				
34	0 88	360	33 42	2,424	162 80			29	2 21
		5,892	157 06	323	7 68				
		344	12 13	9,517	422 73	20,996	209 96		
				5,176					
		4	0 40	80	2 03	1,094	10 94		
		724	38 54	1,538	76 90			8	0 08
				3	0 27				
		6	1 14	9	1 07				
				771	25 01				
		340	5 96	1,028	27 07				
3,085	77 16	326	47 79	866	85 47	1,206	12 06	139	4 15
3,085	77 16	7,636	263 02	19,311	648 23	23,296	232 96	147	4 23
10,594	238 21	712,384	53,067 92	129,390	6,631 34	46,741	2,453 25	26,083	591 67

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 20.—STATEMENT showing the Amount of Tolls accrued each Month during the Fiscal Year ended 30th June, 1890.

Canals and Offices.	1890.												Total.			
	1890.															
	July.	August.	September.	October.	November.	December.	January.	April.	May.	June.	Total.					
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
WELLAND CANAL.																
Chippawa.....	14	63	6	69	6	22	8	66	2	81	4	97	2	54	51	10
Colborne.....	20,692	29	25,402	23	19,841	81	12,761	15	479	29	11,269	10	22,120	25	18,985	56
Dalhousie.....	6,092	59	12,452	74	7,877	85	4,277	47	5,828	84	5,828	84	5,828	84	5,828	84
Dunnville.....	56	18	25	72	109	95	120	76	31	39	15	58	84	98	444	76
Maitland.....	3	95	1	00	5	84	115	79	8	43	23	17	0	50	67	70
Robinson.....	112	30	93	88	129	56	68	82	7	19	76	52	89	19	60	32
St. Catharines.....	54	44	40	17	33	18	21	60	37	59	96	02	84	23	464	18
Total, Welland Canal.....	27,626	38	38,022	03	34,429	54	17,305	43	486	48	17,294	68	27,935	15	24,754	65
ST. LAWRENCE CANALS.																
Beauharnois.....	164	17	133	38	121	67	92	61	5	90	40	21	42	08	786	26
Cardinal.....	70	51	225	62	338	25	40	23	11	55	5	90	72	87	1,086	24
Cornwall.....	3,468	78	2,103	13	2,226	55	1,473	27	15	74	154	48	1,841	04	2,363	08
Kingston.....	3,284	38	1,239	39	1,122	94	624	67	624	45	139	15	926	59	1,626	49
Lachine.....	363	92	333	67	407	00	244	05	367	07	37	03	237	55	270	78
Montreal.....	4,716	56	4,804	34	4,124	20	2,087	26	216	06	3,721	21	4,051	05	27,428	61
Total, St. Lawrence Canals.....	12,068	32	8,839	27	8,296	68	6,656	74	27	29	558	52	6,839	47	8,433	16
Chambly Canal.																
Chambly.....	883	41	1,234	82	776	26	1,114	08	677	36	531	23	699	97	5,917	13
St. John's.....	2,426	72	2,140	62	1,654	38	1,347	50	732	49	550	60	2,421	40	11,273	71
St. Ours.....	66	25	64	04	63	01	84	31	77	14	7	45	58	47	478	59
Total, Chambly Canal.....	3,376	38	3,439	48	2,493	65	2,545	89	1,486	99	7	45	3,179	29	17,669	43

OTTAWA CANALS.												
Ottawa.....	5,954 68	6,663 63	5,254 95	5,442 12	1,544 87				1 24	5,640 52	4,483 84	34,985 85
Carillon.....	37 05	16 47	41 09	39 74	43 81				8 23	13 82	33 19	293 40
Grenville.....	2,589 57	2,288 38	1,786 93	2,214 65	1,542 03				584 51	2,845 04	2,716 59	16,517 70
St. Anne's.....	208 64	212 36	192 24	167 69	144 45				18 02	158 88	168 69	1,270 37
Total, Ottawa Canals.....	8,849 94	9,180 84	7,275 21	7,864 20	3,275 16				562 00	8,658 26	7,402 31	53,067 92
RIDEAU CANAL.												
Kingston Mills.....	337 62	282 24	160 30	156 99	72 30					223 26	206 93	1,439 64
Ottawa.....	1,181 57	937 83	653 86	524 42	231 50					537 84	766 31	4,833 33
Smith's Falls.....	102 64	75 07	30 95	35 00	17 47					31 18	66 06	358 37
Total, Rideau Canal.....	1,621 83	1,295 14	845 11	716 41	321 27					792 28	1,039 30	6,631 34
ST. PETER'S CANAL.												
St. Peters.....	333 10	412 09	438 35	380 35	306 84		72 79		3 79	275 37	170 40	2,453 25
NEWCASTLE DISTRICT CANALS.												
Burleigh.....	25 75	56 27	53 54	43 78	12 79						18 00	18 00
Bobcaygeon.....	35 75	35 65	47 10	24 03	9 94					26 53	50 73	269 39
Peterborough.....	3 00	5 78	8 10	14 50	5 90				10 36	19 32	37 72	219 87
Hastings.....	5 16	10 09	12 60	0 50	9 43					4 46	1 50	43 24
Fenelon Falls.....									0 25	0 75	2 39	41 17
Total, Newcastle-District Canals.....	69 66	107 79	121 34	82 81	38 06				10 61	51 06	110 34	591 67
MURRAY CANAL.												
Brighton.....												
Grand Total.....	53,945 61	61,296 64	53,899 88	46,184 58	26,987 92	586 56	3 79	18,493 43	106 64	45,798 53	45,221 02	352,417 96

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

APPENDIX A—Continued—CANALS.

No. 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals, during the Fiscal Year ended 30th June, 1890.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													
Canadian Vessels, steam.....	979	75,953	59,668	76,740	5,429	929	300	3,534	97,848	157,156	163,245	320,401	4,110 22
do sail.....	1,171	56,686	42,821	82,915	9,579	721	771	10,663	103,870	150,985	157,041	308,026	6,288 94
Total Canadian.....	2,150	132,639	102,489	159,655	15,008	1,650	1,071	14,197	201,718	308,141	320,286	628,427	10,399 16
United States Vessels, steam.....	452	.....	71	6,745	755	171,207	151,814	1,399	28,559	179,351	181,199	360,550	5,415 24
do do sail.....	455	.....	10	2,408	577	73,469	56,786	1,068	20,723	77,044	78,096	155,140	3,480 57
Total United States.....	907	.....	81	9,153	1,332	244,676	208,600	2,467	49,282	256,395	259,295	515,690	8,895 81
Grand Total, Welland Canal.	3,057	132,738	102,570	168,808	16,340	246,326	209,671	16,664	251,000	564,536	579,581	1,144,117	19,294 97
ST. LAWRENCE CANALS.													
Canadian Vessels, steam.....	3,184	345,358	297,616	11,682	.....	.....	.....	.....	5,451	357,040	303,067	660,107	3,935 21
do sail.....	6,784	555,708	355,552	39,078	48	.....	.....	.....	51,556	594,810	407,156	1,001,965	10,853 16
Total Canadian.....	9,968	901,066	653,168	50,760	48	.....	.....	.....	57,007	951,850	710,223	1,662,073	14,788 37
United States Vessels, steam.....	517	169	329	2,122	88	6,926	7,129	61	2,121	9,278	9,667	18,945	130 67
do do sail.....	703	983	12,696	2,956	3,440	541	1,232	43,511	4,037	47,991	21,405	69,396	540 22
Total United States.....	1,220	1,152	13,025	5,078	3,528	7,467	8,361	43,572	6,158	57,269	31,072	88,341	670 89
Grand Total, St. Lawrence Canals.....	11,188	902,218	666,193	55,838	3,576	7,467	8,361	43,596	63,165	1,009,119	741,295	1,750,414	15,459 26

CHAMBLEY CANAL.															
Canadian Vessels, steam.....	416	36,097	39,712	115	93						2,669	36,212	42,381	78,593	272 25
do sail.....	567	8,336	6,174	6,146	93						1,333	13,815	29,869	45,684	763 81
Total Canadian.....	983	44,433	45,886	6,261	93						1,333	52,027	72,250	124,277	1,036 06
United States Vessels, steam.....	9	7		228		68						303	249	552	6 09
do sail.....	1,026	2,313	1,201	30,245								32,558	67,175	99,733	1,354 92
Total United States.....	1,035	2,320	1,201	30,473		68						32,861	67,424	100,285	1,361 01
Grand Total, Chambley Canal	2,018	46,753	47,087	36,734	93	68					1,333	84,888	139,674	224,562	2,397 07
MURRAY CANAL.															
Canadian Vessels, steam.....	133	5,516	5,686	2,465								7,981	8,151	16,132	36 98
do sail.....	34	712	1,947	2,243								3,261	2,709	5,970	11 93
Grand Total, Murray Canal..	167	6,228	7,633	4,708							306	11,242	10,860	22,102	48 91
TRENT VALLEY CANAL.															
Canadian Vessels, steam.....	600	20,084	3,154									20,084	3,154	23,238	187 75
do sail.....	158	1,224	1,489									1,234	1,489	2,723	45 80
Grand Total, Trent Valley Canal.....	758	21,318	4,643									21,318	4,643	25,961	233 55
OTTAWA CANALS.															
Canadian Vessels, steam.....	1,082	50,288	109,066		2,091							50,288	111,157	161,445	665 80
do sail.....	1,522	10,057	172,785		21,238							10,057	194,023	204,080	2,944 13
Total Canadian.....	2,604	60,345	281,851		23,329							60,345	305,160	365,525	3,609 93
United States Vessels, steam.....	3	187	18									187	18	205	2 12
do sail.....	459	6,810	790		36,324						880	7,690	37,114	44,804	1,040 91
Total United States.....	462	6,997	808		36,324						880	7,877	37,132	45,009	1,043 03
Grand Total, Ottawa Canals.	3,066	67,342	282,659		59,653						880	68,222	342,312	410,534	4,652 96
RIDEAU CANAL.															
Canadian Vessels, steam.....	1,090	30,104	29,258	122								30,226	29,258	59,484	613 51
do sail.....	1,094	40,771	42,292	1,264								42,035	42,292	84,327	1,033 06
Total Canadian.....	2,184	70,875	71,550	1,386								72,261	71,560	143,811	1,646 57

No. 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality, &c.—Continued.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
RIDEAU CANAL—Continued.													
United States Vessels, steam.....	73	309	506							309	506	815	19 08
do do sail.....	150	3,792	7,716		3,425					7,217	7,716	14,933	205 33
Total United States.....	223	4,101	8,222		3,425					7,526	8,222	15,748	224 41
Grand Total, Rideau Canal...	2,407	74,976	79,772		4,811					79,787	79,772	159,559	1,870 98
ST. PETER'S CANAL.													
Canadian Vessels, steam.....	93	5,489	7,203							5,489	7,203	12,692	253 84
do do sail.....	1,741	44,475	42,125							44,475	42,125	86,600	1,732 00
Total Canadian.....	1,834	49,964	49,328							49,964	49,328	99,292	1,985 84
United States Vessels, steam.....													
do do sail.....													
Total United States.....													
Grand Total, St. Peter's Canal	1,834	49,964	49,328							49,964	49,328	99,292	1,985 84

RECAPITULATION.

CANADIAN VESSELS.		2,150	132,639	102,489	159,655	15,008	1,650	1,071	14,197	201,718	308,141	320,286	628,427	10,399 16
<i>Steam and Sail.</i>		9,968	901,066	633,168	59,760	48	.....	.....	24	57,007	951,850	710,223	1,662,073	14,788 37
Welland		167	6,228	7,633	4,708	93	.....	.....	1,333	26,271	52,027	72,250	124,277	1,036 06
St. Lawrence		2,654	60,345	281,851	.....	23,329	.....	.....	306	.....	11,242	10,860	22,102	48 91
Chambly		2,184	70,875	71,550	1,386	.....	.....	.....	.....	.....	60,345	305,180	365,525	3,609 93
Murray		1,884	49,964	49,328	.....	.....	.....	.....	.....	.....	72,261	71,550	143,811	1,046 57
Ottawa		758	21,318	4,643	.....	.....	.....	.....	.....	.....	49,964	49,328	99,292	1,985 84
Rideau .....		.....	.....	.....	.....	.....	.....	.....	.....	.....	21,318	4,643	25,961	233 55
St. Peter's .....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newcastle District.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Canadian.....		20,708	1,286,868	1,216,548	222,770	38,478	1,650	1,071	15,860	288,223	1,527,148	1,544,320	3,071,468	33,748 39
UNITED STATES VESSELS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<i>Steam and Sail.</i>		907	99	81	9,153	1,332	244,076	208,600	2,467	49,282	256,395	259,295	515,690	8,895 81
Welland		1,220	1,152	13,025	5,078	3,528	7,467	8,361	43,572	6,158	57,269	31,072	88,341	670 89
St. Lawrence		1,035	2,320	1,201	30,473	.....	68	106	.....	66,117	32,861	67,424	100,285	1,361 01
Chambly .....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Murray		462	6,997	808	.....	36,324	.....	.....	880	.....	7,877	37,132	45,009	1,043 03
Ottawa		223	4,101	8,222	3,425	.....	.....	.....	.....	.....	7,526	8,222	15,748	224 41
Rideau .....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Peter's .....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States.....		3,847	14,669	23,337	48,129	41,184	252,211	217,067	46,919	121,557	361,928	403,145	765,073	12,195 15
Grand Total, Canadian and United States.....		24,555	1,301,537	1,239,885	270,899	79,662	253,861	218,138	62,779	409,780	1,889,076	1,947,465	3,836,541	45,943 54

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

APPENDIX A—Continued—CANALS.

No. 22.—COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the undermentioned Canals for the Fiscal Year ended 30th June, 1890, and the three preceding Years.

GOODS, WARES AND MERCHANDISE.	Welland Canal.			St. Lawrence Canals.			Chambly Canal.			
	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	
	Percentage of Increase of 1890 compared with 1889, is	Percentage of Increase of 1890 compared with 1887, is	Percentage of Increase of 1890 compared with 1889, is	Percentage of Increase of 1890 compared with 1889, is	Percentage of Increase of 1890 compared with 1887, is	Percentage of Increase of 1890 compared with 1889, is	Percentage of Decrease of 1890 compared with 1889, is	Percentage of Increase of 1890 compared with 1887, is	Percentage of Increase of 1890 compared with 1887, is	
Farm stock.....	15	17	9	1,081	1,092	840	258	195	183	226
Forest.....	159,089	121,892	194,144	170,786	169,219	159,430	77,809	103,164	102,102	88,955
Manufactures.....	30,562	34,430	29,082	57,020	65,391	67,173	9,083	16,360	13,763	7,225
Merchandise.....	280,046	251,078	288,740	283,464	306,343	323,059	90,596	111,303	129,174	91,785
Vegetable Food and other Agri-cultural Products..	368,934	419,883	469,113	351,211	333,170	292,674	9,549	6,988	5,423	4,594
Total tons.....	838,587	827,300	938,254	863,512	875,215	843,216	187,295	238,010	250,645	192,785
Passengers.....	3,565	5,464	3,071	53,574	58,079	48,242	4,944	3,419	3,713	4,983
Number of Vessels of all kinds...	3,202	2,720	2,839	10,358	9,744	9,358	2,068	2,311	2,305	2,018
Total Tonnage of Vessels of all kinds.....	836,995	807,434	939,035	1,730,920	1,682,879	1,575,938	220,828	247,766	249,367	234,562
	Welland Canal.			St. Lawrence Canals.			Chambly Canal.			
	Percentage of Increase of 1890 compared with 1889, is	Percentage of Increase of 1890 compared with 1887, is	Percentage of Increase of 1890 compared with 1887, is	Percentage of Increase of 1890 compared with 1889, is	Percentage of Increase of 1890 compared with 1887, is	Percentage of Increase of 1890 compared with 1887, is	Percentage of Decrease of 1890 compared with 1889, is	Percentage of Increase of 1890 compared with 1887, is	Percentage of Increase of 1890 compared with 1887, is	Percentage of Increase of 1890 compared with 1887, is
	24.07	15.05	7.34	5.11	23.09	2.84				

APPENDIX A—Continued—CANALS.

No. 23.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1887, 1888, 1889, 1890.

PROPERTY AND VESSELS.	Welland Canal.			St. Lawrence Canals.			Chambly Canal.			
	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.	1890.
Tonnage of Property, Up.....	275,769	273,484	296,090	241,107	272,405	280,075	299,357	106,740	81,564	106,740
do Down.....	562,818	553,816	642,164	622,405	602,810	563,141	610,744	131,270	105,731	131,270
Total Tonnage of Property, Up and Down.....	838,587	827,300	938,254	863,512	875,215	843,216	910,101	238,010	187,295	238,010
Tonnage of Vessels, Up.....	413,515	397,961	469,884	999,464	965,731	915,314	1,009,119	83,342	75,830	83,342
do Down.....	423,480	409,473	469,151	721,456	717,148	660,624	741,295	164,424	144,998	164,424
Total Tonnage of Vessels, Up and Down.....	836,995	807,434	939,035	1,720,920	1,682,879	1,575,938	1,750,414	247,766	220,828	247,766
Grand Total Tonnage of Property and Vessels, Up and Down.....	1,675,582	1,634,734	1,877,289	2,584,432	2,558,094	2,419,154	2,660,515	485,776	408,123	485,776

APPENDIX A—Continued—CANALS.

No. 23.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June 1887, 1888, 1889, 1890.

Property and Vessels.	Murray Canal.			Ottawa Canals.			Rideau Canal.		
	1887.	1888.	1889.	1887.	1888.	1889.	1887.	1888.	1889.
Tonnage of property, up			3,941	2,735	414	172	79,026	79,996	86,245
do do down			6,653	744,683	685,020	704,960	12,172	15,972	30,126
Total tonnage of property, up and down			10,594	747,418	685,434	705,132	91,198	95,968	116,371
Tonnage of vessels, up			11,242	92,174	78,762	77,419	69,345	79,411	88,721
do do down			10,860	383,589	352,627	353,279	72,235	84,556	95,854
Total tonnage of vessels, up and down			22,102	477,763	431,289	430,698	141,580	163,967	184,575
Grand total tonnage of property and ves- sels, up and down			32,696	1,225,181	1,116,723	1,135,830	232,748	259,535	300,946

[1890]

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 20th November, 1890.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 24.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals during the Fiscal Years ending 30th June, 1889 and 1890, and the Amount of Tolls collected thereon.

ARTICLES.	1889.		1890.	
	Tons.	Tolls.	Tons.	Tolls.
Ashes, pot and pearl	231	46 89	203	37 13
“ “ Free	80	16 00	98	19 60
Apples	3,393	327 27	3,735	435 55
Agricultural products not enumerated, vegetable.....	14,329	210 76	18,070	275 37
“ “ “ animal	21	3 15	.....	.....
“ “ “	3,005	265 62	2,355	216 31
Agricultural implements.....	256	31 51	289	35 59
Barley.....	9,319	1,029 75	9,879	986 19
Bricks	12,148	709 57	10,995	488 29
“ “ Free	156	23 40	92	13 80
Bones.....	1,038	128 58	447	54 88
Brimstone.....	31	3 85	323	44 68
Cement and water lime.....	2,943	353 96	6,657	710 40
“ “ Free	168	23 03	1,033	134 86
Clay, lime and sand.....	38,597	1,811 61	41,754	1,977 42
“ “ Free	160	16 50	876	38 10
Coal.....	542,223	78,989 47	480,881	73,104 81
“ “ Free	110,614	5,874 66	103,670	5,663 40
Corn.....	277,811	54,211 61	365,575	71,356 08
“ “ Free	138,481	2,769 84	188,160	3,763 20
Cattle.....	956	64 05	998	69 67
Crockery and earthenware.....	760	122 81	276	48 02
“ “ Free	347	52 05	64	9 60
Dye woods and dye stuffs.....	360	27 31	219	16 43
Fish.....	1,890	96 73	2,081	96 15
“ “ Free	9	1 35	78	11 70
Flax and hemp	10	0 75	165	6 18
Flour.....	19,390	2,273 36	12,576	1,384 07
“ “ Free	4,861	732 75	7,135	1,060 63
Furniture.....	805	122 53	638	114 40
“ “ Free	3	0 55	1	0 20
Gypsum.....	3,913	127 09	2,812	53 24
Glass.....	545	99 57	521	93 91
“ “ Free	137	20 65	8	1 20
Hay, pressed	4,723	265 06	3,792	204 62
Hogs.....	114	9 51	51	6 30
Horses.....	639	42 10	662	42 12
“ “	4	0 60	4	0 65
Hides and skins, horns and hoofs	76	7 83	65	7 00
Ice.....	.....	.....	24,646	1,135 69
Iron, railway.....	12,236	1,711 09	18,521	2,729 98
“ “ Free	10,761	1,614 15	18,813	2,821 95
“ “ pig.....	6,747	980 40	5,784	842 97
“ “ Free	489	73 35	124	18 60
“ “ all other.....	15,774	1,005 86	21,809	1,250 10
“ “ Free	619	92 85	133	19 95
Iron ore.....	11,726	586 30	8	0 08
Kryolite or chemical ore, and other ore except iron.....	3,800	190 00	4,948	249 74
“ “ Free .....	.....	.....	10	0 50
Lard and lard oil.....	226	26 43	134	16 55
“ “ Free	19	2 85	.....	.....
Meals, all kinds	13,901	2,626 18	16,307	3,123 91
“ “ Free	131	19 65	184	28 30
Meats, other than pork	101	11 08	119	12 30
“ “ Free	13	1 95	29	4 35
Marble.....	4,728	708 72	4,545	679 60
Manilla.....	36	6 20	57	8 45
Molasses.....	5,413	451 69	5,757	555 84
“ “ Free	5	0 75	56	8 40

No. 24.—COMPARATIVE STATEMENT showing the Quantity, &c.—Continued.

ARTICLES.	1889.		1890.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Nails.....	3,699	558 07	3,715	597 02
“..... Free	554	83 10	690	103 50
Oats.....	23,168	4,119 99	40,882	7,135 95
“..... Free			790	15 80
Oil.....	2,482	247 46	2,432	273 74
“..... Free	16	2 40	11	1 85
Oil cake.....	20	0 77	828	161 86
“..... Free			798	119 70
Pease.....	23,625	622 34	24,810	571 67
Potatoes.....	858	55 40	353	25 33
Pork.....	1,084	139 99	1,983	288 51
“..... Free	401	60 15	1,051	160 00
Paint.....	878	126 73	448	61 86
“..... Free	53	7 95	52	7 80
Pitch and tar.....	2,413	198 27	1,593	135 29
“..... Free			12	1 80
Rags.....	448	52 59	1,100	113 76
Rye.....	1,138	208 27	6,442	791 62
“..... Free			2,404	48 08
Rosin.....	4,069	315 93	2,761	204 06
Salt.....	6,041	630 56	10,001	1,310 12
“..... Free	4,058	608 70	4,284	642 60
Stone, intended for cutting.....	12,256	1,604 10	20,803	2,511 54
“..... Free	1,250	93 75	762	58 05
“ wrought.....	633	75 15	958	139 13
“..... Free			2,561	256 10
“ not suitable for cutting, unwrought.....	14,835	833 61	9,531	735 29
“..... Free			9,456	359 70
Seeds, all kinds.....	8,381	380 33	7,695	333 86
“..... Free	295	44 25	2	0 40
Sheep.....	636	43 78	592	38 32
Soda ash.....	2,140	353 84	1,897	324 77
“..... Free	1,110	166 50	783	117 45
Steel.....	775	115 20	483	65 60
“..... Free			4	0 60
Sugar.....	13,353	1,510 71	7,611	1,042 39
“..... Free	87	13 05	454	68 10
Spirits.....	1,276	217 32	1,594	286 49
“..... Free	245	37 45	318	48 70
Tobacco, raw.....	12	1 20	10	1 18
“..... Free			1	0 15
Tallow.....	476	39 70	125	18 19
Tin.....	842	145 40	596	97 01
“..... Free	487	73 05	94	14 10
Turpentine.....	716	55 70	349	28 15
“..... Free			2	0 30
Wheat.....	158,695	27,242 22	170,485	26,660 67
“..... Free	81,946	1,638 92	78,561	1,571 22
White lead.....	107	15 85	112	20 10
“..... Free			13	1 95
Whiting.....	749	132 67	410	75 29
“..... Free	12	1 80	52	7 80
Wool.....	93	16 57	419	81 92
“..... Free			13	1 95
All other goods and merchandise, not enumerated.....	38,659	5,410 72	46,825	6,588 56
“..... Free	1,388	215 85	1,615	248 20
Bark.....	83	3 77	349	5 33
“..... Free	2	0 32		
Barrels, empty.....	654	74 46	632	71 49
Floats.....	23,886	370 61	19,472	260 62
“..... Free	17,587	155 05	23,786	210 85
Fire wood, in vessels.....	126,672	4,143 41	103,792	3,173 65
“..... Free			21,585	359 75

APPENDIX A—Continued—CANALS.

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1889.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl		2					110				112	22 40
Apples	20	699	4	420					24	699	723	20 75
Agricultural products not enumerated, vegetable.											420	21 00
“ “ animal.												
[Agricultural implements.			4,075	197					4,075	197	4,272	616 17
Barley	20			4					20	4	24	2 03
Bricks												
Bones												
Brimstone	1	6				49			50	6	56	7 63
Cement and water lime	1	364	200						201	364	565	65 03
Clay, lime and sand		435			226,352		14,463	25,931	240,815	27,490	268,305	53,181 95
Coal					1,124	147,045	206,550			353,595	353,595	70,719 00
Corn												
Cattle												
Cotton, raw	5	1				1			5	2	7	0 50
Crockery and earthenware												
Dye wood and dye stuffs.												
Fish						156			165	5	170	25 75
Flax and hemp							5,017	886	9	7,922	7,931	1,231 63
Flour	9	2,019	9		1	30	4		11	34	45	8 48
Furniture	1									623	623	7 79
Gypsum	1		1							2	2	0 30
Glass, all kinds												
Hay, pressed												
Hogs												
Horses												
Hides and skins, horns and hoofs.	18		2			1			2	3	5	0 90
Ice												
Iron, railway	3		44								47	7 05
“ pig			14								14	124 70
“ all other.	81		84		1,067	520	613		1,332	520	1,852	303 41

APPENDIX A—Continued.—CANALS.
No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron ore.....					1,204				2,425		2,425	121 25
Kryolite, chemical ore and other ore, except iron.....										10	10	0 50
Lard and lard oil.....		10								24	24	4 80
Meal, all kinds.....	15					19		5				
Meats, other than pork.....					17,224			139		15	17,363	3,473 73
Marble.....					4,455			34			37	7 40
Manilla.....	2				8			8			8	1 20
Molasses.....					340		88		342	88	430	68 90
Nails.....	128		14						142		142	13 72
Oats.....	5	544								28,356	28,356	5,668 23
Oil, in barrels.....						27,492		320		22	183	6 05
Oil cake.....	240						156		161		798	159 60
Pease.....								798		240	250	25 50
Potatoes.....											1	0 20
Pork.....	4					1		1,334		134	134	19 58
Paint.....					129				40		40	6 40
Pitch and tar.....					40							
Rags.....	460											
Rye.....					295							
Rosin.....	19	315						1,918	755	1,918	2,673	496 85
Salt.....					896			1	938	316	1,254	198 69
Stone intended for cutting.....								6,784		6,784	6,784	1,356 80
“ wrought.....								11		13	13	2 60
“ not suitable for cutting, unwrought.....	886				7,107	1,681	375	375	7,993	2,056	10,049	969 87
Seeds, all kinds.....						151		3		154	154	30 80
Sheep.....					3				3		3	0 45
Soda ash.....												
Steel.....	155				797			36	952	8	952	123 71
Sugar.....	5	7								233	241	46 48
Spirits, beer, etc.....												
Tobacco, raw.....					61				61		61	11 75
Tallow.....												
Tin.....									125		125	18 75

Turpentine.....	4,290	13,363				30,229	1,876	67,906	6,166	120,498	126,604	24,173 92
Wheat.....						153			153		153	22 95
White lead.....						16			16	452	468	92 80
Winning.....						23,386			24,148	2,222	26,370	3,947 75
Wool.....	685	423	77			1,591		208				
All other goods and merchandise, not enumerated.												
Bark.....						8	10		18	283	301	37 88
Barrels, empty.....												
Boat knees.....												
Floats.....	3,660	11,148	300						3,960	11,148	15,108	644 83
Firewood, in vessels. rafts.....												
Hoops.....												
Hop poles.....	979	4,200			15,981	55,074		8,632	979	83,887	84,866	14,932 20
Lumber, sawn, in vessels. rafts.....												0 22
Masts, spars and telegraph poles, in vessels. rafts.....	5	215							5	215	215	32 25
Railway ties, in vessels. rafts.....	289	145	22					757	22	902	924	1 25
Saw logs.....		2,111			2,587	158			246	4,856	5,102	143 18
Staves and headings, barrel. pipe.....												215 88
Staves, salt barrel.....												0 46
Shingles.....												94 49
Split posts and fence rails, in vessels. rafts.....												117 16
Timber, square, in vessels. rafts.....		21,321			240							36 27
Traverses.....						51						6 36
Woodenware and wood partly manufactured.												
Total freight paying tolls.....	11,337	57,357	6,673	20,381	266,231	297,353	16,502	383,074	301,343	758,165	1,059,508	196,894 75
<i>Free Articles having paid full Tolls on the St. Lawrence Canals.</i>												
Agricultural products, not enumerated, vegetable.												
Bricks.....	9		19						19		19	
Cement and water lime.....	9		75						84		84	
Clay, lime and sand.....	3		814						823		823	
Crockery and earthenware.....									3		3	
Fish.....									112		112	
Furniture.....									80		80	
Glass, all kinds.....	1		70						71		71	
Horses.....	1		1						2		2	
Iron, railway.....	14,784		729						15,513		15,513	
" pig.....	78		172						250		250	
" all other.....	54		236						290		290	

APPENDIX A—Continued—CANALS.
 No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Molasses			56						56		56	
Nails	268		468						736		736	
Oil, in barrels	4		5						9		9	
Paint	20		29						49		49	
Salt	65		4,151						4,216		4,216	
Seeds, all kinds			215						215		215	
Soda ash			766						766		766	
Steel			3						3		3	
Sugar	4		3						7		7	
Spirits, beer, &c.	12		112						124		124	
Tin	57		423						480		480	
Turpentine	1								1		1	
White lead	2								4		4	
Whiting	21		12						33		33	
All other merchandise, not enumerated	262		1,160						1,422		1,422	
Barrels, empty									2		2	
Timber passed free from Welland to Port Robinson.									395		395	
Grand Total, Freight	27,592	57,752	16,388	20,381	266,231	297,353	16,502	383,074	326,713	758,560	1,085,273	

Total Tolls on Vessels	18,647 35
“ “ Passengers	143 78
“ “ Free Goods	\$3,824 40
“ “ Fines	
“ “ Damages	3,327 71
“ “ Other Receipts	450 79
	4 00
Total Revenue, exclusive of Hydraulic Rents	219,468 38

B. H. TEAKLES,
 Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 19th May, 1890.

APPENDIX A—Continued—CANALS.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected during the Season of Navigation in 1889.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.	
Ashes, pot and pearl.....		2									112			22 40
Apples.....			4				110			4	4			0 60
Agricultural products not enumerated, vegetable.....														
Agricultural products not enumerated, animal.....														
Agricultural implements.....														
Barley.....			4,075							4,075	4,075		611 25	611 25
Bricks.....														
Bones.....														
Brimstone.....														
Cement and water lime.....			200		49					49	49		7 35	7 35
Clay, lime and sand.....										200	200		30 00	30 00
Coal.....					226,352		12,036			238,388	265,443		47,677 60	53,088 60
Corn.....					147,045		206,550			353,595	353,595		70,719 00	70,719 00
Cattle.....														
Cotton, raw.....														
Crockery and earthenware.....		1			1					2	2		0 40	0 40
Dye wood and dye stuffs.....														
Fish.....		5			156					165	170		24 75	25 75
Flax and hemp.....														
Flour.....	2						886			2	5,903		0 30	1,180 60
Furniture.....					1		4			10	44		1 50	6 80
Gypsum.....														
Glass, all kinds.....		1								2	2		0 30	0 30
Hay, pressed.....														
Hogs.....														
Horses.....										2	5		0 30	0 30
Hides and skins, horns and hoofs.....														

APPENDIX A—Continued—CANALS.
 No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Continued

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	\$	cts.	
Ice													
Iron, railway	3								47		7	05	7 05
“ pig	14						613		14	613	2	10	122 60
“ all other	78		1,067	520					1,929	520	199	35	303 35
Iron ore			1,204						2,425		121	25	121 25
Kyrolite, chemical ore and other ore except iron		10											
Lard and lard oil				19			5						0 50
Meal, all kinds				17,224			139			17,363			4 80
Meats, other than pork				3			34			37			3,472 60
Marble			4,455						4,455		668	25	668 25
Manilla			8						8		1	20	1 20
Molasses	2		340	88					342	88	51	30	68 90
Nails	70	14							84		12	60	12 60
Oats				27,492			320			27,812			5,562 40
Oil, in barrels		1					5			6			1 20
Oil cake							798			798			159 60
Pease													
Potatoes													
Pork				1						1			0 20
Paint			129	21			1,334		130	1,355			271 00
Pitch and tar			40						40		19	50	19 50
Rags											6	00	6 00
Rye	460						1,918		755	1,918	113	25	383 60
Rosin													496 85
Salt		315		896			1		896	316	134	40	63 20
Stone intended for cutting							6,784			6,784			1,356 80
“ wrought				2			11			13			2 60
“ not suitable for cutting, unwrought													
Seeds, all kinds			7,107	1,681			375		7,107	2,056	710	50	205 50
Sheep				151			3			154			30 80
Soda ash			3						3		0	45	0 45

APPENDIX A—Continued—CANALS.
No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Amount of Tolls.		Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	\$	cts.		\$	dts.
Bricks	9		75						84				84		
Cement and water lime	9		814						823				823		
Clay, lime and sand	3								3				3		
Crockery and earthenware			112						112				112		
Cattle															
Fish			80						80				80		
Furniture															
Glass, all kinds	1		70						71				71		
Horses	1		1						2				2		
Iron, railway	14,784		729						15,513				15,513		
" Pig	78		172						250				250		
" All other	54		236						290				290		
Molasses			56						56				56		
Nails	268		468						736				736		
Oil, in barrels	4		5						9				9		
Paint	20		29						49				49		
Salt	65		4,151						4,216				4,216		
Seeds, all kinds			215						215				215		
Soda ash			766						766				766		
Steel			3						3				3		
Sugar	4		3						7				7		
Spirits, beer, etc.	12		112						124				124		
Tin	57		423						480				480		
Turpentine	1								1				1		
White lead	2		2						4				4		
Whiting	21		12						33				33		
All other merchandise, not enumerated	262		1,160						1,422				1,422		
Barrels, empty			2						2				2		
Grand Total, Freight.	16,456	36,751	16,329	16,221	266,231	297,353	12,036	380,706	311,052	731,031			1,042,083		

Total Through Tolls on Vessels.....	8,714 97	9,085 58	17,800 55
“ “ Passengers.....	40 80	54 35	95 15
“ “ Free Goods.....	•		
		\$3,805 52	
Total Through Tolls.....	62,915 53	149,653 82	212,569 35

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected during the Season of Navigation in 1889

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
	Ashes, pot and pearl.											
Apples	20	699							20	699	719	20 15
Agricultural products, not enumerated, vegetable.				420						420	420	21 00
“ “ animal												
Agricultural implements.				197						197	197	4 92
Barley.	20			4					20	4	24	2 03
Bricks												
Bones.												
Brimstone	1	6							1	6	7	0 28
Cement and water lime	1	364							1	364	365	35 03
Clay, lime and sand.									2,427	435	2,862	93 35
Coal.												
Corn												
Cattle.												
Cotton, raw.	5								5		5	0 10
Crockery and earthenware.												
Dye wood and dye stuffs.												
Fish.												
Flax.												
Flax and hemp.												
Flour.	7	2,019							7	2,019	2,026	50 73
Furniture.	1								1		1	0 18
Gypsum.				623						623	623	7 79
Glass, all kinds												
Hay, pressed												
Hogs.												
Horses.												
Hides and skins, horns and hoofs.	18								18		18	1 80
Ice.												
Iron, railway.												

APPENDIX A—Continued—CANALS.

NO (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron ore		2,568							2,568		2,568	128 40
Kryolite, chemical ore and other ore, except iron		8									8	4 36
Lard and lard oil	31	823							31		823	56 78
Mead, all kinds	51								51		40	3 31
Meats, other than pork	11	29							11	29	39	3 73
Marble	12							27	39		1	0 05
Manilla		1										
Molasses	393	25	56						3,085	25	3,060	207 20
Nails	2,408	538	291					2,586	2,699	538	3,237	562 69
Oats	586	782	5		5				596	787	1,383	67 79
Oil, in barrels	725	235	25	2	14	92	445	68	1,209	397	1,606	192 29
Oil cake	15								15		15	1 44
Pease	892	18,170							892	18,170	19,062	385 21
Potatoes	182								1		1	16 04
Pork	207	276							207	288	495	38 56
Paint	157	172	23		15				195	172	367	51 02
Pitch and tar	118	119							1,277	119	1,396	97 24
Rags	154	29							164	29	193	21 20
Rye		8								8	8	1 20
Rosin	36								1,339	69	1,408	74 57
Salt	3,946	16	3,879		16				7,825	32	7,857	1,049 47
Stone intended for cutting	2,237	5,575							5,251		10,826	722 97
“ wrought	205	52							205	52	257	23 60
“ not suitable for cutting, unwrought	1,176	1,221							1,176	1,221	2,397	90 30
Seeds, all kinds	9,156	1,240	215				3		9,371	1,243	10,614	445 78
Sheep	3								3		3	
Soda ash	733	40	771						1,504	40	1,544	297 58
Steel	346	2	3						349	2	351	53 81
Sugar	2,819	14							5,406	14	5,420	643 87
Spirits, beer, &c.	483	404	111						594	415	1,009	184 44
Tobacco, raw		1								2	2	0 45
Tallow	38								188		188	9 36
Tin	332	91	423						755	91	846	154 72
Turpentine	23						203		236		235	15 05

Wheat	24,880	3,319	1	24,880	3,320	28,200	588 91
White lead	435	12	2	100	2	102	19 90
Whiting	6,982	2,638	981	435	12	447	87 18
Wool	96	76	47	8	2	10	0 94
Bark	610	5,208	600	787	563	11,966	1,850 36
Floats	3,009	7,215	6	65	3,266	306	38 16
Firewood, in vessels	6		9	9	94	5,818	101 99
rafts				6	7,215	10,824	280 98
Hoops	22,589			9		6	0 25
Hop Poles	29,685	614	360	23,203	30,869	54,072	1,852 66
Lumber, sawn, in vessels	17,936			205	824	17,936	8 37
rafts	6,046			1,244	6,046	17,936	448 40
Masts, spars and telegraph poles, in vessels	988					6,046	151 15
rafts						1,244	24 89
Railway ties, in vessels	14,491					14,491	445 46
rafts	22					22	3 30
Saw logs	186					186	6 99
Staves and headings, barrel	10					10	0 80
pipe	63					63	29 68
West India	1					1	1 10
Staves, salt barrel	492					492	39 97
Shingles	2,302					2,302	280 70
Split posts and fence rails, in vessels	12,508					12,508	32 55
rafts	84					84	44 40
Timber, square, in vessels	167,107	215,162	10,270	993	2,888	506,977	39,627 43
rafts				700			
Traverses							
Woodenware and wood partly manufactured							
Total freight paying tolls							
<i>Free Articles having paid full tolls on the Welland Canal.</i>							
Ashes	107					107	
Corn	199,767					199,767	
Cement and water lime	29					29	
Flour	6,981					6,981	
Horses	2					2	
Meal, all kinds	148					148	
Meats, other than pork	32					32	
Oats	320					320	
Oil	4					4	
Oil cake	798					798	
Pork	1,177			48		1,220	
Rye	1,284					1,284	
Seeds, all kinds	3					3	
Stone, wrought	2,561					2,561	

APPENDIX A—Continued—CANALS.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, etc.—Con.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Wheat.....		70,540						305			70,845	
Whiskey and other spirits.....		20									20	
Merchandise, not enumerated.....	25	193							25		218	
Lumber, in vessels.....	151	3,628					2,420		151		6,199	
" rafts.....		237									237	
Staves, pipe.....		202									202	
" West India.....		68									68	
Timber, square, in rafts.....		9,302									9,302	
Woodenware.....												
Coal, free per Order in Council.....	54,304								101,960		101,960	
Clay, lime and sand, free per Order in Council.....	200			119					669		798	
Stone for cutting.....									200		200	
" unwrought, not suitable for cutting, free per Order in Council.....		9,000									9,000	
Floats, free per Order in Council.....	580								580		580	
Kryolite, free, having paid full tolls on Rideau Canal.....		10									10	
Grand total, freight.....	222,956	521,704	10,389	700	993	2,838	64,613	95,679	298,951	620,921	919,872	
Total tolls on vessels.....												15,824 69
" passengers.....												2,502 85
" free goods.....												\$14,550 25
Fines and damages.....												175 00
Wharfage and storage.....												5,606 69
Other receipts.....												9,556 88
Total revenue exclusive of hydraulic rents.....												73,293 54

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

APPENDIX A—Continued—CANALS.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1889.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.		Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes, pot and pearl		80						80						16 00	16 00
Apples		2,453						2,453						367 95	367 95
Agricultural products, not enumerated, vegetable	258	45	19					277	45				41 55	6 75	48 30
Agricultural products, not enumerated, animal	3	793					3	793	3				0 45	118 95	119 40
Agricultural implements		20						20						4 00	4 00
Barley		1,130						1,130						22 60	22 60
Bricks	150		68					218					32 70		32 70
Bones		86						86					12 90		12 90
Brimstone															
Cement and water lime	1,652	5	734					2,386	5				357 90	0 75	358 65
Clay, lime and sand	30	331					30	331	30				4 50	49 65	54 15
Coal		49,512						124,290						18,604 90	18,604 90
Corn		2,491						2,491						49 82	49 82
Cattle		38		9				47						7 05	7 05
Cotton, raw															
Crockery and earthenware	52	16	111				2	163	18				32 60	3 60	36 20
Dye wood and dye stuffs	13							13					2 60		2 60
Fish	239	17	72				8	319	17				47 85	2 55	50 40
Flax and hemp															
Flour		528						328						49 20	49 20
Furniture	36	360					36	360	36				7 20	72 00	79 20
Gypsum															
Glass, all kinds	342	14	8				2	350	16				70 00	3 20	73 20
Hay, pressed															
Hogs		17						17						2 55	2 55
Horses	13	31	1				14	31	14				2 10	4 65	6 75
Hides, and skins, horns and hoofs		21	1				3	24	1				0 15	3 60	3 75

[1330]

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article Transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.		Amount of Tolls.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
																\$
Ice.....																
Iron, railway	15,345		584						15,879				2,381 85		2,381 85	
“ pig	4,721		172						4,893				733 95		733 95	
“ all other.....	1,468	29	220						1,688	29			253 20	4 35	257 55	
“ ore.....																
Kryolite, chemical ore and other ore, except iron.....		2,566								2,566				128 30	128 30	
Lard and lard oil.....	5	7							5	7			0 75	1 05	1 80	
Meat, all kinds.....	1	176							1	176			0 15	26 40	26 55	
Meats, other than pork.....	1								1				0 15	1 35	1 50	
Marble.....	10								10				2 00		2 00	
Manilla.....																
Molasses.....	120		56						176				35 20	1 40	35 20	
Nails.....	1,960		291						2,251				450 20	3 36	451 60	
Oats.....		25								25				30 00	30 00	
Oil, in barrels.....	370	150	3						373	150			74 60		104 60	
Oil cake.....																
Pease.....		3,183								3,183				66 91	66 91	
Potatoes.....		17								17				2 55	2 55	
Pork.....		55								55				8 70	8 70	
Paint.....	142		23				3		165	43			33 00	8 60	41 60	
Pitch and tar.....	101		67						101	67			20 20	13 40	33 60	
Rags.....	5	24							5	24			1 00	4 80	5 80	
Rye.....										8				1 20	1 20	
Rosin.....	21								21				4 20		4 20	
Salt.....	1,842		3,878						5,720				858 00		858 00	
Stone, intended for cutting.....	9	1,374							9	1,374			1 35	206 10	207 45	
“ wrought	17	50							17	50			3 40	10 00	13 40	
“ not suitable for cutting, unwrought.....																
Seeds, all kinds.....	192		215						407				61 05	55 80	55 80	
Sheep.....		19								19				2 85	2 85	
Soda ash.....	670		771						1,441				288 20		288 20	
Steel.....	332		3						335				51 65		51 65	
Sugar.....	2,079	13							2,082	13			416 40	2 60	419 00	

[1890]

Spirits, beer, &c.	209	393	111	7	320	400	720	64 00	80 00	144 00
Tobacco, raw	36	1		2	36	3	3	5 40	0 45	0 45
Tallow	274	8	423		697	8	705	139 40	1 60	141 00
Tin	22				22		22	4 40		4 40
Turpentine	190	618			190	618	808	28 50	12 49	40 99
Wheat	88		1		89		89	17 80		17 80
White lead	411				411		411	82 20		82 20
Whiting	3	2			3	2	5	0 45	0 30	0 75
Wool										
All other goods and merchandise not enumerated	4,006	1,782	971	59	4,977	1,841	6,818	995 40	368 20	1,363 60
Bark										
Barrels, empty	60	61	6		66	61	127	11 82	12 08	23 90
Boat knees										
Floats										
Firewood, in vessels		1,089				1,089	1,089		69 35	69 35
rafts										
Hoops										
Hop poles										
Lumber, sawn, in vessels	9	5,108			9	5,932	5,941	0 75	607 80	608 55
" rafts			824							
Masts, spars and telegraph poles, in vessels										
Staves and headings, barrel		22				22	22		3 30	3 30
" pipe										
" W. India										
Staves, salt barrel		10				10	10		0 80	0 80
Shingles			16		16		16	10 98		10 98
Split posts and fence rails, in vessels										
Split posts and fence rails, in rafts										
" in rafts										
" rafts	92				92		92	4 60		4 60
Timber, square, in vessels										
" rafts										
Traverses										
Woodenware and wood partly manufactured	61	17		1	61	18	79	24 40	7 20	31 60
Total freight paying tolls	37,660	75,403	8,711	74,857	46,379	151,093	197,472	7,660 20	21,147 46	28,807 66
<i>Free Articles having paid Full Tolls on the Welland Canal.</i>										
Ashes		107				107	107			
Corn		195,350				195,350	195,350			
Flour		6,841				6,841	6,841			
Horses		2				2	2			
Meals, all kinds		148				148	148			
Meats, other than pork		32				32	32			
Oats		320				320	320			

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.		\$	cts.
Oil.....		4								4						
Oil cake.....		798								798						
Pork.....		1,177				48				1,220						
Rye.....		1,284								1,284						
Seeds, all kinds.....		3								3						
Spirits, beer, &c.....		20								20						
Wheat.....		70,510				305				70,815						
Merchandise, not enumerated.....		193								193						
Lumber, sawn, in vessels.....		3,461				2,420				5,881						
" " rafts.....		202								237						
" " " ".....		68								68						
Staves and headings, W India.....		9,302								9,302						
Lumber, square, in rafts.....																
Coal, free, per Order in Council.....	5,349		11							5,360						
Kryolite, free, having paid full tolls on Rideau Canal.....																
Freight—Grand Total.....	43,009	365,472	8,722	9	8	824	77,625	51,739	443,930		495,669					
Total Through Tolls on Vessels.....													4,957 98	9,698 69		
Passengers.....													257 40	1,644 35		
Free goods.....																
Total Through Tolls.....													12,875 58	27,275 12	40,150 70	

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 19th May, 1890.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Meal, all kinds.....	50	647							50	647	697	30 23
Meats, other than pork.....	10	20							10	20	30	1 81
Marble.....	2						27		29		29	1 73
Manilla.....		1								1	1	0 05
Molasses.....	273	25					2,586		2,859	25	2,884	172 00
Nails.....	448	531							596	531	979	101 09
Oats.....	586	757	5		5				836	762	1,358	64 43
Oil, in barrels.....	355	85	22	2	14	92	445	68	15	247	1,083	87 69
Oil cake.....	15								892	14,987	15	1 44
Pease.....	892	14,987							25	166	1,911	318 30
Potatoes.....	25	165						1	207	280	437	13 49
Pork.....	207	221						9	1,176	129	1,599	29 86
Paint.....	15	129					15		1,159	52	1,228	9 42
Pitch and tar.....	17	52							149	5	154	63 64
Rags.....	149	5							1,318	69	1,387	15 40
Rosin.....	15	69							2,105	32	2,137	70 37
Salt.....	2,104	16			16				5,242	4,201	9,443	191 47
Stone, intended for cutting.....	2,228	4,201	1				3,014		188	2	189	515 52
“ wrought.....	188	2							1,176	549	1,725	10 20
“ not suitable for cutting, unwrought.....	1,176	549							8,964	1,233	10,197	34 50
Seeds, all kinds.....	8,964	1,230						3	63	40	113	8 64
Sheep.....	3	110							3	110	113	9 38
Soda ash.....	63	40							14	2	16	2 16
Steel.....	14	2					2,584		3,324	1	3,324	224 87
Sugar.....	740	1						4	274	15	289	40 44
Spirits, beer, &c.....	274	11							102	83	102	3 96
Tallow.....	2						100		58		141	13 72
Tin.....	58	83							204	9	213	10 65
Turpentine.....	1	9					203		24,690	2,702	27,392	547 92
Wheat.....	24,690	2,701						1	11	2	13	2 10
White lead.....	11	2							24	12	36	4 98
Whiting.....	24	12							5		5	0 19
Wool.....	5								3,723	1,425	5,148	486 76
All other goods and merchandise not enumerated.....	2,976	856	10		737	563		6				

Barrels, empty	36	15	41	69	9	9	146	33	179	14 26
Floats	610	5,208	600				610	208	5,818	101 99
Firewood, in vessels	3,009	6,126	600				3,609	6,126	9,735	211 63
" rafts	6						7		6	0 25
Hoops	22,580	24,577	614	360	9		23,134	24,937	48,131	1,244 11
Lumber, sawn, in vessels		205					205	205	205	8 37
Masts, spars and telegraph poles, in vessels		17,936					17,936	17,936	17,936	448 40
" rafts		6,046					6,046	6,046	6,046	151 15
Railway ties, in vessels	988	19,491	256				1,244	19,491	19,491	24 89
Saw logs		186						186	186	445 46
Skaves, West India	27	63					27	63	90	6 99
Shingles	1		10				11		11	1 10
Split posts and fence rails, in vessels	400	2,098					400	2,098	2,498	35 37
Timber, square, in vessels	2,302	6,246					2,302	6,246	8,548	230 70
" rafts		12,508						12,508	12,508	32 55
Traverses	23	85					23	85	108	12 80
Woodenware and wood partly manufactured										
Total freight paying tolls	129,447	139,759	1,559	691	985	2,014	16,996	160,518	309,505	10,819 77
Coal, free, per Order in Council	48,955		108				96,600		96,600	
Corn, free, having paid full toll on Welland Canal		4,417					47,537	4,417	4,417	
Wheat		30						30		
Flour		140						140	140	
Stone, unwrought, free, per Order in Council	200	9,000					200	9,000	9,000	
" for cutting	151	167					151	167	318	
Lumber	589	129					669	129	798	
Cement and water lime	25				80		25		25	
Clay, lime and sand										
Merchandise	580	2,561					580	2,561	2,561	
Stone, wrought										
Floats										
Grand Total, Freight	179,947	156,232	1,667	691	985	2,014	64,613	176,991	424,203	
Total Way Tolls on Vessels										6,126 00
" Passengers										858 50
" Free Goods										\$5,478 91
Total Way Tolls										17,804 27

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

APPENDIX A—Continued—CANALS.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals and the Amount of Revenue collected during the Season of Navigation in 1889.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....												
Apples.....		3								3		0 18
Agricultural products not enumerated, vegetable.....		37								37		2 23
“ “ animal.....		935								935		83 65
Articual implements.....		17								17		2 76
Barley.....		390								390		28 39
Bricks.....		110								110		6 33
Bones.....		12								12		1 16
Brimstone.....		163								163		5 98
Cement and water lime.....		6 182								6 182		190 74
Clay, lime and sand.....		176								176		10 13
Coal.....		2					128			2		0 20
Corn.....		501								501		31 90
Cattle.....												
Cotton, raw.....		1								1		0 19
Crockery and earthenware.....												
Dye wood and dye stuffs.....	2								2			0 19
Fish.....		1								1		0 10
Flax and hemp.....		19								19		1 46
Flour.....		39								39		5 93
Furniture.....	5								5			
Gypsum.....												
Glass, all kinds.....												
Hay, pressed.....	5								5			22 33
Hogs.....		261								261		2 61
Horses.....		31								31		10 22
Hides and skins, horns and hoofs.....	14								14			1 76
Ice.....		176								176		
Iron, railway.....		19								19		
“ pig.....												

	24	24	24	2 29
Iron, all other.....				
Iron ore.....				
Kryolite, chemical ore and other ore, except iron.....	1,248	1,248		64 74
Lard and lard oil.....	9	9		0 89
Meal, all kinds.....	1	1		0 18
Meats, other than pork.....				
Marble.....				
Manilla.....				
Molasses.....	2	2		0 38
Nails.....				
Oats.....	854	854		53 42
Oil, in barrels.....	4	4		0 38
Oil cake.....				
Pease.....	1,386	1,386		91 22
Potatoes.....	301	301		24 34
Pork.....	5	5		0 46
Paint.....				
Pitch and tar.....				
Rags.....	6	6		1 05
Rye.....	1	1		0 10
Rosin.....				
Salt.....				
Stone, intended for cutting.....	250	250		5 30
“ “ wrought.....				
“ “ not suitable for cutting, unwrought.....	90	90		0 96
Seeds, all kinds.....	14	14		1 35
Sheep.....	279	279		19 77
Soda ash.....				
Steel.....				
Sugar.....	5	5		0 95
Spirits, beer, &c.....	1	1		0 19
Tobacco, raw.....				
Tallow.....	3	3		0 22
Tin.....				
Turpentine.....				
Wheat.....	70	70		5 76
White lead.....				
Whiting.....				
Wool.....				
All other goods and merchandise not enumerated.....	23	23		
Bark.....	274	274		41 76
Barrels, empty.....	13	13		1 27
Boat knees.....	63	63		7 75
Floats.....				
Firewood, in vessels.....	8,880	8,880		81 20
“ “ rafts.....	38,829	38,829		1,561 39
Hoops.....	6,762	6,762		92 02
Hop poles.....	13	13		1 17
Lumber, sawn, in vessels.....				
“ “ rafts.....	610,932	610,932		48,506 06
	3,919	3,919		45 11

[C.C.]

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars, telegraph poles, in vessels do rafts.												
Railway ties, in vessels. do rafts.		1,410								1,410	1,410	136 59
Saw logs.		823								823	823	38 67
Staves and headings, barrel.		6,826								6,826	6,826	156 00
“ “ pipe.												
“ “ West India.												
Staves, salt barrel.		122		310						432	432	343 53
Shingles.		3								3	3	0 66
Split posts and fence rails, in vessels. do rafts.												
Timber square, in vessels. do rafts.		1,730								1,730	1,730	43 98
Traverses.	22								22		22	4 40
Woodenware and wood partly manufactured.												
Total Freight paying Tolls.	443	516,784		177,416			128		571	694,200	694,771	51,743 95
Timber, &c., Free, per Order in Council.		52,302								52,302	52,302	
Grand Total Freight	443	569,086		177,416			128		571	746,502	747,073	
Total Tolls on Vessels 5,026 96 “ “ Passengers 190 64 “ “ Free Goods \$439 31 “ “ Fines and Damages “ “ Other Receipts Total Revenue, Exclusive of Hydraulic Rents 56,961 55												

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.—CANALS.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal and the Amount of Revenue collected during the Season of Navigation in 1889.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
	Ashes, pot and pearl.											
Apples		154				2		243		399	399	36 68
Agricultural products not enumerated, vegetable.		11								11	11	0 37
“ “ animal		12								12	12	0 40
[18] Agricultural implements.												
[30] Barley		567	511				730		511	567	1,078	52 99
Bricks	77								77	730	807	74 54
Bones												
Brunstone							18			18	18	1 80
Cement and water lime.							264			264	264	26 40
Clay, lime and sand	714						5,095		714	5,095	5,809	580 32
Coal		36					104,394			104,430	104,430	10,262 25
Corn.												
Cattle		39								39	39	1 30
Cotton, raw												
Crockery and earthenware		10								10	10	1 00
Dye wood and dye stuffs.								58		58	58	5 80
Fish.												
Flax and hemp.												
Flour	252								252		252	8 40
Furniture.		2								2	2	0 20
Gypsum.												
Glass, all kinds.												
Hay, pressed	53	871	489						542	871	1,413	82 24
Hogs												
Horses		33								33	33	1 10
Hides and skins, horns and hoofs.												
Ice												
Iron, railway												
“ “ pig												
							140			140	140	14 00

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, all other											25	2 50
Iron ore												
Kryolite, chemical ore and other ore, except iron.												
Lard and lard oil												
Meal, all kinds												
Meats, other than pork												
Marble												
Manilla												
Molasses							2,799				2,799	307 57
Nails												
Oats		1,370									1,370	45 71
Oil, in barrels.		7					484				491	48 60
Oil cake.												
Pease											31	1 04
Potatoes			3								3	0 30
Fork												
Paint												
Pitch and tar											8	0 80
Rags											1,248	124 80
Rye												
Rosin												
Salt												
Stone intended for cutting												
" wrought												
" not suitable for cutting, unwrought		61										
Seeds, all kinds												
Sheep			6								6	4 30
Soda ash												
Steel												
Sugar												
Spirits, beer, &c.												
Tobacco, raw												
Tallow												
Tin											17	1 70

APPENDIX A—Continued—CANALS.

No. (A) 14.—STATEMENT showing the Quantity of each Article transported on the Rideau Canal and the Amount of Revenue collected during the Season of Navigation in 1889.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....	6	16							6		6	0 52
Apples.....	2	16							2		18	0 43
Agricultural products not enumerated, vegetable, animal.....	5	3							5		8	0 24
18 Agricultural implements.....	472	108							472		580	14 25
190 Barley.....	69	79							69		148	14 26
Bricks.....	270								270		270	6 40
Bones.....	431	49							431		480	11 28
Brimstone.....	1	23							1		24	0 77
Cement and water lime.....	246	11							246		257	6 25
Clay, lime and sand.....	299	5							299		304	7 14
Coal.....	10,356	52							10,356		10,356	461 88
Corn.....	52								52		52	1 55
Cattle.....	3	3							3		6	0 16
Cotton, raw.....	31	5							31		36	3 42
Crockery and earthenware.....	2	2							2		2	0 18
Dye wood and dye stuffs.....	80	3							80		83	2 11
Fish.....	1								1		1	0 03
Flax and hemp.....	58	308							58		366	10 20
Flour.....	30	20							30		50	4 82
Furniture.....	33	1							33		34	3 04
Gypsum.....	132	2							132		134	3 21
Glass, all kinds.....												
Hay, pressed.....	8	8							8		16	0 48
Hogs.....	1								1		1	0 03
Horses.....												
Hides and skins, horns and hoofs.....												
Ice.....	5	52							5		57	1 34
Iron, railway " pig.....	160								160		160	6 10

	364	36					364	36	400	10 32
" all other.	364	36					364	36	400	10 32
Iron ore.	36	1,164				36	1,164	1,200	1,200	60 00
Kryolite, chemical ore and other ore, except iron.	24	1				24	1	25	25	0 75
Lard and lard oil.	28	24				28	24	52	52	1 50
Meal, all kinds.	5	2				5	2	7	7	0 17
Meats, other than pork.	6	2				6	2	8	8	0 71
Marble.	76	11				76	11	87	87	7 74
Manilla.	309					309		309	309	27 77
Melasses.	11	2				11	2	13	13	0 33
Nails.	53	155				53	155	208	208	19 10
Oats.	4	6				4	6	10	10	0 28
Oil, in barrels.	15	6				15	6	21	21	0 52
Oil cake.	82	37				82	37	119	119	3 20
Pease.	76	39				76	39	115	115	3 42
Potatoes.	7					7		7	7	0 72
Pork.	18	6				18	6	18	18	1 60
Paint.	23	2				23	2	23	23	0 57
Pitch and tar.	2					2		2	2	0 18
Rags.	813	132				813	132	945	945	32 22
Rye.	177	144				177	144	321	321	11 22
Rosin.	1	2				1	2	3	3	0 36
Salt.	413	1,010				413	1,010	1,423	1,423	30 63
Stone, intended for cutting.	20	2				20	2	22	22	0 70
" " wrought.	2					2		2	2	0 05
" " not suitable for cutting, unwrought.	36	1				36	1	36	36	3 13
Seeds, all kinds.	14	1				14	1	15	15	0 53
Sheep.	266	65				266	65	331	331	30 86
Soda ash.	126	39				126	39	165	165	14 93
Steel.	6	1				6	1	6	6	0 03
Sugar.	26	2				26	2	28	28	0 16
Spirits, beer, &c.										2 67
Tobacco, raw.										7 88
Tallow.	20	2				20	2	20	20	1 79
Tin.	46					46		46	46	4 02
Turpentine.	1					1		1	1	0 03
Wheat.	549	347				549	347	896	896	86 71
White lead.	19	76				19	76	76	76	3 56
Whiting.										1 50
Wool.	2,996	30				2,996	30	3,026	3,026	53 62
All other goods and merchandise, not enumerated.	13,092	830				13,092	830	13,922	13,922	234 65
Bark.										
Barrels, empty.										
Boat knees.										
Boat nails.										
Floats.										
Firewood, in vessels.										
" " rafts.										
Hoops.										
Hop poles.										
Lumber, sawn, in vessels.										
" " " rafts.										
	93	7,779	12,854	93	93	93	7,779	59,722	59,722	13 50
	39,589	13		68	68	39,589	13	7,779	7,779	2,669 36
	68					68		13	13	6 47

[1890]

No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in vessels	296								296		296	23 68
Railway ties, in vessels	7,492								7,492		7,492	873 67
" rafts	400	480							400	480	880	20 10
Saw logs	8								8		8	0 30
Staves, salt barrel	11	55							11	55	66	9 76
Shingles	5	1							5	1	6	0 81
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels	1,880	200							1,880	200	2,080	111 26
" rafts	1,633								1,633		1,633	13 26
Traverses	4								4		4	0 80
Woodenware and wood partly manufactured												
Total freight paying tolls	73,586	24,117	12,354						85,940	24,117	110,057	4,963 99
Coal, free per Order in Council	3,069								3,069		3,069	
Grand total freight	76,655	24,117	12,354						89,009	24,117	113,126	
Total tolls on Vessels " Passengers " Free coal Wharfage and storage Fines and damages Other receipts												
											1,943 76	
											73 88	
											18 96	
											10 00	
											229 68	
											7,239 77	
Total revenue, exclusive of hydraulic rents												

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

APPENDIX A—Continued—CANALS.

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1889.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish.....	89	900							89	909	998	9 98
Flour.....	930	575							930	575	1,505	15 05
Coal.....	2,316	21,253							2,316	21,253	23,549	255 49
Lumber.....	5,180	1,946							5,180	1,946	7,126	71 26
Other agricultural products.....	13,729	7,295							13,729	7,295	21,024	210 24
Other merchandise.....	936	305							936	305	1,241	12 41
Total freight paying tolls.....	23,180	32,263							23,180	32,263	55,443	554 43
Total tolls on Vessels.....												2,365 24
Passengers.....												2,919 67
Total revenue, exclusive of hydraulic rents.....												

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

APPENDIX A—Continued—CANALS.

No. (A) 16—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canal, and the Amount of Revenue collected during the Season of Navigation in 1889.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....												
Apples.....												
Agricultural products not enumerated, vegetable animal.....												
Agricultural implements.....												
Barley.....									11	10	21	1 80
Bricks.....	11	10										
Bones.....												
Brimstone.....												
Cement and water lime.....												
Clay, lime and sand.....												
Coal.....												
Corn.....												
Cattle.....												
Cotton (raw).....												
Crockery and earthenware.....	1								1		1	0 25
Dye wood and dye stuffs.....												
Fish.....												
Flax and hemp.....												
Flour.....												
Furniture.....												
Gypsum.....												
Glass (all kinds).....												
Hay (pressed).....												
Hogs.....												
Horses.....												
Hides and skins, horns and hoofs.....												
Ice.....												
Iron, railway.....												

APPENDIX A—

No. (A) 18—STATEMENT OF TRAFFIC on the undermentioned Canals of

ARTICLES.	Welland Canal.		St. Lawrence Canals.	
	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.
Canadian vessels, steam	287,127	3,844 99	650,323	3,965 55
United States vessels, steam	342,804	5,149 06	20,231	141 99
Canadian vessels, sail	278,819	5,543 28	1,005,779	11,030 05
United States vessels, sail	183,196	4,110 02	81,169	687 10
Total, Class No. 1	1,091,946	18,647 35	1,757,502	15,824 69
<i>Class No. 2.</i>	No.		No.	
Passengers	4,671	143 78	49,250	2,502 85
<i>Class No. 3.</i>	Tons.		Tons.	
Bricks	24	2 03	8,878	367 90
Brimstone			30	1 13
Cement and water lime	56	7 63	5,692	614 63
Clay, lime and sand	565	65 03	26,890	1,071 43
Fish	170	25 75	874	79 72
Gypsum	623	7 79	2,803	55 07
Iron, railway	47	7 05	16,508	2,408 55
“ pig	627	124 70	5,307	762 86
“ all other	1,852	303 41	19,039	945 49
Steel			132	19 80
Salt	1,254	198 69	7,857	1,049 47
Stone, for cutting	6,784	1,356 80	10,826	722 97
Apples	723	20 75	2,552	372 65
Barley	4,272	616 17	2,811	56 93
Corn	353,595	70,719 00	2,797	58 59
Cotton, raw				
Flax and hemp				
Flour	7,931	1,231 63	1,343	115 69
Hay, pressed			1,804	88 31
Meals, all kinds	17,378	3,473 73	874	56 78
Oil cake	798	159 60	15	1 44
Oats	28,356	5,668 23	1,383	67 79
Pease	450	25 50	19,062	385 21
Potatoes	1	0 20	208	16 04
Rye	2,673	496 85	8	1 20
Seeds, all kinds	154	30 80	10,614	445 78
Tobacco, raw			3	0 45
Wheat	126,664	24,173 92	28,200	588 91
All other agricultural products, vegetable	420	21 00	401	52 42
Bones			447	59 59
Cattle			404	32 07
Hogs			18	2 59
Hides and skins, horns and hoofs	18	1 80	28	4 00
Horses	5	0 90	366	26 69
Lard and lard oil	24	4 80	39	4 36
Meats, other than pork	37	7 40	40	3 31
Pork	1,355	271 00	495	38 56
Sheep			132	11 49
Tallow	74	11 75	138	9 36
Wool	468	92 80	10	0 94
All other agricultural products, animal			977	135 57
Total, Class No. 3	557,398	109,126 71	180,005	10,735 74

Continued—CANALS.

the Amount of Tolls collected during the Season of Navigation in 1889.

Chambly Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
72,041	251 08	165,001	658 52	62,377	665 25	13,794	275 88	19,729	148 25
636	7 24			714	18 87				
45,454	756 02	207,162	2,975 07	82,630	986 81	104,468	2,089 36	878	14 40
121,776	1,656 06	61,419	1,393 37	18,703	272 83				
239,907	2,670 40	433,582	5,026 96	164,424	1,943 76	118,262	2,365 24	20,607	162 65
No.		No.		No.		No.		No.	
5,017	78 43	14,787	190 64	2,910	73 38			4,727	47 32
Tons.		Tons.		Tons.		Tons.		Tons.	
807	74 54	110	6 33	480	11 28			21	1 80
18	1 80								
264	26 40	163	5 98	257	6 25				
5,809	580 32	6,182	190 74	304	7 14				
		1	0 10	83	2 11	998	9 98		
				57	1 34				
140	14 00			160	6 10				
25	2 50	24	2 29	400	10 32				
				945	32 22				
1,746	172 57	253	5 30	321	11 22				
399	36 68	3	0 18	18	0 43				
1,078	52 99	390	28 39	270	6 40				
		2	0 20	52	1 55				
				1	0 03				
252	8 40	19	1 46	366	10 20	1,595	15 05		
1,413	82 24	266	22 33	134	3 21				
		9	0 89	52	1 50				
				10	0 28				
1,370	45 71	855	53 42	13	0 33				
31	1 04	1,386	91 22	21	0 52				
3	0 30	301	24 34	119	3 20				
		1	0 10	23	0 57				
		14	1 35	22	0 70				
				1	0 03				
3	0 10	70	5 76	311	7 88				
11	0 37	37	2 23	8	0 24	21,024	210 24		
		12	1 16	24	0 77				
39	1 30	501	31 90	6	0 16				
		31	2 61						
		19	1 76	1	0 03				
33	1 10	190	10 22	16	0 48				
				25	0 75				
		1	0 18	7	0 17				
		6	0 46	115	3 42				
129	4 30	279	19 77	2	0 05				
17	1 70	3	0 22	6	0 16				
				1	0 03				
12	0 40	935	83 65	580	14 25				
13,599	1,108 76	12,063	594 54	5,211	145 32	23,527	235 27	21	1 80

APPENDIX A.—

No. (A) 18—STATEMENT of Traffic in the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.	
	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.
Ashes, pot and pearl.....	112	22 40	114	20 20
Agricultural implements.....			118	18 12
Crockery and earthenware.....	7	0 50	259	49 66
Dye woods and dye stuffs.....			166	11 87
Furniture.....	45	8 48	525	96 75
Glass, all kinds.....	2	0 30	434	81 14
Marble.....	4,455	668 25	39	3 73
Manilla.....	8	1 20	1	0 05
Molasses.....	430	68 90	3,060	207 20
Nails.....	142	13 72	3,237	552 69
Oil, in barrels.....	183	6 05	1,606	192 29
Paint.....	134	19 58	367	51 02
Pitch and tar.....	40	6 00	1,396	97 24
Rags.....			183	21 20
Rosin.....			1,408	74 57
Soda ash.....	3	0 45	1,544	297 58
Steel.....			219	34 01
Sugar.....	952	123 71	5,420	643 87
Stone, wrought.....	13	2 60	257	23 60
Tin.....	125	18 75	846	154 72
Turpentine.....			235	15 05
White lead.....			102	19 90
Whiting.....	153	22 95	447	87 18
Whiskey and all other spirits.....	241	46 48	1,009	184 44
Merchandise, not enumerated.....	26,370	3,947 75	11,966	1,850 36
Total, Class No. 4.....	33,415	4,978 07	34,958	4,788 44
<i>Class No. 5.</i>				
Bark.....	301	37 88		
Barrels, empty.....			306	38 16
Boat knees.....				
Floats.....			5,818	101 99
Firewood, in vessels.....	15,108	644 83	10,824	280 98
" rafts.....			9	0 25
Lumber, sawn, in vessels.....	84,866	14,932 20	54,072	1,852 66
" rafts.....	2	22	205	8 37
Hoops.....			9	0 90
Railway ties, in vessels.....	924	143 18	1,244	24 89
" rafts.....				
Masts, spars and telegraph poles, in vessels.....	215	32 25	17,936	448 40
" rafts.....	10	1 25	6,046	151 15
Square timber, in vessels.....	77,201	11,578 88	2,590	39 97
" rafts.....	2,926	657 09	8,548	230 70
Woodenware and wood partly manufactured.....	45	18 00	187	44 40
Shingles.....	52	36 27	106	29 68
Split posts and fence rails, in vessels.....	17	6 36	11	1 10
" rafts.....				
Saw logs.....	5,102	215 88	19,491	445 46
Staves and headings, barrel.....	4	0 46	22	3 30
" pipe.....	506	94 49		
" West India.....	627	117 16	186	6 99
" salt barrel.....			10	0 80
Traverses.....			12,508	32 55
Hop poles.....				
Total, Class No. 5.....	187,906	28,516 40	140,125	3,742 70

Continued—CANALS.

Canals, and the Amount of Tolls collected, &c.—Continued.

Chamby Canal.		Ottawa Canal.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
				6	0 52				
		17	2 76	148	14 26				
10	1 00	1	0 19	36	3 42			1	0 25
58	5 80	2	0 19	2	0 18				
2	0 20	44	5 93	50	4 82				
				34	3 04				
				8	0 71				
2,799	307 57	2	0 38	87	7 74				
				309	27 77				
491	48 60	4	0 38	208	19 10				
8	0 80			7	0 72				
1,248	124 80			18	1 60				
		6	105	8	0 80				
1,373	137 30			2	0 18				
283	23 70			36	3 13				
110	11 00			15	0 53				
2,452	245 20	5	0 95	331	30 86				
264	26 40			3	0 36				
				28	2 67				
204	20 40			20	1 79				
				46	4 02				
		1	0 19	165	14 93				
3,136	263 92	297	41 76	896	86 71	1,241	12 41	79	2 37
12,438	1,216 69	379	53 78	2,463	229 86	1,241	12 41	80	2 62
		13	1 27	76	3 56			319	3 40
5	0 34	63	7 75	19	1 50				
		8,910	81 20	3,026	53 62			50	0 50
3,192	104 77	38,829	1,561 39	13,922	234 65			18,761	189 86
		6,762	92 02						
81,656	4,854 99	610,932	48,506 06	59,722	2,669 36	7,126	71 26	835	13 25
9	3 34	3,919	45 11	81	6 47				
		13	1 17						
4,721	381 89	1,410	136 59	7,492	873 67			231	8 50
		823	38 67						
				296	23 68			82	1 46
								17	1 38
		1,730	43 98	2,080	111 26			75	0 50
		22	4 40	4	0 80				
67	10 44	432	343 53	66	9 76			12	0 99
18	1 22	3	0 66	6	0 81			2	0 25
								9	0 05
		6,826	156 00	880	20 10			4,628	57 67
				4	0 30				
				1,633	13 26				
				93	13 50				
89,668	5,356 99	680,687	51,019 80	89,404	4,036 30	7,126	71 26	25,021	277 81

APPENDIX—A

No. (A) 18.—STATEMENT of Traffic in the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.	
	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.
Coal.....	268,305	53,181 95	146,924	20,141 85
Kryolite or chemical ore.....	10	0 50	2,568	128 40
Iron ore.....	2,425	121 25		
Stone (unwrought, not suitable for cutting).....	10,049	969 87	2,397	90 30
Ice.....				
Total, special class.....	280,789	54,273 57	151,889	20,360 55
Total freight and tolls.....	1,059,508	215,685 88	506,977	57,954 97
Timber and other wood, free.....	397	19 20	16,587	669 91
Wheat, corn, flour, salt, coal, &c., free.....	25,368	3,805 20	396,308	13,880 34
Grand totals, passengers and tonnage of vessels not included.....	1,085,273	219,510 20	919,872	72,505 22

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

Continued—CANALS.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Chambly Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
104,430	10,262 25	304	10 13	10,356	461 88	23,549	235 49		
		1,248	64 74	1,200	60 00				
146	14 60	90	0 96	1,423	30 63			8	0 08
104,576	10,276 85	1,642	75 83	12,979	552 51	23,549	235 49	8	0 08
220,281	20,708 12	694,771	56,961 55	110,057	6,981 13	55,443	2,919 67	25,130	492 28
		52,302	439 31						
170	17 00			3,069	81 90				
220,451	20,725 12	747,073	57,400 86	113,126	7,063 03	55,443	2,919 67	25,130	492 28

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. (A) 20.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended 31st December, 1889.

Canals and Offices.	January.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
WELLAND CANAL.												
Chippawa			6 01	1 75	34 05	14 63	6 69	4 58	6 22	8 66		82 59
Colborne			12,450 54	16,397 20	18,478 63	20,692 20	25,402 23	23,884 12	19,841 81	12,761 15	479 29	150,387 26
Dalhousie			4,442 16	7,100 55	10,314 06	6,692 59	12,452 84	10,413 78	7,787 85	4,277 47		63,480 30
Dunnville				88 28	52 65	56 18	25 72	0 25	109 95	120 76		448 79
Maitland			127 34	7 29	14 23	3 95	1 00	24 81	5 84			57 12
Robinson			35 68	166 95	102 04	112 30	93 88	68 82	129 56	115 79	7 19	923 87
St. Catharines				34 73	28 70	54 44	40 17	33 18	56 95	21 60		305 45
Total Welland Canal			17,061 73	23,791 75	29,024 36	27,626 38	38,022 03	34,429 54	27,938 18	17,305 43	486 48	215,685 88
ST. LAWRENCE CANALS.												
Beauharnois			63 32	46 96	72 87	164 17	133 38	121 67	186 24	92 61		881 12
Cardinal			65 05	57 68	102 46	70 51	225 62	338 25	241 63	40 23		1,152 98
Cornwall			8 21	2,359 31	2,848 90	3,468 78	2,103 13	2,226 55	1,473 27	1,165 57	15 74	15,669 46
Kingston			439 57	1,482 50	1,884 10	2,284 38	1,239 39	1,122 34	640 67	624 45		10,717 40
Lachine			36 09	282 60	342 43	363 92	333 41	363 67	407 00	244 05		2,373 17
Montreal			628 60	3,421 40	3,670 45	4,716 56	4,804 84	4,124 20	3,707 93	2,087 26		27,160 74
Total St. Lawrence Canals			1,240 84	7,650 45	8,921 21	12,068 32	8,839 27	8,296 68	6,656 74	4,254 17	27 29	57,954 97
CHAMBLEY CANAL.												
Chambley			19 96	600 15	778 46	883 41	1,234 82	776 26	1,114 08	677 36		6,084 50
St. John's				2,906 84	2,961 95	2,426 72	2,140 62	1,654 38	1,347 50	732 49		14,170 50
St. Ours			10 50	43 37	44 50	66 25	64 04	63 01	81 31	77 14		453 12
Total Chambley Canal			30 46	3,550 36	3,784 91	3,376 38	3,439 48	2,493 65	2,545 89	1,486 99		20,708 12

OTTAWA CANAL.												
Ottawa.....	971 12	7,191 48	6,127 09	5,954 68	6,663 63	5,254 95	5,442 12	1,544 87	33,149 94			
Carillon.....	5 83	142 49	180 69	97 05	16 47	41 09	39 74	43 81	567 17			
Grenville.....	383 72	2,591 86	2,506 20	2,589 57	2,288 88	1,786 93	2,214 65	1,542 03	15,903 34			
St. Anne's.....	64 45	145 33	205 93	208 64	212 36	192 24	167 69	144 45	1,341 10			
Total Ottawa Canals.....	1,425 13	10,071 16	9,019 91	8,849 94	9,180 84	7,275 21	7,864 20	3,275 16	56,961 55			
RIDEAU CANAL.												
Kingston Mills.....	7 97	179 15	254 06	337 62	282 24	160 30	156 99	72 30	1,450 63			
Ottawa.....	104 46	657 66	839 12	1,181 57	937 83	653 86	524 42	231 50	5,130 42			
Smith's Falls.....		65 54	73 41	102 64	75 07	30 95	35 00	17 47	409 08			
Total Rideau Canal.....	112 43	902 35	1,166 59	1,621 83	1,295 14	845 11	716 41	321 27	6,981 13			
ST. PETER'S CANAL.												
St. Peter's.....	1 96	457 71	356 00	333 10	412 09	438 35	380 35	306 84	2,919 67			
TRENT VALLEY CANALS.												
Bobcaygeon.....		14 78	34 58	25 75	56 27	53 54	43 78	12 79	241 49			
Peterborough.....		6 64	16 62	35 75	35 65	47 10	24 03	9 94	175 73			
Hastings.....				3 00	5 78	8 10	14 50	5 90	37 28			
Fenelon Falls.....				5 16	10 09	12 60	0 50	9 43	37 78			
Total, Trent Valley Canals.....		21 42	51 20	69 66	107 79	121 34	82 81	38 06	492 28			
Grand Total.....	1 96	20,021 09	52,324 18	53,945 61	61,296 64	53,899 88	46,184 58	26,987 92	361,703 60			

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

[1890]

APPENDIX A—Continued—CANALS.

No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1889, and the amount of Tolls collected thereon.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													
Canadian Vessels, steam.....	820	70,308	51,740	68,050	5,154	.....	300	4,402	87,173	142,760	144,367	287,127	3,844 99
“ “ sail.....	1,141	56,028	42,129	66,620	12,118	976	502	14,439	86,007	138,063	140,756	278,819	5,543 28
Total Canadian.....	1,961	126,336	93,869	134,670	17,272	976	802	18,841	173,180	280,823	285,123	565,946	9,388 27
United States Vessels, steam.....	467	.....	71	9,818	315	159,388	135,394	345	37,473	169,551	173,253	342,804	5,149 06
“ “ sail.....	547	.....	10	4,085	682	85,520	62,195	15	30,640	89,669	93,527	183,196	4,110 02
Total United States.....	1,014	99	81	13,863	997	244,908	197,589	360	66,113	259,220	266,780	526,000	9,259 08
Grand Total, Welland Canal.	2,975	126,435	93,950	148,533	18,269	245,884	198,391	19,201	241,293	540,043	551,903	1,091,946	18,647 35
ST. LAWRENCE CANALS.													
Canadian Vessels, steam.....	3,098	339,784	290,733	13,690	.....	.....	.....	.....	6,116	353,474	296,849	650,323	3,965 55
“ “ sail.....	5,696	556,710	366,018	34,981	48	.....	.....	97	47,925	591,788	413,991	1,063,779	11,030 05
Total Canadian.....	8,794	896,494	656,751	48,671	48	.....	.....	97	54,041	945,262	710,840	1,656,102	14,995 60
United States Vessels, steam.....	560	125	168	2,512	134	7,423	7,266	142	2,461	10,202	10,029	20,231	141 99
“ “ sail.....	821	2,161	12,260	2,598	3,209	689	1,606	54,299	4,347	59,747	21,422	81,169	687 10
Total United States.....	1,381	2,286	12,428	5,110	3,343	8,112	8,872	54,441	6,808	69,949	31,451	101,400	829 09
Grand Total, St. Lawrence Canals.....	10,175	898,780	669,179	53,781	3,391	8,112	8,872	54,538	60,849	1,015,211	742,291	1,757,502	15,824 69

CHAMBLY CANAL.														
Canadian Vessels, steam.....	637	36,018	33,247	105	93					2,671	36,123	35,918	72,041	251 08
“ “ sail.....	496	9,519	7,486	4,350						224,073	15,202	30,252	45,454	756 02
Total Canadian.....	1,133	45,537	40,733	4,455	93					25,344	51,325	66,170	117,495	1,007 10
United States Vessels, steam.....														
“ “ sail.....	7	7		514		68				41	589	47	636	7 24
Total United States.....	1,251	3,021	1,827	31,348						85,480	34,369	87,407	121,776	1,656 06
Total United States.....	1,258	3,028	1,827	31,862		68				85,521	34,958	87,454	122,412	1,663 30
Grand Total, Chambly Canal.....	2,391	48,565	42,560	36,317	93	68				110,865	86,283	153,624	239,907	2,670 40
OTTAWA CANALS.														
Canadian Vessels, steam.....	1,020	52,881	110,454		1,666						52,881	112,120	165,001	658 52
“ “ sail.....	1,615	11,392	175,478		20,292						11,392	195,770	267,162	2,975 07
Total Canadian.....	2,635	64,273	285,932		21,958						64,273	307,890	372,163	3,633 59
United States Vessels, steam.....														
“ “ sail.....	631	11,027	2,552		46,392						12,475	48,944	61,419	1,393 37
Total United States.....	631	11,027	2,552		46,392						12,475	48,944	61,419	1,393 37
Grand Total, Ottawa Canals.....	3,266	75,300	288,484		68,350						76,748	356,834	433,582	5,026 96
RIDEAU CANAL.														
Canadian Vessels, steam.....	1,114	31,632	30,745								31,632	30,745	62,377	665 25
“ “ sail.....	1,120	40,788	41,507	335							41,123	41,507	82,630	986 81
Total Canadian.....	2,234	72,420	72,252	335							72,755	72,252	145,007	1,652 06
United States Vessels, steam.....														
“ “ sail.....	75	325	389								325	389	714	18 87
Total United States.....	183	4,360	9,172	5,171							9,531	9,172	18,703	272 83
Total United States.....	258	4,685	9,561	5,171							9,856	9,561	19,417	291 70
Grand Total, Rideau Canal.....	2,492	77,105	81,813	5,506							82,611	81,813	164,424	1,943 76

APPENDIX A—Continued—CANALS.
 No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
ST. PETER'S CANAL.													
Canadian Vessels, steam.....	105	6,416	7,378							6,416	7,378	13,794	275 88
" " sail.....	2,056	54,217	50,251							54,217	50,251	104,468	2,089 86
Total Canadian.....	2,161	60,633	57,629							60,633	57,629	118,262	2,365 24
United States Vessels, steam.....													
" " sail.....													
Total United States.....													
Grand Total, St. Peter's Canal	2,161	60,633	57,629							60,633	57,629	118,262	2,365 24
TRENT VALLEY CANALS.													
Canadian Vessels, steam.....	436	19,354	375							19,354	375	19,729	148 25
" " sail.....	39	527	351							527	351	878	14 40
Total Canadian.....	475	19,881	726							19,881	726	20,607	162 65
United States Vessels, steam.....													
" " sail.....													
Total United States.....													
Grand Total, Trent Valley Canals.....	475	19,881	726							19,881	726	20,607	162 65

[1890]

APPENDIX A—Continued—CANALS.

No. (A) 24½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1888 and 1889, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

CANALS.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1888.												
Welland Canal.....	21,968	119,827	39,153	23,016	213,689	221,064	22,451	217,632	297,261	581,539	878,800	166,055 79
St. Lawrence Canals.....	214,420	411,840	10,079	1,419	718	2,365	58,845	81,913	284,062	497,537	781,599	53,586 87
Chambly Canal.....	10,276	5,990	84,684	11,961			21	128,812	94,981	146,772	241,753	22,282 62
Rideau Canal.....	81,086	27,001	4,211						85,427	27,001	112,248	6,566 86
Ottawa Canal.....	192	555,372		137,683					132	693,057	693,249	51,348 43
St. Peter's Canal.....	12,674	26,021		160			294		12,968	26,181	39,149	2,204 57
Trent Valley Canals.....	14,599	200							14,599	200	14,799	257 12
1889.												
Welland Canal.....	27,592	57,752	16,388	20,381	266,231	297,353	16,502	883,074	326,719	758,560	1,085,273	215,685 88
St. Lawrence Canals.....	222,956	521,704	10,389	700	993	2,838	64,613	95,679	298,951	620,921	919,872	57,954 97
Chambly Canal.....	8,975	3,582	83,164			2		124,558	92,139	128,142	220,281	20,708 12
Rideau Canal.....	76,665	24,117	12,354						89,009	24,117	113,126	6,981 13
Ottawa Canal.....	443	516,784		177,416			128		571	694,200	694,771	56,961 55
St. Peter's Canal.....	23,180	32,263							23,180	32,263	55,443	2,919 67
Trent Valley Canals.....	24,966	164							24,966	164	25,130	492 28

B. H. TEAKLIPS,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

APPENDIX A—Continued—CANALS.

No. 25.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Continued.

WELLAND AND ST. LAWRENCE CANALS—Continued.

CANADIAN.				UNITED STATES.				
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
285			5	1,425	1	285	9	2,565
290	1	290	2	580			8	2,320
295	5	1,475	3	885			5	1,475
300	1	300	7	2,100	1	300	10	3,000
305	3	915	11	3,355			8	2,440
310			6	1,860			6	1,860
315			4	1,260			6	1,890
320	1	320	11	3,520	1	320	7	2,240
325	1	325	7	2,275	1	325	6	2,010
330	1	330	6	1,980			6	1,980
335	1	335	8	2,680			4	1,340
340			5	1,700			2	680
345	2	690	8	2,760				
350			2	700	1	350		
355			1	355			1	355
360			7	2,520	1	360	1	360
365	1	365	8	2,555				
370	1	370	3	1,110	1	370		
375	1	375	4	1,500				
380	1	380	2	760				
385	2	770			1	385	1	385
390	1	390	4	1,560			1	390
395	4	1,580					2	790
400	2	800	3	1,200			3	1,200
405	1	405	1	405				
410	2	820	1	410			1	410
415	3	1,245	1	415				
420							1	420
425			5	2,125			2	850
430								
435			2	870	1	435		
440	4	1,760	2	880				
445			1	445				
450	1	450	1	450				
455	1	455	2	910				
460			1	460	1	460		
465			1	465			1	465
470					1	470	2	940
475			2	950	2	950	4	1,900
480							1	480
485	1	485					2	970
490	1	490					1	490
495							1	495
500	1	500	1	500			1	500
505							2	1,010
510	3	1,530						
515							1	515
520			3	1,560	1	520	4	2,080
525			1	525				
530	1	530			1	530	1	530
535	1	535						
540	1	540					2	1,080
545	1	545	1	545				
550								
555							1	555
560								

APPENDIX A—Continued—CANALS.

No. 25.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1889.

WELLAND AND ST. LAWRENCE CANALS.

CANADIAN.				UNITED STATES.				
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	57	456	83	664	45	360	10	80
10	17	170	32	320	11	110	4	40
15	21	315	12	180	8	120	3	45
20	21	420	23	460	7	140	8	160
25	17	425	18	450	10	250	2	50
30	27	810	11	330	12	360	6	180
35	26	910	13	455	3	105	1	35
40	26	1,040	55	2,200	8	320	10	400
45	6	270	15	675	6	270	1	45
50	16	800	47	2,350	3	150	1	50
55	5	275	12	660	1	55	.....	.....
60	10	600	17	1,020	1	60	7	420
65	2	130	13	845	1	65	.....	.....
70	8	560	16	1,120	1	70	2	140
75	8	600	19	1,425	1	75	1	75
80	4	320	32	2,560	.....	.....	5	400
85	4	340	22	1,870	1	85	9	765
90	7	630	35	3,150	1	90	21	1,890
95	6	570	26	2,470	2	190	90	8,550
100	6	600	52	5,200	2	200	98	9,800
105	7	735	48	5,040	1	105	69	7,245
110	6	660	39	4,290	6	660	26	2,860
115	3	345	27	3,105	4	460	30	3,450
120	2	240	18	2,160	3	360	13	1,560
125	1	125	15	1,875	.....	.....	4	500
130	1	130	25	3,250	.....	.....	6	780
135	1	135	12	1,625	1	135	4	540
140	1	140	14	1,960	.....	.....	2	280
145	3	435	14	2,030	.....	.....	.....	.....
150	1	150	29	4,350	.....	.....	.....	.....
155	4	620	45	6,975	.....	.....	.....	.....
160	2	320	30	4,800	3	480	3	480
165	3	495	20	3,300	.....	.....	.....	.....
170	1	170	8	1,360	.....	.....	.....	.....
175	1	175	8	1,400	1	175	1	175
180	1	180	3	540	.....	.....	.....	.....
185	3	555	11	2,035	.....	.....	.....	.....
190	1	190	8	1,520	1	190	1	190
195	.....	.....	6	1,170	.....	.....	2	390
200	7	1,400	16	3,200	2	400	3	600
205	2	410	1	205	.....	.....	2	410
210	2	420	7	1,470	.....	.....	3	630
215	2	430	4	860	.....	.....	.....	.....
220	.....	.....	4	880	1	220	2	440
225	.....	.....	4	900	.....	.....	1	225
230	.....	.....	8	1,840	1	230	3	690
235	1	235	3	705	.....	.....	2	470
240	2	480	2	480	2	480	1	240
245	1	245	5	1,225	.....	.....	1	245
250	2	500	2	500	1	250	2	500
255	.....	.....	2	510	1	255	4	1,020
260	.....	.....	2	520	1	260	5	1,300
265	.....	.....	2	530	1	265	8	2,120
270	3	810	6	1,620	.....	.....	9	2,430
275	2	550	5	1,375	.....	.....	6	1,650
280	1	280	3	840	2	560	5	1,400

APPENDIX A—Continued—CANALS.

No. 25.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Continued.

WELLAND AND ST. LAWRENCE CANALS—Concluded.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
565								
570	1	570	1	570				
575								
580	2	1,160						
585	2	1,170	1	585				
590	2	1,180					1	590
595	2	1,190			1	595		
600					2	1,200		
605							1	605
610								
615	1	615	1	615	1	615		
620					1	620	1	620
625								
628			1	628				
640			1	640			1	640
655					4	2,620		
660	1	660			1	660	1	660
675								
690	1	690			2	1,380	1	690
715	3	2,145	1	715				
769	1	769			1	769		
782					1	782	1	782
802								
812	1	812					1	812
836	1	836			1	836		
851							1	851
910					2	1,820	2	1,820
929	1	929			1	929		
985					4	3,940		
990					1	990		
1,001			1	1,001	2	2,002	1	1,001
1,024					3	3,072		
1,035					3	3,105		
1,037					1	1,037		
1,105	1	1,105			1	1,105		
1,160					1	1,160		
1,172								
1,195					1	1,195	1	1,195
1,203					1	1,203		
1,425					1	1,425		
1,441					1	1,441		
Total.....	432	55,932	1,158	154,158	209	49,081	625	107,181

RIDEAU, OTTAWA AND CHAMBLY CANALS.

8	53	424	71	568	12	96	8	64
10	14	140	28	280	2	20	2	20
15	5	75	3	45	2	30	1	15
20	2	40	4	80			3	60
25	5	125	5	125	1	25		
30	3	90	4	120	1	30		

[1890]

APPENDIX A—Continued—CANALS.

No. 25.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Concluded.

RIDEAU, OTTAWA AND CHAMBLY CANALS—Concluded.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
35	5	175	2	70	1	35	1	35
40	2	80	2	80				
45	1	45	1	45				
50	4	200	4	200	1	50	1	50
55	2	110	3	165				
60	2	120	4	240			1	60
65	2	130	3	195			1	65
70			2	140			1	70
75	1	75	4	300	1	75	2	150
80			6	480			2	160
85	1	85	4	340			10	850
90			9	810			32	2,880
95	3	285	16	1,520			120	11,400
100	1	100	10	1,000			112	11,200
105	1	105	9	945			43	4,515
110			4	440			27	2,970
115			7	805			15	1,725
120			6	720			9	1,080
125	1	125	8	1,000				
130			5	650				
135	1	135	3	405			1	135
140			3	420				
145			6	870				
150			12	1,800				
155	1	155	22	3,410				
160			6	960				
165			5	825				
170			1	170				
175								
180								
185	2	370	1	185				
190								
195								
200								
205								
210	1	210						
220								
225								
230	1	230	1	230				
235			1	235				
240								
245								
250								
255								
260								
265								
270								
275								
332								
345								
397	1	397						
Total.....	115	4,026	285	20,873	21	361	392	37,504

R. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890.

APPENDIX A—*Concluded*—CANALS.

No. 26.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1889.

WELLAND AND ST. LAWRENCE CANALS.

CANADIAN.				UNITED STATES.				
Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.	
1	250 to 1,105 tons ..	79	36,371	1	250 to 1,001 tons ..	171	61,204	
2	200 to 249 " ..	17	3,620	2	200 to 249 " ..	54	11,765	
3	150 to 199 " ..	17	2,955	3	150 to 199 " ..	168	27,450	
4	100 to 149 " ..	31	3,845	4	100 to 149 " ..	264	30,535	
5	50 to 99 " ..	70	4,825	5	50 to 99 " ..	239	17,370	
6	Under 50 " ..	218	4,816	6	Under 50 " ..	262	5,734	
	Total.....	432	55,932		Total	1,158	154,158	
					Steam Vessels.	No.	Tonnage.	
					1	250 to 1,441 tons ..	59	42,151
					2	200 to 249 " ..	6	1,330
					3	150 to 199 " ..	5	845
					4	100 to 149 " ..	17	1,880
					5	50 to 99 " ..	12	840
					6	Under 50 " ..	110	2,035
					Total	209	49,081	
					Class.	Sailing Vessels.	No.	Tonnage.
					1	250 to 1,195 tons ..	167	61,656
					2	200 to 249 " ..	18	3,950
					3	150 to 199 " ..	7	1,235
					4	100 to 149 " ..	252	27,015
					5	50 to 99 " ..	136	12,230
					6	Under 50 " ..	45	1,035
					Total	625	107,181	

[1890]

RIDEAU, OTTAWA AND CHAMBLY.

1	250 to 397 tons ..	397	.....	1	250 to 397 tons ..	1	250 to 397 tons ..	
2	200 to 249 " ..	440	465	2	200 to 249 " ..	2	200 to 249 " ..	
3	150 to 199 " ..	525	7,350	3	150 to 199 " ..	3	150 to 199 " ..	
4	100 to 149 " ..	1,065	7,235	4	100 to 149 " ..	4	100 to 149 " ..	
5	50 to 99 " ..	1,905	4,390	5	50 to 99 " ..	2	50 to 99 " ..	
6	Under 50 " ..	1,194	1,413	6	Under 50 " ..	19	Under 50 " ..	
	Total	4,026	20,873		Total	21	Total	
					Class.	Sailing Vessels.	No.	Tonnage.
					1	250 to 379 tons ..	.....	.....
					2	200 to 249 " ..	2	200 to 249 " ..
					3	150 to 199 " ..	47	150 to 199 " ..
					4	100 to 149 " ..	61	100 to 149 " ..
					5	50 to 99 " ..	55	50 to 99 " ..
					6	Under 50 " ..	120	Under 50 " ..
					Total	285	Total	
					Class.	Sailing Vessels.	No.	Tonnage.
					1	250 to 397 tons ..	.....	.....
					2	200 to 249 " ..	.....	.....
					3	150 to 199 " ..	.....	.....
					4	100 to 149 " ..	.....	.....
					5	50 to 99 " ..	.....	.....
					6	Under 50 " ..	.....	.....
					Total	392	Total	

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th May, 1890

No. 27.—RATES of Tolls on the Canals of
 WELLAND, ST. LAWRENCE, RIDEAU AND CHAMBLY CANALS.
 (O. C., April 18, 1873.) Sec. 75, Con. O.C. 26th Oct., 1889.

The rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals, and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.
<i>Class No. 1.</i>								
Vessels—Steam.....per ton.	0 01½	0 01½	0 02½	0 00¾	0 00¾	0 01½	0 00¾	0 01½
do Sail and other.....do	0 02¼	0 02¼	0 03¾	0 01½	0 01¾	0 02¼	0 01	0 02¾
<i>Class No. 2.</i>								
Passengers, 21 years of age and upwards.....	0 10	0 10	0 20	0 10	0 05	0 08	0 02½	0 09¾
do under 21 years each.....	0 05	0 05	0 10	0 05	0 02	0 04	0 01½	0 04½
<i>Class No. 3.</i>								
Bricks, cement and water lime.....	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19¾
Clay, lime and sand.....								
Brimstone.....								
Corn.....								
Flour.....								
Iron, railway.....								
do pig.....								
do all other, including steel (O.C., Feb. 1, 1888)..								
Plaster, gypsum.....								
Salt.....								
Salt meats or fish, in barrels or otherwise.....	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19¾
Agricultural products, vegetable, not enumerated. do animal do								
Stone for cutting.....	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19¾
Wheat.....								
<i>Class No. 4.</i>								
All other articles, not enumerated	0 15	0 20	0 20	0 20	0 10	0 26	0 14	0 29

the Dominion of Canada, 1888.

TRENT VALLEY CANAL. (O. C., July 25, 1888.) Sec. 108, Con. O.C. 26th Oct., 1889.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitelaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitelaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 00 $\frac{3}{5}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{5}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{6}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{6}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{4}$ 0 01	0 00 $\frac{3}{6}$ 0 00 $\frac{1}{4}$
0 01 0 00 $\frac{1}{2}$	0 01 00 0 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 04 0 02	0 01 0 00 $\frac{1}{2}$
0 01	0 01	0 01	0 01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

No. 27.—RATES OF TOLLS

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS.

The Rates of Tolls are divided into Six Classes, as under, and are per ton unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chamblly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 5.</i>								
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{4}$
Barrels, empty, each.....	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$
Boat knees, each.....	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05
Firewood, per cord, in vessels.....	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23
do do rafts.....	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 $\frac{1}{4}$
Hoops.....	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30
Masts and spars, telegraph poles, per ton of 40 cubic feet, in vessels.....	0 15	0 15	0 15	0 05	0 05	0 08	0 07	0 13 $\frac{1}{4}$
Masts and spars, telegraph poles, per ten of 40 cubic feet, in rafts.....	0 20	0 20	0 20	0 10	0 10	0 15	0 10	0 22 $\frac{1}{4}$
Railway ties, in vessels, each.....	0 01	0 01	0 01	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01 $\frac{1}{4}$
do in rafts, each.....	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02 $\frac{1}{4}$
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in vessels.....	0 30	0 30	0 30	0 15	0 10	0 11 $\frac{1}{4}$	0 06 $\frac{3}{4}$	0 20
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in rafts.....	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36 $\frac{1}{4}$
Square timber, per M. cubic feet, in vessels.....	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69
do do rafts.....	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13
Waggon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet.....	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55
Shingles, per M.....	0 06	0 06	0 06	0 06	0 04	0 04 $\frac{1}{2}$	0 02 $\frac{1}{2}$	0 08
Split posts and fence rails, per M., in vessels.....	0 40	0 40	0 40	0 40	0 20	0 23	0 12	0 42
do do do rafts.....	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77
Sawlogs, each standard log.....	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13
Staves and headings, barrel, per M.....	0 40	0 40	0 40	0 20	0 15	0 15	0 10	0 30
do pipe do.....	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75
do W. India, per M.....	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65
do salt barrel, sawn or cut, per M.....	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06
Traverses, per 100 pieces.....	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67 $\frac{1}{4}$
Hop poles, per 1,000 pieces.....	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65
<i>Special Class.</i>								
Gypsum, crude (per O. C., 28th Oct., 1882).....	0 15	0 05	.....	0 05	West ward.....	.....	.....	.....
Coal.....	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17 $\frac{1}{4}$
Stone, unwrought, corded, and not suitable for cutting, per cord.....	0 75	0 75	0 75	0 60	0 37 $\frac{1}{2}$	0 28	0 24	0 77 $\frac{1}{4}$
Kryolite, iron ore or chemical ore.....	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice.....	0 05	0 05	0 05	.....	.....	.....	.....	.....

on the Canals—Continued.

TRENT VALLEY CANAL.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable to Bobcaygeon.	Tolls Chargeable to Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	Tolls Chargeable to Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01	0 00 $\frac{1}{2}$
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{4}$
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01	0 00 $\frac{1}{2}$
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 22	0 05 $\frac{1}{2}$
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 02	0 00 $\frac{1}{2}$
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 14	0 03 $\frac{1}{2}$
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
Free.	Free.	Free.	Free.	Free.	Free.

No. 27.—Rates of Tolls—Continued.

Sec. 76.—Standard for Estimating Weights for Canal Tolls.

	Tons.		Tons.
2,000 lbs. avoirdupois	1	Stone, 12 cubic feet	1
Per M. is per thousand feet		Stone, 1 cord	7½
Per Mille is per thousand pieces		Whiskey, 4 barrels or 215 gallons	1
Green fruit, 9 barrels are	1	Empty barrels, 10	1
Ashes, 3 barrels are	1	Barrell hoops 10 Mille	1
Bark, 4 cords	1	Board and other sawed lumber, 600 feet board measure	1
Beef, 7 barrels	1	Boat knees, 4	1
Biscuit and crackers, 9 barrels	1	Firewood, 1 cord	3
Bricks, common, 1,000	2	Hop poles, 60 or 40 cubic feet	1
Butter, 22 kegs or 7 barrels	1	Shingles, 12 M. or bundles	1
Cattle, 3	1	Split posts and fence rails, 1 Mille	1
Cement and water lime, 7 barrels	1	Staves and headings, pipe, 1 Mille	8
Fire bricks, 1,000	3	do W. India, 1 Mille	4
Fish, 7 barrels	1	do barrel, 1 Mille	2½
Flour, 9 barrels	1	do salt barrel, 1 Mille	1
Gypsum and manganese, 6 barrels	1	Sawlogs, standard, 1	1
Horses, 2	1	Square timber, 50 cubic feet	1
Lard and tallow, 7 barrels or 22 kegs	1	Telegraph poles, 10, or 40 cubic feet	1
Liquors and spirits, 215 gallons	1	Masts and spars, 40 cubic feet	1
Liquors, all other, 215 gallons	1	Railroad ties, 16, or 50 cubic feet	1
Nuts, 9 barrels	1	All other woodenware, or partly manufac- tured wood, 40 cubic feet as per tariff	1
Oysters, 6 barrels	1	Traverses, 40 cubic feet, or 5 pieces	1
Pork, 7 barrels	1	Floats, 50 lineal feet	1
Salt, 7 barrels	1		
Seeds, 9 barrels	1		
Sheep, 20	1		

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the following articles are to be estimated by the cental of 100 lbs., viz.:—Barley, beans, charcoal, corn, oats, pease, potatoes, rye, salt, seeds and wheat, the weight equivalent to a bushel being as follows:—Wheat, sixty pounds; Indian corn, fifty-six pounds; rye, fifty-six pounds; pease, sixty pounds; barley, forty-eight pounds; oats, thirty-four pounds; buckwheat, forty-eight pounds; beans, sixty pounds; potatoes, sixty pounds.

WAY RATES.

Sec. 77.—The following way rates are to be levied on vessels and property passing the several subdivisions of the canals:—

Welland Canal.

	Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way	1
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne	1
3. From Dunnville to Port Colborne	1
4. From Thorold to St. Catharines or Port Dalhousie	1
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places	1
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson	1
7. From Port Robinson to Allanburg or Thorold	1
8. From Port Robinson to St. Catharines or Port Dalhousie	1
9. From St. Catharines to Port Dalhousie	1
10. From Dunnville to Maitland	1
11. From Port Robinson through the Lock and Chippawa Cut	1
12. From Port Colborne to Port Maitland	1
13. From Chippawa Cut through Lock to Port Robinson	1
14. From Colborne, Dunnville, Maitland and Marshville to Thorold	1
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines	1
16. Through the Chippawa Cut only	1
17. Through the Port Robinson Lock only	1

St. Lawrence Canals.

Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

No. 27.—RATES of Tolls—*Continued.**Chambly Canal.*

	Rate.
Sec. 79. Vessels and property passing from Sorel to Chambly, to pay.....	1
Vessels and property passing from Chambly to St. John's, to pay.....	1

Ottawa Canals.

Sec. 80. The navigation is divided into three sections, viz., Grenville, Carillon and St. Ann's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Rideau Canal.

Sec. 81. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds.

General.

Sec. 82 (a.) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.) The passing of sawlogs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 83. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 7, 1869.

Sec. 84. Logs, lumber or other produce may pass free of toll down the Chippawa Creek, between the Aqueduct and Port Robinson. O. C. May 18, 1863.

NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84 :—

(1.) "Save in cases for which special permission may be given, the Grenville Canal is closed to the passage of rafts or any portion of a raft of any kind whatever, as provided by the Order in Council of the 9th July, 1888.

(2.) "Rafts may be passed through the Carillon Canal free of tolls, as provided by the Order in Council of the 9th July, 1888."

Sec. 85. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 86 (a.) All goods having paid full toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if tolls have been paid at the Chambly Canal such tolls shall be refunded at Montreal or Kingston Mills; and having paid full tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Locks, the Lachine Canal and the Chambly Canal: provided always—That the articles to be entitled to the above exemptions shall go downwards through the whole length of the Canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canal to Lake Ontario.

(b.) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4.

(c.) No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30, a season "Let-Pass," which will pass them up and down the canals as often as desired. O. C. April 18, 1873.

Sec. 87. Goods shipped to any port west of the St. Lawrence Canals, tolls upon which have already been paid for passage through such canals, may be re-shipped from such ports and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance. O. C. June 23, 1883.

Sec. 88. During the season of navigation for 1889, the rate of toll for the passage of wheat, Indian corn, pease, barley and rye, when shipped for Montreal or for any port east of Montreal shall be two cents per ton, such toll covering the Welland and the St. Lawrence Canals; and during the said period if the ordinary full tolls for passage of the said food products through the Welland Canal have been paid the said products shall be exempted from payment of any further toll for passage through any portion of the St. Lawrence Canal system, though not traversing the whole distance to Montreal. O. C. March 18, 1889.

HARBOUR DUES.

Sec. 89. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents.

No. 27.—RATES of Tolls.—Continued.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 90. The following tolls shall be levied upon property stored at the Sheds at the Lachine Canal Basin:—

	Cents.
Wheat and other grain, per week, per bushel	1
Meal do per barrel	4
Pork, beef, butter and lard do do	5
Muscovado sugar do per hhd., 10 cents; per barrel	5
Liquors { do per pipe, 15 cents; per puncheon	12
{ do per hhd., 10 cents; per quarter cask	7
Iron (bars) do per ton	24
Iron pig do do	12
Salt, except at the St. Gabriel Sheds do per 100 minots	36
Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours do per bag	½
Bales, crates, cases, &c. do per ton weight or measurement	24
Coals do per chaldron	12

Sec. 91. (a.) No charge shall be made for property stored in the sheds at the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b.) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c.) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d.) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(e.) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(f.) All dues for storage shall be paid before the removal of the property. O. C. Aug. 21, 1846, Oct. 28, 1846.

Flour.

Sec. 92. (a.) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b.) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of exemption.

(c.) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d.) Any part of a day shall be considered as one day. O. C. May 31, 1856.

TOLLS ON VESSELS TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

Sec. 93. The following rates of toll shall be levied upon vessels trading to lower ports, and entering the Lachine Canal from the Harbour of Montreal, and on certain goods herein mentioned; said vessels to be allowed forty-eight hours for discharge of cargo before the following be incurred; and said discharge to be made below the St. Gabriel Lock.

	Mills.
Steamboats measuring 50 tons or upwards, per ton register, per day of 24 hours	8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours ..	4
	Cents.
Steamboats measuring under 50 tons register, each day of 24 hours	40
All other vessels measuring from 25 to 50 tons register, per day of 24 hours	20
All vessels measuring less than 25 tons register, per day of 24 hours	10
Coal, per chaldron	10
Salt, per 100 minots	15
Iron of all kinds, per ton weight	15
Merchandise as in class No. 6 of the tariff of tolls on Dominion Canals	10

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C. June 8, 1860.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

Sec. 94. The following rates of tolls shall be collected as herein mentioned, that is to say:—

(a.) Firewood landed on wharves or banks of the Lachine Canal, or in boats, barges or other crafts occupying any of the basins between Wellington Street Bridge and Lock No. 3, four cents per cord, and for every day the wood is allowed to remain in either the canal or basin, or on the wharves or banks after the first five days, an additional charge of four cents per cord. O. C. Aug. 7, 1860.

(b.) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharves at Lachine and the Lachine Canal and Basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862.

No. 27.—RATES of Tolls—*Continued.*

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 95. Whereas under existing regulations for the collection of Canal tolls, Eastern bound vessels having paid the charges one way in full through the Welland Canal are chargeable one Section Canal Toll if re-entering the Lachine Canal ;

And whereas Vessels loaded with grain destined for the Montreal Harbour frequently unload only part of their cargoes on board the sea-going vessels in that harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the Canal basins ;

It is ordered that the Lachine Canal basins, within the Montreal City limits be considered as part of the Montreal Harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O. C. Aug. 8, 1878.

PHOSPHATES.

Sec. 96. Whereas vessels laden with grain for delivery in Montreal Harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry ;

It is ordered, that the Lachine Canal basins, within the Montreal City limits, be considered as part of the Montreal Harbour, for the purpose of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section ; it being however provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessels on their passing out of the canal a second time. O. C. July 12, 1881.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rates per ton shall be charged for wintering vessels in the Lachine Canal, viz. :
For each boat, barge, scow or other vessel of ten tons measurement or under, seventy cents per vessel for the entire winter ; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

Sec. 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basins of said canal and of the revenue that may be derived from their use, and the rates shall be levied by the Government on vessels loading or unloading in the new basins equal and similar to those levied by the Commissioners in respect of the old basin. O. C. Jan. 26, 1883.

DUES IN THE HARBOUR OF MONTREAL UNDER 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

Sec. 99. *Tonnage Dues.*

On steam-boats, for each day of twenty-four hours, or part of a day they remain in the harbour, reckoned from the hour of their arrival to that of their departure.....	Per ton register.
	1 cent.
On all other vessels, per day, as aforesaid	$\frac{1}{2}$ do

Sec. 100. *Wharfage Dues.*

All goods, wares and merchandise, not elsewhere specified	Per ton.
	25 cents.
Hay, straw, pig and scrap iron, pot and pearl ashes	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt...	10 do
Coal and coke, grain and seeds of all kinds	$7\frac{1}{2}$ do
Special.—Bricks, 10 cents per 1,000, cordwood, 5 cents per cord, lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie	Free.

Note.

Sec. 101. (a). On all goods, wares and merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of $\frac{1}{4}$ of 1 per cent. on the value thereof.

(b). Each entry shall pay not less than 5 cents.

(c). All property landed on the wharves for re shipment shall only pay one wharfage.

(d). The ton mentioned in the tariff of wharfage dues shall be 2,000 lbs. weight or 40 cubic feet measurement, according to the bill of lading.

Sec. 102.—*Standard for Estimating Weights :—*

Ashes, pot or pearl	3 brls. to 1 ton.
Apples, flour, meal, potatoes.....	9 do 1 do
Fish, meat, pitch, tar.....	7 do 1 do
Horses.....	2 to 1 ton.
Neat cattle.....	3 to 1 do
Sheep.....	15 to 1 do
Swine.....	10 to 1 do

O. C. April 1, 1881.

No. 27.—RATES of Tolls—Continued.

TOLLS ON FLOATED TIMBER, ETC., ENTERING THE BASIN AT LACHINE.

Sec. 103. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal:—

Kinds of Timber.	For receiving Timber, &c., to include use of basin and wharf for one month,	For each succeeding month during the Season of Navigation.	For Wintering in Basin or on Wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12 x 12, per M. cubic feet...	25	20	35
do round or flattened, do under do lineal feet ..	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M. feet, board measure	3	2	3
Saw-logs, 12 feet long, if longer in same proportion per log	1	$\frac{1}{2}$	2
Floats, per 100	10	5	10
Traverses, per 100	10	5	10
Fence posts and rails, per M.	10	5	10
Staves, barrel, per M.	8	4	8
do pipe do	8	4	8
do West India, per M.	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharves in canal basin at Lachine	3	3	3

NOTE.

O. C. 27th June. 1890.

3. That the following words be added to Section 103:—"The monthly charge of 3 cents per cord on firewood is cancelled, as provided by the Order in Council of the 4th February, 1880."

Note.

Sec. 104. (a). No allowance shall be made for fractional parts of a month or winter season.

(b). The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintendent may direct.

(c). The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 8, 1860.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 105. The winterage dues for vessels wintering in the Canal Basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows:—

In Canal Basin, Ottawa, Steamers, per season	\$ 8 00
do do Barges do	4 00
Inside Locks do Steamers do	50 00
do other stations do do	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O. C. March 19, 1887.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 106. (a). Persons using the banks of the Lachine Canal as a site for the repair of their vessel, shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing Canal Regulations.

(b). In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th Section of the Canal Regulations. O. C. March 5, 1880.

Sec. 107. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintendent.

(b.) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month, or fraction of a month the vessel may remain.

(c.) In cases, nowever, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues), the period covered being from the 1st of November to the 1st June, inclusive.

No. 27.—RATES of Tolls.—*Continued.*

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in a manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881.

ST. PETER'S CANAL.

Sec. 109. On each and every vessel passing through the said canal, two cents per ton on vessel and one cent per ton on the freight, each way. O. C. June 23, 1883.

ORDER IN COUNCIL.

12th December, 1889.

On a memorandum dated 10th of December, 1889, from the Minister of Railways and Canals, representing that in certain instances it has been the practice to tie up vessels for the winter, alongside of canal piers, but not inside the gates, and that consequently, such vessels thereby, to some extent advantaged, do not receive there the protection from the rise and fall of water which they would obtain inside, that, nevertheless, they have been charged winterage dues.

The Minister recommends, that henceforward, including the winter now current, but not otherwise retroactive, no charges be made for vessels so wintering outside the locks of any Government Canal.

The Committee submit the above recommendation for your Excellency's approval.

AT THE GOVERNMENT HOUSE AT OTTAWA,

WEDNESDAY, 26th day of February, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is considered expedient that the special rate of toll, for passage through the Welland and St. Lawrence Canals of certain easterly bound food products, in force during the last season of navigation, should be continued during the forthcoming season.

His Excellency the Governor General, in pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals, and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the special rate of toll of two (2) cents per ton, in force last year for the passage through the Welland Canal and the St. Lawrence Canals of certain cereals, Wheat, Indian Corn, Pease, Barley and Rye, when shipped for Montreal, or for any port East of Montreal, be continued during the forthcoming season of navigation and no longer, such toll covering the Welland and St. Lawrence Canals.

His Excellency has been further pleased to order, by and with the advice of the Queen's Privy Council for Canada, the continuance for the same period, only, of the arrangement under which the said food products, if they had paid the ordinary full tolls, for passage through the Welland Canal, shall be entitled to exemption from payment of any further toll for passage through any portion of the St. Lawrence Canal System, even if not traversing the whole distance to Montreal.

O. C. 5th May, 1890.

His Excellency, in pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order, that oats, when shipped for export, shall be, and the same are hereby added to the list of cereals specified in the Order in Council, of the 26th February, 1890, authorizing the continuance during the season of 1890, of the special rate of tolls of two (2) cents per ton, for the passage of such cereals through the Welland Canal and St. Lawrence Canals, when shipped for Montreal, or for any other port East of Montreal.

In carrying out the provisions of the above Order in Council, the Collector of Canal Tolls, on the Welland Canal, will continue to charge the full rate of tolls, and the reduction will be paid by the Department as a refund upon evidence being furnished by the shippers that the conditions required by the Order in Council have been complied with.

O. C. 11th April, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes of Canada, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that for the forthcoming season of navigation only, the tolls for the passage of soft coal Eastwards through the Welland Canal, shall be and the same are hereby reduced from 20 cents to 10 cents per ton.

O. C. 16th May, 1890.

No. 27.—RATES of Tolls—*Concluded.*

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rules and Regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th day of October, 1889 (Consolidated Orders in Council of 1889), together with any amendments thereof, or additions thereto, shall be, and the same are hereby made applicable to the Murray Canal, with the exception of such sections or provisions as relate especially and only to other works named therein.

O. C. 20th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rates of Toll to be imposed and collected on the Murray Canal, now open for regular traffic, shall be and the same are hereby fixed at the rate of one-eighth of those charged for passage through the St. Lawrence Canals.

O. C. 22nd May, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 1st day of June, 1888, whereby steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, were charged for that season only one-half of the usual passenger tolls for passage through the Lachine Canal and St. Anne's Lock, shall be, and the same are hereby continued in force for the present season of 1890 only.

O. C. 30th June, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 22nd May, 1890, under which steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, are charged one-half the usual rates of passenger tolls through the Lachine Canal, and St. Anne's Lock for the current season, shall be, and they are hereby extended to the Welland Canal for the season of 1890 only, namely, on excursion parties leaving Toronto or Hamilton for St. Catharines, and returning the same day.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
20th November, 1890.

HYDRAULIC RENTS.

APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1889.		Accrued, year ended 30th June, 1890.		Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.	\$ cts.					
187 30	187 30	374 60	1	Welland Canal	Wood & Green	R. Laurie.		
840 00	240 00	1,080 00	2	do	S. Neelon	R. & J. Laurie		
70 00	20 00	90 00	3	do	do	do		
1,050 00	176 00	1,050 00	4	do	do	A. Muir		
1,270 50		1,270 50	5	do	Andrews & Son	Donaldson, Andrews & Ross		
100 00	100 00	200 00	6	do		Donaldson, Andrews & Ross		
650 00	260 00	910 00	7	do		Wm. Hutchinson		
225 00	150 00	375 00	8	do	Tuttle, Date & Rodden	J. L. Ranney		
60 00	40 00	100 00	9	do	S. Neelon	C. Phelps		
167 66	167 66	335 32	10	do	Norris & Neelon	do		
140 00	140 00	280 00	11	do	Whitman & Barns Manufacturing Co.	R. Collier		
250 00	500 00	750 00	12	do	J. B. Smith	Thomas Towers		
	20 00	20 00	13	do		St. Catharines Water Power Co.		
675 00	75 00	750 00	14	do		St. Catharines and Welland Gas Light Co.		
35 00		35 00	15	do		J. C. & J. Gillespie		
			16	do		St. Catharines Street Railway Co.		
100 50		100 50	17	do		John F. Rees		
	75 00	75 00	18	do		Whitman & Barns Manufacturing Co.		
	10 00	10 00	19	do		H. Jarvis		
324 00	216 00	540 00	20	do	McLeary & McLean	Wm. Beatty		
360 00	240 00	600 00	21	do	Lybster Cotton Co.	Gordon & McKay		
120 00	240 00	360 00	22	do		John Riordon		
100 00	200 00	300 00	23	do		do		
800 00	400 00	1,200 00	24	do	Merritton Cotton Co.	King & Dolan		
	400 00	400 00	25	do		Corporation of Village of Merritton		
90 00	60 00	150 00	26	do		James Wilson		
100 00	50 00	150 00	27	do		Lybster Cotton Mill		
31 80	63 60	95 40	28	do	Thorold W. & C. Co.	Wm. Beatty		
200 00	50 00	250 00	29	do	John McDonagh	W. H. Ward		
834 00	146 00	980 00	30	do	do	do		
1 00	1 00	2 00	31	do		St. Catharines & Niagara Central Ry. Co.		
25 00	25 00	50 00	32	do		John Battle		
80 00	80 00	160 00	33	do		do		
333 00	222 00	555 00	34	do	Howland, Jones & Co.	P. Howland		
65 00	130 00	195 00	35	do	Jas. Norris	Brown & Ross		
80 00	80 00	160 00	36	do	Arch. Dobbie	Welland Canal Loan Co.		
165 00	110 00	275 00	37	do	C. J. Jones	McPherson & Wier		
	5 00	5 00	38	do		Corporation of Thorold		
60 00	120 00	180 00	40	do	J. Davey, jun.	John Battle		
	484 25	484 25	41	do				
5,007 46		5,007 46	42	do		Wright & Duncan		
40 00	20 00	60 00	43	do		P. H. Musson		
940 00		940 00	44	do	J. & J. Abbey	McFarland & Lemon		
	129 00	129 00	45	do		John Hill		

A—Continued.

Lessees' Accounts, 1889-90.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due, 30th June, 1890.	Total.
						\$ cts.
Grist Mill, Waste Wier No. 1, Port Dalhousie	1	June 30, 1890		93 65	280 95	374 60
Mill Lot do do	2	do			1,080 00	1,080 00
Lot near do do	3	do			90 00	90 00
Dock near do do	4	do		176 00		176 00
Dry Dock, part of Lot No. 1 do	5	Jan. 1, 1882			1,050 00	1,050 00
Saw Mill, Waste Wier No. 1 do	6	do			1,270 50	1,270 50
Wharf Lot, east end East Pier do	7	June 30, 1890			200 00	200 00
Union Mills near Lock No. 2, St. Catharines	8	do			910 00	910 00
Merchants Red Mill do	9	do			375 00	375 00
Wharf at Lock No. 4 do	10	do			100 00	100 00
Saw Mill at Lock No. 5 do	11	do		167 66	167 66	335 32
Grist Mill at New Lock No. 10 do	12	do			280 00	280 00
Water Power from Locks 3 to 11 do	13	do		500 00	250 00	750 00
Wharf Lot at Lock No. 4 do	14	Jan. 1, 1891		20 00		20 00
Lot near Lock No. 5 do	15	Oct. 1, 1890			750 00	750 00
Privilege of placing Bridge over Water-way, St. Catharines	16	Oct. 1, 1886			35 00	35 00
16½ acres of Lot 11, Con. 7, Grantham, for pasture, St. Catharines	17	Mar. 1, 1885			100 50	100 50
Old Lock House at Lock No 6, St. Catharines	18	Oct. 1, 1890		75 00		75 00
Part of Lot 16, Con. 4, Grantham, for Sail Loft, St. Catharines	19	July 1, 1890			10 00	10 00
Saw Mill at Lock No. 20, Merritton	20	June 30, 1890			540 00	540 00
Cotton Factory at Lots 12, 13 and 14, Merritton	21	do		360 00	240 00	600 00
Water Lots at Lots 16, 18, 19 and 21 do	22	do		240 00	120 00	360 00
Paper Factory, Lot 17 do	23	do		200 00	100 00	300 00
Water supply to Cotton Mills do	24	do		1,000 00	200 00	1,200 00
Lot between Lock No. 25 and Guard Gates, Merritton	25	do			400 00	400 00
Water supply at Merritton	26	do			150 00	150 00
Part of Lots 11 and 12, Con. 10, Grantham, Merritton	27	do		50 00	100 00	150 00
Tannery at Lock No. 22, Thorold	28	do		63 60	31 80	95 40
Factory at Lock No. 23 do	29	do		200 00	50 00	250 00
Saw Mill at Lock No. 23 do	30	do		400 00	580 00	980 00
Track through the Towns of Thorold and Merritton	31	Oct. 1, 1890			2 00	2 00
Wharf and right of way over Raceway at Lock No. 25, Thorold	32	June 30, 1890			50 00	50 00
Plaster Mills at Lock No. 25, Thorold	33	do			160 00	160 00
Grist Mills do 25 do	34	do		444 00	111 00	555 00
Merchants' Mill do 23 do	35	do		130 00	65 00	195 00
Machine Shop do 22 do	36	do		120 00	40 00	160 00
do do 23 do	37	do		220 00	55 00	275 00
Part of Lot No. 17, near Lock No. 24, Thorold	38	do		5 00		5 00
Water Lot do	40	June 30, 1890		120 00	60 00	180 00
Lock House, Merritton	41	do		484 25		484 25
Grist Mill, Allanburg	42	Jan. 1, 1882			5,007 46	5,007 46
Storehouse do	43	Apr. 1, 1890			60 00	60 00
Saw Mill, Port Robinson	44	Feb. —, 1886			940 00	940 00
Grist Mill do	45	June 30, 1890		43 00	86 00	129 00

[1890]

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APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1889.	Accrued, year ended 30th June, 1890.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
770 00	140 00	910 00	46	Welland Canal	S. Neelon	Port Robinson Dry Dock Co.
141 15		141 15	47	do	Hendershot Bros.	Eli Mead
151 30		151 30	48	do	do	A. Sherwood
300 00		300 00	49	do	do	Hendershot Bros.
40 00		40 00	50	do		F. O. White
	1 00	1 00	51	do		Corporation County of Welland
45 00	45 00	90 00	52	do		Phelp Bros.
60 00	20 00	80 00	53	do		James Bridges
3 00	1 00	4 00	54	do		H. A. Rose
	120 00	120 00	55	do		C. J. Page & Co.
			56	do		Corporation of Town of Welland
	5 00	5 00	57	do		Caleb Swayze
12 50	25 00	37 50	58	do	L. G. Carter	A. K. Schofield
	20 00	20 00	59	do		Welland Railway Co.
12 50	25 00	37 50	60	do	J. & F. Conlin	John Gordon
	1 00	1 00	61	do		Corporation of Port Colborne
559 86	160 00	719 86	62	do	Edward Lee	John Graybiel
40 00	10 00	50 00	63	do		Alex. Lattimore
843 97	143 00	986 97	64	do	A. McDonald	Wm. Melanby
390 00	183 00	573 00	65	do	R. Chambers	H. & N. Davis
483 94	130 00	613 94	66	do	S. & J. Haney	S. Darling
235 61	80 00	315 61	67	do	S. Walthe & Co.	L. J. Weatherly
696 72	113 00	809 72	68	do	S. & J. Haney	Brown & Merritt
153 33	153 34	306 67	69	do	Wm. Schofield	L. Brocklebank
843 50	208 00	1,051 50	70	do	M. A. Smith	Chisholm & Miner
70 00		70 00	71	do		John Taylor
150 00		150 00	72	do		J. W. Holmes
60 00		60 00	73	do		Geo. Wallace
115 00	115 00	230 00	74	do		Rolston & Haskins
360 00	360 00	720 00	75	do	Moody & Son	R. F. Lattimore
22,114 60	7,688 14	29,802 75				
	246 00	246 00	1	Williamsburg Canal		Wm. Gibson
4,640 00	160 00	4,800 00	2	do	Edwardsburg Starch Fac.	Benson & Aspden
1,422 62	70 00	1,492 62	3	do	P. O'Keef	P. Carmen
40 00	5 00	45 00	4	do		J. C. Irvine
	12 00	12 00	5	do		W. T. Benson
	5 00	5 00	6	do	E. E. Gilbert	Wm. Clegg
	5 00	5 00	7	do		John Reid
	8 00	8 00	8	do	Estate W. T. Benson	G. P. Anderson
	140 00	140 00	9	do		M. T. Beach
210 00	140 00	350 00	10	do		J. Molson, jr.
60 00	20 00	80 00	11	do		W. M. Doran
	24 00	24 00	12	do		J. H. Ross
	70 00	70 00	13	do		Municipality of Iroquois
	1 00	2 00	14	do		School Trustees
10 00	10 00	20 00	15	do		Sidney Shaver
	70 00	70 00	16	do		Cor. Vil. Morrisburg
6,383 62	986 00	7,369 62				

A—Continued.

Lessees' Accounts, 1889-90—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.		Paid during Fiscal Year.	Balance due 30th June, 1890.		Total.	
			\$	cts.		\$	cts.	\$	cts.
Water to float vessels, Port Robinson.	46	do			200 00	710 00		910 00	
Wharf Lot, Welland.	47	Dec. 31, 1886				141 15		141 15	
do do	48	do				151 30		151 30	
do do	49	June 30, 1878				300 00		300 00	
Lot for pasture, Welland.	50	Apr. 1, 1884				40 00		40 00	
Water supply to Court House, Welland.	51	June 30, 1890			1 00			1 00	
Surplus water, in winter only, near Aqueduct, Welland.	52	Jan. 1, 1891				90 00		90 00	
Lot on West Main Street, Welland.	53	Aug. 1, 1889				80 00		80 00	
Lot for building purposes do	54	Mar. 1, 1890				4 00		4 00	
Water power for Town of do	55	Oct. 1, 1890			120 00			120 00	
do for Pump House, &c., Welland.	56	June 30, 1890							
Building Lot, Welland.	57	do			5 00			5 00	
Wharf Lot, Port Colborne.	58	do			25 00	12 50		37 50	
Lot for Elevator do	59	Jan. 1, 1890			20 00			20 00	
Lot for Coal and Wood Yard, Port Colborne.	60	June 30, 1890			25 00	12 50		37 50	
Roadway across Canal Lands to G. T. R. Crossing, Port Colborne.	61	Nov. 1, 1890			1 00			1 00	
Grist Mill, Marshville	62	June 30, 1890				719 86		719 86	
Part of Lots 18 and 19, Con. 4, Wainfleet, Marshville.	63	do				50 00		50 00	
Saw Mill, Broad Creek.	64	June 30, 1890				986 97		986 97	
Grist and Saw Mill, Dunnville.	65	do				570 00		570 00	
Grist Mill, do	66	do				613 94		613 94	
Carding Mill, do	67	do				315 61		315 61	
Plaster Mill, do	68	do				809 72		809 72	
Grist Mill, do	69	do			76 67	230 00		306 67	
Saw Mill, do	70	do				1,051 50		1,051 50	
Wharf Lot, do	71	Jan. 1, 1882				70 00		70 00	
Mill Lot, do	72	June 30, 1884	150 00					150 00	
Lot for Tannery, do	73	Nov. 1, 1884				60 00		60 00	
Water Power for Electric Light, Dunnville.	74	Jan. 1, 1891				230 00		230 00	
Water Lot, do	75	Jan. 1, 1890			720 00			720 00	
			150 00		6,305 83	23,346 92		29,802 75	
Grist Mill, Mill Street, Cardinal.	1	June 30, 1890			246 00			246 00	
Starch Factory, Edwardsburg.	2	do				4,800 00		4,800 00	
Tannery do	3	do				1,492 62		1,492 62	
Part of Lot 6, Con. 1 do	4	July 1, 1889.				45 00		45 00	
Pasture Grounds, Galops Canal.	5	Mar. 1, 1891			12 00			12 00	
do do	6	Aug. 1, 1890			5 00			5 00	
Lot near Galops Canal.	7	do			5 00			5 00	
do Upper entrance, Galops Canal.	8	Jan. 1, 1890.			8 00			8 00	
Grist Mill, at Matilda Lock.	9	June 30, 1890			70 00	70 00		140 00	
do do	10	do			280 00	70 00		350 00	
Wharf Lot No. 2, Point Iroquois.	11	Aug. 30, 1890				80 00		80 00	
do No. 1, do	12	Dec. 1, 1890.				24 00		24 00	
Water Lot and surplus water for pumping engine.	13	June 30, 1890			35 00	35 00		70 00	
Lot for school purposes, No. 4, Matilda.	14	May 1, 1891.			2 00			2 00	
Part of Lot No. 32, Con. 1, Matilda.	15	do			10 00	10 00		20 00	
Water Lot & water power to drive pumping machine	16	July 1, 1890.			70 00			70 00	
					743 00	6,626 62		7,369 62	

APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1889.	Accrued, year ended 30th June, 1890.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
120 00	240 00	360 00	1	Cornwall Canal		Andrew Hodge
75 00	150 00	225 00	2	do	Permanent Loan Co.	A. F. Gault
	135 00	135 00	3	do		Geo. Stephen
60 00	60 00	120 00	4	do		Stormont Cotton Co.
	25 00	25 00	5	do		Flack Bros
10 00	10 00	20 00	6	do		Loney & Campbell
	120 00	120 00	7	do		Toronto Paper Co.
5 00	5 00	10 00	8	do		do
270 00		270 00	9	do		W. D. & G. C. Wood
40 00	20 00	60 00	10	do		Henry Harrison
247 50		247 50	11	do		J. & C. H. Wood
827 50	765 00	1,592 50				
100 00		100 00	1	Beauharnois Canal		St. Amour & Co
100 00		100 00	2	do	N. Papineau	D. B. Pease
40 00	20 00	60 00	3	do		J. Demers & Co.
40 00		40 00	4	do		do
60 00	20 00	80 00	5	do		M. Julien
20 00	20 00	40 00	6	do		A. Buntin
	1,000 00	1,000 00	7	do		do
418 50		418 50	8	do		do
60 00	120 00	180 00	9	do	T. & W. Bolduc	F. X. Poitras
60 00	120 00	180 00	10	do	J. Wattie	P. Poulin
800 00	400 00	1,200 00	11	do		Montreal Cotton Co.
20 00	20 00	40 00	12	do		do
	31 00	31 70	13	do		Jas. T. Anderson
35 00	35 00	70 00	14	do		Lake St. Francis Navigation Co.
23 00	23 00	46 00	15	do	Valleyfield Canning Co.	R. N. Walsh
46 00	23 09	69 00	16	do		Jas. Anderson
60 00	20 00	80 00	17	do	E. Dion	C. E. Wilson
80 00	40 00	120 00	18	do		O. Trempe
40 00	20 00	60 00	19	do	Jas. T. Anderson	J. Cardinal
	10 00	10 00	20	do		O. Longtin
	20 00	20 00	21	do		O. P. Dennie
	15 00	15 00	22	do		Estate A. Hodge
	14 00	14 00	23	do		Alex. Cockburn
40 00	40 00	80 00	24	do		Robt. Steele
	30 00	30 00	25	do		Louis Leduc
20 00	20 00	40 00	26	do		E. French
24 00	8 00	32 00	27	do		S. A. Brodeur
	40 00	40 00	28	do		J. H. Wilson
30 00	15 00	45 00	29	do		Col. McPhee
10 00	10 00	20 00	30	do	F. X. Barbeau	J. Larocque
40 00	20 00	60 00	31	do		Jas. Wattie
	20 00	20 00	32	do	Estate Jas. McDonald	Jas. McDonald
	15 00	15 00	33	do		Estate Jas. McDonald
52 50	105 00	157 50	34	do		Corp. Town of Salsbury
	52 50	52 50	35	do		Valleyfield Electric Co.
20 00	20 00	40 00	36	do		Lake St. Francis Navigation Co.
20 00	10 00	30 00	37	do		A. McPhee & Co.

A—Continued.

Lessees' Accounts, 1889-90—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.		Paid during Fiscal Year.		Balance due on 30th June, 1890.		Total.
			cts.	cts.	cts.	cts.	cts.	cts.	
Flour and Grist Mill, Lots 3 and 4.	1	June 30, 1890			240 00		120 00	360 00	
Hydraulic Lot No. 6, south side.	2	do			150 00		75 00	225 00	
do No. 7.	3	June 1, 1890			135 00			135 00	
do No. 6.	4	do			120 00			120 00	
Lot on south side Water street for coal yard.	5	July 1, 1890.			25 00			25 00	
Tract of Land south limit of Water street, Cornwall	6	April 1, 1891			10 00		10 00	20 00	
Surplus water for Paper Mill at Lock No. 18.	7	Jan. 1, 1890.			120 00			120 00	
Pipe under canal above Lock 18.	8	April 1, 1891					10 00	10 00	
Hydraulic Lots Nos. 1 and 2, north side.	9	June 30, 1878					270 00	270 00	
Wharf Lot, Moulinette.	10	May 1, 1891.					60 00	60 00	
do near Lock No. 20.	11	June 30, 1881					247 50	247 50	
					800 00		792 50	1,592 50	
Warf lot, St. Cecile, Valleyfield, old balance.	1	July 1, 1868	40 00				60 00	100 00	
do St. Timothy do do.	2	Jan. 1, 1864					100 00	100 00	
do St. Cecile do do.	3	May 1, 1890					60 00	60 00	
do do do do.	4	do 1, 1887	40 00					40 00	
Lot for shed above St. Timothy bridge, Valleyfield.	5	June 1, 1891			40 00		40 00	80 00	
Paper Mill, lots 1, 2 and 3, Valleyfield.	6	May 1, 1891			20 00		20 00	40 00	
Lots Nos. 1, 2, 3, 4 and 5, below lower dam, Valley-	7	Jan. 1, 1890			500 00		500 00	1,000 00	
field.									
Lot on corner of St. Timothy and lower dam road,	8	June 30, 1889					418 50	418 50	
Valleyfield.									
Saw Mill, lot 1 and building lot, Valleyfield.	9	do 30, 1890			120 00		60 00	180 00	
Woolen Mill, lot 2 do do.	10	do 30, 1890			60 00		120 00	180 00	
Lots at head of Canal do do.	11	do 30, 1890					1,200 00	1,200 00	
Cadastral lot 845, for Public Park do do.	12	do 30, 1890			20 00		20 00	40 00	
do 846, Grande Isle do do.	13	do 30, 1890			31 70			31 70	
Wharf and shed above guard lock do do.	14	May 1, 1891			35 00		35 00	70 00	
Wharf and storehouse do do.	15	Aug. 30, 1890			23 00		23 00	46 00	
do do do do.	16	June 30, 1890					69 00	69 00	
do do do do.	17	Nov. 1, 1890					80 00	80 00	
Portion of lot 830 do do.	18	Sept. 1, 1890					120 00	120 00	
Lot 101 and 116 do do.	19	June 1, 1891					60 00	60 00	
Reserve, guard lock do do.	20	Dec. 1, 1890			10 00			10 00	
do do do do.	21	do 1, 1890					20 00	20 00	
do do do do.	22	do 1, 1890			15 00			15 00	
do do do do.	23	do 1, 1890			14 00			14 00	
Lot above do do do.	24	May 1, 1891			40 00		40 00	80 00	
Lot for shipyard above guard lock do do.	25	Sept. 1, 1890			30 00			30 00	
Part of lot 1 for piling ground above guard lock,	26	do 1, 1890			20 00		20 00	40 00	
Valleyfield.									
Lot above guard lock, Valleyfield.	27	Oct. 1, 1890					32 00	32 00	
Part of lot 1 for coal yard, above guard lock,	28	July 1, 1890			40 00			40 00	
Valleyfield.									
Wharf lot, south side canal, guard lock, Valleyfield.	29	Nov. 15, 1890					45 00	45 00	
Reserve, head of canal do do.	30	Sept. 1, 1890					20 00	20 00	
Lot on rear of lot 1 and 2 do do.	31	July 1, 1890					60 00	60 00	
Portion of lot 830, for Grist Mill do do.	32	do 1, 1890			20 00			20 00	
do 830, for yard, &c., to Mill do do.	33	Oct. 1, 1890					15 00	15 00	
do 830 and privilege to construct a flume	34	June 30, 1890			52 50		105 00	157 50	
to Grand Isle.									
Portion of lot 830, Valleyfield.	35	Jan. 1, 1890			52 50			52 50	
Wharf and shed above guard lock, Valleyfield.	36	July 1, 1890					40 00	40 00	
Wharf and storehouse, below St. Timothy Bridge.	37	May 1, 1891					30 00	30 00	

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APPENDIX

No. 28.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1889.	Accrued, year-ended 30th June, 1890.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
20 00	10 00	30 00	38	Beauharnois Canal		A. D. Doust
10 00	10 00	20 00	39	do		A. Lesperance
	1 00	1 00	40	do		Can. Mutual Tel. Co.
5 00	5 00	10 00	41	do		A. Crevier
	4 00	4 00	42	do		Wm. Hood
60 00	120 00	180 00	43	do	S. Vieau	J. Meloche
40 00		40 00	44	do		E. Bergin
40 00		40 00	42	do		Todd & Nicholson
60 00		60 00	46	do		A. McPhee & Co.
2,494 00	2,527 20	5,021 20				
	30 00	30 00	1	Lachine Canal		Beauhr. Steam Nav. Co.
	60 00	60 00	2	do		Jas. Wilson, jr.
	75 00	75 00	3	do		Rich. Nav. Co.
	576 00	576 00	4	do		Montr. Har. Com.
196 00	392 00	588 00	5	do		Frothingham & Workma
132 00	264 00	396 00	6	do	H. McLennan	do do
564 00	1,138 00	1,692 00	7	do	Maltby & King	W. P. Bartly
322 50	645 00	967 50	8	do	Wm. Johnson & Co.	do
322 50	645 00	967 50	9	do	Peck, Benny & Co.	do
	430 00	430 00	10	do		Peck, Benny & Co.
	1,080 00	1,080 00	11	do		do
	1,296 00	1,296 00	12	do		Ira Gould & Sons.
430 00	860 00	1,290 00	13	do		Pillow, Hersey & Co.
215 00	430 00	645 00	14	do		Lyman, Sons & Co.
430 00	860 00	1,290 00	15	do		Mont. Warehousing Co.
	1 00	1 00	16	do		Corp. Montreal
6,000 00	1,000 00	7,000 00	17	do		G. & W. Tait
	25 00	25 00	18	do		G. E. Jacque & Co.
	10 00	10 00	19	do		A. W. Ogilvie
	100 00	100 00	20	do		Royal Electric Co.
	800 00	800 00	21	do		Mont. Coal & Elevatg. Co.
	1 00	1 00	22	do		do Street Ry. Co.
	1 00	1 00	23	do		Corp. Montreal
	1 00	1 00	24	do		do
	700 00	700 00	25	do		Mont. Warehousing Co.
	120 00	120 00	26	do		Grand Trunk Railway
	500 00	500 00	27	do		Hurteau Bros.
	1,066 66	1,066 66	28	do		Dobell, Beckett & Co.
	800 00	800 00	29	do		J. Burstall & Co.
	300 00	300 00	30	do		Acer & Kennedy
600 00		600 00	31	do		C. M. Acer
	380 92	380 92	32	do		P. Poulin
1,102 93	1,102 93	2,205 86	33	do		H. Bulmer, jr., & Bros.
	420 75	420 75	34	do		O. Dufresne & Bro.
684 44	684 44	1,368 88	35	do		Bourgoin & Thibault
2,554 12	1,277 06	3,831 18	36	do		Henderson Lumber Co.
	174 30	174 40	37	do		P. McRory
	100 00	100 00	38	do		Waren Scarf Asphalt Paving Co.
	253 68	253 68	39	do		D. Pariseau
	1 00	1 00	40	do		A. Cantin

A.—Continued.

Lessees' Accounts, 1889-90—Continued.

Description of Property.	Number.	Date to which the Account is made up.	Abatement author-	Paid during Fiscal	Balance due 30th	Total.
			ized.	Year.	June, 1890.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lot for store and wharf above St. Timothy bridge, Valleyfield.	38	May 1, 1891			30 00	30 00
Lot for store and wharf below St. Timothy Bridge, Valleyfield.	39	do 1, 1891			20 00	20 00
Privilege of placing poles on canal bank.	40	Oct. 1, 1890			1 00	1 00
Lot for public scales above St. Timothy Bridge, Valleyfield.	41	do		10 00		10 00
Lot on Grande Isle, east end of dam, Valleyfield.	42	April 1, 1891			4 00	4 00
Lot at Lock No. 7, Melocheville.	43	June 30, 1890		60 00	120 00	180 00
Lot near Timothy Bridge, Valleyfield.	44	Sept. 10, 1880			40 00	40 00
Wharf and store house, Guard Lock, Valleyfield.	45	Oct. 1, 1887	40 00			40 00
Reserve, do do	46	Oct. 1, 1886	60 00			60 00
			180 00	1,213 70	3,627 50	5,021 20
Freight shed at Basin No. 1.	1	May 1, 1891		30 00		30 00
Store at do	2	do		60 00		60 00
Freight shed, do	3	do		75 00		75 00
Motive power for lighting wharves.	4	Sept. 1, 1890		576 00		576 00
Warehouse and coal yard, Lot No. 1.	5	June 30, 1890		392 00	196 00	588 00
Grain elevator on $\frac{1}{2}$ lot No. 2.	6	do		264 00	132 00	396 00
Lot 3 and 4 and $\frac{1}{2}$ Lot No. 2, Basin No. 2.	7	do		1,128 00	564 00	1,692 00
Flour mill, Lots 5 and $\frac{1}{2}$ No. 6, Basin No. 2.	8	do		645 00	322 50	967 50
Nail factory, Lots 7 and $\frac{1}{2}$ No. 6, do	9	do		645 00	322 50	967 50
do 8.	10	May 1, 1890		430 00		430 00
Elevator and store, Lots 9, 10 and 11.	11	April 1, 1890		1,080 00		1,080 00
Flour mill and store on Lots 12, 13 and 14.	12	do		1,296 00		1,296 00
Spike and nail factory, Lot 15.	13	June 30, 1890		860 00	430 00	1,290 00
Paint mill, Lot 17.	14	do		430 00	215 00	645 00
Flour mill, Lots 18 and 19.	15	do		860 00	430 00	1,290 00
Lot on S.W. side, Waste weir.	16	Sept. 1, 1890		1 00		1 00
Dry dock, shipyard and mill, Basin No. 2.	17	June 30, 1890		1,000 00	6,000 00	7,000 00
Lot for office, Colborne Street, Montreal.	18	July 1, 1890		25 00		25 00
Strip of land N.W. side Mill St., Basin No. 2.	19	Sept. 1, 1890		10 00		10 00
Water supply through 10 inch pipe, do	20	do		100 00		100 00
Part Lot 384 north, Wellington Basin.	21	Nov. 1, 1890		800 00		800 00
Double track over Wellington Street Bridge.	22	Jan. 1, 1891		1 00		1 00
Floating bath near Wellington Bridge.	23	July 1, 1890		1 00		1 00
Park Lot do do	24	do		1 00		1 00
Land at Basin No. 4.	25	do		700 00		700 00
Siding West side Wellington Bridge.	26	Aug. 1, 1891		120 00		120 00
Lots 1, 2 and 3, West Basin, for piling lumber.	27	May 1, 1890		500 00		500 00
Lots 4, 5, 6 and 7, West Basin, for piling lumber.	28	do		1,066 66		1,066 66
do 8, 9 and 18 do	29	do		800 00		800 00
Lot for a cattle yard, Point St. Charles.	30	Feb. 1, 1891		300 00		300 00
do an Hotel, Point St. Charles.	31	Dec. 1, 1890		600 00		600 00
Lots 1 and 2 West, St. Gabriel Basin, No. 4.	32	Jan. 1, 1891		380 92		380 92
Lots 3, 4, 5, 6 and 7 do do 4.	33	May 1, 1891			2,205 86	2,205 86
Lots 8 and 9, St. Gabriel Basin, No. 3.	34	do		420 75		420 75
Lots 12 West, and 15 and 16, St. Gabriel Basin, No. 3.	35	do			1,368 88	1,368 88
Lots 19 and 22 West, St. Gabriel Basin, No. 3, and 13 and 14 East, do do 2.	36	May 1, 1890			3,831 18	3,831 18
Lot 21, St. Gabriel Basin, No. 2.	37	May 1, 1891		174 40		174 40
Lot at St. Gabriel, near Atwater Ave. Montreal.	38	Oct. 1, 1890		100 00		100 00
Lot 17 East, St. Gabriel Basin.	39	May 1, 1891		253 68		253 68
Water Lot in front of his Dry Dock.	40	April 1, 1890		1 00		1 00

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APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

Balance due 1st July, 1889.		Accrued, Year ended 30th June, 1890.		Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$	cts.	\$	cts.	\$				
		100 00		100 00	41	Lachine Canal		Montreal Transport Co.
		180 00		180 00	42	do		N. Paradis
		300 00		300 00	43	do		Henderson Bros.
		10 00		10 00	44	do		Wm. Clark
	362 72	362 72		725 44	45	do		H. Bulmer, jr., & Bros.
		600 00		600 00	46	do		Dobell, Beckett & Co.
		600 00		600 00	47	do		do
		1 00		1 00	48	do		S. Delisle
		200 00		200 00	49	do		Merchants Manufg. Co.
		100 00		100 00	50	do		J. & C. Hodgson
		25 00		25 00	51	do		Dominion Abbatoir Co.
		10 00		10 00	52	do		E. V. Mosely & Co.
	840 00	1,680 00		2,520 00	53	do		Ira. Gould & Son.
	800 50	1,601 00		2,401 50	54	do		Est. J. Forthingham
		10 00		10 00	55	do		Albert Fox
		50 00		50 00	56	do		Dominion Bridge Co.
		30 00		30 00	57	do		E. Ouellette & Co.
		10 00		10 00	58	do		Canada Pacific Railway.
		20 00		20 00	59	do		Wm. Davis & Son.
		40 00		40 00	60	do		Dominion Barb Wire Co.
		10 00		10 00	61	do		P. Lamothe.
		10 00		10 00	62	do		Lalonde & Levesque.
		50 00		50 00	63	do		Mrs. Evers
15,556 71		24,591 56		40,148 27				
	7 50			7 50	1	Chambly Canal		J. A. Maurice
		60 00		60 00	2	do		South-Eastern Railway
	10 00	10 00		20 00	3	do		Catelli Bros.
	19 34			19 34	4	do		J. C. Pierce
	50 00			50 00	5	do		Bissett & Donaghy
	50 00			50 00	6	do		Simard & Godin
	25 00	50 00		75 00	7	do		Jas. O. Cain
161 84		120 00		281 84				
		40 00		40 00	1	Rideau Canal		G. Sterling
		2 00		2 00	2	do		Ottawa Canoe Club
		80 00		80 00	3	do		Thos. McKay
	60 00	120 00		180 00	4	do		G. W. McCullough
	80 00	80 00		160 00	5	do		J. G. Butterworth
		80 00		80 00	6	do		Dey Bros.
	120 00			120 00	7	do		J. W. McRae & Co.
	2 00	1 00		3 00	8	do		Corporation of the City of Ottawa
	200 00	50 00		250 00	9	do		Wm. Little
	31 25			31 25	10	do		Rideau Skating and Curling Club.
	3 00	1 00		4 00	11	do	Robt. Hastey	John Heney
	10 00	2 00		12 00	12	do		John Neville
	1 00	1 00		2 00	13	do		Corporation of the City of Ottawa
		100 00		100 00	14	do		Bronson & Weston
		1 00		1 00	15	do		R. W. Baxter
	2 00	2 00		4 00	16	do		Andrew Hickey
		13 50		13 50	17	do		H. Patterson

A—Continued.

Lessees' Accounts, 1889-90.—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1890.	Total.
				\$ cts.	\$ cts.	\$ cts.
Part of Island, No. 5, for a ship yard, at St. Gabriel	41	July 1, 1889		100 00		100 00
Wharf Lot at St. Gabriel	42	June 1, 1891		180 00		180 00
Two Lots on Ottawa Street, Montreal	43	Nov. 1, 1890		300 00		300 00
Water supply to Factory on Canal Street, Montreal	44	Sept. 1, 1899			10 00	10 00
Lots 10 and 11 West, St. Gabriel Basin, No. 3	45	May 1, 1891			725 44	725 44
Shed No. 1, St. Gabriel Basin	46	May 1, 1890		600 00		600 00
do 2 do do	47	June 1, 1890		600 00		600 00
Floating bath near Brewster's Bridge	48	Aug. 1, 1890		1 00		1 00
Water supply through a 10 inch pipe, Basin No. 1	49	Nov. 1, 1890		200 00		200 00
do do St. Henri	50	June 30, 1890		100 00		100 00
do do to establishment, St. Henri	51	July 1, 1890		25 00		25 00
do do at Grand Trunk Crossing	52	Oct. 1, 1890		10 00		10 00
Surplus water at Lock No. 3	53	June 30, 1890		1,680 00	840 00	2,520 00
Water Power, Côte St. Paul, Lock No. 4	54	do		1,601 00	800 50	2,401 50
do supply do 4	55	Nov. 1, 1890		10 00		10 00
do do below G. Lock Lachine	56	July 1, 1890		50 00		50 00
Lot above regulating weir, Lachine	57	May 1, 1891		30 00		30 00
Privilege to lay a track on Spoil Bank, Lachine	58	do		10 00		10 00
Lot above new upper entrance to Lock, do	59	do		20 00		20 00
Water supply below Guard Lock No. 5	60	Sept. 1, 1890		40 00		40 00
Privilege to build vessels on canal bank, for winter of 1890	61	May 1, 1890		10 00		10 00
Space in shed No. 1, for a Rink	62	do		10 00		10 00
Lot for Pasture, Côte St. Paul	63	do		50 00		50 00
				21,754 41	18,393 86	40,148 27
Two lots of Land, Chambly	1	May 1, 1778			7 50	7 50
Wharf lot at St. Joseph	2	June 30, 1890		60 00		60 00
Lot in village, Chambly	3	May 1, 1890		10 00	10 00	20 00
Wharf at St. John's	4	Nov. 19, 1881			19 34	19 34
Part of Canal Wharf at St. John's	5	June 30, 1888			50 00	50 00
do do do	6	do			50 00	50 00
do do do	7	June 30, 1890		75 00		75 00
				145 00	136 84	281 84
Water Lot, foot of Major's Hill, Ottawa	1	Jan. 1, 1890		40 00		40 00
do do do do	2	June 1, 1891			2 00	2 00
Green Island, above Rideau Falls do	3	do 1890		80 00		80 00
Lot for Coal Shed, Canal Basin do	4	do 3, 1891			180 00	180 00
Lot 1 & 2 do do do	5	do 1, 1891		80 00	80 00	160 00
Lots 4, 5, 6 & 7, Boat House, E., C. Basin do	6	May 1, 1891		80 00		80 00
Lot 1, S. E. Canal Basin do	7	April 1, 1882			120 00	120 00
Lot for a Weigh House, W. C. Basin do	8	May 1, 1891		2 00	1 00	3 00
Lot for a dwelling, S. side Deep Cut do	9	April 1, 1890			250 00	250 00
Reserve for Club House do do	10	July 1, 1888			31 25	31 25
do on S. side do do	11	Sept. 1, 1890			4 00	4 00
do in front of his prop. do do	12	Jan. 1, 1891			12 00	12 00
Strip of Reserve at Exhibition Grounds, Ottawa	13	Jan. 1, 1891		2 00		2 00
Lots for Piling Grounds, Stewarton do	14	Aug. 30, 1890		100 00		100 00
Reserve in front of Lot G, Con. C, Nepean	15	Jan. 1, 1891		1 00		1 00
do do G, Con. C do	16	Dec. 1, 1890		4 00		4 00
do do S. ½ Lot G, Con. C do	17	Jan. 1, 1890		13 50		13 50

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A—Continued.

Lessees' Accounts, 1889-90—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal	Balance due	Total.
				Year.	June, 1890.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Reserve in front of N. $\frac{1}{2}$ Lot G, Con. C, Nepean...	18	Jan. 1, 1890		1 00		1 00
do Lot L, Con. C do	19	Aug. 1, 1890		9 00		9 00
do do F, Con. C do	20	Nov. 1, 1890		4 00		4 00
do do K, Con. C do	21	Aug. 30, 1890		2 00		2 00
do do K, Con. C do	22	Nov. 1, 1890			12 00	12 00
do do B, Con. C do	23	Jan. 1, 1891		2 00		2 00
do do H, Con. C do	24	do		10 00		10 00
Reserve on Lot No. E, Con. D do	25	May 1, 1891		13 00	13 00	26 00
do on Lot E, Con. D do	26	do		19 00		19 00
do in front of Lot No. 1, Con. B, Nepean...	27	Jan. 1, 1891			27 00	27 00
do in front of Sub-Lots 29 & 30 do	28	June 1, 1891		1 00	1 00	2 00
do do 1, Con. B, Nepean	29	Jan. 1, 1891		1 00		1 00
Reserve in front of Lot K, Con. B, Nepean...	30	Jan. 1, 1891		12 00	2 00	14 00
Wharf privilege on Sub-Lots 29 & 30 do	31	do		2 00		2 00
Right of way over Lots 8 and 9 (Dow's Swamp), Con. B., Nepean	32	Jan. 1, 1890		10 00		30 00
Reserve on Lots 22 and 23, Con. A, Nepean	33	do			96 00	96 00
do N $\frac{1}{2}$ Lot 8 do 1 do	34	Jan. 1, 1891			54 25	54 25
do do pt 40 do 1 O. F. do	35	do			20 00	20 00
do do 40 do 1 O. F. do	36	Nov. 1, 1890			27 00	27 00
do do 40 do 1 O. F. do	37	do			27 00	27 00
do 5 $\frac{1}{2}$ acres 40 do 1 O. F. do	38	Sept. 1, 1890		25 00		25 00
do do 40 do 1 O. F. do	39	July 1, 1890			20 00	20 00
do do N do 1 do	40	June 1, 1891			18 00	18 00
do do 1 do 2 do	41	Jan. 1, 1891		3 75		3 75
do do 3 do 2 do	42	do			180 00	180 00
do do N $\frac{1}{2}$ 4 do 2 do	43	do			157 50	157 50
do do S $\frac{1}{2}$ 4 do 2 do	44	do			146 25	146 25
do do S $\frac{1}{2}$ 5 do 2 do	45	do			29 25	29 25
do do N $\frac{1}{2}$ 5 do 2 do	46	Dec. 1, 1890			41 25	41 25
do do S $\frac{1}{2}$ 6 do 2 do	47	Jan. 1, 1891			24 75	24 75
do do S $\frac{1}{2}$ 8 do 2 do	48	Dec. 1, 1889			69 75	69 75
do do N $\frac{1}{2}$ 6 do 2 do	49	Jan. 1, 1891		7 50	7 50	15 00
do do $\frac{1}{2}$ Lot No. 23 R. Front do	50	do		3 00		3 00
do do N $\frac{1}{2}$ do 22 do	51	do			20 25	20 25
do do 9 Con. 1 do	52	do		4 00	4 00	8 00
Surplus water at Bulk Head, Long Island...	53	Jan. 1, 1890			100 00	100 00
Reserve in front of Lot No. 40, Con. 1, Oxford...	54	July 1, 1890			40 00	40 00
do do 40 do 1 do	55	Jan. 1, 1891		4 50		4 50
do do on W $\frac{1}{2}$ Lot 27 do 1 Marlboro...	56	do			20 00	20 00
do do Lot No. 3 do B Wolford...	57	July 1, 1890		5 00	5 00	10 00
do do 2 do B do	58	July 1, 1891			10 00	10 00
Portion of Lot 9, Con. A, Wolford, Merrickville...	59	April 1, 1891		1 00		1 00
Lot above Old Lock, Merrickville	60	Dec. 1, 1889		12 00	12 00	24 00
Reserve near Swing Bridge, Merrickville...	61	Jan. 1, 1891			35 00	35 00
Lots A and B, Old Sly's	62	May 1, 1890			4,920 00	4,620 00
Part Reserve on Lot 1, Con 4, at Smith's Falls...	63	June 30, 1889		0 80	0 20	1 00
do do 1 4 do	64	Nov. 1, 1890			2 00	2 00
do do 2 4, Elmsly	65	Jan. 1, 1891		2 00		2 00
Part of Lot 21, Con. 5, S. Elmsly, at Oliver's Ferry	66	May 1, 1891		3 00	3 00	6 00
Strip of Land and Warehouse near Isthmus Lock Station, Newboro'	67	do 1892		6 00		6 00
Part of Lot 21, Con. 5, North Crosby, Newboro'	68	Sept. 1 1890		10 00		10 00
do do do	69	May 1, 1891			2 00	2 00
Water Lot at Chaffey's Lock...	70	June 30, 1890		5 00	5 00	10 00

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APPENDIX

DR.

No 28.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1889.	Accrued, year ended 30th June, 1890.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
76 00	76 00	152 00	71	Rideau Canal.....		Wm. Anglin.....
157 50	105 00	262 50	72	do		M. J. Foster.....
.....	105 00	105 00	73	do		John Rourk.....
30 00	10 00	40 00	74	do		John Brannigan.....
6,343 55	1,349 20	7,692 75				
5 00	5 00	10 00	1	Grenville Canal.....		A. J. Grier.....
.....	10 00	10 00	2	Carillon Canal.....		Henry E. Masson.....
.....	10 00	10 00	3	do		John Brophy.....
2 00	1 00	3 00	4	St. Anne's Lock.....		Delphus Lebeau.....
1 00	.....	1 00	5	do		Canada Mutual Tel. Co..
.....	1 00	1 00	6	do		Dominion Telegraph Co..
50 00	50 00	100 00	7	Trent River Works.....		Francis Sandford.....
.....	1 00	1 00	8	do		R. C. Smith.....
120 00	40 00	160 00	9	do		Jas. Cummings.....
3 00	1 00	4 00	10	do		Bell Telephone Co.....
.....	2 00	2 00	11	Cape Breton.....		Neil McNeill.....
181 00	121 00	302 00				

A—Continued..

Lessees' Accounts, 1889-90—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balances due 30th June, 1890.	Total.
Water Power at Brewer's Upper Mills, Old Lease.	71	Jan. 1, 1890	.....	.....	152 00	152 00
do do Lower do	72	do 1891	.....	.....	262 50	262 50
do on Lot 48, Con 1, Kingston.....	73	July 1, 1890	.....	52 00	53 00	105 00
Reserve on Lots 35 & 36 do 1 do	74	Aug. 1, 1890	.....	.....	40 00	40 00
				633 05	7,059 70	7,692 75
House and ground on Lot No. 8.....	1	May 1, 1891	.....	5 00	5 00	10 00
Lot for pasture.....	2	June 30, 1891	.....	10 00	.....	10 00
do	3	do 30, 1891	.....	10 00	.....	10 00
Lots 112 and 113, St. Anne's Parish.....	4	Sept. 1, 1890	.....	.....	3 00	3 00
Placing poles on Government Reserve	5	July 1, 1884	.....	.....	1 00	1 00
do do do	6	May 1, 1891	.....	1 00	.....	1 00
Lot at Fenelon Falls.....	7	Dec. 1, 1890	.....	50 00	50 00	100 00
Water-power at Buckhorn Rapids.....	8	Apr. 12, 1891	.....	.....	1 00	1 00
Lot and lock-house, Chisholm's Rapids.....	9	June 30, 1890	.....	.....	160 00	160 00
Poles on various canals	10	do 1, 1891	.....	.....	4 00	4 00
Lot at Long Island, Barochois.....	11	April 1, 1890	.....	.....	2 00	2 00
				76 00	226 00	302 00

APPENDIX

DR.

No. 28.—HYDRAULIC and other Rents, &c.—

Balance due on Purchase, 1st July, 1889.	Accrued Year ended 30th June, 1890.	Total.	Number.	Name of Work.	Name of Proprietor.
\$ cts.	\$ cts.	\$ cts.			
					LAND SALES, PRINCIPAL AND INTEREST.
54 38		54 38	1	Intercolonial Railway.	John and William Sproule.....
50 59		50 59	2		John Ferguson.....
59 15		59 15	3		Joseph Graham.....
13 06		13 06	4		Paul Foster.....
14 21		14 21	5		Donald McArthur.....
4 00		4 00	6		Cornelius Dyer.....
33 59		33 59	7		John Foster.....
0 35		0 35	8		William and John T. Ives.....
96 66		96 66	9		Christie Family.....
4 90		4 90	10		A. W. Tanner.....
23 29		23 29	11		William and Alexander Scott.....
6,283 74	20 04	6,303 78	12	Lachine Canal.....	P. Turcott, now estate R. A. R. Hubert....
6,637 92	20 04	6,657 96			

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1890.

A—*Concluded.*

Lessees' Accounts, 1889-90—*Concluded.*

CR.

Description of Property.	Number.	Abatement authorized.		Paid during Fiscal Year.		Balance due 30th June, 1890.		Total.	
		¢	cts.	¢	cts.	¢	cts.	¢	cts.
1 $\frac{1}{2}$ acres of land, Pictou, Nova Scotia.....	1					54	38	54	38
3 $\frac{3}{4}$ do do	2					50	59	50	59
2 $\frac{1}{2}$ do do	3					59	15	59	15
4 $\frac{3}{4}$ do do	4					13	06	13	06
9 $\frac{1}{2}$ do do	5					14	21	14	21
1 $\frac{1}{2}$ do do	6					4	00	4	00
8 $\frac{1}{2}$ do do	7					33	59	33	59
1 $\frac{1}{2}$ do do	8					0	35	0	35
3 $\frac{1}{2}$ do do	9					96	66	96	66
1 $\frac{1}{2}$ do do	10					4	90	4	90
1 $\frac{1}{2}$ do do	11					23	29	23	29
Farm, Côte St. Paul	12			6,303	78			6,303	78
				6,303	78	354	18	6,657	96

C. E. CHUBBUCK,
Clerk of Hydraulic and Other Rents.

APPENDIX B.

No. 1.—COLLECTION OF REVENUE—Canals—Details of Expenditure, 1889-90.

Canals.	Names of Employés.	Deducted for Superannuation.	Net Salary.	Gross Salaries.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Welland Canal.</i>					
Port Colborne.....	McFarland, D. E.....	28 00	1,372 00	1,400 00	
do	Leggett, J. E.....	16 00	784 00	800 00	
do	Haun, J. R.	11 00	539 00	550 00	
do	Schofield, J. S.....	1 66	81 66	83 32	
do	Ramsden, J. A.....	0 97	47 54	48 51	
	Contingencies			2,881 83	
	Sunday labour.....			202 20	
				71 40	
					3,155 43
Port Dalhousie.....	Clark, W. B.....	22 00	1,078 00	1,100 00	
	Pirritte, J.....	16 00	784 00	800 00	
	Contingencies			1,900 00	
	Sunday labour.....			314 35	
				101 00	
					2,316 35
Dunnville	Tipton, T. L. M.....	15 00	735 00	750 00	
	Contingencies			35 15	
					785 15
Port Maitland.....	Galbraith, T. J.....	10 00	490 00	500 00	
	Contingencies			131 00	
					631 00
Port Robinson.....	Coulter, Robt.....	14 40	705 60	720 00	
	Contingencies			29 09	
					749 09
St. Catharines.....	Collier, H. H.....	4 00	196 00	200 00	
	Contingencies			3 75	
	Sunday labour.....			25 20	
					228 95
Chippawa	Harvey, T. B.....	2 00	98 00	100 00	
	Contingencies			30 50	
					130 50
	Total Welland Canal.....				7,996 47
<i>St. Lawrence Canals.</i>					
Beauharnois.....	Danis, A. D.....	17 00	833 00	850 00	
	Lefebvre, H.....		366 00	366 00	
	Contingencies			1,216 00	
	Sunday labour.....			108 10	
				67 80	
					1,391 90
Cornwall	Phelan, J. A.....	12 83	628 81	641 64	
	Planagan, R.....			151 82	
	Mulhern, M. M.....	2 00	98 00	100 00	
	O'Callaghan, T.....			58 06	
	Contingencies			951 52	
	Sunday labour.....			666 30	
				190 80	
					1,808 62
	Carried forward.....				

APPENDIX B—Continued.

No. 1.—COLLECTION of Revenue—Canals—Details, &c.—Continued.

Canals.	Names of Employés.	Deducted for Superannuation.	Net Salary.	Gross Salaries.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>St. Lawrence Canals.</i>	Brought forward.....				
Cardinal.....	Reid, J.....	3 75	183 75	187 50	
	Reid, George.....			526 22	
	McMillan, R. P.....	5 00	395 00	400 00	
	Contingencies.....			1,113 72	
	Sunday labour.....			73 24	
				12 60	
Lachine.....	Paré, L.....	20 00	980 00	1,000 00	1,199 56
	Deschamps, J. B.....	14 00	686 00	700 00	
	Contingencies.....			1,700 00	
	Sunday labour.....			489 31	
				63 20	
Montreal.....	O'Neill, J.....	40 00	1,960 00	2,000 00	2,252 51
	McNally, T.....	24 00	1,176 00	1,200 00	
	Bussières, F.....	18 00	882 00	900 00	
	St. Louis, J.....	18 00	882 00	900 00	
	Arahill, J.....	16 00	784 00	800 00	
	Giroux, A. P.....	16 00	784 00	800 00	
	Pelletier, P.....	14 00	686 00	700 00	
	Contingencies.....			7,300 00	
	Sunday labour.....			1,245 42	
				37 20	
Kingston.....	Burrows, Wm.....	12 00	588 00	600 00	8,582 62
	Fahey, Ed.....	10 00	490 00	500 00	
	Contingencies.....			1,100 00	
				111 63	
					1,211 63
<i>Chambly Canal.</i>	Total, St. Lawrence Canals.....				16,446 84
Chambly.....	Martel, M. D. S.....	20 00	980 00	1,000 00	
	Durocher, C.....	6 25	493 75	500 00	
	Contingencies.....			1,500 00	
				91 91	
St. John's.....	Quesnel, J.....	18 00	882 00	900 00	1,591 91
	Fournier, J. A.....	6 25	493 75	500 00	
	Contingencies.....			1,400 00	
				92 07	
St. Ours Lock.....	Lebœuf, J.....			350 00	1,492 07
	Matthieu, P.....			150 00	
	Contingencies.....			500 00	
				17 00	
					517 00
	Total, Chambly Canal.....				3,600 98
	Carried forward.....				

APPENDIX B—Continued.

No. 1.—COLLECTION of Revenue—Canals—Details, &c.—Continued.

Canals.	Names of Employés.	Deducted for Superannuation.	Net Salary.	Gross Salaries.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Ottawa Canals.</i>	Brought forward.....				
Carillon.....	Murphy, D.....	14 16	694 16	708 32	751 77
	Contingencies.....			43 45	
Grenville.....	Pridham, A.....	20 00	980 00	1,000 00	1,166 14
	Contingencies.....			166 14	
Ste. Anne's Lock....	Barrett, J.....			1,000 00	1,547 21
	Crevier, Wm.....	6 25	493 75	500 00	
	Contingencies.....			1,500 00	3,465 12
				47 21	
	Total, Ottawa Canals				
<i>Rideau Canal.</i>					
Kingston Mills.....	Dean, J.	8 00	392 00	400 00	462 85
	Contingencies.....			62 85	
Ottawa.....	Farley, J. F.....	24 00	1,176 00	1,200 00	2,247 39
	Battle, T.	16 00	784 00	800 00	
	Contingencies.....			2,000 00	337 70
				247 39	
Smith's Falls.....	Richey, W. M.....	6 00	294 00	300 00	3,047 94
	Contingencies.....			37 70	
	Total, Rideau Canal.....				
St. Peter's Canal ...	Kavanagh, W. M.	4 00	196 00	200 00	200 00
Murray Canal.....	Contingencies.....				7 00
Trent Canal.....	do.....				1 69
Inspector of canals..	Witton H. B.....	36 00	1,764 00	1,800 00	2,229 50
	Contingencies.....			429 50	
Total.....	Salaries and Contingencies.....				36,426 34
	Sunday labour.....				569 20

APPENDIX B—*Concluded.*No. 1.—Details of Canal Expenditure, 1889-90—*Concluded.*

To Whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
McKinnon, M.	Temporary clerk from 1st March to 30th June, 1890, at \$2 per diem.	244 00	
Baine, L.	Temporary clerk from 1st March to 30th June, 1890, at \$1.25 per diem.	152 50	
Fortier, J. E.	Temporary clerk from 1st March to 30th June, 1890, at \$1.25 per diem.	152 50	
Teakles, B. H.	Travelling expenses.		549 00
			36 45
			585 45
	Total.		37,011 79
	Add—Printing.	1,085 83	
	Stationery.	350 64	
			1,436 47
	Grand Total.		38,448 26

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1890.

CANALS REVENUE BRANCH.

OFFICE OF INSPECTOR OF CANALS REVENUE,
HAMILTON, 18th November, 1890.

SIR,—I have the honour to report that, from time to time during the fiscal year 1889-90, I have inspected the offices established for collection of tolls and other canal revenue on the Dominion canals.

Particulars regarding the working and returns of these offices were submitted to the Department at the time of inspection.

The receipts and remittances of each office have been examined in detail. On account of canal revenue, the aggregate receipts for the fiscal year ending 30th June, 1890, are \$371,625.70.

For hydraulic and other rentals, the collectors of canal tolls are instructed to collect, the receipts for the fiscal year are \$31,329.37.

Tabulated by collection districts and offices, the exhibits of collections on account of canal revenue, and hydraulic and other rents, for the fiscal year, is :—

WELLAND CANAL.

Offices.	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.	Total Canal Revenue.	Hydraulic and other Rents.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Colbourne.....	155,435 80		508 21		155,944 01	120 50
Port Dalhousie.....	58,575 41			16 48	58,591 89	270 53
Dunnville.....	444 76				444 76	796 67
Port Maitland.....	67 70				67 70	
Port Robinson.....	753 57				753 57	369 00
St. Catharines.....	464 18		3,838 68	4 00	4,306 86	4,579 51
Chippawa.....	51 10				51 10	
Totals.....	215,792 52		4,346 89	20 48	220,159 89	6,136 21

ST. LAWRENCE CANALS.

Beauharnois.....	786 26	400 80	60 00	3 00	1,250 06	1,173 70
Cornwall.....	14,811 64				14,811 64	800 00
Cardinal.....	1,086 24				1,086 24	743 00
Lachine.....	2,257 41	26 40		1,116 70	3,400 51	
Montreal.....	27,428 61	4,866 73	80 00	8,077 16	40,452 50	21,685 41
Kingston.....	9,603 46				9,603 46	
Totals.....	55,973 62	5,293 93	140 00	9,196 86	90,604 41	24,402 11

CHAMBLY CANAL.

Chambly.....	5,917 13	.....	33 00	.....	5,950 13	70 00
St. Johns.....	11,273 71	.....	.....	.....	11,273 71	75 00
St. Ours.....	478 59	.....	.....	.....	478 59	.....
Totals.....	17,669 43	.....	33 00	.....	17,702 43	145 00

OTTAWA CANALS.

Ottawa.....	34,985 85	.....	.....	.....	34,985 85	.....
Grenville.....	16,517 70	.....	.....	.....	16,517 70	5 00
Carillon.....	293 40	8 00	18 00	.....	319 40	20 00
St. Anne's Lock.....	1,270 97	.....	.....	.....	1,270 97	.....
Totals.....	53,067 92	8 00	18 00	.....	53,093 92	25 00

RIDEAU CANAL.

Offices.	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.	Total Canal Revenue.	Hydraulic and other Rents.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ottawa.....	4,833 33	102 90	5 00	24 00	4,965 23	527 75
Kingston Mills.....	1,439 64	.....	.....	.....	1,439 64	55 00
Smith's Falls.....	358 37	17 00	.....	1 68	377 05	38 30
Totals.....	6,631 34	119 90	5 00	25 68	6,781 92	621 05

ST. PETER'S CANAL.

Office.	Canal Tolls.
	\$ cts.
St. Peter's.....	2,453 25

MURRAY CANAL.

Murray Canal.....	238 21
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The above receipts are balanced by bank deposits in favour of the Receiver-General.

Charges for wharfage and storage at Montreal are levied as much to prevent the wharves and sheds from being occupied by one or two forwarders, to the inconvenience of the rest, as for the sake of revenue.

The current rates charged are moderate, but some that were imposed to meet special requirements are anomalous, and might be changed to advantage.

It would simplify the wharfage and canal basin charges at Montreal, to assimilate them as closely as possible to the scale of charges levied by the Harbour Commissioners in the harbour of Montreal.

I have the honour to be, Sir,

Your obedient servant,

H. B. WITTON,

Inspector of Canals.

A. P. BRADLEY, Esq.,
Secretary, Department Railways and Canals.

 APPENDIX No. 23.

CORNWALL, 17th December, 1890.

SIR,—I beg to enclose herewith my annual report for 1889–90 of works in my charge.

I have the honour to be, Sir,
Your obedient servant,
THOS. S. RUBIDGE.

A. P. BRADLEY, Esq.,
Secretary Department of Railways and Canals,
Ottawa.

CORNWALL, 1st December, 1890.

SIR,—I have the honour to submit my report on the progress of works of construction in my charge, on the Cornwall Canal Enlargement, and also on the Murray Canal, for the fiscal year 1889–90 and generally to the present date.

CORNWALL CANAL.

This canal, constructed to surmount the Long Sault Rapids of the River St. Lawrence, was commenced in 1834 and completed in 1843. It extends from the Town of Cornwall to the Village of Dickinson's Landing, $11\frac{1}{2}$ miles further west, following the north shore of the river, and has a total lockage of 48 feet.

The work of enlargement was commenced in 1876, at the lower entrance on Section No. 1, under contract with Messrs. Gordon & Co., and which was completed in 1882. The dimensions of the new locks are 270 x 45 feet, with 14 feet of water on the mitre sills. The enlarged canal is generally 90 feet in width on bottom, with a depth of 15 feet or 1 foot below the mitre sills.

The contract for Section 1 provided for the construction of entrance piers, two lift locks and intermediate basin, also regulating weirs and raceway, and lowering the bottom of canal 3 feet, and raising the banks 2 feet.

All work included in the contract was finished, with the exception of raising the walls of old Lock 17, and the banks of the head-race to the mills, also the removal of a portion of the old waste weir, and towpath, obstructions which still exist.

The above unfinished works are now embraced in the contract for Section 2.

Upon the completion of Section 1 in 1882 the work of enlargement was suspended, and not again resumed until 1884, when Section 10, including the upper entrance, guard lock and supply weir, &c., were placed under contract, and work commenced which is now nearly completed.

Further contracts, subsequently in 1888, were entered into with Messrs. Wm. Davis & Sons for Sections Nos. 2, 3 and 4, and the completion of Section 1. The works now in my charge and at the same time the remainder of the work required to complete the enlargement, viz., Sections Nos. 5, 6, 7 and 8, were placed under contract.

SECTION No. 2.

Messrs. Wm. Davis & Sons, contractors, Ottawa. The contract was signed 5th November, 1888, to be completed 1st April, 1891.

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Work was commenced on the 13th November, 1888. The section is 9,000 feet in length, and in addition to lowering the bottom of the canal 3 feet, and raising the banks 2 feet, comprises the following structures, viz.: The pier and abutments for a swing bridge, in the line off Augusta street, in the town of Cornwall, with extension and retaining walls connected therewith to form the approaches.

The extension south of Wood's Creek Culvert, and alterations and repairs to the existing structure.

A lock of 8 feet lift, situated south of and adjoining the old Lock No. 18, including retaining walls and a supply weir to be connected with the old lock.

Also included in this section is the work of raising and repairing the walls of the old Lock No. 17 and the raising of the banks of the head-race to the mills, in order to provide for an additional height of 2 feet in the new channel, over the present top water level.

Progress of the Work in 1888.

Excavation was begun in the lockpit and for the base of the new embankment on the south side; a track was also excavated in rear of the old lock wall on the line of close piles to form the cofferdam. The necessary buildings for stores and workshops were erected, and quarries at Belleville and Cornwall secured and opened, and a large quantity of plant delivered on the work before the end of the year.

Progress in 1889.

In January a thorough examination was made of the site of the lock, embankment, &c., by means of test pits and borings, and from the information so obtained the character of the foundations and materials required therein was decided upon.

In March, pile-driving for the cofferdam was commenced on the ice, at the head of the lock, and continued until the water in the canal was drawn off for repairs early in April, from which date, until the opening of navigation on the 21st April, extraordinary efforts were made by the contractors, by working night and day, to complete the cofferdam, in which, however, owing to the limited time allowed, they were only partially successful.

Also during this period advantage was taken by parties interested in the "Waterworks" and the "Paper Mill" to lower existing pipes and lay others across the canal, to levels prescribed for the enlargement.

The raising and repairing the walls of old Lock No. 17 was begun 27th April, but owing to the unsatisfactory condition of the foundation the work done was limited to the upper recess, and a portion of the chamber adjoining. The cofferdam was continued by driving a row of close piles in rear of the south wall of the old lock and anchoring them thereto by rods and straps. As the excavation of the lock-pit progressed, and the foundation level was reached, it was found that at a point about midway of the chamber the piles and lock wall—the courses of which had become disconnected—were moving bodily south, and it therefore became necessary to support the piles by additional walling and shores, extending upward from the bottom of the pit; this method also required the shifting of the centre line of the new lock about 15 feet farther south than was originally intended, and involved some extra excavation in the lock-pit.

Upon reaching bottom, about the end of August, the material was found to be of so variable a character that 24 inches of concrete made with Portland cement was required to be placed under the floor timbers.

The lower mitre sill platform, commenced 1st September, was founded on piles driven in blue clay. Concreting was begun on the 23rd September in the lower recess and carried upward through the chamber, forcing the water ahead and smothering the quicksand of which the bottom was chiefly composed. The upper mitre sill platform was founded on trusses sunk in trenches formed in sand, and was finished about the end of October.

On 13th November the entire foundation was satisfactorily completed, and the tracks from the stone yard, including the staging in the pit, and the derrick, &c., for building the lock walls, finished.

In order to secure the foundation during the winter the first course of masonry was laid throughout, and the second course in the upper recess; this was commenced on the 16th November and finished on the 28th, when sufficient water was let in to cover the work.

The retaining wall on the south side of Water street was commenced 14th June, and continued until completed.

The base of the embankment, which extends from the lock to Wood's Point, was formed whilst the lock-pit was in progress; it consists of longitudinal and transverse rows of piles, and mattresses of poles and brush interlaced and loaded with stone, and upon its completion in July the extension of Wood's Creek Culvert was begun, and work thereon continued until the new structure was finished.

The retaining wall connecting the south-east wing of the new lock with Wood's Culvert was commenced 17th October, and continued till 14th November, also the puddling in rear of it, and the widening of the new embankment.

Portland cement has been used in the foundation of the lock and culvert, and also in the walls of the latter.

The stone for the lock and other structures is of the same massive character as that used in the new entrance locks, and is obtained from the same quarries.

The dredging, in continuation of work done on Section No. 3, was commenced on the 1st November and continued until the 22nd.

The approaches above the old lock, abreast of the cofferdam, have been temporarily reinforced by means of piles and booms.

The lock houses were removed early in the season.

The whole of the land owned by private parties, on the south side of the canal, and west of the Nine Mile Road, on Wood's Point, has been expropriated for the purposes of the enlargement.

On the 28th December the old swing bridge on Augusta street was moved west to York street, and placed on a temporary pier formed of piles. This was done to admit of preparations being made for commencing the masonry of the new bridge early in the ensuing season.

Progress in 1890.

Stone for Lock 18 from the Cornwall quarry was delivered on section when the state of the roads permitted.

The bridge-keeper's house was taken down and the materials disposed of, as required by the specification.

The excavation for south abutment of bridge was completed and the masonry commenced on 10th April and finished on the 15th.

The Dredge "Ottawa" commenced work on the 25th of April, and on the 29th the masonry of lock was begun.

On 8th May a portion of the high embankment west of Lock 18 commenced to settle, the outer half of the towpath and exterior slope slowly sliding towards the river; this necessitated immediate action, and the contractor was instructed to form a dam of piles, sheet-piling, and earth on the interior slope of the bank in front of the slide, which had the effect of preventing further movement.

The subsidence was from 4 to 6 feet, and was no doubt caused by the operations of the dredge.

The whole of the high embankment above Lock 18 will require to be strengthened and protected; and until this is done no further dredging will be allowed within 50 feet of the inner slope.

On 17th June the new and powerful Dredge "St. Lawrence," built on the section during the winter of 1889-90, commenced operations above Lock 18.

The masonry of Lock 18 was completed on 25th June, and the staging afterwards removed to Lock 20.

Owing to the unsatisfactory condition of Wood's Creek Culvert it was decided to lay a 48-inch cast iron pipe, bedded in concrete, within the old structure, instead of attempting to repair or rebuild it; the pipe to be furnished with a valve designed, when closed, to prevent the water from the river from backing up the creek.

Accordingly, on 28th July, the necessary preparations were begun by constructing dams at each end of the culvert and erecting the pumping machinery. The pipe laying was commenced 20th August and completed 11th October, and the masonry of the upper entrance and valve chamber, begun 30th September, is now finished.

By an Order in Council dated 20th August the towing by horses was prohibited. This was necessary to enable the contractors to form the approaches to the new locks and to complete other works.

The dredging stopped on the 7th November, and all other excavations on 5th December; 59 per cent. of the work has been completed to date.

SECTION No. 3.

Messrs. Wm. Davis & Sons, of Ottawa, contractors. The contract was signed 5th November, 1888, and work commenced on the 21st of the same month.

The date for the completion of the contract is 1st April, 1891.

The section is 7,100 feet in length, and includes, in addition to the deepening and widening of the channel, the construction of a lock of 6 feet lift, situated on the south side of, and parallel to, the old Lock No. 19; also a supply weir to be connected with the old lock, retaining walls and a heavy embankment across the bay below the new lock.

East of the lock the bottom of the canal is to be lowered 3 feet, and the banks raised 2 feet, and westwards, to the head of the section, the bottom is to be lowered 5 feet.

Progress of the Work in 1888.

Excavation was begun on trench for close piles 21st November, and continued until stopped by frost early in December.

The wreck of an old steamboat, sunk near the north edge of the channel, was removed. Buildings for stables, &c., and for planing, and other machinery to be used in connection with the construction of lock gates, &c., &c., were erected on canal property near the lower end of the section, and preparations made for building new dredging and other plant.

A quarry near Belleville, from which the stone used in the Murray Canal was taken, was secured and opened.

Progress, 1889.

Test pits were sunk on the site of the lock in January, to determine the nature of the soil, and also approximately the materials required for the foundation.

Pile-driving for the cofferdam was commenced 18th March on the ice at head of Lock No. 19, and was continued until the opening of navigation in April, but not completed until later in the season.

Lock-pit excavation and seat of embankment was commenced in May, and an attempt made to sink the trench for close-piles on the original location parallel to south wall of old lock; this was found to be impracticable, and the centre line of the old lock was therefore, in consequence, moved 25 feet further south in June, and a new track excavated to the proper depth below foundation of new lock.

Also, about the time this change was completed a considerable subsidence occurred in the old towpath, below the lock, which threatened serious results, and work in the lock-pit and on the seat of the embankment was suspended for a time, and a more elaborate plan adopted to support and form the base and outer slope of the latter, by means of buttress cribs, piles, and rip-rap, &c.; the whole of which work was completed at the end of the season.

About half of the excavation required to form the new lock-pit was accomplished.

The new dredging plant, constructed on the work, was finished and commenced work below Lock No. 19 on the 28th of July, and completed the deepening of the lower end of the section; the dredge was then removed to Section No. 2. Staging, for continuing the driving of close-piles to complete the cofferdam was erected between the wings of the south wall of old Lock No. 19.

The whole of the stone required for the new lock was delivered by barges from the Belleville quarry.

All the land on the south side of the canal not owned by the Government, at the time of the commencement of the work of enlargement, has since been acquired. Approaches to the upper entrance of the old lock were formed of piles and booms, to facilitate navigation during construction. The lock-houses were taken down and the material removed.

Progress in 1890.

Excavation was commenced at Lock 19 on the 20th May, and continued until the lock-pit was completed in August.

Work on the new embankment east of Lock 19, which was also commenced in May, was continued until the close of the season, a considerable quantity of the material dredged on Sections 2 and 4 being used in its formation.

The foundation of Lock 19 was begun 10th September and completed on the 4th of November, when the masonry was commenced and continued until stopped by frost on the 24th November, three courses having been laid throughout, which were afterwards flooded and protected for the winter.

The whole of the contractors' dredging plant, with the exception of the steam derricks on Sections 2 and 3, has been laid up in the ship-yard on Government land opposite the workshops.

The work done to date represents 38 per cent. of the estimated amount of the contract.

SECTION NO. 4.

Messrs. Wm. Davis & Sons, contractors, Ottawa. The contract was signed 5th November, 1888, and work commenced 4th May, 1889, to be completed 1st April, 1891.

This section is 7,123 feet in length, and comprises, besides the work of generally lowering the bottom of canal 5 feet, and forming the new embankment east of the lock, the following structures, viz. :—

1. A lock of 6 feet lift, located parallel and at a distance of 140 feet south of the old Lock No. 20. Also retaining walls above and below the lock to form the approaches thereto.
2. A supply weir across the existing channel, connecting the new with the old lock.
3. Converting Robinson's Tunnel, or roadway, under the canal, into a culvert for the passage of water from creek.

Progress of the Work in 1888.

Beyond sinking test-pits, nothing was done.

Progress in 1889.

Work on the lock-pit was begun in May, and continued to completion in October. The embankment east of the Lock—to connect with the old towpath—the base of which was formed with great care, being carried on at the same time and a satisfactory junction effected.

The cofferdam in the canal, at the head of old Lock No. 20, was constructed in May, of a bulkhead consisting of piles and plank, with a puddle bank in rear, which was in part cut by the north slope (1 to 1) of the lock-pit.

At this point a slide occurred at 6.30 p.m. of the 30th of August, which caused the suspension of navigation in the canal whilst the repairs were being made; these occupied a part of three days, viz., until 5 p.m. of the 1st September, and consisted in driving a second row of piles in the canal, sheeted with plank driven into the bottom, and connected with the original bulkhead by rod and ties, the intervening space being filled with puddle.

Subsequently, and as a precautionary measure, a row of piles was driven in the lock-pit, at the toe of the slope, opposite the slide. The excavation of the lock-pit was completed in October and the piles under the mitre sill platforms driven, work was then suspended for the season.

In connection with the cofferdam, the upper entrance to the old lock has been temporarily improved, by piles and booms, &c., and the canal navigation greatly facilitated.

The lock-houses and other buildings were removed early in the season.

A quantity of cut stone was delivered from both the Belleville and Cornwall quarries, and the old quarry at the water's edge near Lock No. 20 was re-opened and a good class of backing obtained therefrom.

All lands situated on the south side of the canal, and not belonging to the Government, have been acquired by the Department.

Progress in 1890.

Excavation, and work generally was commenced in the lock-pit on the 25th April, and the concrete in the foundation on 26th May.

Lock masonry was begun 19th August and finished 30th October.

Dredging commenced 1st November and stopped on the 24th.

Work on the old quarry at Lock No. 20 was commenced early in the season and continued until its close, 6th December.

The work done to date amounts to 47 per cent. of the estimate value of the contract.

The Messrs. Davis, the contractors, by their skill and energy, and by frequent additions to their plant, have given satisfactory evidence of their desire to forward the completion of the work.

MURRAY CANAL.

This work is now completed and in successful operation, not less than 100 vessels of all classes having passed through it since the 14th of April last.

The project of constructing this canal was first entertained in 1796, and land secured for the purpose of aiding in its construction; subsequently this land was disposed of to settlers.

In 1825 the Commissioners of Internal Navigation advised the construction of the Murray Canal in order to avoid the dangerous navigation off Long Point, and the route they proposed was between the Bay of Quinté and Presqu'île Harbour. In 1864 the subject of the construction of the Murray Canal was revived and the Chief Engineer authorized to make a survey. In 1867 he reported favourably on the Weller's Bay route.

In 1881 the undersigned completed survey and reported to the Hon. the Minister of Railways and Canals upon the routes suggested for the canal, recommended that terminating in Presqu'île Harbour, and which was subsequently adopted.

The work is situated in the County of Northumberland, about 75 miles west of Kingston, and consists in a canal, or rather artificial "strait," connecting the upper St. Lawrence and Bay of Quinté waters with Lake Ontario.

The completion of this work, the importance of which to the carrying trade of the Dominion cannot fail to be appreciated, implies the extension westward through Lake Ontario of the upper St. Lawrence navigation by way of the land-locked waters of the Bay of Quinté to Presqu'île Harbour, a point on the north shore of the lake, nearly equidistant from the harbours of Kingston and Toronto.

The completion of the canal has already had the effect of developing a considerable coasting trade along the north shore of Lake Ontario.

Presqu'île Harbour, owing to its capacity and geographical position, is admirably adapted for a harbour of refuge; it is situated midway on the lake and above the dangerous coast of the Prince Edward peninsula.

This harbour will naturally become the head of extended river navigation *via* the Bay of Quinté; its distance from Port Dalhousie, the entrance to the Welland Canal, is less than 120 miles; the extent of open Lake navigation will, therefore, be reduced nearly one-half.

The canal works may be said to extend from Twelve O'Clock Point, at the head of the Bay of Quinté, across the Isthmus of Murray and through Presqu'île Harbour to the deep water of the lake abreast of Presqu'île Light, a distance of $9\frac{1}{2}$ miles. The canal proper is fully 6 miles in length, and is located on a perfectly straight line. It comprises $4\frac{1}{2}$ miles of through cut across the isthmus, with entrances at each end, formed of crib-work and dredged channels in the bay and harbour leading thereto.

The width of the canal is 80 feet on bottom and that of the channels in the bay and harbour 200 feet, and the depth at ordinary low water (the zero of the Toronto harbour gauge) $12\frac{1}{2}$ feet.

In Presqu'île Harbour a channel has been formed through the "Calf Pasture" and "Salt Point" shoals, 200 feet in width and $12\frac{1}{2}$ feet in depth at low water.

The new entrance to the harbour through the "Middle Ground" shoal has also been completed; its width varies from 200 feet at Salt Point to 1,000 feet outside and abreast of Presqu'île light.

The depth of the new entrance is 16 feet at low water.

The only structures of importance on the canal are the entrance, piers and one railway and three highway bridges, all of which are completed and in operation.

The contract was entered into with Messrs. I. D. Silcox & Co. the 24th of August, 1882, to be completed 1st July, 1885; but owing to the fact that fully nine-tenths of the excavation was accomplished by dredging during the season of navigation, and that the work was suspended during the winter months, the canal was not actually completed until the 12th of August, 1890, although vessels commenced, and have continued to use it, from the 14th of April last.

The resident engineer is now engaged upon the final estimate.

A contract for rip-rapping or otherwise protecting the slopes of the banks was entered into with Mr. I. D. Silcox 28th May, 1890.

This work has progressed satisfactorily, and will be completed early next season.

The first collection of tolls occurred on the 8th of May, and on the 9th the bridge-tenders commenced their duties.

Temporary lights were placed on the entrance piers 22nd August, and on 1st November lights were provided for the bridges.

The bridges have been blocked and otherwise secured for the winter.

I have the honour to be, Sir,

Your obedient servant,

THOS. S. RUBIDGE,

Engineer in Charge.

A. P. BRADLEY, Esq.,
Secretary Dept. of Railway and Canals,
Ottawa.

APPENDIX No. 24.

ANNAPOLIS AND DIGBY RAILWAY.

OTTAWA, 16th January, 1891.

SIR,—I stated in my report, dated the 1st October, 1889, that we were extending the Western Counties Railway from Digby to connect with the Windsor and Annapolis Railway at Annapolis, and thus give unbroken railway connection between Yarmouth and Halifax, and that the work was being executed by Messrs. O'Neil and Campbell, contractors. At the time of making that report I fully anticipated that the road would be completed and ready for traffic by August last; but in this I was disappointed, and can now see no hope of the road being in condition to hand over to the Western Counties Railway Company until some time early in the summer of 1891. The contractors have not prosecuted the work with vigour, although they have from time to time been urged to take active measures to complete it. The present position appears to be this: the masonry and concrete work is practically completed and the superstructure of the bridges should be erected before spring. Very little work of grading remains to be done, and of the whole distance from Digby to Annapolis, 20·45 miles, the track is laid over 17·15 miles from Annapolis, which leaves 3·30 miles of track yet to lay to connect with the Western Counties Railway track in Digby.

The piers of the large bridges over the Bear and Moose Rivers, and over the Big and Little Joggins, are built of concrete, and have the appearance of being very fine, strong, creditable pieces of work. Great care, I am assured by the Resident Engineer, has been taken in preparing the concrete and putting it together by the contractors, under the supervision of Inspector Brown, who has had very considerable experience in the building of concrete piers. Of the ballasting, about one-third has been completed, and this work will be resumed by the contractors so soon as the weather admits.

I have the honour to be, Sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

A. P. BRADLEY, Esq.,
Secretary, Department of Railways and Canals.

APPENDIX No. 25.

LIST OF RAILWAY SUBSIDIES GRANTED BY PARLIAMENT.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Minister's Report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely :—

By the Act 45 Vic., Cap, 14 (1882.) (*Assented to 17th May, 1882*):—

- | | |
|---|-----------|
| 1. For a railway from Gravenhurst to Callander, both in the Province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole | \$660,000 |
| 2. For a railway from St. Raymond to Lake St. John, both in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 384,000 |
| 3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the Province of Quebec, or between them, to Edmundston, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 240,000 |
| 4. For a railway from Oxford to New Glasgow, both in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 224,000 |

The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine.

By the special Act 45 Vic., cap 55 (1882.) (*Assented to 17th May 1882*):—

- | | |
|--|-----------|
| 5. A subsidy authorized in favour of "The Chignecto Marine Transport Railway Company," provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... | \$150,000 |
|--|-----------|

[1890]

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By the Act 46 Vic., cap. 25 (1883.) (*Assented to 25th May, 1883*) :—

- | | |
|---|-----------|
| 6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Matapedia, on the Intercolonial Railway, to Paspebiac, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$320,000 |
| 7. To the Caraquet Railway Company, for 36 miles of their railway from a point near Bathurst to Caraquet, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 115,200 |
| 8. To the Gatineau Valley Railway Company, for the first 50 mile section of their railway, from Hull Station, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 160,000 |
| 9. To the Great American and European Short Line Railway Company, for 80 miles of their railway from Canso to Louisburg or Sydney, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 10. To the International Railway Company, for 49 miles of their railway from Sherbrooke, in the Province of Quebec, to the International boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 156,800 |
| 11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy Village, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 |
| 12. To the Montreal and Western Railway Company, for the first 50 mile section of their railway, out of St. Jérôme, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 160,000 |
| 13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway from Napanee to Tamworth, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 |
| 14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen. | |
| 15. For a railway from the Intercolonial Railway at Petitcodiac to Havelock Corner, in the Province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 38,400 |
| 16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... | 660,000 |
| In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen. | |

“The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the

report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic. cap. 26 (1883.) (*Assented to 25th May, 1883*):—

17. An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent. of the expenditure on the work, nor a total sum of.....\$ 500,000

By the Act 47 Vic., cap. 8 (1884.) (*Assented to 19th April, 1884*):—

18. To the Government of the Province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts *viâ* the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000
19. And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole.....1,440,000
20. For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
21. For the construction of a line of railway from Oxford Station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years, or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
22. To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the International boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 211,200
23. For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 960,000
24. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the Township of Dungannon, County of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000

25. To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	272,000
26. To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000
27. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
28. To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last Session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000
29. To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883).....	128,000
30. To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
31. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	262,400
32. To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
33. To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the County of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
34. For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction, connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole.....	200,000
35. For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
36. For a line of railway from Hopewell to Alma, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
37. For a line of railway from St. Andrews to Lachute, in the County of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
38. For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	217,600
39. For a line of railway from Annapolis to Digby, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
40. For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway, between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
41. To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800

42. For a branch of the Intercolonial Railway, from Matapedia eastward towards Paspébiac, twenty miles, in the Province of Quebec, a sum not exceeding in the whole..... 300,000

43. For a branch of the Intercolonial Railway, from Derby Station to Indiantown, fourteen miles, a sum not exceeding in the whole..... 140,000

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the Province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said Province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

“Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By the special Act 47 Vic., cap. 6 (1884). (*Assented to 19th April, 1884*):—

44. Relating to an agreement with the Province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to “the Esquimalt and Nanaimo Railway Company” in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59 (1885). (*Assented to 20th July, 1885*):—

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 166,400

46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400

47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway, to the harbour at Quebec.

48.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$128,000
49.	To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
50.	To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
51.	To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole.....	30,000
52.	To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole.....	92,000
53.	To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathburn, to Bancroft, a subsidy not exceeding \$3,200 per mile, not exceeding in the whole....	64,000
54.	To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole.....	10,500
55.	For a line of Railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600
56.	For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	44,800
57.	To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of.....	70,000
58.	To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., ch. 25, and 47 Vic., chapter 8, a subsidy of.....	320,000
59.	For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Victoria, chapter 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of.....	217,600
60.	To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a-half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa to the Chaudière Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
61.	For a line of railway from Indiantown <i>via</i> the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	140,800

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister."

"Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine."

By the Act 48-49 Vic., cap. 58 (1885). (*Assented to 20th July, 1885*):—

- 62.** "For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the Province of Quebec, to Edmundston, in the Province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting, with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present Session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada."
- 63.** "For a line of railway from the south bank of the St. Lawrence River, opposite or near Montreal, to the harbours of St. Andrews, St. John and Halifax, *via* Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway

connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such line of railway for a period of twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of, and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway."

64. "The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act to aid in procuring the extension of the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada."

The said Act further provided as follows in relation to this matter:—

"If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition; and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligations as the Government shall have assumed in acquiring it."

By the Act 49 Vic., cap. 10 (1886). (*Assented to 2nd June, 1886*):—

- | | | |
|-----|--|-----------|
| 65. | For a railway from a point at or near Moncton, to Buctouche, in the Province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 96,000 |
| 66. | For a railway from Ingersoll <i>via</i> London to Chatham, in the Province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 67. | To the Northern and Western Railway Company for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 68. | To the Caraquet Railway Company, for ten miles of their railway from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 69. | To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 118,400 |

70. To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	179,200
71. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the Village of Parry Sound to the Village of Sandridge, on the line of the Northern Pacific Junction Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
72. For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the Province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	57,600
73. For a railway from Hereford to the International Railway, in the township of Eaton, in the Province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	108,800
74. For a railway from St. Félix to Lake Maskinongé, Parish of St. Gabriel, in the Province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
75. For a railway from Glenannan to Wingham, in the Province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the Province of Nova Scotia, twelve miles, a subsidy not exceeding \$2,200 per mile, nor exceeding in the whole.....	38,400
77. For a railway from L'Assomption to L'Epiphanie, in the Province of Quebec, three miles and a-half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the Province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Victoria, chapter 25, and 47 Victoria, chapter 8, not exceeding in the whole.....	361,270
79. For a railway from St. Andrews to the Canadian Pacific Railway at or at any point east of the Town of Lachute, in the County of Argenteuil, in the Province of Quebec, seven miles, in lieu of the subsidy granted by 47 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the Province of Quebec, to the International boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
81. For a railway from Truro to Newport, in the Province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the Province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile,.....)	186,295
83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette <i>via</i> Cap Rouge to Quebec, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole.....	38,400
84. For the construction of wharves and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of.....	6,000

85. To the Gananoque, Perth and James' Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 54,400
86. For a railway from St. Eustache to St. Placide, County of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke, and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding the whole.....	80,000
88. For a railway from Yamaska to the River St. Francis, in the Province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the Province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
90. For a railway from Fredericton to the Village of Prince William, in the Province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
91. For a railway from a point on the Intercolonial Railway near New castle or <i>via</i> Douglastown to a point on the River Miramichi, opposite the Town of Chatham, in the Province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
92. For a railway from a point on the Canadian Pacific Railway to Eggarville, in the Province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the Junction with the Central Ontario Railway at Eldorado, in the Province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole.....	11,900
94. To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of	70,000
95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the Province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of.....	15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out

of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By Section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24 (1887.) (*Assented to 23rd June, 1887*):—

96.	To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the City of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,000
97.	To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
98.	To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill Village, a subsidy not exceeding \$3,200 per mile, not exceeding in the whole.....	16,000
99.	To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
100.	To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act forty-ninth Victoria, chapter ten, to the wharves, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,000
101.	To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act forty-ninth Victoria, chapter ten, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400
102.	To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
103.	To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
104.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the Town of Brantford to the Village of Hagersville or the Village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
105.	To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the Town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
106.	To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North Western Railway, near the Village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000

107. To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter fifty-nine, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	12,800
108. To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the Township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
109. To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the Town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	54,400
110. To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of.....	20,000
111. For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
112. To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
113. To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St John, towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
114. To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
115. To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act forty-seventh Victoria, chapter eight, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	19,200
116. To the Caraqueet Railway Company, for seven miles of their railway from Lower Caraqueet to Shippegan, in lieu of the subsidy granted by the Act forty-ninth Victoria, chapter ten, a subsidy not exceeding in the whole.....	32,000
117. To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the Session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter fifty-nine, for a line of railway from Grand Piles, on the St. Maurice River, to its Junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of.....	217,600
118. To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the Village of Prince William towards the Town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
119. To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharves and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by	

	steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the Session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter fifty-nine, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act forty-ninth Victoria, chapter ten), a subsidy of.....	12,400.
120.	To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Recollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400.
121.	To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the Village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	17,600.
122.	To the Lake Témiscamingue Colonization and Railway Company, for ten and a-half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	33,600.
123.	To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the Session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter fifty-nine, to the Village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400.
124.	To the Cumberland Railway and Coal Company, for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford Village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	44,800.
125.	To the Montreal and Champlain Junction Railway Company, a subsidy of.....	64,000.
126.	To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the City of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	28,800.
127.	To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000.
128.	To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	41,600.
129.	To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800.
130.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre Station towards Plaister Rock Island, in lieu of the subsidy granted by the Act forty-ninth Victoria, chapter ten, for a railway from Perth Centre Station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of.....	89,600.
131.	For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000.
132.	For a railway bridge over the St. Lawrence River, at Coteau Landing, on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent. on the value of the structure, not to exceed.....	180,000.

133. To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act forty-ninth Victoria, chapter ten, a subsidy not exceeding..... \$118,400

“For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the Company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the St. Lawrence River, upon which shall be paid fifteen per cent. of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Acts contained.

By the Act 51 Vic., ch. 3 (1883). (*Assented to 22nd May, 1888*):—

134. To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 70,400 00

135. To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the Province of Nova Scotia, a subsidy not exceeding 3,200 per mile, nor exceeding in the whole..... 147,200 00

136.	To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 9,600 00
137.	To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-West Railway near the Village of Magog, to Ayer's Flat Station on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	32,000 00
138.	To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government Railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole.....	41,100 00
139.	To the Port Arthur, Duluth and Western Railway Company, for 84½ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	271,200 00
140.	To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
141.	To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the Province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	100,000 00
142.	To the Quebec Central Railway Company, for the construction and completion of a line of railway from Saint Francis Station to a point on the Atlantic and North-West Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of	288,000 00
143.	To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset of.....	83,612 54

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| 144. | To the Elgin, Petitecodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitecodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for..... | 44,252 82' |
| 145. | To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 58,334 27' |
| 146. | To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 4,335 00' |
| 147. | To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 11,964 66' |
| 148. | To the Albert Railway Company of New Brunswick, a grant as subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the Company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 14,665 45' |
| 149. | To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for | 24,439 84' |

All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be

established by the report of the said Minister, or upon completion of the work subsidized.

By the Act 52 Vic., cap. 3. (*Assented to 2nd May, 1889*) :—

150.	To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 172,400 00
151.	To the Ottawa and Gatineau Railway Company, for a line of railway from Hull Station towards Le Désert, a distance of 62 miles, a subsidy not exceeding in the whole.....	320,000 00
152.	To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette <i>via</i> Cap Rouge to Quebec, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
153.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000 00
154.	For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the County of Argenteuil, in the Province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, not exceeding in the whole.....	22,400 00
155.	For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the Province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800 00
156.	For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000 00
157.	To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	31,771 43
158.	To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole.....	244,500 00
159.	To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the County of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	145,000 00
160.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole	35,000 00
161.	For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the Province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
162.	To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00

163. To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quion River, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
164. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
165. To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River at Fredericton, in the Province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
166. To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
167. For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan, for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
168. To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
169. To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
170. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the Parish of St. Michel des Saints, on the River Mattawin, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
171. To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	64,000 00
172. To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
173. For a railway from St. Césaire to St. Paul d'Abbotsford, in the Province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
174. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00

175. To the Drummond County Railway Company for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	14,400 00
176. To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
177. To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
178. To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
179. To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
180. To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
181. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
182. To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400 00
183. For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
184. To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00

So much of the subsidy of three thousand two hundred dollars per mile, which, under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between

the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway, shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent. of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight.

By the Special Act, 52 Vic., ch. 5, 1889. (*Assented to 2nd May, 1889*) :—

185. "In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails, for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say :—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and

operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert."

By the Act 53 Vic., ch. 2. (*Assented to 16th May, 1890*):—

186.	To the Montreal and Ottawa Railway Company, for 30 miles of their railway, from the western end of the 30 miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	\$	96,060
187.	To the Waterloo Junction Railway Company, for 11 miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....		35,200
188.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole.....		600.
189.	For a railway from Woodstock <i>via</i> London to Chatham, in the Province of Ontario, 80 miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll <i>via</i> London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		256,000
190.	To the St. Catharines and Niagara Railway Company, for 14 miles of their railway, from the end of the 20 miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		44,800
191.	To a railway from Ottawa to Morrisburg, 52 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....		166,400
192.	To the Erie and Huron Railway Company, for 22 miles of their railway from Petrolea <i>via</i> Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....		70,400
193.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....		83,000
194.	To the Manitoulin and North Shore Railway Company, for 30 miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		96,000
195.	To the Port Arthur, Duluth and Western Railway Company, for 5 miles of their railway, being a branch from the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		16,000
196.	To the Lake Erie and Detroit River Railway Company, for 50 miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		160,000
197.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		51,200
198.	To the Kingston, Smith's Falls and Ottawa Railway Company, for 36 miles of their railway, from the north-east end of the 20 miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....		115,200

199.	To the Ottawa and Parry Sound Railway Company, for 30 miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000
200.	To the Belleville and Lake Nipissing Railway Company, for 30 miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
201.	To the Cobourg, Northumberland and Pacific Railway Company, for 30 miles of their railway, from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000
202.	To the St. Stephen and Milltown Railway Company, for 3½ miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	11,200
203.	To the Woodstock and Centreville Railway Company, for 6 miles of their railway, from the western end of the 20 miles subsidized by the Act 50-51 Vic., ch. 24, to the International boundary between the Province of New Brunswick and the State of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204.	For a railway from a point at or near Fredericton, <i>via</i> Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for 30 miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205.	To the Central Railway Company of New Brunswick, for 4½ miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400
206.	To the Montreal and Western Railway Company, for 70 miles of their railway, from St. Jérôme, north-westerly towards Désert, in the Province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., ch. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

Provided, that the subsidy hereby granted to the Montreal and Western Railway Company may be paid by instalments on the completion of each section of the railway, as follows, that is to say:—

SECTIONS.	Approximate length in miles
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3

Such instalments to be proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established as aforesaid.

207.	For 75 miles of the railway from Shelburne, in the County of Shelburne, and from Liverpool, in the County of Queen's, towards Annapolis, in the Province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
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208. To the Inverness and Richmond Railway Company, for 50 miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.....	50,000
209. To the International Railway Company, for a railway from Sherbrooke to the International boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., ch. 25, not exceeding in the whole.....	3,840
210. For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
211. To the Pontiac Pacific Junction Railway Company, for 7½ miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	24,000
212. To the Montreal and Lake Maskinongé Railway Company, for 3½ miles of their railway, the distance which the subsidy granted by the Act 49 Vic., ch. 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
213. To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent. on the value of the structures, not to exceed.....	37,500
214. To the Drummond County Railway Company, for 24 miles of their railway, from Drummondville to Ste. Rosalie, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
215. To the Great Northern Railway Company, for 15 miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
216. To the Lake Temiscamingue Colonization Railway Company, for 20 miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
217. To the Maskinongé and Nipissing Railway Company, for 15 miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
218. To the St. Lawrence and Adirondack Railway Company, for 18 miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
219. To the Quebec Central Railway Company, for 90 miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-Western Railway, near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....	288,000
220. To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the	

	city of Quebec, a subsidy not to exceed in the whole \$30,000 ; also for 12 miles of their railway from Lorette <i>via</i> Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.....	68,400
221.	For a railway from Summerside to Richmond Bay, in the Province of Prince Edward Island, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
222.	To the Columbia and Kootenay Railway Company, for 35 miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.....	112,000
223.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Mosquodoboit settlements, 25 miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
224.	For a railway from Fredericton to the Village of Prince William, in the Province of New Brunswick, 22 miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
225.	To the St. John Valley and Rivière du Loup Railway Company, for 22 miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
226.	To the Temiscouata Railway Company, for 16 miles of their railway, from the west end of the 20 miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
227.	For a railway from the north end of the 14 miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, 11 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	35,200
228.	To the Orford Mountain Railway Company, for 31 miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200
229.	For a railway from Lachine Bank, on the line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of 15 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and

Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work,—except, also, as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten-mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: “An Act to enable the County of Inverness to borrow money,”—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent. of the value of work done, on monthly progress estimates certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals,—and except, also, the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines.”

By the special act 53 Vic., ch. 5. (*Assented to 16th May, 1890.*)

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such Company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the Company to assign the same by way of security for any bonds or securities which may be issued by the Company in respect of the Company's undertaking.

LAND SUBSIDIES.

By 47 Vic., cap. 25, clause 7 (1884). (*Assented to 19th April, 1884*):—

1. “The Governor in Council is hereby authorized, in aid of the construction of a railway from some point on the Canadian Pacific Railway to Hudson's Bay, to make a free grant of not more than six thousand four hundred acres for each mile of railway within Manitoba, and not more than twelve thousand eight hundred acres for each mile in the North-West Territories.”

By 48-49 Vic., cap. 60 (1885). (*Assented to 20th July, 1885*):—

2. To the North-Western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred acres for

each mile of the company's railway, from Medicine Hat to the coal banks on the Belly River, about one hundred and ten miles.

3. To the Manitoba and South-Western Colonization Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement at Winnipeg to its terminus at Whitewater Lake, about one hundred and fifty miles.
4. To the Manitoba and North-Western Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Portage la Prairie to the crossing of the South Branch of the River Saskatchewan, twenty miles from Prince Albert, about four hundred and thirty miles.
5. To the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement near Regina to the navigable waters of Long Lake.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 49 Vic., cap. 11 (1886). (*Assented to 2nd June, 1886*):—

6. To the Manitoba and North-Western Railway Company, Dominion lands to the extent of six thousand four hundred acres per mile for each mile of the company's branch railway running from a point on the main line of that railway, at or near Todburn, in a north-westerly direction through the County of Russell to the Assiniboine River, near the Town of Shellmouth, about twenty-six miles.
7. To the North-West Central Railway Company, or to such other company as may undertake the construction of the railway or a railway from a point on the Manitoba and North-Western Railway *via* Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon station, on the Canadian Pacific Railway, or from such point on the Manitoba and North-Western Railway as aforesaid, to Battleford, in the Provisional District of Saskatchewan, about four hundred and fifty miles.
8. To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle, to join the Manitoba and North-Western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor.

By section 4 of this Act authority was given for the incorporation by the Governor in Council of a company to construct the line from Brandon, or other point indicated, to Battleford, subsidized by this act.

By 50-51 Vic., cap. 22 (1887).

9. The subsidy to the North-Western Coal and Navigation Company, granted by 49 Vic., ch. 60, was increased from 3,800 acres per mile to 3,840 acres per mile.

By 50-51 Vic., cap. 23 (1887). (*Assented to 23rd June, 1887*):—

10. To the Alberta and Athabaska Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from some point on the Bow River or Canadian Pacific Railway, at or between Calgary and Crowfoot Creek, to a point near the town plot of Edmonton, about three hundred miles.
11. To the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point near the northern terminus of the completed portion of that railway, at or near Long Laketon, on the navigable waters of Long Lake, to a point at or near where the fifty-second parallel of latitude crosses the South Saskatchewan River, thence to a point at or near the elbow of the North Saskatchewan River, with branches to Prince Albert and Battleford, about three hundred and twenty-five miles.
12. To the Medicine Hat Railway and Coal Company Dominion lands, to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal field in or near townships twelve and thirteen, range six, west of the fourth principal meridian, a distance of about eight miles, to be selected out of such lands as are at the disposal of the Government in the proximity of the line of the company's railway.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 52 Vic., cap. 4. (*Assented to 2nd May, 1889*):—

13. To the North-Western Coal and Navigation Company (Limited), in addition to the grant provided for by section one of the Act passed in the session held in the forty-eight and forty-ninth years of Her Majesty's reign and chaptered sixty, Dominion lands to an extent not exceeding two thousand six hundred acres for each mile of the company's railway from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width; and also to the said North-Western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Lethbridge to the International boundary, a distance of about fifty miles.
14. To the Red Deer Valley Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Cheadle Station, on the Canadian Pacific Railway, to its terminus at a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.
15. To the North-Western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's

railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about two hundred and ten miles; and also to the said North-Western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary southerly to Lethbridge, a distance of about one hundred and twenty miles.

- 16.** To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand acres for each mile of the company's railway from Portage la Prairie to the southern boundary of Lake Manitoba, a distance of about seventeen miles.

The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.

The Governor in Council may make the grant of land provided for by section three of the Act forty-ninth Victoria, chapter eleven, being for the line of the Wood Mountain and Qu'Appelle Railway, of about two hundred and forty miles in length, applicable to the line of railway of the said company, as authorized by the Act respecting the Wood Mountain and Qu'Appelle Railway Company, passed during the present session of Parliament, upon the like terms and subject to the like conditions as those upon which the grant hereinbefore mentioned was authorized to be made to the said company by the Act in this section first cited."

By the Act 53 Vic., Ch. 4. (*Assented to 16th May, 1890*) :—

17. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line to be constructed from Glenboro' westerly a distance of about sixty miles, to a point on the proposed branch of the said Company running from Brandon south-westerly;

18. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line of railway from a point at or near Brandon, on the main line of the Canadian Pacific Railway, south-westerly to or near township three, range twenty-seven, west of the first principal meridian, and thence westerly, a total distance of one hundred miles; and also a similar grant, at the same rate per mile, for the said company's proposed branch from a point on the line just described at or near township three, range twenty-seven, west of the first principal meridian, easterly to Deloraine, a distance of about twenty-five miles,—making the total length of railway to which this grant is applicable one hundred and twenty-five miles.

19. To the Brandon and South-Western Railway Company, Dominion lands to an extent not less than six thousand four hundred acres per mile for the line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to Deloraine, a distance of about seventeen miles.

20. To the Lac Seul Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Shelley Station, on the main line of the Canadian Pacific Railway, to a point at or near White Mud Lake, on the Winnipeg River, a distance of about eighteen miles.

21. To the Calgary and Edmonton Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Calgary to a point at or near Edmonton, on the North Saskatchewan River, a distance of about one hundred and ninety miles; and also a grant of six thousand four hundred acres for each mile of the company's railway from Calgary to a point on the International boundary between Canada and the United States, a distance of about one hundred and fifty miles.

22. To the North-Western Coal and Navigation Company, (Limited,) Dominion lands to an extent not exceeding three thousand eight hundred and forty acres for

each mile of the company's railway from Lethbridge to the Crow's Nest Pass, a distance of about one hundred miles.

23. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Portage la Prairie to Lake Winnipegosis, at or near Meadow Portage, a distance of about one hundred and twenty-five miles.

24. To the Manitoba and South-Eastern Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Winnipeg southerly or south-easterly to a point on the west side of the Lake of the Woods, a distance of about one hundred and ten miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor.

The lands by this Act authorized to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any incumbrance on the lands or property of the said company created before the passing of this Act.

By the special Act 53 Vic., Ch. 3 (1890). (*Assented to 26th March, 1890*):

25. The Act 52 Vic., ch. 4 authorizing, in error, the grant of land to the North Western Coal and Navigation Company, for 50 miles from Lethbridge to the International boundary, was amended—the said grant being made to the Alberta Railway and Coal Company.

SUPPLEMENT No. 1

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS

For the Year ended 30th June, 1890.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1890.



OTTAWA :

PRINTED BY BROWN CHAMBERLIN, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY.

1891.

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SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS.

DEPARTMENT OF RAILWAYS AND CANALS,
CANALS REVENUE BRANCH,
OTTAWA, 4th March, 1891.

SIR,—I have the honour to submit my report on the Canal Statistics for the season of 1890.

As the question of canal traffic is becoming of greater importance each year, and especially engaging the attention of forwarders at the present time, I have included certain information in reference to the traffic on the inland waters as compiled chiefly from the United States' Census Returns of 1890, which no doubt will be of interest in that regard.

It is to be regretted that data as complete, in regard to the Canadian Inland Marine, was not available.

REVENUE.

The total revenue, exclusive of hydraulic rents for three years, is as follows:—

For 1888.....	\$321,433 93
1889.....	381,109 31
1890.....	348,059 51

By comparing the statistics of 1889 with 1890, it will be seen that the gross revenue has decreased \$33,049.80.

The several increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal.....	.....	\$ 24,799 46
“ St. Lawrence Canals.....	\$ 3,997 12	
“ Chambly Canal.....	.....	2,549 37
“ Rideau Canal.....	.....	951 00
“ Ottawa Canals.....	.....	8,709 19
“ St. Peter's Canal.....	.....	999 75
“ Trent Valley Canals.....	216 66	
“ Murray Canal.....	745 19	
Total.....	\$ 4,958 97	\$ 38,008 77
Total decrease.....	.....	\$ 33,049 80

These figures, however, are somewhat changed by refunds under Order in Council hereafter referred to.

There were refunded on grain in 1889, tolls to the amount of \$48,725.80, and in 1890, \$41,635.46, which makes the actual decrease of revenue for 1890, \$25,959.46.

In compliance with the renewed request of the forwarders and shippers of Montreal for a continuance of the reduction of tolls on grain, His Excellency the Governor General on the 26th February, 1890, authorized a reduction of tolls to 2 cents per ton on grain passing down the Welland and St. Lawrence Canals to Montreal or ports east of that point for the season of 1890, and no longer.

The full amount of tolls on the Welland Canal was collected, and a refund of 18 cents per ton was made on proof of the delivery of the grain at Montreal.

Of the quantity of 245,932 tons of grain passed down the Welland Canal to United States ports, 16,433 tons were transhipped at Ogdensburg, and passed down the St. Lawrence Canals to Montreal.

As this was a new departure in the transshipment of grain for Montreal, and not anticipated at the time of passing the order for the reduction of tolls on grain, it was not considered that the transshipment of grain at a United States port came under the Order in Council of 27th February, 1890. Upon the urgent request of the forwarders and others, His Excellency in Council, on the 22nd November, 1890, passed an Order in Council, authorizing a refund of tolls paid on the Welland and St. Lawrence Canals above 2 cents a ton on the quantity of grain so transhipped at Ogdensburg for Montreal.

Under authority of the above Order in Council, Welland Canal tolls to the amount of \$2,957.94, and St. Lawrence Canal tolls to the amount of \$232.04 were refunded on account of grain transhipped at Ogdensburg for Montreal.

REDUCTION OF TOLLS ON OATS.

During the years 1887, 1888 and 1889, oats were not included in the list of cereals entitled to a reduction of Welland Canal tolls, as it was considered that oats were not commonly an export article of through traffic. Upon the urgent request of the Board of Trade of Montreal, His Excellency the Governor in Council, on the 5th May, 1890, authorized the placing of oats for export from Montreal or other ports east of that point, in the list of articles entitled to a reduction of tolls on the Welland Canal to (2) two cents a ton for the season of 1890 only.

The results have not met the expectations of the shippers, as there were only two cargoes, with a total quantity of 51,706 bushels, passed down the canals for export in that season. The total receipts of oats at Montreal and shipments to Europe *via* River St. Lawrence for four years is as follows:—

	Receipts by Canal. Bushels.	Receipts by Canal and Railways. Bushels.	Shipments to Europe <i>via</i> River St. Lawrence. Bushels.
1887.....	341,568	794,316	403,360
1888.....	123,213	665,220	Nil.
1889.....	119,958	932,708	19,920
1890.....	200,896	1,649,083	210,000

These figures fully sustain the previous decision arrived at, which is further confirmed by the following statement in the report of the Montreal Board of Trade for 1890 :

“The export business in grain, while not quite so large as last year, has been much more profitable to those engaged in it. In the Province of Quebec the crops were not good, being smaller probably than for many years, the yield of oats being so small that the Manitoba produce is coming in to supply the deficiency, receipts from them having so far been very large.”

The quantity of oats passed down the Welland Canal, from United States ports to United States ports (Oswego and Ogdensburgh), for the past seven years, is as follows:—

	Bushels.
For 1884.....	574,643
1885.....	51,882
1886.....	281,761
1887.....	708,823
1888.....	1,559,411
1889.....	1,617,176
1890.....	1,590,000

QUANTITY OF GRAIN PASSED DOWN THE WELLAND CANAL.

The quantity of barley, corn, oats, pease, rye and wheat, passed down the Welland Canal, from ports west of Port Colborne for a period of eleven years, is as follows:—

QUANTITY PASSED DOWN TO MONTREAL ON WHICH A REFUND OF TOLLS WAS ALLOWED.	QUANTITY ON WHICH FULL TOLL WERE PAID.		
	To Ports in Ontario.	Quantity from U. S. Ports to U. S. Ports.	
	Tons.	Tons.	Tons.
1880.....	333,806		47,029
1881.....	146,127		64,351
1882.....	180,694		63,881
1883.....	186,814	10,650	121,876
1884.....	142,194	12,153	104,537
1885.....	96,569	11,909	117,346
1886.....	203,940	9,881	151,551
1887.....	185,034	11,838	134,868
1888.....	160,358	25,599	169,664
1889.....	267,769	19,075	213,766
1890.....	228,513	16,899	245,932

* A refund of 10 cents per ton was allowed on grain passed down the Welland and St. Lawrence Canals to Montreal for 1884 and to June, 1885, and 18 cents per ton from 1st July, 1885, to December, 1890.

From the foregoing figures it will be seen that the quantity of grain passed down the Welland Canal from United States ports to United States ports has steadily increased each year from 47,029 tons in 1880 to 245,932 tons in 1890, being an increase of 198,903 tons, and an increase over the previous year of 32,166 tons. The quantity to Montreal shows a decrease of 39,256 tons for 1890 from the previous year, and 104,293 tons less than in 1880.

The quantity of barley, corn, oats, pease, rye and wheat, arrived at Montreal *via* Grand Trunk and Canada Pacific Railways, for a period of 9 years, is reported as follows :—

	Tons.
For 1882.....	75,026
1883.....	98,672
1884.....	142,231
1885.....	160,821
1886.....	165,613
1887.....	191,760
1888.....	113,794
1889.....	94,943
1890.....	119,208

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period was :—

	Tons.
For 1882.....	230,055
1883.....	263,368
1884.....	174,496
1885.....	134,824
1886.....	272,133
1887.....	237,881
1888.....	166,191
1889.....	275,414
1890.....	242,571

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain passed down the whole length of the St. Lawrence Canals to Montreal, is as follows :—

	Tons.
For 1889.....	275,414
1890.....	242,571
Showing a decrease of.....	<u>32,843</u>

The quantity of grain to Montreal *via* Canadian Pacific and Grand Trunk Railways, is reported as follows :—

	Tons.
For 1889.....	94,943
1890.....	119,208
Showing an increase of.....	<u>24,265</u>

The quantity of grain to tidewater by New York Canals, is reported as follows :—

	Tons.
For 1889.....	1,242,804
1890.....	1,131,289
Showing a decrease of.....	<u>111,615</u>

Quantity of grain carried to tidewater by the New York railways, is reported as follows:—

	Tons.
For 1889.....	2,481,501
1890.	3,045,302
	<hr/>
Showing an increase of.....	563,801
	<hr/> <hr/>

The increases and decreases for 1890, as compared with 1889, on the several routes competing for the carrying trade to the seaboard, is as follows:—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence Canals.....		32,843		11·92
do Canadian Pacific and Grand Trunk Railways.....	24,265		25·55	
do New York canals.....		111,615		8·94
do New York railways.....	563,801		22·72	

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for five years, is as follows:—

In Canadian vessels, there were in—

	Tons.
1886, 244 cargoes, with an aggregate quantity of.....	143,330
1887, 284 do do	178,233
1888, 182 do do	143,025
1889, 208 do do	165,117
1890, 203 do do	184,275

In United States vessels, there were in—

	Tons.
1886, 97 cargoes, with an aggregate quantity of.....	62,222
1887, 19 do do	12,477
1888, 60 do do	43,667
1889, 114 do do	108,358
1890, 35 do do	35,560

Two Canadian vessels took their cargoes of 1,064 tons of grain through to Montreal intact in 1888, against 1 in 1889, with 425 tons, and three in 1890 with 1,281 tons.

Thirty-nine Canadian vessels lightened their cargoes at Kingston in 1888 against 54 in 1889 and 63 in 1890.

Two hundred and one vessels discharged the whole of their cargoes at Kingston in 1888, against 267 in 1889 and 172 in 1890.

The quantity of grain transhipped at Port Colborne in 1890 and three previous years is given below.

The total number of grain-laden vessels lightened at the Port in 1890 was 83, against 47 in the previous year.

The number unladen without entering the canal was nil, against 3 in 1889.

The quantity of grain lightered was as follows :—

	1887.	1888.	1889.	1890.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	83,850	11,440	37,222	4,310
Corn.....	263,277	133,014	254,690	773,687
Barley.....	Nil.	Nil.	Nil.	Nil.
Oats.....	do	do	8,218	44,294

The quantity discharged in this Port from vessels which did not enter the canal was as follows :—

	1887.	1888.	1889.	1890.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	Nil.	72,592	8,608	Nil.
Corn.....	do	23,575	Nil.	do
Barley.....	do	Nil.	do	do
Oats.....	do	do	do	do

Notwithstanding the enlargement of the Welland Canal, the number of vessels having to lighter a portion of their cargoes from 80 to 45 tons each, has reached 83, the highest number for any one year since 1880.

It will be seen by reference to Appendix J, page 14, that of these 81 are United States steam and 2 United States sail.

REDUCTION OF TOLLS ON COAL.

Upon the urgent request of the forwarders and others interested in the coal trade, His Excellency the Governor General in Council on the 11th April, 1890, authorized a reduction of tolls on soft coal passing down or eastward through the Welland Canal, from 20 to 10 cents a ton for the season of navigation only.

The results have not been such as were anticipated ; the quantity passed down during the season of 1890 being 3,659 tons less than in 1889, and 31,728 less than in 1886.

Of the quantity of coal, 23,396 tons, passed eastward through the Welland Canal during 1890, Canadian vessels carried 22,781 tons and United States vessels 615 tons.

For a series of years *See* page 32.

EAST AND WEST BOUND TRAFFIC IN CANADIAN AND UNITED STATES VESSELS, THROUGH THE WELAND CANAL.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1890 was 978,692 tons.

Of this quantity 290,066 tons was west-bound freight, and 688,626 tons east-bound.

Of the east-bound freight, Canadian vessels carried 326,149 tons, and United States vessels carried 362,477 tons; and of west-bound freight, Canadian vessels carried 72,340 tons, and United States vessels carried 217,726 tons.

Of the east and west bound freight, Canadian vessels carried 398,479 tons, and United States vessels carried 580,203 tons.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKES ERIE, MICHIGAN, &C.

The total quantity of freight passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during ten years, is as follows:—

	* Eastward, Tons.	† Westwards, Tons.
1881.....	169,213	37,190
1882	108,835	24,488
1883.....	205,394	27,488
1884.....	168,715	9,425
1885.....	132,968	16,115
1886	244,514	16,801
1887.....	213,834	14,075
1888.....	183,899	19,310
1889.....	298,197	25,370
1890.....	231,746	31,951

FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of ten years, is as follows:—

	Eastward, Tons.	Westward, Tons.
1881.....	96,266	97,907
1882.....	110,286	172,520
1883.....	174,912	257,699
1884.....	163,998	243,081
1885.....	168,212	216,297
1886.....	244,916	239,562
1887.....	189,427	151,074
1888.....	221,062	213,689
1889.....	297,353	266,231
1890.....	318,259	215,698

It will thus be seen that the quantity of freight passed eastward through the Welland Canal, from United States ports to United States ports, shows a very marked increase, having increased from 96,266 tons in 1881, to 318,259 tons in 1890, and which is an increase of 20,906 tons over the previous year.

* Allowed to pass through the St. Lawrence Canals free, per Order in Council, 21st April, 1881, and a refund of 18 cents per ton of Welland Canal tolls on grain for 1885, 1886, 1887, 1888, 1889 and 1890.

† Allowed to pass through the Welland Canal free, per Order in Council, 21st April, 1881.

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to Statement H, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York Canals was 1,167,901 tons in 1890, against 1,296,896 in 1889, and 2,371,090 in 1880.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being:—

In 1890.....	}	4,336,199	In 1884.....	3,639,805
1889.....		3,654,984	1883.....	4,422,461
1888.....*		3,197,634	1882.....	3,888,557
1887.....		3,847,766	1880.....	4,732,385
1886.....		3,802,262	1869..	1,087,809
1885.....		4,105,594		

The following figures are an abstract of the quantities of vegetable food carried to tidewater by the canals and railways of the State of New York, during twenty-one years:—

—	Canals.	Railways.	Total.	Proportions by Canals.
1869.....	1,302,613	1,087,809	2,390,422	545
1870.....	1,295,010	1,766,457	3,061,467	423
1871.....	1,850,198	2,205,589	4,055,787	456
1872.....	1,674,320	1,870,614	3,544,934	472
1873.....	1,745,171	2,036,992	3,782,163	461
1874.....	1,767,598	2,791,517	4,559,115	387
1875.....	1,305,550	2,343,241	3,648,791	357
1876.....	1,064,293	2,875,803	3,940,096	270
1877.....	1,498,984	2,493,683	3,992,667	375
1878.....	1,912,734	3,695,764	5,608,498	341
1879.....	1,833,399	4,353,617	6,187,016	296
1880.....	2,371,090	4,732,385	7,103,475	333
1881.....	1,116,561	4,983,722	6,100,283	183
1882.....	1,118,776	3,885,557	5,004,333	223
1883.....	1,379,000	4,422,461	5,801,461	237
1884.....	1,236,986	3,639,809	4,876,791	253
1885.....	1,063,310	4,105,594	5,168,904	205
1886.....	1,489,886	3,802,262	5,292,148	281
1887.....	1,539,403	3,847,766	5,387,169	285
1888.....	1,166,958	3,197,734	4,364,692	267
1889.....	1,296,896	3,654,984	4,951,880	262
1890.....	1,167,901	4,336,199	5,504,100	212

* Flour and grain only.

The total quantity of freight passed through the several divisions of the canals during the season of 1890 is as follows:—

Canals.	Farm Stock.	Forest, Produce of Wood.	Manufac- tures.	Merchandise	Agricultural Products.	Total Tons.
Welland	49	169,960	27,895	296,040	522,221	1,016,165
St. Lawrence	1,197	124,130	76,185	332,671	319,670	853,853
Chambly	259	90,029	4,921	103,434	3,764	202,407
Ottawa	1,168	633,982	862	9,724	5,619	651,355
Rideau	36	87,559	2,334	20,979	2,666	113,574
St. Peter's .....	.....	2,567	.....	20,032	9,632	32,231
Murray	42	8,321	1,558	5,756	3,106	18,783
Trent Valley .....	.....	24,021	27	588	43	24,679

Of the total quantity of freight moved on the Welland Canal, agricultural products comprised more than one-half.

On the St. Lawrence canals, the total quantity of freight moved was 853,853 tons, of which 319,670 tons were agricultural products, and 332,671 tons merchandise.

On the Ottawa Canals, the total quantity moved was 651,355 tons, of which 633,982 tons was the produce of the forest.

The Canadian Pacific and Canada Atlantic Railways have become formidable competitors to the Ottawa Canals for the carrying of lumber from the Ottawa district. The quantity carried from Ottawa and Hull by these two railways for 1889 and 1890 is reported as follows:—

	1889.	1890.
Sawn lumber, ft. B. M.....	125,937,719	.....
Shingles.....	.....	.....

Lumber of all kinds exported from Ottawa and Hull to the United States during the year 1890 is reported to be as follows:—

By Railroad, to the value of.....	\$2,019,212 00
“ Vessels do	1,009,788 00

Quantity carried by the Ottawa Canals for the same period is as follows:—

	1889.	1890.
Sawn lumber, ft. B. M.....	368,910,600	318,456,600
Shingles.....	5,184,000	4,992,000

The quantity of grain exported from Chicago to Canada by lake during the season of 1890 is reported to be 3,477,642 bushels, and the quantity in transit 4,695,221 bushels.

The total value of freight exported from Chicago to Canada is reported to be \$1,887,758.22; of which amount Canadian vessels carried \$1,149,771.54, the details of which are as follows:—

SHIPMENTS of Grain ("In Transit" and "Export") from Chicago, by Lake, 1890.

Shipped to	CORN.			OATS.		WHEAT.		RYE.		Total Shipments.
	Transit.	Export.	Total.	Transit.	Export.	Total.	Export.	Export.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.		
Montreal.....		371,046	371,046		29,823	29,823	283,670		634,539	
Prescott.....		113,267	113,267						113,267	
Kingston.....		1,821,246	1,821,246		25,573	25,573	401,626	40,028	2,288,473	
Walkerville.....		32,836	32,836						32,836	
Toronto.....		75,076	75,076						75,076	
Port Edward.....	217,886		217,886	134,333		134,333			352,219	
Collingwood.....	721,351	21,800	742,651	841,917		841,917			1,584,568	
Midland.....	940,299	203,563	1,143,862	469,097		469,097			1,612,959	
Owen Sound.....	139,940		139,940	191,052	108,588	299,640			439,580	
Sarnia.....	543,219		543,219	496,127		496,127			1,039,346	
Total.....	2,562,695	2,638,334	5,201,029	2,132,526	163,984	2,296,510	635,296	40,028	8,172,863	

QUANTITY and Value of Exports from Chicago to Canada, by Lake, 1890.

ARTICLES.	UNITED STATES VESSELS.		CANADIAN VESSELS.		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.		\$ cts.
Corn.....	1,349,192	577,583 06	1,289,142	548,166 94	2,638,334	1,125,750 00
Wheat.....	111,179	100,568 00	524,117	524,048 30	635,296	624,616 30
Oats.....	134,161	42,382 62	29,823	12,537 50	163,984	54,920 12
Rye.....	.....	.....	40,028	20,140 00	40,028	20,140 00
Grass Seed.....	.....	.....	780	1,450 00	780	1,450 00
Flour.....	6	38 25	3,601	11,948 80	3,607	11,987 05
Corn Meal.....	.....	.....	2,057	6,613 50	2,057	6,613 50
Oil Cake.....	.....	.....	8,000	85 00	8,000	85 00
Pork.....	.....	.....	282,600	18,766 00	282,600	18,766 00
Beef.....	.....	.....	4,000	275 00	4,000	275 00
Cured Meats.....	.....	.....	550	66 00	550	66 00
Tallow.....	.....	.....	218,975	9,718 00	218,975	9,718 00
Steel Rails.....	501	17,239 75	.....	.....	501	17,239 75
General Merchandise.....	.....	.....	372	936 50	372	936 50
Total Value.....	.....	737,811 68	.....	1,149,771 54	.....	1,887,583 22

The United States traffic on the great Lakes, as given by the United States Census Bulletin, 31st January, 1891, shows the aggregate quantity transported for the season of 1889 to be 27,460,260 tons, of which agricultural products comprised 4,506,554 tons, products of the mines 14,448,551, animal products 64,728 tons, lumber 6,857,257 tons and manufactures and miscellaneous articles, 1,583,170 tons.

The details are given as follows:—

CARGO TONNAGE on the Lakes for the season of 1889—Canadian coastwise trade excluded.

Commodities.	Amount in tons.
Aggregate.....	27,460,260
<i>Class I—Products of Agriculture—</i>	
Wheat.....	969,150
Corn.....	1,929,614
Other grain.....	503,117
Mill products.....	992,066
All other farm products.....	112,607
Total.....	4,506,554
<i>Class II—Products of Mines and Quarries—</i>	
Coal.....	6,105,799
Iron ore.....	7,677,107
Stone (all kinds).....	311,015
Salt.....	296,513
Other products of Mines and Quarries.....	58,117
Total.....	14,448,551
<i>Class III—Other Products—</i>	
Animal products.....	64,728
Lumber.....	6,857,257
Total.....	6,921,985
<i>Class IV—</i>	
Manufactures, miscellaneous merchandise, &c., &c.....	1,583,170

The cargo tonnage of the Great Lakes as exhibited above was compiled from returns of 107 ports.

Of the United States transportation equipment on the Great Lakes, Mr. Keep, Secretary of the Lake Carriers' Association of Buffalo, states as follows:—

“ In 1890 the United States lake business fleet consists of 2,055 vessels of 826,360 net registered tons, and of the value of \$58,128,500. Of these vessels, 1,153 are steam, with a tonnage of 523,702 tons, and a valuation of \$48,434,350. Nine hundred and two are sail, with a tonnage of 302,658 tons, and a valuation of \$9,694,150. Of the steamers, 232 are steamers of over 1,000 net registered tons, 110 are steamers of over 1,500 net registered tons. It is interesting to note that during the past year the steam tonnage of the lakes has become greater than the United States steam tonnage of the entire Atlantic coast. The report of the Supervising Inspector General of steam vessels, just issued, shows that during the year 1889, the steam tonnage inspected on the great lakes was 515,418·97 tons; on the Atlantic coast, 506,863·42 tons; and on the Pacific and Gulf coasts and western rivers combined, 368,102·16 tons. More wonderful than the size and value of the lake fleet, is its rate of growth. The Inland Lloyd's Register for 1886 shows a total valuation for lake vessels of \$30,597,450 against \$58,128,500 in 1890. *The lake fleet has nearly doubled*

"in value in four years. Even more remarkable is the change in the type of vessels used. In 1886 there were 21 steamers over 1,500 net registered tons; in 1890 there are 110 such steamers. In 1886 there were six steel vessels on the lakes, valued at \$694,000; in 1890 there are 68 steel vessels, valued at \$11,964,500." * * *

"The carrying business of the lakes has increased even more rapidly than the vessel tonnage. The great increase in the speed of vessels, due to the general introduction on the larger vessels of triple-expansion engines of high power, and the great improvements in the facilities for loading and unloading coal and ore, have largely increased the season carrying capacity of the lake fleet."

"The official report of the St. Mary's Falls Canal for the season of 1889 shows that 7,516,022 tons of cargo passed the canal, and that the value of such cargo shows \$83,732,527.15. The freight passing this canal is thoroughly representative of the entire lake traffic. Using the same average value per ton, the value of the entire cargo carried on the lakes last season was \$305,432,041.72."

The total quantity of freight passed through the "Soo" Canal for the season of 1890 is reported as follows:—

	Tons.
East bound freight	6,428,838
West "	2,612,375
Total	9,041,213

valued at \$102,214,048.70.

The following details of the floating equipment of the great lakes are compiled from the last United States census returns:—

Classification of Vessels.	Number of Vessels.		Tonnage.		Valuation.		
	Increase compared with 1889.	Decrease compared with 1889.	Increase compared with 1889.	Decrease compared with 1889.		Increase compared with 1889.	Decrease compared with 1889.
"A"—Structure.					\$	\$	\$
Side wheel steamers.....	42	3	16,949	506	2,209,500	46,500	
Propellers under 1,000 tons.....	431	22	154,232	4,439	13,905,600	1,252,800	
Propellers between 1,000 and 1,500 tons.....	122	6	155,611	7,098	11,804,000	425,000	
Propellers over 1,500 tons.....	110	35	188,390	58,155	17,737,000	5,935,000	
Tugs.....	448	22	12,520	197	2,778,250	74,500	
Schooners.....	577	3	158,620	5,665	4,728,150		221,350
Barges.....	325	23	144,038	7,811	4,968,000	658,500	
"B"—Material.							
Steel.....	68	27	99,457	49,673	11,964,500	4,640,000	
Iron.....	39	5	24,673	223	2,638,000	29,500	
Composite.....	13	4	13,554	3,558	1,465,000	386,000	
Wood.....	1,935	72	688,676	19,087	42,061,000	3,115,450	
"C"—Sail or steam.							
Steam vessels.....	1,153	88	523,702	70,395	48,434,350	7,733,800	
Sailing vessels.....	902	20	302,658	2,146	9,694,150	437,150	
Totals.....	2,055	108	826,360	72,541	58,128,500	8,170,950	

The struggle between the railways and the Inland Marine for the transportation of freight from the west to the seaboard continues to be very keen, and perhaps never more so than during the last season, as is shown by the following extract from the report of Mr. John King, president of the New York, Lake Erie and Western Railroad Company, for the year ended 30th of September, 1890, and submitted to the Board and shareholders, 25th November, 1890, in which he says :—

“The increased business necessitated the purchase of 500 drop-bottom cars, at a cost of \$217,933.20, in addition to 1,000 cars provided for by the Wyoming Car Trust for the coal traffic of the Pennsylvania Coal Company; also 130 elevator grain line box cars of a capacity of 1,000 bushels of grain each, through the Erie Elevator Company, making a total equipment of 500 of these cars.” * * *

“It will be noted that, in common with nearly all the leading lines in the United States, your company made a very large increase in the gross earnings, but the net results were much less satisfactory. These results have been caused by various circumstances, the leading one being the very low rates for the transportation of traffic, especially through freight. Your company was obliged to adopt the same rates upon through business as established by competing lines, although those rates were reduced to an unremunerative point, and much lower than was necessary, in view of the immense amount of freight offered. Some of the leading western lines insisted upon very low rates east bound, in order to attract the business to the rail lines which otherwise would go by lake.

“The results expected by these companies were not realized; more business than usual went by the lakes, and it was shown to be an absurdity to attempt to force even the lower classes of freight by a reduction of rates from the lakes, and put it upon the rail lines as long as navigation is open. This effort has been made repeatedly in years past, and uniformly without success.

“In addition to these difficulties, the competition in service has increased the cost of operation largely in excess of the advantages gained. Not many years ago the average speed of freight trains rarely exceeded ten miles per hour; now, upon your road they run at the average rate of twenty-five miles per hour. At that time the engines hauling freight trains weighed 30 tons; now they weigh 60 tons. The rails in the track weighed 56-pounds to the yard; now your company puts in steel rails weighing 80-pounds.”

“There were laid upon the main line of the Erie proper last year last 18,497 tons of steel rails, of which 13,883 were of the 80-pound pattern, and steel rails of lighter description were taken out; these, in turn were placed in the branch roads, until finally the point is reached when all the main tracks, the branch roads and nearly all the sidings are laid with steel. But, it must be borne in mind that by this process the main line of the roads is being laid with very heavy steel rails, against which old iron or old steel is ultimately taken from the tracks, the difference in weight and price which is very great, being charged to operating expenses.

“The great increase in the power and weight of the modern locomotive engines and in the carrying capacity of the rolling stock, together with the high speed at which freight trains are now being run, to meet the demands of commerce, have all contributed to the necessity of large expenditures in the virtual reconstruction of the roadbed of all the principal lines of the railroad.”

On reference to the returns made by the railways to the State authorities of New York, and to the canal statistics submitted to the State Legislature, I find that of the total tonnage of freight carried by the canals and railways, the State canals carried :—

	Per cent.		Per cent.
In 1859.....	68·9	In 1880.....	25·1
1869.....	47·0	1881.....	18·5
1870.....	38·9	1882.....	19·0
1871.....	38·9	1883.....	18·7
1872.....	40·1	1884.....	19·0
1873.....	34·9	1885.....	17·1
1874.....	31·7	1886.....	16·9
1875.....	28·4	1887.....	16·3
1876.....	24·6	1888.....	18·8
1877.....	28·3	1889.....	15·1
1878.....	27·1	1890.....	13·9
1879.....	23·7		

The quantity of freight carried by the canals and railways was greater in 1890 by 2,158,157 tons than the quantity carried in 1889, and an increase of 25,171,024 tons over 1869.

The quantities carried were as follows :—

	Total Tonnage.	Proportion by Canals.
In 1859.....	5,485,076	·6890
1869.....	12,453,174	·4705
1870.....	15,148,274	·3895
1871.....	15,844,152	·3896
1872.....	16,631,609	·4012
1873.....	18,200,208	·3497
1874.....	18,283,547	·3174
1875.....	17,101,758	·2841
1876.....	16,948,627	·2462
1877.....	17,489,770	·2833
1878.....	19,017,301	·2719
1879.....	22,590,766	·2373
1880.....	25,706,586	·2512
1881.....	27,857,394	·1859
1882.....	28,693,054	·1905
1883.....	30,167,119	·1877
1884.....	26,293,844	·1905
1885.....	27,543,948	·1718
1886.....	31,168,744	·1698
1887.....	34,029,791	·1632
1888.....	26,244,610	·1883
1889.....	35,466,042	·1514
1890.....	37,624,199	·1394

Mr. P. Bird Price, chief inspector of grain for the city of Chicago, reports the quantity of grain inspected for the season of 1890, and the average contents of each car for a series of years to be as follows:—

	Bushels.
Inspection on arrival.....	204,506,701
Out—Inspection.....	85,744,408
Total quantity inspected for 1890.....	<u>290,251,109</u>

The receipts show an increase of 2,432 cars and 65,610,333 bushels over the year 1880, and of 23,073 cars and 30,836,254 bushels over 1889.

The average contents of each car was:—

Years.	Bushels.	Years.	Bushels.
In 1877.....	416	In 1884.....	601
1878.....	451	1885.....	608
1879.....	460	1886.....	641
1880.....	491	1887.....	673
1881.....	520	1888.....	685
1882.....	559	1889.....	684
1883.....	572	1890.....	727

FREIGHT RATES.

The average rate paid for carrying grain from Buffalo to New York city, via Erie Canal, is reported as follows:—

For 1887.....	4 $\frac{6}{10}$ cents per bushel.
1888.....	3 $\frac{4}{10}$ do do
1889.....	4 $\frac{8}{10}$ do do
1890.....	3 $\frac{27}{100}$ do do

The highest rate for the season of 1890 was 4 $\frac{2}{10}$ cents per bushel.

From Chicago to Buffalo, by lake, 1 $\frac{1}{2}$ to 3 $\frac{1}{2}$ cents per bushel.

Chicago to Kingston or Ogdensburgh, 3 to 5 cents per bushel.

Chicago to Montreal, by lake and canal, 5 $\frac{1}{2}$ to 6 $\frac{3}{4}$ cents per bushel.

It will be seen by the accompanying statements that the freight rates by rail are very much higher than those by water, notwithstanding this, the railways have been able to attract the largest portion of the east bound traffic.

IN-TRANSIT TRADE OF THE UNITED STATES.

Of the total value of the intransit trade of the United States for 1890, \$16,002,384 was received from British North America; of this amount \$12,450,246, came from the Provinces of Quebec, Ontario, Manitoba and the North-West Territory, and \$3,552,138 from other British possessions.

Of the in-transit shipments from the United States \$27,335,678, were destined for British North America, of which \$21,140,198 was shipped to the Provinces of Quebec, Ontario, Manitoba and the North-West Territory.

Details of freight rates by lake and canal for 1889 and 1890; by rail for 1889; and intransit trade of the United States, together with a copy of the circular of July, 1885, by D. Manning, Secretary, Treasury Department, Washington, and instructions to customs officers at Duluth will be found in the accompanying statements.

If the rebate of Welland canal tolls is allowed on grain transhipped at Ogdensburgh to Montreal, similiar arrangements would be necessary at Ogdensburgh and Cornwall, as are at present at Duluth and Kingston, respectively.

I would call reattention to the special kindness of the chief of the Bureau of Statistics, Treasury Department, Washington; Mr. Keep, Secretary, Lake Carrier's Association, Buffalo; Mr. King, President N. Y. L. E. & W. Railroad Co., Board of Trade, Chicago and Detroit, Chamber of Commerce, Duluth, and others for information.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES,

Chief Clerk, Canals Revenue.

A. P. BRADLEY, Esq., Secretary,
Department of Railways and Canals, }
Ottawa.

GRAIN FREIGHTS BY LAKE FROM CHICAGO, FOR SEASON OF 1890.

Week Ending.	To Buffalo.		To Ogdensburg or Kingston.		To Montreal. — (Steam.)	
	Wheat, per bush.	Corn, per bush.	Wheat, per bush.	Corn, per bush.	Wheat, per bush.	Corn, per bush.
	cts.	cts.	cts.	cts.	cts.	cts.
April. 5.	3½	3½				
do 12.	2½	2½				
do 19.	2¼ & 2½	2			4½ & 5	
do 26.	2	1¾			4¾	
May, 3.	1½	1½				
do 10.	1½	1½			4	
do 17.	1½	1½				
do 24.	1½	1½			3¼	5½
do 31.	2	1½				
June, 7.	2	1½				5½
do 14.	2¼	2			3¾	6¼
do 21.	2¼	2				6¼
do 28.	2½	2¼			3¾	
July, 5.	2¼	2¼			4	
do 12.	2¼	2			3½	
do 19.	2¼	2				
do 26.	2½	1½				
Aug., 2.	1½	1½			3¼	
do 9.	1½	1¼ & 1½				5½
do 16.	1½	1½				
do 23.	1½ & 1½	1¼			3	5¾
do 30.	1½	1¼			3½	6
Sept., 6.	1½	1½				6¼
do 13.	2	1½			3½	
do 20.	2	1½				
do 27.	2	1½ & 1½				
Oct., 4.	2¼	2		4½		
do 11.	2½ & 2¼	1½				6¾
do 18.	1½	1½				6¼
do 25.	1½	1½				
Nov., 1.	1½	1½				
do 8.	1½	1½				
do 15.	1½ & 2	1¼				
do 22.	2	2			5	
do 29.	3	3				

GRAIN FREIGHTS BY LAKE AND ERIE CANAL.

STATEMENT showing the Current Rates of Freight on Wheat and Corn from Chicago to Buffalo, Oswego or Kingston (sail), and to Montreal (steam), also to New York by lake and Erie Canal, for each week during the Season of Navigation in 1889.

Week Ending	To Buffalo.		To Oswego or Kingston.		To Montreal (Steam).		Erie Canal Buffalo to New York.		Chicago to New York, Lake and Canal, including Buffalo Charges.	
	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.
	cts.	cts.			cts.	cts.	cts.	cts.	cts.	cts.
April 13..	2½ at 2½	2¼ at 2¼								
do 20..	2½ at 2½	2¼ at 2¼								
do 27..	2½ at 2½	2¼ at 2¼								
May 4..	2½ at 2½	2 at 2					4	3½	7½ at 7½	6½ at 6½
do 11..	2½ at 2½	2 at 2					4	3½	7½ at 7½	6½ at 6½
do 18..	2½ at 2½	2 at 2					4	3½	7½ at 7½	6½ at 6½
do 25..	2 at 2	1½ at 1½					4	3½	6½ at 7	6¼ at 6½
June 1..	2½ at 2½	2 at 2					4	3½	7½ at 7½	6½ at 6½
do 8..	2½ at 2½	2 at 2					4	3½	7½ at 7½	6½ at 6½
do 15..	2½ at 2½	2 at 2			6	6½	3¾	3½	6½ at 6½	6 at 6½
do 22..	2 at 2	1½ at 2					3¾	3½	6½ at 6½	6 at 6½
do 29..	2 at 2	1½ at 1½					3¾	3½	6½ at 6½	6 at 6
July 6..	2 at 2	1½ at 1½					3¾	3½	6½ at 6½	6 at 6
do 13..	2 at 2½	1½ at 2					3¾	3½	6½ at 6½	6 at 6½
do 20..	2 at 2	2 at 2					4	3½	7½ at 7½	6½ at 6½
do 27..	2 at 2	1½ at 1½					4	3½	6½ at 6½	6½ at 6½
Aug. 3..	2 at 2½	1½ at 2			7		4	3½	6½ at 7½	6¼ at 6½
do 10..	2½ at 2½	2½ at 2½					4	3½	7½ at 7½	6½ at 6½
do 17..	2½ at 2½	2½ at 2½			7¼		4	3½	7½ at 7½	6½ at 7
do 24..	2½ at 3	2½ at 3					4¼	3½	7½ at 8½	7¼ at 7½
do 31..	2½ at 3	2½ at 3					4½	4	7½ at 8½	7½ at 7½
Sept. 7..	3½ at 3½	2½ at 3					4½	4	8½ at 8½	7½ at 7½
do 14..	3½ at 3½	2½ at 3					5	4½	8½ at 8½	8 at 8
do 21..	2½ at 3	2½ at 2½					5	4½	8½ at 8½	8 at 8½
do 28..	3 at 3	2½ at 2½					5	4½	8½ at 8½	8 at 8½
Oct. 5..	2½ at 3	2½ at 2½					5	4½	8½ at 8½	8 at 8½
do 12..	3 at 3½	2½ at 2½					5	4½	8½ at 9	8½ at 8½
do 19..	3½ at 3½	2½ at 2½					5	4½	8½ at 9½	8½ at 8½
do 26..	3 at 3	2½ at 2½					5	4½	9 at 9½	8½ at 8½
Nov. 2..	3 at 3	2½ at 2½					5	4½	8½ at 8½	8½ at 8½
do 9..	2½ at 2	2 at 2					5	4½	8½ at 8½	8½ at 7½
do 16..	2½ at 2	1½ at 2					5	4½	8 at 8	7½ at 7½
do 23..	3½ at 3	2½ at 3					5	4½	9½ at 9½	7½ at 8½

No business was transacted by any regular line.
No business was transacted on any regular line.

LAKE (STEAM) AND RAIL FREIGHTS, SEASON OF 1889.

STATEMENT showing the weekly range of freights on Flour, Wheat and Corn by steam, Chicago to Buffalo or Erie, and thence by rail.

Week ending.	To Buffalo.		To New York.		To Boston.		To Philadelphia.		To Baltimore.	
	Flour, per barrel.	Wheat, per bushel.	Flour, per barrel.	Wheat, per bushel.	Flour, per barrel.	Wheat, per bushel.	Flour, per barrel.	Wheat, per bushel.	Flour, per barrel.	Wheat, per bushel.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
April 13	20	24	40	94	50	114	36	74	34	74
" 20	20	24	40	84	50	104	36	74	34	74
" 27	20	24	40	84	50	104	36	74	34	74
May 4	20	24	40	84	50	104	36	74	34	74
" 11	20	24	40	84	50	104	36	74	34	74
" 18	20	24	40	84	50	104	36	74	34	74
" 25	20	24	40	84	50	104	36	74	34	74
June 1	20	24	40	84	50	104	36	74	34	74
" 8	20	24	40	84	50	104	36	74	34	74
" 15	20	24	40	84	50	104	36	74	34	74
" 22	20	24	40	84	50	104	36	74	34	74
" 29	20	24	40	84	50	104	36	74	34	74
July 6	20	24	40	84	50	104	36	74	34	74
" 13	20	24	40	84	50	104	36	74	34	74
" 20	20	24	40	84	50	104	36	74	34	74
" 27	20	24	40	84	50	104	36	74	34	74
Aug. 3	20	24	40	84	50	104	36	74	34	74
" 10	20	24	40	84	50	104	36	74	34	74
" 17	20	24	40	84	50	104	36	74	34	74
" 24	20	24	40	84	50	104	36	74	34	74
" 31	20	24	40	84	50	104	36	74	34	74
Sept. 7	20	24	40	84	50	104	36	74	34	74
" 14	20	24	40	84	50	104	36	74	34	74
" 21	20	24	40	84	50	104	36	74	34	74
" 28	20	24	40	84	50	104	36	74	34	74
Oct. 5	20	24	40	84	50	104	36	74	34	74
" 12	20	24	40	84	50	104	36	74	34	74
" 19	20	24	40	84	50	104	36	74	34	74
" 26	20	24	40	84	50	104	36	74	34	74
Nov. 2	20	24	40	84	50	104	36	74	34	74
" 9	20	24	40	84	50	104	36	74	34	74
" 16	20	24	40	84	50	104	36	74	34	74
" 23	20	24	40	84	50	104	36	74	34	74

AVERAGE Freight Charges per Bushel for the transportation of Wheat and Corn from Chicago to New York, for the Years 1858 to 1889 inclusive.

CALENDAR YEAR.	AVERAGE RATE PER BUSHEL.					
	Corn.			Wheat.		
	By Lake and Canal.	By Lake and Rail.	By all Rail.	By Lake and Canal.	By Lake and Rail.	By all Rail.
1858	.127		.3619	.1550		.3861
1859	.1570		.3248	.1663		.3480
1860	* .0833		.3248	* .095		.3480
1861	* .1062		.3881	* .1210		.4158
1862	* .0957		.4480	* .1062		.4800
1863	* .063		.4592	* .072		.4920
1864	* .09		.5600	* .0952		.60
1865	* .0864		.4188	* .0894		.4488
1866	* .1075		.4312	* .1377		.4620
1867	* .0511		.4176	* .08		.4475
1868	* .0604		.3532	* .0802		.3784
1869	* .0584	.2355	.3320	* .0651	.2520	.3557
1870	* .06	.2220	.28	* .0677	.2250	.30
1871	* .0754	.2372	.2968	* .0687	.2542	.3180
1872	* .1072	.2660	.3266	* .1110	.2950	.3499
1873	* .0816	.2298	.2893	* .0917	.2461	.3102
1874	* .0382	.1388	.2450	* .0400	.1709	.2625
1875	* .034	.1303	.2240	* .0378	.1389	.2400
1876	+ .0875	.1079	.1574	+ .0982	.1136	.1686
1877	+ .0959	.1406	.1890	+ .1109	.1546	.2050
1878	+ .0883	.1053	.1652	+ .0996	.1209	.1770
1879	+ .1049	.1220	.1456	+ .1187	.1313	.1774
1880	+ .1341	.1443	.1748	+ .1313	.1580	.1980
1881	+ .0777	.0942	.1340	+ .0867	.1049	.1440
1882	+ .0672	.1028	.1350	+ .0723	.1091	.1447
1883	+ .0803	.11	.1512	+ .0901	.1163	.1620
1884	+ .0655	.085	.1232	+ .07	.10	.1320
1885	+ .063	.0801	.1232	+ .0654	.0902	.1320
1886	+ .0845	.1120	.14	+ .0910	.12	.1500
1887	+ .0850	.1120	.1470	+ .0950	.12	.1575
1888	+ .0671	.1026	.1354	+ .0705	.1114	.1450
1889	+ .0632	.0819	.126	+ .0692	.0897	.1500

* To Buffalo only.

† Including Buffalo charges and tolls.

ALL RAIL FREIGHTS EASTWARD.

STATEMENT showing the published tariff rates for freight on the commodities enumerated, from Chicago to the several points named, in carload lots, during 1889.

From Chicago to the following points—	New York, N. Y.	Philadelphia, Pa.	Baltimore, Md.	Boston, Mass.	Hartford, Conn.	Providence, R. I.	Portland, Me.	Montreal, Can.	Prescott, Can.	Toronto, Can.	Suspension Bridge, N. Y.	Buffalo, N. Y.	Albany and Troy, N. Y.	Pittsburg, P.	Wheeling, W. Va.	Bellaire, O.	Harrisburg, P.	Scranton, P.	Wilmington, Del.
Flour, per brl.	50	46	44	60	60	60	60	50	50	30	30	30	48	30	30	30	44	46	46
Grain, per 100 lbs.	25	23	22	30	30	30	30	25	25	15	15	15	24	15	15	15	22	23	23
Provisions, per 100 lbs.	30	28	27	35	35	35	35	30	30	17½	17½	17½	28	17½	17½	17½	27	28	28
July 13, Corn, per 100 lbs.	20	18	17	25	25	25	25	20	20	12½	12½	12½	20	12½	12½	12½	17	18	18
Nov. 27 do	20	18	17	25	25	25	25	20	20	12½	12½	12½	20	12½	12½	12½	17	18	18

LXXI

THE following Statement shows the average Lake and Erie Canal rates on Wheat and Corn since 1880.

Year.	Freight, Buffalo to New York.			Tolls.			Freight not including Tolls.			Lake Freight.		
	C.	M.	Fr.	C.	M.	Fr.	C.	M.	Fr.	C.	M.	Fr.
1880.												
Wheat	6	5	0	1	0	3	5	4	7	5	7	0
Corn	6	0	0	0	9	6	5	0	4	5	0	0
1881.												
Wheat	4	8	8	1	0	3	3	8	5	3	4	0
Corn	4	3	7	0	9	6	3	4	1	2	9	2
1882.												
Wheat	5	3	8	1	0	3	4	3	5	2	6	1
Corn	4	8	7	0	9	6	3	9	1	2	2	1
1883.												
Wheat	4	8	8	Free.			.....			3	4	7
Corn	4	4	7	do			.....			3	1	1
1884.												
Wheat	4	2	0	Free.			.....			2	0	7
Corn	3	7	6	do			.....			1	8	4
1885.												
Wheat	3	8	1	Free.			.....			3	0	6
Corn	3	4	8	do			.....			1	7	1
1886.												
Wheat	5	0	3	Free.			.....			3	6	1
Corn	4	5	5	do			.....			3	3	7
1887.												
Wheat	4	4	4	Free.			.....			4	0	3
Corn	4	0	4	do			.....			3	7	7
1888.												
Wheat	3	4	1	Free.			.....			2	4	9
Corn	3	0	1	do			.....			2	3	3
1889.												
Wheat	4	3	7	Free.			.....			2	5	3
Corn	3	9	4	do			.....			2	2	5

THE following Statement shows the ruling rates of Lake Freight for the Years
.1887 to 1890.

Year.	From Toledo		
	To Ogdensburg.	To Kingston.	To Montreal.
1887.	Cts.	Cts.	Cts.
Wheat	6 and 7 {	3½	6½
Corn			5 to 6½
1888.			
Wheat	4½ to 6	3½	5½
Corn	5		5¼ to 6
1889.			
Wheat	5 to 5½	3	No shipments reported.
Corn			

The following shows the value of in-transit and transshipment trade of the United States as given in the Annual Report of the Chief of the Bureau of Statistics of the Treasury Department, Washington, for the year ended 30th June, 1890, on the foreign commerce of the United States:

“IN-TRANSIT AND TRANSHIPMENT TRADE, 1868-90.

“Commodities which are brought into the United States for immediate transit across our territory, or for immediate transshipment in our ports to foreign countries, are not considered or treated in the statistical accounts as imports. The transportation of these commodities, however, forms a very important and valuable branch of our carrying trade. Prior to 1868 the receipts of these commodities were in the statistical accounts included in the imports, and the shipments thereof were embraced in the exports.”

The following table shows the values of merchandise received from foreign countries for immediate transit across United States territory, or for immediate transshipment in ports of the United States to other foreign countries.

TOTAL VALUES of Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transhipment in Ports of the United States to other Foreign Countries, and so Shipped, for each Year from 1868 to 1890, inclusive.

Year ending June 30—	Countries from which Received.										Countries to which Shipped.					Total Values of Merchandise Received and Shipped.							
	Great Britain and Ireland.		Germany.		British North American Possessions.		Mexico.		Cuba.		Other Countries.		Germany.		British North American Possessions.		Mexico.		Cuba.		Other Countries.		
	\$	£	\$	£	\$	£	\$	£	\$	£	\$	£	\$	£	\$		£	\$	£	\$	£	\$	£
1868	10,664,576	132,074	4,864,209	-14,967	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,515,604										
1869	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,087	2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984										
1870	10,210,455	302,806	7,215,973	103,977	3,304,227	2,049,422	2,946,053	2,116,249	16,089,037	321,331	133,915	1,983,275	23,191,860										
1871	13,473,915	322,110	7,954,060	344,179	1,307,573	1,913,200	4,031,319	1,033,307	18,406,475	346,872	345,224	1,211,840	25,375,037										
1872	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,494	2,263,819	24,042,790	336,151	179,570	1,797,496	31,385,320										
1873	19,144,815	250,704	13,394,693	286,607	5,737,904	1,284,462	5,144,175	5,622,325	26,784,184	235,113	319,771	1,993,617	40,099,185										
1874	18,832,900	211,907	14,103,690	151,920	4,563,869	926,890	5,391,201	3,866,642	27,310,739	685,214	520,493	1,096,387	38,880,676										
1875	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947	7,229,912	1,495,285	29,800,285	1,155,004	243,358	1,757,429	40,686,283										
1876	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789	11,791,290	2,958,558	24,419,888	1,129,440	600,061	1,163,508	42,062,655										
1877	13,732,085	337,897	12,471,695	158,852	1,095,451	1,460,793	7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773										
1878	10,084,510	378,758	12,204,058	146,822	3,041,957	1,431,033	9,577,050	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148										
1879	8,795,340	521,917	12,081,095	222,320	1,934,042	1,521,153	8,175,951	2,252,572	12,889,587	330,968	174,757	1,272,032	25,085,867										
1880	10,311,139	620,704	17,134,747	239,655	3,646,069	1,942,405	9,122,079	2,729,246	23,356,264	300,148	224,848	1,775,594	33,857,749										
1881	14,898,052	721,844	17,002,046	217,444	2,642,550	2,222,122	10,886,579	3,668,477	17,032,103	671,008	177,840	1,648,121	37,704,048										
1882	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,361	39,319,484	800,025	319,257	2,421,526	58,065,459										
1883	20,242,222	1,149,195	29,802,820	281,309	3,126,069	4,276,712	11,089,994	2,758,994	39,319,484	2,282,473	352,552	3,081,875	58,878,327										
1884	14,036,694	948,901	13,419,227	408,124	3,655,568	4,343,878	5,288,389	2,960,488	22,939,385	2,748,434	221,061	2,656,635	36,814,392										
1885	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544	7,235,510	3,771,524	19,700,479	1,262,515	119,376	2,346,146	34,435,538										
1886	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229	8,510,097	3,803,566	20,241,078	1,279,399	452,700	2,751,423	37,088,264										
1887	17,977,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760	10,052,210	4,353,942	25,611,656	2,002,476	608,121	3,561,358	42,766,121										
1888	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298	6,853,195	2,551,942	15,167,656	3,706,180	683,539	3,997,596	33,343,209										
1889	19,080,647	2,382,456	11,336,123	296,654	3,094,736	5,052,610	9,293,659	4,581,064	22,146,975	4,781,110	892,158	5,768,287	47,403,253										
1890	20,664,427	2,735,546	16,002,384	639,050	9,759,256	5,898,763	10,636,465	5,097,434	27,335,678	4,944,149	1,215,399	6,450,301	55,699,426										

The in-transit and transshipment transactions of 1890 were distributed as to countries and ports as follows:—

Of the value of merchandise received from British North America, amounting to \$16,002,384, \$12,450,246 came from the Provinces of Quebec, Ontario, Manitoba and the North-West Territory, and \$3,552,138 from other British Possessions. The receipts from Europe amounted to \$26,370,676, of which \$20,664,427 came from the United Kingdom, and \$5,706,249 from other Europe. The receipts from the West Indies were valued at \$10,464,177, of which those from Cuba amounted to \$9,757,256. Merchandise valued at \$1,054,050 was received from Asia and Oceanica.

Of the in-transit shipments from the United States, \$27,335,678 were destined for British North America, of which \$21,140,198 was shipped to the Provinces of Quebec, Ontario, Manitoba and the North-West Territory. The shipments to Europe amounted to \$17,707,251, of which \$10,656,465 were destined for the United Kingdom. The shipments to Mexico amounted to \$4,944,149, and to the West Indies to \$4,124,025.

The value of receipts of in-transit merchandise at leading ports of entry were as follows:—At New York, \$28,661,236; Portland, Me., \$7,938,397; Boston, \$4,750,611; New Orleans, \$2,378,218; San Francisco, \$1,163,557; Galveston, \$741,571; and at Northern Border and Lake ports, \$8,451,389.

THE CARRYING TRADE IN UNITED STATES VESSELS AND ITS DECLINE.

The value of merchandise transported in the carrying trade of the United States during the year ending June 30, 1890, is shown as follows:

Carried in—	Imports.	Exports.			In transit and transshipment trade.	Total Foreign Commerce.	Per cent.
		Domestic.	Foreign.	Total.			
	\$	\$	\$	\$	\$	\$	
Cars and other land vehicles.	40,621,361	30,317,946	2,631,956	32,949,902	41,764,719	115,335,982	6.56
American vessels—							
Steam	70,252,005	36,908,779	1,172,959	38,081,738	16,400,948	124,734,691	7.09
Sail	54,696,943	38,472,679	947,721	39,420,400	538,346	94,655,689	5.38
Total	124,948,948	75,381,458	2,120,680	77,502,138	16,939,294	219,390,380	12.47
Foreign vessels—							
Steam	571,445,994	644,577,783	6,883,471	651,461,254	44,737,902	1,267,645,150	72.09
Sail	52,294,106	95,016,641	898,749	95,915,390	851,685	149,061,181	8.48
Total	623,740,100	739,594,424	7,782,220	747,376,644	45,589,587	1,416,706,331	80.57
Nationality and motive power of vessels not known.....					7,105,252	7,105,252	.40
Grand Total ...	789,310,409	845,293,828	12,534,856	857,828,684	111,398,852	1,758,537,945	100.00

^a Received and shipped.

“Of the entire value of our foreign commerce, including that of the in-transit trade, during the last fiscal year, amounting to \$1,758,537,945, 6·56 per cent. was carried in cars and other land vehicles; 7·09 per cent in American steam vessels; 5·38 per cent, in American sail vessels; 72·09 per cent. in foreign steam vessels; 8·48 per cent. in foreign sail vessels and 40 per cent. in vessels of which the nationality and motive power were unknown.

“Our foreign commerce, carried in home vessels, measured by its value, has declined from its highest point, 75 per cent., 1856, to 12·49 per cent. during the last fiscal year, while 80·57 per cent. was carried in foreign vessels. Only 7·09 per cent. of our foreign trade was conducted in steamers bearing our national flag, while 72·09 per cent. of that trade, with all its profits from the employment of capital and labour, was conducted in alien steam vessels. The constant and rapid decline of our share of the transportation of the commodities exchanged between this and foreign countries will be seen by the following:”—

COMPARATIVE STATEMENT showing the values of Merchandise imported into the United States from the Dominion of Canada and imported into the Dominion of Canada from the United States; the percentages of Merchandise imported free of duty into each, and the excess of the imports into the United States or the Dominion of Canada, during each year ending June 30, from 1875 to 1889, inclusive.

Year ending June 30.	IMPORTS OF MERCHANDISE INTO THE UNITED STATES FROM THE DOMINION OF CANADA.				IMPORTS OF MERCHANDISE INTO THE DOMINION OF CANADA FROM THE UNITED STATES.				EXCESS OF	
	Free of Duty.	Dutiable.	Total.	Per cent. of free.	Free of Duty.	Dutiable.	Total. <i>a</i>	Per cent. of free.	Imports into the United States.	Imports into the Dominion of Canada.
	\$	\$	\$		\$	\$	\$		\$	\$
1875....	7,178,336	20,689,279	27,867,615	25.76	26,617,812	22,023,665	48,641,477	54.72	.....	20,773,862
1876....	6,970,557	21,835,407	28,805,964	24.20	22,758,460	21,334,613	44,093,073	51.61	.....	15,287,109
1877....	6,699,336	17,465,419	24,164,755	27.72	25,865,162	23,510,846	49,376,008	52.36	.....	25,211,253
1878....	7,109,597	17,935,204	25,044,801	28.39	24,538,371	23,464,503	48,002,874	51.12	.....	22,955,073
1879....	7,171,375	18,548,396	25,719,771	27.88	18,366,849	23,693,359	42,060,208	43.67	.....	16,340,437
1880....	9,294,619	23,693,945	32,988,564	28.18	8,627,216	19,566,567	28,193,783	30.60	4,794,781	.....
1881....	10,584,047	27,100,054	37,684,101	28.09	10,706,388	25,632,313	36,338,701	29.44	1,345,400	.....
1882....	12,427,036	33,348,345	50,775,581	24.47	14,111,874	32,941,061	47,052,935	29.99	3,722,646	.....
1883....	13,756,715	30,537,443	44,294,158	31.05	16,495,198	38,652,045	55,147,243	29.91	.....	10,853,085
1884....	14,624,500	23,775,335	38,399,835	38.08	13,989,191	35,796,697	49,785,888	28.10	.....	11,386,053
1885....	12,643,118	24,052,567	36,695,685	34.45	14,344,563	31,231,947	45,576,510	31.47	.....	8,880,825
1886....	12,005,533	25,298,503	37,304,036	32.18	13,158,775	29,659,876	42,818,651	30.73	.....	5,514,615
1887....	11,850,164	25,997,113	37,847,277	31.31	14,225,299	30,570,609	44,795,908	31.75	.....	6,948,631
1888....	12,882,186	30,042,368	42,924,554	30.01	19,342,616	27,097,680	46,440,296	41.65	.....	3,515,742
1889....	13,453,269	29,284,805	42,738,074	31.48	21,047,136	28,982,283	50,029,419	42.07	.....	7,291,345

a The values given as imports into the Dominion of Canada are the values of such imports entered for consumption, which latter represent about 95 per cent. of the value of the gross imports.

STATEMENT showing the total values of Merchandise imported into the United States from the British North American possessions, and of Merchandise imported from the United States into, and entered for consumption in the British North American possessions, during each year from 1850 to 1889, inclusive (see note 4.)

YEARS.	Imports into the United States from the British North American Possessions.	Imports into the British North American Possessions from the United States.	Excess of imports into the United States.	Excess of imports into the British North American Possessions.
	\$	\$	\$	\$
1850.....	5,179,500	11,608,641		6,429,141
1851.....	5,279,718	14,263,751		8,984,033
1852.....	5,469,445	13,993,570		8,524,125
1853.....	6,527,559	19,445,478		12,917,919
1854.....	8,784,412	26,115,132		17,330,720
1855.....	15,118,289	34,362,188		19,243,899
1856.....	21,276,614	35,764,980		14,488,366
1857.....	22,108,916	27,788,238		5,679,322
1858.....	15,784,836	22,210,837		6,426,001
1859.....	19,287,565	26,761,618		7,474,053
1860.....	23,572,796	25,871,399		2,298,603
1861.....	22,724,489	28,520,735		5,796,246
1862.....	18,515,685	30,373,212		11,857,527
1863.....	17,191,217	29,680,955		12,489,738
1864.....	29,608,736	7,952,401		
1865.....	33,264,403	27,269,158	5,995,245	
1866.....	48,528,628	27,905,984	20,622,644	
1867.....	25,044,005	25,239,459		195,454
1868.....	26,261,378	22,644,235	3,617,143	
1869.....	29,293,766	21,680,062	7,613,704	
1870.....	36,265,328	21,869,447	14,395,881	
1871.....	32,542,137	27,185,586	5,356,551	
1872.....	36,346,930	33,741,995	2,604,935	
1873.....	37,649,532	47,223,171		9,573,639
1874.....	34,365,961	53,430,424		19,064,463
1875.....	28,270,926	50,319,993		22,049,067
1876.....	29,010,251	45,502,201		16,491,950
1877.....	24,277,378	53,524,029		29,246,651
1878.....	25,357,802	50,324,123		24,966,321
1879.....	26,133,554	45,196,601		19,063,047
1880.....	33,214,340	41,926,563		8,712,223
1881.....	38,041,947	50,955,925		12,913,978
1882.....	51,113,475	55,270,580		4,157,105
1883.....	44,740,876	65,018,933		20,278,057
1884.....	39,015,840	59,845,968		20,830,128
1885.....	36,960,541	53,397,608		16,437,067
1886.....	37,496,338	49,773,232		12,276,894
1887.....	38,015,584	51,937,050		13,921,466
1888.....	43,084,123	54,706,161		11,622,038
1889.....	43,009,473	57,412,887		14,403,414

NOTES.

1. All of the above data are given for years ending June 30, except that the imports into the British Possessions from 1850 to 1863 are for calendar years, and those for 1864 are for the six months ending June 30.

2. The imports into the British Possessions from 1850 to 1867 comprise the imports into the Provinces of Quebec and Ontario, as taken from the Canadian accounts, plus the exports to the other provinces of the present Dominion, as taken from the United States accounts; the imports into the British Possessions for the remaining years are taken exclusively from the Canadian accounts, with the following additions from the United States accounts, viz.: 1868, exports to British Columbia, \$1,178,813; 1869, exports from Minnesota, \$182,682; 1870, exports from Minnesota, \$172,210; 1873 to 1887, exports from the United States to Newfoundland and Labrador. The accounts of these exports, which were exclusively by water, are reliable.

3. The imports into the United States for 1864 and from 1868 to 1889 include the imports from all British North American Possessions.

4. The imports into the British North American Possessions from 1850 to 1875, inclusive, are the imports entered for consumption, and those from 1876 to 1889, inclusive, are the general imports of merchandise.

FOREIGN COMMERCE OF THE UNITED STATES.

STATEMENTS showing the Total Value of Imports and Exports of Merchandise and of Gold and Silver Coin and Bullion into and from the United States, by Countries and Customs Districts, during the Year ending 30th June, 1890.

No. 29.—IMPORTS AND EXPORTS OF MERCHANDISE BY COUNTRIES.

Order by magnitude of total imports and exports.	COUNTRIES.	IMPORTS.			DOMESTIC EXPORTS.			FOREIGN EXPORTS.			TOTAL IMPORTS AND EXPORTS.		
		Value.	Per cent. of total of group.	Per cent. of imports.	Value.	Per cent. of total of group.	Per cent. of domestic exports.	Value.	Per cent. of total of group.	Per cent. of total of foreign exports.	Value.	Per cent. of total of group.	Per cent. of total of imports and exports.
1	EUROPE.												
	Great Britain and Ireland:												
	England	\$ 157,686,501	35.04	19.98	\$ 383,110,693	56.57	45.32	\$ 3,311,431	51.32	26.43	\$ 544,108,625	48.00	33.04
	Scotland	19,617,302	4.36	2.48	38,566,619	5.69	4.56	123,704	1.92	.98	58,307,625	5.14	3.54
	Ireland	9,185,153	2.04	1.17	22,781,697	3.36	2.70	1,518	.02	.01	31,968,368	2.82	1.94
	Total	186,488,956	41.44	23.63	444,459,009	65.62	52.58	3,436,653	53.26	27.42	634,384,618	55.96	38.52
	BRITISH NORTH AMERICAN POSSESSIONS.												
1	Quebec, Ontario, Manitoba and the North-West Territories	31,110,593	78.97	3.94	31,454,337	81.61	3.72	2,490,642	84.17	19.87	65,055,572	80.41	3.95
2	Nova Scotia, New Brunswick and P. E. Island	5,485,970	13.92	.70	4,190,520	10.87	.50	258,883	8.74	2.07	9,935,323	12.28	.60
3	British Columbia	2,446,414	6.21	.31	1,683,106	4.37	.20	204,670	6.92	1.63	4,334,190	5.36	.26
4	Newfoundland and Labrador	354,003	.90	.04	1,216,491	3.15	.14	5,213	.17	.04	1,575,707	1.95	.10
	Total	39,396,980	100.00	4.99	38,544,454	100.00	4.56	2,959,358	100.00	23.61	80,900,792	100.00	4.91

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STATEMENT showing by Customs Districts and Countries, the Values of Merchandise Imported into the United States in Cars and other Land Vehicles, from Foreign Countries through the Dominion of Canada, during the Year ending 30th June, 1890.

CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	COUNTRIES FROM WHICH IMPORTED.												TOTAL.			
	China.	France.	French Possessions, all other.	Germany.	England.	Scotland.	Ireland.	Hong-Kong.	British Possessions in Australasia.	Italy.	Japan.	Netherlands.		Spain.	Turkey in Asia.	
Aroostook, Me.					50											50
Buffalo Creek, N. Y.					474,955											8,092
Chicago, Ill.	216,459	3,616		356		4,258	20,085	1,819		8,092						8,092
Detroit, Mich.		108,471			85,819	69,337	4,755			415,480		4,038	401	998		1,142,465
Duluth, Minn.			195													268,382
Huron, Mich.					6,744	130										195
Indianapolis, Ind.					5,465											6,874
Kansas City, Mo.					21,781											5,465
Milwaukee, Wis.					12,168					1,068						22,849
Minnesota, Minn.					23,879											12,168
Mobile, Ala.				30						23,378						47,257
Omaha, Nebr.																30
Oswegatchie, N. Y.	32			300												124
New York, N. Y.	523,007			5	73,776		1,012	41,288	1,146	1,237,794			956			1,804,101
Sanct Louis, Mo.		10							2	2						74,807
Total..	739,498	112,097	195	700	704,637	73,725	25,852	43,107	1,146	2	1,685,988	4,038	1,357	998		3,393,230

STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, Exported from the United States, through British Columbia, *via* the Canadian Pacific Railway, to China and Japan during the Year ending June 30, 1890.

[Prepared from reports by the United States Inspector of Customs at Vancouver, British Columbia.]

Articles.	Weight.	Ports from which shipped into Canada.	Weight.
	Lbs.		Lbs.
Advertising signs.....	1,600	Portland, Oreg.....	10,115,029
Baby carriages.....	1,441	New York, N. Y.....	7,476,169
Books and other printed matter.....	41,360	Richford, Vt.....	5,717,356
Brass manufactures.....	150	Ogdensburgh, N. Y.....	762,464
Bricks.....	24,969	Chicago, Ill.....	163,568
Butter.....	1,300	Boston, Mass.....	91,113
Carbons.....	9,600	Neche, N. Dak.....	79,850
Cars, street railway.....	24,000		
Cartridges.....	916		
Celluloid.....	748		
Chemicals, &c.—			
Ginseng.....	47,105		
Potash.....	1,250		
Other drugs.....	2,514		
Chinaware.....	580		
Clocks.....	1,163		
Cotton, raw.....	343,520		
Cotton manufactures.....	12,637,137		
Dynamos and attachments.....	40,009		
Electric supplies.....	19,897		
Fish.....	3,750		
Flour.....	10,106,079		
Glass.....	1,039		
Hoofs.....	83,140		
Iron manufactures—			
Castings.....	13,033		
Firearms.....	2,323		
Hardware.....	73,684		
Machinery.....	756,329		
Wire rope.....	9,285		
Lamps.....	1,224		
Leather manufactures.....	2,064		
Merchandise, not described..	36,923		
Missionary goods.....	14,065		
Musical instruments.....	1,130		
Oil, lubricating.....	6,620		
Paints.....	1,035		
Paperware.....	150		
Phonograms.....	300		
Sugar, maple.....	100		
Talc.....	27,260		
Telegraph wire.....	61,481		
Tobacco manufactures—			
Tobacco.....	1,020		
Cigarettes.....	2,000		
Snuff.....	420		
Tricycle.....	100		
Wood manufactures.....	1,736		
Total.....	24,405,549	Total.....	24,405,549

STATEMENT showing the Kinds and Weights of Commodities, imported into the United States, through British Columbia *via* the Canadian Pacific Railway from China and Japan during the Year ending June 30, 1890.

[Prepared from reports by the United States Inspector of Customs at Vancouver, British Columbia.]

Articles.	Quantities.	Ports into which imported.	Quantities.
	Lbs.		Lbs.
Art works.....	160	Baltimore, Md.....	22,014
Bamboo.....	3,960	Billings, Mont.....	645
Birds, stuffed.....	110	Boston, Mass.....	36,850
Curios.....	191,200	Buffalo, N. Y.....	10,280
Fans.....	30	Chicago, Ill.....	641,565
Fire crackers and fireworks.....	159,530	Detroit, Mich.....	10,160
Matting.....	47,529	Duluth, Minn.....	2,475
Merchandise, not described.....	681,564	Helena, Mont.....	674
Paper.....	1,960	Minneapolis, Minn.....	62,241
Personal effects.....	8,680	Neche, N. Dak.....	2,339,709
Rice.....	22,640	New York, N. Y.....	1,603,629
Silk and manufactures—		Ogdensburg, N. Y.....	6,095,646
Cocoons.....	22,118.	Philadelphia, Pa.....	15,290
Raw silk.....	1,245,950	Richford, Vt.....	138,442
Waste silk.....	27,920	Rochester, N. Y.....	6,226
Manufactures of.....	12,530	St. Paul, Minn.....	52,918
Skins of animals.....	110	Toledo, Ohio.....	6,510
Straw braid.....	82,376		
Sugar.....	410		
Tea.....	8,549,320		
Tobacco.....	1,946		
Total.....	11,060,037	Total.....	11,060,037

STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, shipped from Neche, N. Dak., and Ogdensburgh, N.Y., for the Transportation *via* the Canadian Pacific Railway, to ports on the United States Pacific Coast, during the Year ending June 30, 1890.

Articles.	Weight.	Articles.	Weight.
	Lbs.		Lbs.
From Neche, N. Dak—		From Neche, N. Dak— <i>Continued.</i>	
Six months ending 31st December, 1889.	15,076,619	Six months ending 30th June, 1890— <i>Continued.</i>	
Six months ending 30th June, 1890—		Malt liquors, in bottles.....	75,000
Agricultural implements.....	5,145	Marble and stone and manufactures of.....	59,380
Books and other printed matter.....	57,510	Musical instruments.....	46,034
Brass and manufactures of.....	5,720	Oil, linseed.....	795,100
Breadstuffs.....	90,635	Ores.....	20,380
Brooms and brushes.....	25,245	Paper and manufactures of.....	1,178,726
Chemicals, drugs, &c.....	170,815	Provisions comprising meat and dairy products—	
Copper, manufactures of.....	41,442	Bacon.....	57,100
Cotton do.....	294,151	Hams.....	180,410
Earthenware.....	6,795	Lard and pork.....	102,920
Electrical supplies.....	20,000	Meat.....	111,130
Fancy articles.....	5,333	Butter.....	11,600
Flax and hemp and manufactures of.....	6,882	Milk, condensed.....	388,710
Fruits, including nuts.....	84,480	All other, including canned goods.....	181,830
Glass and glassware.....	114,154	Paints.....	25,600
Glucose.....	545,970	Plated ware.....	15,640
Hats.....	32,120	Soap.....	55,160
Hoops.....	27,400	Spices, including coffee.....	7,660
Household goods.....	60,238	Spirits.....	59,660
Ink.....	22,570	Starch.....	70,350
Iron and steel, manufactures of—		Syrup.....	66,510
Band and hoop iron.....	195,010	Tinware.....	34,450
Bars of iron.....	260,747	Tobacco and manufactures of.....	118,215
Bars of steel.....	67,810	Wearing apparel.....	27,182
Castings.....	1,228,310	Wood and manufactures of.....	676,836
Hardware.....	576,600	Wool.....	27,348
Machinery.....	164,280	All other articles.....	244,777
Nails.....	205,155		
Plates and sheets of iron.....	186,748	Total.....	25,352,339
do do steel.....	58,050	From Ogdensburgh, N.Y.....	7,786,012
Rails.....	229,878		
Wire.....	169,437	Total shipped west.....	33,138,351
All other.....	624,463		
Leather and manufactures of.....	54,919		

	Pounds.
Shipped for transportation to—	
San Francisco, Cal.....	27,065,011
Seattle, Wash.....	3,336,417
Port Townsend, Wash.....	1,273,453
Portland, Oreg.....	401,596
Tacoma, Wash.....	275,126
Sacramento, Cal.....	64,345
All other points.....	722,403
Total.....	33,138,351

STATEMENT of the Quantity and Value of Merchandise received at Neche, N. Dak., and Odgensburg, N.Y., from United States ports on the Pacific Coast, and of Merchandise Shipped from San Francisco, Cal., and Port Townsend, Wash., for eastern ports of the United States, over the Canadian Pacific Railway, for the Year ending 30th June, 1890.

Articles.	Shipped from San Francisco, Cal.		Shipped from Port Townsend, Wash.		Received at Neche, N. Dak.		Received at Odgensburg, N. Y.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$		\$		\$		\$
Beans	Bush	5,054	7,792					420
Bones, horns, &c.			2,075					2,075
Chemicals--								
Barks	Lbs.				67,071	5,085		
Borax	do				237,716	17,606		13,943
Glue stock.....	do				21,420			
					460	93		
All other.....		36,814						
Clothing.....					555,155	159		
Fruits, canned....	Lbs.		110,916		10,000	28,330	749,883	69,683
do other.....	do					1,000	35	4
Glue.....	do	1,670	162					
Hides and skins.....			936					
Household effects.....						105		
Leather boots.....						9		
do splits.....		8,204						
Nuts.....		2,068						
Ores.....	Lbs.						20,000	1,000
Salmon, canned....	do	683,795	69,679		117,450			
Salmon, other....	do		7,895		92,930	8,245	814,613	67,488
Shingles.....	M.			925	2,581	796	2,702	
Sugar, refined....	Lbs.	295,980	22,274		316,030	23,774		
Vegetables,canned	do		1,610		24,680	1,185	56,840	4,110
Wine.....	Doz.	425	1,982				300	1,412
Wire.....	Lbs.			150	25			
Wool, raw.....	do	2,494,827	858,643		34,845	9,000	241,164	81,801
Total.....		1,131,050		2,606		97,293		241,936

NOTE.—There were received at Plattsburg, N. Y., during the year, 319 barrels of salmon, no value given.

VICTORIA, 12th April, 1890.

To the Officers of Canadian Customs, on Special Duty, United States Port of Duluth, Min.

SIR,—As I am at present unable to see you personally to give you verbal instructions on your duties, I will try and make it clear to you just what you may do, and the way in which your duties are to be performed.

The Northern Pacific Railway will furnish you with suitable desk-room, either in an office by yourselves, or in the General Freight Office of the Freight Department, at Duluth; in either case, your papers, and books, and seals and seal-press, are to be kept under lock and key.

As you are stationed at Duluth for the protection of Canadian revenue, but in the interest of the trade of the Northern Pacific Railway, you will only seal and manifest such goods on points west or east of Duluth as the agent of that road may designate for your action; by that I mean, that goods coming into Duluth over other roads or lines of steamers than those connecting with the Northern Pacific Railway have no right to ask for or expect to benefit by your services.

Goods arriving at Duluth from another Canadian port by a Canadian steamer or vessel will come to you covered by a certificate issued by a Canadian Customs officer at the point of shipment, as to the goods—as described being either free or in bond.

Should any goods from Canada arrive at Duluth not so covered by this certificate, you will, after the car has been loaded and after it has been sealed by the United States Customs officers (you having been present at the time of loading, as to personally know the contents of the car), also seal the car with your seal, and sign a special car manifest, Form A., No. 11; but being most careful to state that the goods came to you not covered by any certificate to establish that they were free or in bond. In this way the goods are not detained on the road, and the collector at the point of destination takes other means, slower, but in a measure sure, to satisfy himself as to the goods in question.

When goods come to you properly covered by a certificate that they are either free or in bond you will sign the special car manifest—A. No. 11—and be most careful to state opposite each line whether they are free or in bond.

Each car has a separate manifest made out for it, and it is made out in triplicate; you holding one copy as your record, sending one copy with the way bills with the goods in the conductor's hands, and sending the other copy by railway mail (if the goods are for Manitoba) to the collector of Customs at Emerson—N.P. R.R., West Lynne Station.

This copy will go to Emerson, no matter what part of Manitoba the goods are for, and the collector there will then deal with the goods according to his instructions.

Should, however, the goods be for any part of the Province of British Columbia, you will send your third copy by railway mail to our officer, Robertson, at Tacoma, care of M. P. R. R. Freight Agent at that point. Robertson will then deal with them as he is ordered.

Such manifests as you make on British Columbia will be of one series, commencing with your first manifest and car No. 1, and so on in rotation.

Such manifests as you may make on the outport of Emerson for goods destined for Emerson, or points north of Emerson, but south of Winnipeg, will be of another series, also commencing at No. 1, and so on in rotation.

Such manifests as you make on the Port of Winnipeg for goods destined for there or for other points, but to be released at Winnipeg, will be of another series, also commencing at No. 1, and so on in rotation.

Should it be desired to make manifests on Portage la Prairie, or Brandon direct, you may do so, giving each place a separate series of numbers, commencing at No. 1 in each new series.

It may be arranged by the railway and the collector of Customs at Winnipeg to have all goods for points past Winnipeg manifested on either Emerson or Winnipeg; if so, you will do as requested by the collector at Winnipeg on this point.

This system, if put in use, will give the railway possession of the goods after the seals and papers have been examined and verified at either Emerson or Winnipeg, and they may then be transported without any Customs supervision.

But failing such a request, you will manifest on Brandon or Portage la Prairie all goods for those places, but still send the papers on to Emerson, in the first instance, for the action of the officers there, according to the regulations in force.

Until I see you personally you need not open any proper books; merely keep correct memos. of all that you do and your office copy of the ship's papers that come to you, and of the manifests that you send forward.

On any subject on which you are in doubt write at once to the collector at Winnipeg. I will see you as soon as possible.

I send you this day by express the two books that Robertson used while in Duluth, and some of the letters that he received from me on the subject of his work. From a reading of them you may also get some light on points not mentioned in this letter.

The one book deals with the wheat that is in the bonded bins of the elevator at Duluth, and that went to Duluth from the Province of Manitoba last fall by rail, on consignment to points east.

You will as soon as possible verify the seals on the cords or ropes that control the openings of the elevator bins, and if still correct and intact, you may, on application, grant a certificate on each lot that is shipped to Eastern Canada that the same is the produce of Manitoba. The forms you will find in the office at Duluth, as supplied by the N.P.R.R., and approved by me. You will use no other, or sign anything else *in re* that wheat. From Robertson's wheat book you will see just how much remains in the bonded bins of this Manitoba wheat, and to that extent, and no more—less the cleanings—you will, when requested, manifest it on any Eastern Canadian Customs port, certifying on the ship's paper, or the form to be supplied you, that it is of Manitoba growth.

In sealing your cars, or in removing seals, always act in connection with and after the United States Customs officer has acted; when at all possible, help him all that you can, and use every endeavour to keep on good terms with them and the railway men and the officers in Duluth, but holding strictly to the letter of your instructions.

I have the honour to be, Sir,

Your obedient servant,

(Signed) GEO. H. YOUNG,

Inspector of Ports.

7,002.

TERMINATION OF CERTAIN ARTICLES OF THE TREATY OF WASHINGTON.

TREASURY DEPARTMENT, 2nd July, 1885.

Notice having been given by the Proclamation of the President, dated 31st January, 1885, of the abrogation of Articles 18 to 25, and Article 30, of the Treaty of Washington, collectors of Customs are hereby notified that Article 844 of the Customs Regulations of 1884, which is identical with Article 19 of the Regulations of 30th March, 1875, made pursuant to Article 30 of said treaty, will cease to be in force from and after this date.

Shipments of merchandise in transit from one port or place within the territory of the United States to another, by a route, a part of which is by land carriage through the Dominion of Canada and a part by the great lakes and rivers connecting the same, or by the River St. Lawrence, in either British or American vessels, from

ports on the northern frontier of the United States to ports on the Canadian frontier, for transhipment to railway cars, and from points on the Canadian frontier, at the termini of railway transportation, to ports on the northern frontier of the United States, will hereafter be treated in all respects as ordinary importations from foreign contiguous territory.

(Signed) DANIEL MANNING,

Secretary.

Collectors of Customs.

7,039.

TRANSIT OF MERCHANDISE THROUGH THE DOMINION OF CANADA.

TREASURY DEPARTMENT, 24th July, 1885.

Under the authority contained in section 3006 of the Revised Statutes, imported merchandise, in bond or duty-paid, and products and manufacturers of the United States, may, with the consent of the proper authorities of the British Provinces, be transported from one port in the United States to another port therein over the territory of such Provinces, by such routes and under such rules, regulations and conditions as the Secretary of the Treasury may prescribe.

Therefore so much of Circular No. 102 of this Department, dated the 2nd instant, as rescinded Article 844 of the Customs Regulations of 1884 is revoked, and said article is hereby amended, in such manner as to restrict the transportation therein referred to, to American vessels. Customs officers will be governed accordingly.

The salaries of officers stationed in Canada to supervise transhipment from vessels to cars, and *vice versa*, must be reimbursed to the Government by the transportation companies interested.

(Signed) DANIEL MANNING,

Secretary.

Collectors and other Officers of Customs.

Art. 844.—Goods, wares and merchandise in transit from one port or place within the territory of the United States to another by a route a part of which is by land carriage through the Dominion of Canada, and a part by the Great Lake and the rivers connecting the same, or by the River St. Lawrence, may be transported by water in American vessels from ports on the northern frontier of the United States to ports on the Canadian frontier for transhipment to railway cars, and from points on the Canadian frontier, at the termini of railway transportation, to ports on the northern frontier of the United States in American vessels.

If the goods are subject to duty they must be shipped under the ordinary transportation entry and bond, and, if the character of the goods will admit of it, must be duly corded and sealed.

Special manifest in triplicate shall be prepared at the port of shipment for merchandise forwarded in this manner, describing the merchandise and setting forth the route over which it is to pass, one copy of which shall accompany the merchandise and to be kept in the custody of the master of the vessel or conductor of the car, as the case may be, one copy retained by the Customs officer at the port or place of shipment, and the third copy forwarded to the Customs officer at the port or place when the merchandise shall be returned to the United States.

See Department Circular No. 102, dated July 2th, 1885, says Art. 844 no longer in force. Treaty of Washington, Art. 30, having terminated, Sec., S. S. 7039, dated July 24th, 1885. Art. 844 restored except as to British Vessels.

T A B L E S

SHOWING THE

TONNAGE ON THE CANALS.

C.—TABLE showing the Tonnage of the undermentioned Articles, moved

Years.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123

on all Canals in the State of New York, during a series of Twenty-two Years.

HEAVY GOODS.						
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,693	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	94,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	201,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	73,135	112,100	1,094,897	234,948	1,523,358
1,167,901	5,800	26,084	93,181	830,154	202,072	1,157,291

D.—TABLE showing the Tonnage of the undermentioned Articles, moved
December,

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,569	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876.....	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,489	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876

*Fiscal.

through the Welland Canal, during a series of Twenty Years ended 31st 1890.

HEAVY GOODS.							
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full Tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	68,064	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	423,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	543,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,756	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349

E.—TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of twenty-two years.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436		
1870.....	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2 05	
1871.....	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67 59	
1872.....		330,032	866,169	41,515	73,572	5,900	88	1,317,276	67 50	
1873.....	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82 10	
1874.....		650,161	459,728	3,192	44,079	112	237	1,157,509	47 18	
1875.....	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29 38	
1876.....	231	377,317	356,064	6,334	26,488	12,205	4,691	783,331		0 39
1877.....	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55 52	
1878.....	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109 08	
1879.....	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99 07	
1880.....	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162 06	
1881.....	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11 75	
1882.....	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9 96	
1883.....	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51 06	
1884.....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37 18	
1885.....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14 36	
1886.....	488	955,851	351,272	6,799	5,180		4,001	1,353,591	72 11	
1887.....	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85 64	
1888.....	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33 87	
1889.....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46 88	
1890.....	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21 23	

SUPPLEMENT to Table E showing the Shipments at Oswego during the
same period.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815	.....	.....
1870.....	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	.....	11·06
871.....	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11·05	.....
1872.....	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818	.....	36·59
1873.....	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765	.....	50·80
1874.....	.....	108,288	46,127	77,007	1,103	7,053	3,747	243,325	.....	9·14
1875.....	1,728	32,690	3,034	75,083	3,308	4,989	5,931	126,763	.....	52·67
1876.....	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62·67
1877.....	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52·61
1878.....	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	.....	65·21
1879.....	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52·51
1880.....	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49·43
1881.....	758	25,352	8,064	62,793	200	14,444	4,027	115,638	.....	56·82
1882.....	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52·65
1883.....	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884.....	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885.....	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77·62
1886.....	737	9,579	154	42,261	.....	1,671	4,814	59,216	.....	77·88
1887.....	790	675	2	44,580	.....	716	1,370	48,133	.....	82·02
1888.....	384	2,206	168	6,237	.....	.....	2,196	11,191	.....	95·82
1889.....	473	8,002	8,950	40,096	16	1,405	1,003	59,945	.....	77·61
1890.....	545	10,378	10,408	26,639	8	4,635	2,356	54,969	.....	79·47

F.—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty Years, ended 31st December, 1890.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	2,693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	2,643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	144,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,571	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983

* Fiscal.

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Twenty Years, ended 31st December, 1890.

Year.	VEGETABLE FOOD.										HEAVY GOODS.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	30,681	211,065	91,149	2,942	.....	607	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962	
1872.....	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	212,264	
1873.....	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176		
1874.....	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	290,895
1875.....	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451		
1876.....	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,345	167,110	25,808	227,844
1877.....	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975		
1878.....	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879.....	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880.....	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881.....	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882.....	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883.....	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471	
1884.....	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885.....	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886.....	7,591	53,258	94,048	.....	4,790	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887.....	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888.....	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,369	177,288		
1889.....	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890.....	9,204	31,527	180,842	6,519	27,050	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563

H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals, and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Twenty Years, ended 31st December, 1890.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872.....	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873.....	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874.....	1,767,598	647,397	2,791,517	1,157,509	243,325	374,226
1875.....	1,305,550	417,936	2,343,241	1,017,559	126,763	177,908
1876.....	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877.....	1,408,984	464,181	2,493,683	1,223,100	126,899	180,586
1878.....	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879.....	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880.....	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881.....	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882.....	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883.....	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884.....	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885.....	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886.....	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887.....	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888.....	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889.....	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890.....	1,167,901	519,291	4,336,199	953,397	54,969	275,619

* Fiscal.

I—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889 and 1890.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	Tons.		Tons.		Tons.		Tons.		Tons.	
	174	62,665	432	121,150	41	17,482	329	97,257	976	298,554
1882.										
Wheat.....		60,535		46,201		5,203		87,213		199,152
Corn.....		7,431		6,075		3,468		38,360		55,334
Rye.....								1,954		1,954
Coal.....		1,673		51,127		112		27,968		80,880
Miscellaneous merchandise.....		2,939		3,744		1,553		2,605		10,841
Lumber..... Ft. B.M.		1,021,957		1,943,568		3,969,790		17,327,483		24,262,798
Timber..... Cub. ft.		125,960		2,874,066				13,500		3,013,526
Staves..... No.		59,600		1,065,233				104,000		1,228,833
	180	68,850	468	130,844	111	68,609	417	127,616	1176	395,929
1883.										
Wheat.....		32,761		29,385		5,928		76,715		144,789
Corn.....		25,651		21,073		36,146		99,272		182,142
Barley.....								735		735
Rye.....								518		518
Oats.....						731				731
Coal.....		8,398		48,329		835		40,388		97,950
Miscellaneous merchandise.....		5,238		3,590		13,195		2,299		24,322
Lumber..... Ft. B.M.		2,102,292		3,455,590		5,287,386		15,143,274		25,988,542
Timber..... Cub. ft.		83,700		3,514,944				70,500		3,669,144
Staves..... No.		32,876		1,038,349				90,000		1,161,225
	173	68,250	285	73,057	99	67,637	364	97,794	921	306,738
1884.										
Wheat.....		38,859		11,618		5,461		75,474		131,412
Corn.....		10,841		13,609		26,452		67,909		118,811
Barley.....		90								90
Rye.....		477								477
Oats.....		872				7,963		1,911		10,746
Coal.....		497		28,275		301		10,154		39,227
Shingles, firewood and woodenware.....		548		2,538		49		30		3,165
Miscellaneous merchandise.....		2,073		3,804		11,793		428		18,103
Lumber..... Ft. B.M.		3,393,351		1,680,976		8,987,558		18,126,215		32,188,100
Timber..... Cub. ft.		437,356		2,107,780				159,647		2,704,783
Staves..... No.				75,000		33,741		301,267		410,008

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—Continued.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	199	67,461	347	80,828	81	35,613	350	106,873	977	290,775
	Tons.		Tons.		Tons.		Tons.		Tons.	
1885.										
Wheat.....	26,025		3,153		6,882		72,478		108,538	
Corn.....	16,046		2,462		20,589		78,439		117,536	
Barley.....			228						228	
Oats.....					217		665		882	
Pease.....	11								11	
Rye.....										
Coal.....	1,005		20,318				18,560		39,883	
Miscellaneous merchandise.....	1,941		3,689		1,111		1,086		7,827	
Shingles, woodenware, &c.....	223		9		53		58		343	
Sawed Lumber...Ft. B.M.....	7,725,105		8,681,081		9,381,654		20,935,270		46,723,110	
Square Timber....Cub. Ft.....	601,516		2,849,526		20,692		113,682		3,585,416	
Staves.....No.....	104,000		44,000		83,500				231,500	
Firewood.....Cords.....			783						783	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	261	95,928	426	123,297	118	86,937	358	108,344	1163	414,506
	Tons.		Tons.		Tons.		Tons.		Tons.	
1886.										
Wheat.....	38,984		30,834		2,937		70,019		142,774	
Corn.....	48,547		33,315		36,852		99,644		218,358	
Barley.....							572		572	
Oats.....	6		41		4,331		459		4,837	
Pease.....	450		158						608	
Rye.....										
Coal.....	4,007		45,018				11,647		60,672	
Miscellaneous merchandise.....	2,926		6,728		23,687		281		33,622	
Shingles, woodenware, &c.....	329				252		215		1,152	
Sawed Lumber...Ft. B.M.....	6,915,390		15,719,631		8,953,478		18,405,961		49,994,460	
Square Timber....Cub. Ft.....	564,827		2,335,205				35,500		2,935,532	
Staves.....No.....	221,280		697,933						919,213	
Firewood.....Cords.....			390						390	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	250	86,344	372	101,745	107	94,029	163	46,152	892	328,270
	Tons.		Tons.		Tons.		Tons.		Tons.	
1887.										
Wheat.....	80,757		81,652		200		46,186		208,796	
Corn.....	12,341		14,775		65,981		20,582		113,679	
Barley.....					9		575		584	
Oats.....			1,376		11,098		279		12,753	
Pease.....			362						362	
Rye.....										
Coal.....	1,436		25,165				2,108		28,709	
Miscellaneous merchandise.....	2,179		4,609		24,395		415		31,598	
Shingles, woodenware, &c.....	1,716		1,081		26				2,823	
Sawed Lumber...Ft. B.M.....	2,894,767		12,329,728		4,161,349		15,091,355		34,477,199	
Square Timber....Cub. Ft.....	498,770		1,285,594						1,784,364	
Staves.....No.....			266,697						266,697	
Firewood.....Cords.....	299		466						765	

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal, in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	242 86,838		339 93,450		114 104,505		219 60,500		914 345,293	
Tons.		Tons.		Tons.		Tons.		Tons.		
1888.										
Wheat.....	45,481	60,379	1,353	40,779	147,992					
Corn.....	38,620	14,251	71,988	71,175	196,024					
Barley.....										
Oats.....	672		24,967	1,311	26,950					
Pease.....		54	57		111					
Rye.....			71	632	703					
Coal.....	1,603	20,064		4,208	25,875					
Miscellaneous merchandise	2,165	3,291	22,719	3,722	31,897					
Shingles, Woodenware, &c.	66	84	141	6	297					
Sawed Lumber... Ft. B. M.	5,262,700	11,977,905	4,451,360	12,539,672	34,230,637					
Square Timber... Cub. Ft.	687,728	1,555,307	19,000		2,262,035					
Staves..... No.	106,972	211,436		34,000	352,408					
Firewood..... Cords	179	201			380					
No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
317	106,048	427	118,071	208	172,873	268	92,442	1220	489,434	
Tons.		Tons.		Tons.		Tons.		Tons.		
1889.										
Wheat.....	38,127	28,054	1,679	46,767	114,627					
Corn.....	60,218	43,819	152,858	96,700	353,595					
Barley.....										
Oats.....	320		25,347	2,145	27,812					
Pease.....										
Rye.....	948	634	336		1,918					
Coal.....	3,976	21,148	712	1,664	27,500					
Miscellaneous merchandise	6,339	5,749	25,082	3,030	40,200					
Shingles, Woodenware, &c.		1		51	52					
Sawed Lumber... Ft. B. M.	5,789,226	11,632,330	11,792,850	21,026,211	50,240,617					
Square Timber... Cub. Ft.	924,645	2,934,989			3,859,634					
Staves..... No.	35,700	194,649			220,349					
Firewood..... Cords		46			46					
No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
342	110,056	443	117,400	202	204,542	142	50,622	1129	482,620	
Tons.		Tons.		Tons.		Tons.		Tons.		
1890.										
Wheat.....	43,308	35,633	7,514	32,239	118,694					
Corn.....	63,095	51,439	172,756	40,104	327,394					
Barley.....			3,304	3,215	6,519					
Oats.....	479	73	27,030		27,582					
Pease.....			14		14					
Rye.....	1,121				1,121					
Coal.....	1,049	21,732		615	23,396					
Miscellaneous merchandise	3,146	5,683	32,194	2,510	43,533					
Shingles, Woodenware, &c.	15	1,266	8		1,289					
Sawed Lumber... Ft. B. M.	5,921,240	5,167,201	10,274,335	14,290,800	35,653,576					
Square Timber... Cub. Ft.	1,141,194	3,395,832			4,537,026					
Staves..... No.	12,255	19,947			32,202					
Firewood..... Cords	15	566			581					

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the Season of Navigation in 1890.

UNITED STATES STEAM VESSELS.

Date of Arrival.	Name of Vessels.	Registered tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.			Lighterage over the Welland Railway.			Lighterage in Tons.		
			Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Oats.	Rolling freight.	Wheat.	Corn.	Oats.	Rolling freight.	
1890.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.
April 18	J. R. Langdon.....	1,550	240	42	0	16	8	14	0	14	9	66,742	49	171		
do 19	Gov. Smith.....	1,547	240	42	0	16	8	14	5	14	11	65,091	112	234		
do 24	W. J. Averill.....	1,425	265	36	6	16	5	14	7	15	1	59,752	117	243		
do 28	A. McVittie.....	1,553	240	42	0	16	8	13	10	14	6	31,231	169	110		
do 30	W. A. Haskill.....	1,441	265	37	0	16	6	14	6	14	11	62,802	14	204		
May 4	J. N. Langdon.....	1,550	240	42	0	16	8	14	6	14	7	66,340	94	186		
do 6	Gov. Smith.....	1,547	240	42	0	16	8	15	0	15	3	68,926	147	349		
do 17	A. McVittie.....	1,553	240	42	0	16	8	14	8	14	9	68,451	16	213		
do 19	W. A. Haskill.....	1,441	265	37	0	16	6	14	8	15	0	59,284	143	238		
do 20	J. R. Langdon.....	1,550	240	42	0	16	8	13	4	15	4	50,881	81	186		
do 21	D. C. Whitney.....	1,013	246	40	6	14	0	14	3	14	2	51,889	4,310	129		
do 24	Gov. Smith.....	1,547	240	42	0	16	8	14	8	15	0	60,000	361	272		
do 26	John Rugée.....	950	216	35	0	18	0	15	4	15	0	47,635	210	251		
June	1 A. McVittie.....	1,533	240	42	0	16	8	14	6	14	9	28,730	210	226		
do 4	W. A. Haskill.....	1,441	265	37	0	16	8	14	10	14	7	68,116	152	340		
do 7	J. R. Langdon.....	1,550	240	42	0	16	8	15	0	15	0	49,124	8	310		
do 7	F. H. Prince.....	1,548	240	42	0	16	8	15	1	14	11	36,668	139	85		
do 16	W. J. Averill.....	1,425	265	36	6	16	8	14	9	14	9	82,520	8	136		
do 17	A. McVittie.....	1,553	240	42	0	16	8	12	0	14	7	38,306	168	80		
do 19	W. A. Haskill.....	1,441	265	37	0	16	8	13	5	14	7	65,000	94	279		
do 20	J. R. Langdon.....	1,550	240	42	0	16	8	13	10	14	10	39,499	222	75		
do 22	Gov. Smith.....	1,547	240	42	0	16	8	14	7	15	0	69,921	22	274		
do 25	F. H. Prince.....	1,548	240	42	0	16	8	14	7	15	0	51,035	133	254		
July	1 Ino. Pridgon, jr.....	1,037	247	36	0	16	8	15	2	15	6	70,040	133	395		
do 3	W. J. Averill.....	1,425	265	36	6	16	5	14	8	14	8	51,244	262	98		
do 9	W. A. Haskill.....	1,441	265	37	0	16	0	14	6	15	0	30,235	276	217		
												54,124	276	214		

do	10 J. R. Langdon	1,550	240	42	0	16	8	14	8	15	1	65,727	248	11,974	335
do	11 A. McVittie	1,553	240	42	0	16	8	14	10	15	0	50,954	221	9,769	273
do	12 Gov. Smith	1,547	240	42	0	16	8	15	1	15	6	48,407	157	14,893	403
do	17 F. H. Prince	1,548	240	42	0	16	8	15	3	15	0	53,002	240	12,154	340
do	19 J. Pridgen, jr.	1,037	247	36	0	6	0	14	6	14	8	50,098	209	4,624	129
do	22 W. J. Averill	1,425	265	36	6	16	0	14	11	15	0	30,000	212	14,888	253
do	23 W. A. Haskill	1,441	265	37	0	16	5	14	1	15	0	57,358	172	7,045	197
do	27 A. McVittie	1,553	240	42	0	16	8	15	3	15	3	68,876	129	12,045	338
do	27 A. McVittie	1,550	240	42	0	16	8	14	6	15	6	68,039	192	12,189	341
do	28 J. R. Langdon	1,547	240	42	0	16	8	15	0	15	7	70,233	156	14,082	394
do	29 Gov. Smith	1,547	240	42	0	16	8	15	6	15	8	64,846	316	15,639	438
Aug.	3 H. R. James	1,553	240	42	0	16	8	15	3	15	4	49,264	748	16,045	449
do	5 F. H. Prince	1,548	240	42	0	16	8	15	3	15	4	53,778	323	9,905	277
do	9 W. J. Averill	1,425	265	36	6	16	0	14	11	15	2	53,778	323	9,905	277
do	12 Jno. Pridgen, jr	1,037	247	36	0	14	0	13	7	14	8	43,216	261	1,268	35
do	A. McVittie	1,553	240	42	0	16	8	15	5	15	3	55,229	380	13,343	374
do	13 W. A. Haskill	1,441	265	37	0	16	5	14	0	15	3	56,438	195	7,072	198
do	15 Gov. Smith	1,547	240	42	0	16	8	15	2	15	10	65,955	319	15,316	429
do	J. R. Langdon	1,550	240	42	0	16	8	15	1	15	6	67,323	245	14,939	418
do	20 H. R. James	1,553	240	42	0	16	8	15	6	15	4	70,000	150	16,054	451
do	23 F. H. Prince	1,548	240	42	0	16	8	15	7	15	2	68,621	226	13,927	446
do	26 W. J. Averill	1,425	265	36	6	16	5	14	9	15	0	34,939	959	8,329	233
do	29 Denver	1,029	222	37	0	19	0	14	9	15	0	64,000	319	13,215	370
do	30 A. McVittie	1,553	240	42	0	16	8	15	3	15	4	25,000	489	5,015	140
Sept.	2 Omaha	940	215	34	3	18	0	14	0	15	0	61,900	535	10,841	304
do	W. A. Haskill	1,441	265	37	0	16	0	14	4	14	7	23,339	535	5,853	164
do	2 J. R. Langdon	1,550	240	42	0	16	8	14	5	15	2	38,375	444	10,007	280
do	8 Gov. Smith	1,547	240	42	0	16	8	14	3	15	4	49,332	391	12,852	360
do	Sauroa	837	205	8	34	5	17	0	15	5	15	52,696	52	9,308	261
do	9 Lona	1,123	203	2	38	1	18	0	14	10	15	60,571	257	12,078	338
do	H. R. James	1,553	240	42	0	16	8	15	4	15	6	66,893	418	7,931	434
do	11 F. H. Prince	1,548	240	42	0	16	8	14	3	15	1	44,001	291	2,968	222
do	12 Jno. Rogee	950	216	35	0	18	0	15	4	15	1	62,000	418	10,917	222
do	S. E. Peck	1,180	230	38	0	18	0	15	2	15	8	75,467	374	12,361	346
do	17 W. J. Averill	1,425	265	36	6	16	5	14	11	15	2	50,020	374	9,854	276
do	17 A. McVittie	1,553	240	42	0	16	8	15	7	15	8	64,227	370	17,726	496
do	21 Wm. A. Haskill	1,441	265	37	0	16	6	14	0	15	0	14,840	518	4,374	128
do	23 J. R. Langdon	1,550	240	42	0	16	8	13	7	15	3	31,000	41,688	6,143	1,389
do	27 Gov. Smith	1,547	240	42	0	16	8	14	9	15	3	32,976	339	1,514	172
Oct.	1 H. R. James	1,553	240	42	0	16	8	14	9	15	3	51,057	515	11,369	318
do	6 W. J. Averill	1,425	265	36	6	16	5	14	6	14	8	13,040	440	4,438	125
do	8 F. H. Prince	1,548	240	42	0	16	8	15	4	15	3	49,353	698	12,611	353
do	A. McVittie	1,553	240	42	0	16	8	15	4	15	7	63,556	326	14,441	404
do	13 Wm. A. Haskill	1,441	265	37	0	16	6	14	7	15	0	49,272	437	8,100	227
do	15 J. R. Langdon	1,550	240	42	0	16	8	14	1	15	2	50,080	592	8,029	225
do	18 Gov. Smith	1,547	240	42	0	16	8	14	8	15	8	44,617	469	12,070	338
do	21 H. R. James	1,553	240	42	0	16	8	14	11	15	3	65,787	188	12,776	358
do	26 W. J. Averill	1,425	265	36	6	16	5	14	10	14	11	55,773	197	9,750	273
Nov.	4 J. R. Langdon	1,550	240	42	0	16	8	14	3	15	6	69,197	131	11,730	328
do	5 W. A. Haskill	1,441	265	37	0	16	6	14	3	15	0	58,550	126	6,645	186
do	7 A. McVittie	1,553	240	42	0	16	8	14	10	15	8	63,778	298	13,013	364

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the enlarged Welland Canal during the Season of Navigation in 1890.

UNITED STATES STEAM VESSELS.

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through Welland Canal.						Total Cargo through Canal.	Depth Water through Canal midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in lightering.
		Wheat.	Corn.	Oats.	Wheat.	Oats.	Rolling freight			From	To		
1890.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Ft. in.	Chicago	Ogdensburg.	cts.	H. M.
April 18	J. R. Langdon			60,652			49	1,748	13 9	Chicago	Ogdensburg.	2 5	3 0
do 19	Gov. Smith			56,721			112	1,701	13 7	do	do	2 2	3 30
do 24	W. J. Averill			51,103			117	1,548	13 10	do	do	2 2	4 0
do 28	A. McVittie			27,286	45,726		732	1,665	13 10	do	do	2 2	6 0
do 30	W. A. Haskill			55,526			14	1,569	13 0	do	do	2 2	3 0
May 4	J. R. Langdon			59,698			94	1,767	13 9	do	do	2 2	3 30
do 6	Gov. Smith			56,462			147	1,728	13 10	do	do	2 2	4 30
do 17	A. McVittie			60,860			16	1,721	13 10	do	do	2 2	3 20
do 19	W. A. Haskill			50,769			143	1,565	13 10	do	do	2 2	2 0
do 20	J. R. Langdon			44,252	25,039		81	1,722	13 7	do	do	2 2	2 40
do 21	D. C. Whitney	47,579						1,428	13 8	Duluth.	Kingsston	2 2	3 30
do 24	Gov. Smith			41,452	15,123		361	1,764	13 0	Chicago	Ogdensburg.	2 2	3 0
do 26	John Rugee			51,033				1,429	13 0	do	do	2 2	4 0
June 1	A. McVittie			39,570	25,000		210	1,718	13 0	do	do	2 2	3 30
do 4	W. A. Haskill			28,737	47,747		764	1,569	14 0	do	do	2 2	3 30
do 7	J. R. Langdon			55,957			152	1,719	13 8	do	do	2 2	5 30
do 7	F. H. Prince			38,067	36,668		587	1,066	13 10	do	do	2 2	4 15
do 16	Gov. Smith			12,437	77,215		139	1,236	13 10	do	do	2 2	3 0
do 16	W. J. Averill			35,452	23,344		374	1,375	12 6	do	do	2 2	1 10
do 17	A. McVittie			56,030			168	1,737	13 0	do	do	2 2	3 20
do 19	W. A. Haskill			36,811	47,747		392	1,517	13 10	do	do	2 2	2 10
do 20	J. R. Langdon			60,122	24,447		22	1,706	13 9	do	do	2 2	3 0
do 22	Gov. Smith			41,972	33,068		233	1,729	13 0	do	do	2 2	3 0
do 25	F. H. Prince			55,922			133	1,566	13 0	do	do	2 2	6 0
July 2	John Pridgen, jr			47,739			128	1,337	14 0	do	do	2 2	4 0
do 3	W. J. Averill			22,475	35,823		262	1,465	14 0	do	do	2 2	4 0
do 9	W. A. Haskill			46,467			276	1,902	13 0	do	do	2 2	3 0
								1,302	13 0	do	do	2 2	3 0

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.

UNITED STATES STEAM VESSELS—Continued.

Date of Arrival.	Name of Vessels.	Registered tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over the Welland Railway.			Lighterage in Tons.			
			Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Oats.	Rolling freight	Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.	Rolling freight
		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	
1890.																		
Nov. 10	Gov. Smith	1,547	240	42 0	16 8	14 6	15 0	60,326	42,644	302	8,914	2,014	250	129	21,389	739		
do	H. R. James	1,553	240	42 0	16 8	14 5	14 10	29,507	42,644	352	5,637	2,014	158			34		
do	Whitney	1,013	246	40 6	14 0	15 8	15 1	66,224		203	12,779		338					
do	J. L. Langdon	1,550	240	42 0	16 8	12 4	14 8	54,443			3,535		99					
								51,889	901,294	19,179	4,310	44,294	129	21,389	739			

UNITED STATES SAILING VESSELS.

Date of Arrival.	Name of Vessels.	Registered tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over the Welland Railway.			Lighterage in Tons.			
			Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Oats.	Rolling freight	Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.	Rolling freight
		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	
Sept. 8	Vance	736	206-7	33 6	14 0	14 10	15 5	50,949			7,186		201					
Nov. 23	Wayne	917	186-5	34 2	13 0	14 2	14 6	50,500			2,525		71					
		1,653						101,449			9,711		272					

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—*Continued.*

UNITED STATES STEAM VESSELS—*Continued.*

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through Welland Canal.						Total Cargo through Canal.	Depth Water through Canal midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in light-erage.
		Wheat.	Com.	Oats.	Wheat.	Com.	Oats.			Rolling freight	From			To
		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Ft. in.			cts.	H. M.
1890.													
Nov. 10	Gov. Smith	51,412	857,100	1,428	97,781	14,264	19,197	132,670	13 10	Chicago	Ogdensburg	2 3 0	3 0
do	H. R. James	23,870	40,630	1,440	669	691	352	1,712	13 11	do	do	2 30	2 30
do	Whitney	53,445	1,497	1,426	1,497	205	205	1,497	13 10	do	do	2 2	6 00
do	J. R. Langdon	50,908	1,426	1,426	1,426	205	205	1,431	13 5	do	do	2 2	1 30
		47,579	3,491,327	1,428	97,781	14,264	19,197	132,670					
UNITED STATES SAILING VESSELS.													
Sept. 8	Vance	43,763			1,226			1,226	14 0	Chicago	Ogdensburg		10 45
Nov. 23	Wayne	47,975			1,344			1,344	13 11	do	do		8 0
		91,738			2,570			2,570					

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889 and 1890.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>										
Iron, pig.....	858	459	5		7	15		418		
do all other.....		9								
Stone for cutting.....	233	2								
Apples.....		1			513	49	33			
Barley.....		229		38						
Corn.....	63,066	17,474	109,191	55,552	44,401	116,517	24,609	66,443	195,350	130,798
Flour.....	4,476	5,920	5,080	9,659	2,874	2,934	6,140	3,865	6,841	3,065
Meal, all kinds.....			1,188		16	125	87	100	148	222
Oats.....				872					320	479
Pease.....				726		608	362			
Rye.....		1,269		433					1,284	1,120
Seeds, all kinds.....		37		477				12	3	2
Tobacco, raw.....		1			42	33				
Wheat.....	77,061	161,692	76,379	84,822	52,157	86,815	160,063	93,915	70,815	75,515
All other agricultural products, vegetable.....					1		17		798	3
Hides, skins, horns and hoofs.....			77							
Horses.....		1			2	1	1		2	3
Lard and lard oil.....	361	296	6			22		54		
Pork.....	5,141	278	212	318	30	936	418	265	1,220	221
All other agricultural products, animal.....					4	68	29	39	32	117
Total, Class 3.....	157,196	187,609	193,393	152,171	100,958	208,148	191,759	165,113	276,813	220,545
<i>Class 4.</i>										
Ashes.....	13	10	3	36	97	44	113	85	107	70
Furniture.....		4	6	10	5	6	9	2		1
Glass, all kinds.....	47	6	1					3		1
Molasses.....		18	43			28				
Nails.....				1			1			
Oil.....		425		78	7	6	14		4	6
Paint.....		4								
Pitch and tar.....		1				1				

Sugar.....	2	289	317	15	.....	.....	.....	.....
Stone, wrought.....	291	484	37	12	.....	.....	.....	.....
Turpentine.....	2	25	1	.....	.....	.....	.....	.....
Whiskey, beer and other spirits.....	60	105	37	72	8	3	20	26
Merchandise not enumerated.....	415	1,092	480	236	100	105	193	142
Total, Class 4.....					138	198	324	246
<i>Class 5.</i>								
Barrels, empty.....	1	3	37	88	6	40	.....	.....
Sawed lumber.....	2,849	3,639	7,531	7,001	18,797	5,175	6,118	3,579
Staves, pipe and barrel.....	1,001	2,339	200	184	332	139	.....	.....
do West India and pipe.....	1,198	1,130	863	131	287	1,623	270	.....
Timber, square, in vessels.....	3,227	1,574	290	.....	1,330	.....	.....	.....
do do rafts.....	3,250	1,149	7,365	14,390	15,410	11,586	9,302	.....
Woodenware.....	76	205	68	45	101	25	.....	1
Total, Class 5.....	11,602	10,059	16,064	21,839	36,173	18,588	15,630	3,580
<i>Special Class.</i>								
Coal.....	.....	75	.....	.....	.....	.....	10	817
Kryolite.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand total.....	169,213	198,835	168,715	213,834	244,514	133,899	293,197	225,188

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889 and 1890.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>										
Bricks.....	81	96	78	200	44	66	3	187	81	252
Cement and water lime.....	38	533	508	219	117	498	1,740	1,177	823	62
Clay, lime and sand.....	121	56	56	.....	.....	1	134	95	3	8
Fish.....	18	406	.....	.....	.....	1	95	1	80	26
Gypsum.....	.....	.....	13	.....	.....	.....	.....	.....	.....	.....
Iron, Railway.....	16,476	11,246	8,725	2,031	12,856	6,629	153	9,148	15,513	20,003
do Pig.....	8,131	3,575	2,460	43	23	10	368	573	280	20
do all other.....	900	686	528	366	290	76	1,997	297	290	584
Salt.....	5,175	1,820	5,324	802	1,574	5,609	4,197	8,509	4,216	7,440
Stone for cutting.....	5	.....	.....	.....	7	.....	.....	.....	.....	12
Flour.....	.....	.....	21	.....	.....	.....	.....	31	.....	48
Meals.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....
Oats.....	359	.....	264	.....	.....	.....	4	.....	215	100
Potatoes.....	65	23	.....	.....	.....	.....	.....	24	19	.....
Seeds, all kinds.....	2	14	25	1	1	.....	.....	35	2	.....
Agricultural Products not enumerated, vegetables.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pork.....	.....	.....	.....	45	.....	.....	.....	.....	.....	.....
Wool.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....
All other articles not enumerated.....	.....	.....	.....	.....	.....	6	.....	77	.....	1
Total Class 3.....	31,371	18,460	17,994	3,707	14,428	12,896	8,702	15,244	21,495	28,674
<i>Class 4.</i>										
Ashes, pot and pearl.....	.....	.....	.....	.....	226	20	.....	.....	.....	10
Crockery and earthenware.....	24	116	137	47	10	40	164	336	112	11
Dye woods, &c.....	.....	.....	2	.....	.....	1	4	.....	.....	.....
Furniture.....	3	4	4	1	.....	9	1	.....	.....	.....
Glass, all kinds.....	97	359	156	160	32	39	53	77	71	23
Manilla.....	.....	5	5	17	.....	7	5	1	.....	.....
Molasses.....	14	58	3	.....	.....	23	1	7	56	.....

Nails.....	576	1,085	160	205	389	147	578	736	453
Oil in barrels.....	54	122	80	10	82	28	22	9	11
Paint.....	37	103	161	24	36	80	59	49	24
Pitch and tar.....	1	50	1		5	1			13
Rosin.....	11	21							1
Soda, ash.....	1,040	1,801	1,427	164	975	1,116	1,196	766	554
Steel.....	29	3	142		1	423	3	3	1
Stone wrought.....		2							
Sugar.....	5	375	290	64	316	207	98	7	551
Tin.....	959	1,669	1,832	10	549	2,225	198	480	40
Turpentine.....		1	1		1	1	1	1	2
White lead.....	14		3		3	4	2	4	19
Whiting.....	10	19		9		7		33	34
Whiskey, beer, &c.....	91	791	364	259	174	287	228	124	350
Merchandise not enumerated.....	984	2,608	1,001	712	1,008	619	1,259	1,422	1,180
Total Class 4.....	5,753	8,957	5,687	1,725	3,678	5,373	4,066	3,873	3,277
<i>Class 5.</i>									
Barrels, empty.....	40	179			227			2	
Lumber, sawn, in vessels.....		318	3	2					
Woodenware.....	26								
Total Class 5.....	66	497	3	2	227			2	
<i>Special Class.</i>									
Coal.....									
Grand Total.....	37,190	27,488	9,425	16,155	16,801	14,075	19,310	25,379	31,951

N.—STATEMENT showing the number of Vessels and their Cargoes of Wheat from Ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1890.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	510	.....	510
do do	615	130	485
do do	615	141	474
do do	600	123	477
do "Alma Munro"	645	242	403
do do	574	266	308
do "Canada"	555	233	322
do do	555	240	315
do do	555	238	317
do do	555	225	330
do do	555	239	316
do do	525	210	315
do do	537	225	312
do "Cuba"	660	255	405
do do	615	179	436
do do	580	246	334
do do	574	180	394
do "Celtic"	519	219	300
do do	510	210	300
do do	519	219	300
do do	508	208	300
do "Glengarry"	645	264	381
do "Lake Michigan"	525	209	316
do do	526	205	321
do do	229	.....	229
do do	301	.....	301
do "St. Magnus"	1,050	691	359
do do	959	600	359
Canadian sailing vessel "John Gaskin"	1,110	465	645
do "Glenora"	1,410	750	660
do "Kildonan"	1,033	204	829
Total	19,669	7,616	12,053

Number of cargoes of wheat	31
Quantity through Welland Canal to Kingston	19,669 tons.
do transhipped at Kingston	7,616 "
do taken to Montreal in vessels in which it arrived at Kingston	12,053 "

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn from Ports west of Port Colborne to Montreal; the quantity transhipped at Kingston and the quantity of each cargo through the St. Lawrence Canals during the Season of Navigation, 1890.

Name of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Alma Munro"	588	241	347
do do	588	242	346
do do	616	256	360
do do	664	246	418
do do	644	165	396
do do	633	239	394
do do	546	145	346
do "Acadia"	560	113	447
do do	586	93	493
do do	597	112	485
do do	600	112	488
do "Celtic"	476	182	294
do do	476	182	294
do "Cuba"	630	260	370
do do	644	225	419
do do	600	225	375
do "Lake Michigan"	504	196	308
do do	504	190	314
do do	504	189	315
do do	504	170	334
do do	504	200	304
do "St. Magnus"	980	574	406
do do	980	574	406
do do	980	585	395
do do	952	578	374
do do	913	518	395
Canadian sailing vessels "Jennie"	926	315	611
do do	933	317	616
do do	933	311	622
do do	927	311	616
do "Kildonan"	1,151	311	840
do "Regina"	846	230	616
do do	845	229	616
do do	838	224	614
Quantity for Kingston	24,172	9,060 138	14,974
		9,198	

Number of cargoes of corn

Quantity through Welland Canal to Kingston

do transhipped at Kingston

do taken to Montreal in vessels in which it arrived at Kingston

34
24,172 Tons.
9,060 do
14,974 do

RECAPITULATION of the Number of Vessels passed down Welland Canal with Cargoes of Grain to Kingston, the quantity transhipped and quantity taken to Montreal for Season 1890.

	Number of Cargoes.	Total.
Wheat.....	31	
Corn.....	34	
Oats.....	1	
Total.....		66
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal.....	19,669	
do corn do do.....	24,172	
do oats do do.....	470	
Total through Welland Canal.....		44,311
Quantity of the above cargoes transhipped at Kingston, viz :—		
Wheat.....	7,616	
Corn.....	9,060	
Total transhipped.....		16,676
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz :—		
Wheat.....	12,053	
Corn.....	14,974	
Oats.....	470	
Total quantity to Montreal.....		27,497
Quantity remaining at Kingston.....		138
Total.....		44,311

O.—STATEMENT showing the quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels entering the Canal at Port Colborne, during the Season of Navigation in 1890.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	121	71,245	82	38,695	20	14,926	15	5,974	238	130,840
	Tons.		Tons.		Tons.		Tons.		Tons.	
Corn.....	60,796		51,437		17,858		9,476		139,567	
Oats.....	479								479	
Rye.....	1,121								1,121	
Wheat.....	42,794		27,648		6,045		2,181		78,668	
	105,190		79,085		23,903		11,657		219,835	

121 cargoes in Canadian steam vessels ; total quantity.....	Tons.	105,190
82 do do sailing do do.....		79,085
20 do United States steam vessels ; total quantity.....		23,903
15 do do sailing do do.....		11,657

P.—TOTAL quantity of grain arrived at Kingston in vessels which passed down the Welland Canal during the Season of Navigation, 1890.

Summary.	Tons.	Total Tons.
Canadian steam vessels, 121 cargoes of grain..	105,190	
do sail vessels 82 do	79,085	
Total Canadian vessels.....		184,275
United States steam vessels, 20 cargoes of grain.....	23,903	
do sail vessels 15 do	11,657	
Total United States vessels.....		35,560
Total in Canadian and United States vessels.....		219,835
Distributed as follows:—		
3 cargoes taken to Montreal in Canadian vessels without breaking bulk.....		1,281
63 cargoes arrived at Kingston in Canadian vessels with an aggregate quantity of.....	43,030	
Transhipped.....	16,814	
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		26,216
Vessels arrived at Kingston and discharged all of their cargo as follows:—		
137 cargoes in Canadian vessels.....	139,964	
35 do United States vessels.....	35,560	
Aggregate quantity discharged.....	175,524	
Transhipped in Canadian vessels to Montreal.....	168,356	
do via G. T. Railway.....	972	
Quantity transhipped to Montreal.....	169,328	
Total quantity transhipped to Montreal.....		186,142
Transhipped to Cardinal.....	5,107	
Remaining at Kingston.....	1,089	
		6,196
Total.....		219,835

Quantity transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal..... 16,433 Tons.

Q.—COMPARATIVE Statement of the quantity of grain passed down the Welland Canal to Kingston for the Seasons of 1889 and 1890.

	1889.		1890.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels.....	208	165,117	203	184,275
do do United States vessels.....	114	108,358	35	35,560
Total.....	322	273,475	238	219,835
Quantity transhipped at Kingston in Canadian vessels for Montreal.....		243,287		185,170
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		24,482		27,497
Quantity transferred in cars and taken to Montreal by rail.....		638		972
do remaining at Kingston.....		5,068		1,089
do transhipped to Cardinal.....				5,107
Total.....		273,475		219,835

3 Vessels took cargoes through to Montreal intact in 1890 against 1 in 1889.
 63 Vessels lightened their cargoes at Kingston in 1890 against 54 in 1889.
 172 Vessels discharged the whole of their cargoes at Kingston in 1890 against 267 in 1889.

R.—STATEMENT showing the Quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1890, inclusive, and the total shipments for the same period.

Years.	Receipts <i>vid</i> Lachine Canal.	Receipts <i>vid</i> C. P. R. and G. T. R. is reported as follows.	Total Receipts at Montreal.	Shipments <i>vid</i> River St. Lawrence and G. T. R.
	Bushels.	Bushels.	Bushels.	Bushels.
1884.....	297,326	528,032	825,358	246,643
1885.....	678,866	550,425	1,229,291	1,463,932
1886.....	650,910	595,756	1,246,666	2,033,098
1887.....	341,568	452,748	794,316	509,010
1888.....	123,213	542,007	665,220	70,809
1889.....	119,958	812,750	932,708	88,910
1890.....	200,896	1,448,187	1,649,083	244,380

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1890 inclusive, and the amount of Tolls Collected thereon, is as follows :—

Year.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls Paid.— Rate, 20 cents a ton.
	Up.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.		\$ cts.
1885.....		193,442	4,974	10,321	31,350	240,087	48,017 40
1886.....		184,564	5,400	22,187	49,724	261,875	52,375 00
1887.....		81,617	1,163	26,775	25,968	135,523	27,104 60
1888.....		172,381	878	17,365	27,183	217,807	43,561 40
1889.....		226,352	1,124	12,036	25,931	265,443	53,188 60
1890.....	80	116,616	615	17,280	22,781	202,372	38,222 30

NOTE.—Tolls on Soft Coal passed down the Welland Canal, during the Season of 1890, were reduced from 20 to 10 cents a ton, per O. C., 11th May, 1890.

THE Quantity of Coal passed down (or eastward) through the Welland Canal in Canadian and United States Vessels for the Years 1885 to 1890, is as follows :—

Year.	Quantity Carried in Canadian Vessels.		Quantity Carried in United States Vessels.		Total Quantity Carried in Canadian and United States Vessels.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
1885.....	17,764	3,552 80	18,560	3,712 00	36,324	7,264 80
1886.....	43,477	8,695 40	11,647	2,329 40	55,124	11,024 80
1887.....	25,023	5,004 60	2,108	421 60	27,131	5,426 20
1888.....	23,853	4,770 60	4,208	841 60	28,061	5,612 20
1889.....	24,679	4,935 80	2,376	475 20	27,055	5,411 00
1890.....	22,781	2,365 60	615	61 50	23,396	2,427 10

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1890 inclusive.

Years.	Quantity passed up Free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls on Quantity passed down to Montreal.
	Tons.	Tons.	Tons.	\$ cts.
1885.....	5,035	122,829	127,864	18,424 35
1886.....	3,301	118,802	122,103	17,820 70
1887.....	7,579	121,618	129,197	18,242 70
1888.....	8,341	123,050	131,391	18,423 90
1889.....	5,360	124,290	129,650	18,604 90
1890.....	6,538	135,168	141,706	20,275 20

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Years 1883 to 1890, inclusive.

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1883.	Tons.	Tons.	Tons.
Ashes, pot and pearl	3	2	
Agricultural products, not enumerated, vegetable		3	3
do do animal		6	
Agricultural implements			1
Barley			735
Coal		89,344	5,372
Corn	109,191	6,815	66,128
Crockery and earthenware			1
Fish			1
Flour	5,089		2,041
Furniture	6	8	25
Glass	1	9	
Horses			6
Hides and skins	77	26	60
Iron, railway			142
do all other		39	90
Lard and lard oil	5	1	5
Meal, all kinds	1,188	138	8,579
Meats, other than pork		2	12
Manilla			4
Molasses	43	4	1
Nails			51
Oats			731
Oil, in barrels		300	206
Oil cake			1
Pease	726		
Pork	212	13	163
Paint			6
Rags			271
Rye	518		
Salt			8
Stone, intended for cutting		2,584	38
do wrought	269	353	87
Seeds, all kinds	2		662
Steel	1		
Sugar	2		
Spirits, beer, &c	35	98	156
Tobacco, raw		5	
Tallow		2	
Wheat	76,379	3,835	54,282
White lead			5
Wool			95
All other merchandise, not enumerated	52	109	665
Barrels, empty		4	
Firewood, in vessels		930	
Hoops			26
Lumber, sawn, in vessels	6,311	792	34,732
Staves and headings, barrel		31	
do pipe	2,024	2,738	
do West India	451	1,946	
Staves, salt barrel			25
Shingles			9
Split posts and fence rails, in vessels		1	
Timber, square	2,604	74,329	
Woodenware and wood, partly manufactured	199	35	30
Total	205,394	184,502	173,455

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1884.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	36	10	.....
Agricultural products, not enumerated, vegetable.....	.....	7	.....
do do animal.....	.....	2	.....
Agricultural implements.....	.....	9	.....
Barley.....	38	52	.....
Coal.....	.....	32,598	4,203
Corn.....	55,552	9,502	53,707
Cattle.....	.....	1	.....
Fish.....	.....	13	.....
Flour.....	9,659	.....	1,715
Furniture.....	10	17	16
Glass, all kinds.....	.....	10	1
Hay, pressed.....	.....	.....	13
Horses.....	.....	2	6
Hides, horns and hoofs.....	.....	.....	73
Iron, all other.....	.....	8	40
Kryolite and chemical ore, and other ore, except iron.....	.....	10	.....
Lard and lard oil.....	.....	2	7
Meal, all kinds.....	.....	5	8,170
Meats other than pork.....	.....	28	4
Marble.....	.....	.....	1
• Nails.....	1	.....	26
Oats.....	872	.....	9,874
Oil, in barrels.....	78	354	255
Pease.....	433	.....	.....
Pork.....	318	.....	.....
Rye.....	477	.....	.....
Salt.....	.....	364	.....
Stone, intended for cutting.....	.....	2,059	15
do wrought.....	317	190	7
Seeds, all kinds.....	.....	111	511
Sheep.....	.....	.....	1
Spirits, beer, &c.....	.....	11	26
Turpentine.....	1	.....	.....
Wheat.....	84,822	2,549	40,975
All other goods and merchandise not enumerated.....	37	104	480
Barrels, empty.....	37	3	1
Firewood, in vessels.....	.....	930	.....
Lumber, sawn do.....	7,531	85	45,239
Staves and headings, barrel.....	.....	22	.....
do pipe.....	200	487	.....
do West India.....	863	406	.....
Shingles.....	.....	7	76
Timber, square.....	7,365	50,414	.....
Woodenware and wood, partly manufactured.....	68	3	11
Total.....	168,715	100,425	165,543

A refund of 10 cents per ton was allowed on wheat, corn, oats, barley and rye passed down to Montreal, per O. C. 28th May, 1884.

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1885.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	97		
Apples.....	513		
Agricultural products not enumerated, vegetable.....	1		
do do animal.....	2		
Barley.....			228
Coal.....		31,350	4,974
Corn.....	44,401	9,906	63,229
Crockery and earthenware.....	1		
Flour.....	2,874		124
Furniture.....	5	11	
Horses.....	2	1	
Iron, pig.....		100	
do all other.....	7		
Iron ore.....			987
Lard and lard oil.....		2	
Meal, all kinds.....	16		
Oats.....			882
Oil, in barrels.....	7	568	
Pease.....	11		
Paint.....		68	
Pork.....	30		
Salt.....		407	
Stone, for cutting.....		3,749	
do wrought.....		8	
Seeds, all kinds.....	42	10	
Spirits, beer, &c.....		25	
Tallow.....	2	4	
Wheat.....	52,157	2,003	53,235
All other merchandise not enumerated.....	28	8	2
Barrels, empty.....	128	8	
Firewood, in vessels.....		540	
Lumber, sawn.....	19,945	6,774	49,561
Staves and headings.....	856	604	
Shingles.....			111
Timber, square.....	11,767	69,616	
Woodenware.....	76		
Total.....	132,968	125,762	173,333

A refund of 10 cents per ton was allowed on wheat, corn, oats, pease, barley and rye passed down to Montreal, per O. C. 17th June, 1885, and a refund of 18 cents per ton from 1st July, 1885, per O. C. 4th July, 1885.

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Ontario Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1886.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	44	10	11
Apples.....	49		
Agricultural products, not enumerated, vegetable.....		1	1
Bricks.....			41
Cement and water lime.....			26
Coal.....		49,724	5,400
Corn.....	116,517	8,871	93,503
Flour.....	2,934		7,591
Furniture.....	6	15	21
Glass, all kinds.....			2
Horses.....	1		1
Hides and skins, &c.....			414
Iron, pig.....		617	43
do all other.....	15	12	1
Lard and lard oil.....	22	9	13
Meal, all kinds.....	125	18	13,201
Meats, other than pork.....	67	64	1
Marble.....		2	
Molasses.....	28	7	
Nails.....			4
Oats.....		41	4,790
Oil.....	6	28	6
Pease.....	608		
Pork.....	936	407	106
Paint.....	1	1	
Rags.....			13
Salt.....		29	1
Stone for cutting.....		4,314	
do wrought.....		105	38
Seed, all kinds.....	33	3	236
Sugar.....			3
Spirits, beer, &c.....	8	12	21
Tobacco, raw.....	25		
Tallow.....	1	2	1
Wheat.....	86,815	969	53,258
Wool.....			1,125
Merchandise, not enumerated.....	100	46	793
Barrels, empty.....	6	2	
Floats.....		20	
Lumber, sawn, in vessels.....	18,707	7,546	53,124
Masts, spars, &c.....		22	
Staves and headings, barrel.....		57	
do do pipe.....	332	339	
do do West India.....	287	444	
Shingles.....		12	463
Timber, square.....	16,740	44,335	
Woodenware, &c.....	101	45	2
Total.....	244,514	118,127	234,254

A refund of 18 cents per ton was allowed on wheat, corn, oats, pease, barley and rye, passed down to Montreal, per O. C. 21st April, 1886.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
	Tons.	Tons.	Tons.
1887.			
Ashes, pot and pear	113		
Apples	33		
Agricultural Products not enumerated, vegetable.....			2
Agricultural Implements			9
Barley			1,709
Coal		25,968	1,163
Corn	24,609	6,898	83,431
Fish			2
Flour	6,140		11,780
Furniture	9	9	24
Horses	1	1	2
Hides, skins, &c			170
Iron, pig		1,137	
do all other		7	
Lard and lard oil		6	14
Meal, all kinds	87	42	10,726
Meats, other than pork	29	15	18
Nails	1		
Oats			12,050
Oil	14	190	8
Oil cake	17		
Pease	362		
Pork	418	86	108
Stone, for cutting		3,531	
do wrought	12	543	
Seeds		4	44
Sugar	15		1
Spirits		99	63
Wheat	160,063	4,940	37,678
Wool			86
All other merchandise not enumerated	72	123	468
Barrels, empty	88		24
Lumber, sawn	7,001	1,816	44,733
Staves and headings, barrel		27	
do pipe	184		
do West India	131	838	
Timber, square	14,390	21,351	
Woodenware and wood partly manufactured	45	1	2
Total	213,834	67,632	204,315

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per Order in Council, 28th March, 1887.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity	Quantity passed	Quantity passed
	passed down to Montreal.	down to Canadian Ports, between Port Dalhousie and Cornwall.	down to United States Ports.
1888.	Tons.	Tons.	Tons.
Ashes, pot and pearl	85		
Apples		45	
Barley			2
Cement and water lime			4
Coal		27,183	878
Corn	66,443	25,469	102,974
Crockery and earthenware		4	1
Flour	3,865		8,563
Furniture	2	1	30
Glass, all kinds	3	2	
Hay, pressed		20	
Horses	2		
Hides and skins			39
Iron, pig		549	
do all other	418	490	
Lard and lard oil	54	12	18
Meal, all kinds	100		11,598
Meats, other than pork	39	6	14
Oats			26,510
Oil		3	
Pease		54	
Pork	265	61	19
Rags			14
Rye		632	179
Stone, for cutting		6,535	
do wrought		126	
Seeds, all kinds	12	1	48
Steel			3
Sugar		2	4
Spirits	3	2	151
Tallow			1
Wheat	93,915	14,365	39,999
Wool			18
All other goods and merchandise not enumerated	105	34	1,435
Barrels, empty	40		133
Lumber, sawn	5,174	4,515	45,818
Staves and headings, barrel	15	7	
do pipe	124		
do West Indies	1,623	13	
do salt barrel	1	1	
Shingles			6
Timber, square, in vessels	11,586	33,669	
Woodenware	25		8
Total	183,899	113,801	238,467

A refund of 18c. per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per O.C., 20th April, 1888.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1889.	Tons.	Tons.	Tons.
Ashes, pot and pearl	107	5	
Coal		25,931	1,124
Corn	193,350	11,200	147,045
Crockery and earthenware		1	1
Fish		5	
Flour	6,841		5,017
Furniture		4	30
Horses	2		1
Iron, pig		613	
do all other			520
Lard and lard oil		5	19
Meal, all kinds	148		17,224
Meats other than pork	32	2	3
Molasses			88
Oats	320		27,492
Oil, in barrels	4	2	
Oil cake	798		
Potatoes			1
Pork	1,220	114	21
Rye	1,284	634	
Salt		316	
Stone, for cutting		6,784	
do wrought		11	2
do not suitable for cutting		375	1,681
Seeds, all kinds	3		151
Spirits, beer, &c	20	8	190
Tallow			13
Wheat	70,815	7,241	39,229
Wool			452
Merchandise	193	129	1,591
Barrels, empty			173
Lumber, sawn	6,118	4,669	71,055
Masts, spars, &c		220	
Railway ties		852	
Saw logs			158
Staves and headings, barrel		4	
do pipe	202	304	
do West India	68	559	
Shingles			51
Split posts, &c		17	
Timber, square	9,302	70,579	240
Woodenware, &c			2
Total	292,827	130,584	313,574

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal per Order in Council 18th March, 1889.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
	Tons.	Tons.	Tons.
1890.			
Ashes	70		
All other products, animal	14		
“ “ vegetable	1		
Barley			6,519
Bricks			4
Coal		22,781	615
Corn	134,966	11,584	180,842
Fish	49		
Flour	3,065		9,204
Furniture	1	1	21
Glass, all kinds	1		
Horses	3		
Iron, all other			1
Kryolite		1,280	1,620
Lard and lard oil		5	30
Meals	222		20,482
Meats			15
Oats	479	73	27,030
Oil, in barrels	6		
Oil cake	2		
Paint			3
Pease			14
Pork	221	19	88
Potatoes			1
Rye	1,120	1	
Salt		701	
Stone, for cutting		5,761	
do wrought		639	18
Seeds, all kinds	2		135
Spirits, &c.	26		228
Tallow	54		
Wheat	75,515	5,241	31,527
White lead			1
Merchandise	142	32	1,822
Barrels, empty			7
Firewood, in vessels		1,398	
Lumber, sawn, in vessels	3,195	3,767	47,590
do rafts	384		
Staves and headings, pipe		187	
do West Indies		36	
Shingles			14
Square timber, in vessels		73,112	
do rafts		17,683	
Woodenware	1		1
Corn	16,033	219,539	327,833
Oats	400	144,300	
	16,433		*16,433
Total	235,972	144,300	311,400

*This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence canals to Montreal.

STATEMENT showing the quantity of freight passed down the Welland Canal to Canadian Ports, &c.—Continued.

RECAPITULATION.

Articles.	Quantity passed to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the South Side of Lake Ontario.
1883.			
Barley.....			735
Corn.....	109,191	6,815	66,128
Oats.....			731
Rye.....	518		
Wheat.....	76,379	3,835	54,282
Total Grain.....	186,088	10,650	121,876
Other Articles.....	19,306	173,852	53,579
Total.....	205,394	184,502	175,455
1884.			
Barley.....	38	52	
Corn.....	55,552	9,552	53,707
Oats.....	872		9,874
Rye.....	477		
Wheat.....	84,822	2,549	40,975
Total Grain.....	141,761	12,153	104,556
Other Articles.....	26,954	88,272	60,987
Total.....	168,715	100,425	165,543
1885.			
Barley.....			228
Corn.....	44,401	9,906	63,229
Oats.....			882
Pease.....	11		
Rye.....			
Wheat.....	52,157	2,003	53,235
Total Grain.....	96,569	11,909	117,574
Other Articles.....	36,399	113,853	55,759
Total.....	132,968	125,762	173,333
1886.			
Barley.....			
Corn.....	116,517	8,871	93,503
Oats.....		41	4,790
Pease.....	608		
Rye.....			
Wheat.....	86,815	969	53,258
Total Grain.....	203,940	9,881	151,551
Other Articles.....	40,574	108,246	82,703
Total.....	244,514	118,127	234,254

STATEMENT showing the Quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1887.	Tons.	Tons.	Tons.
Barley.....			1,709
Corn.....	24,609	6,898	83,431
*Oats.....			12,050
Pease.....	362		
Rye.....			
Wheat.....	160,063	4,940	37,678
Total Grain.....	185,034	11,838	134,868
Other Articles.....	28,800	55,794	69,447
Total.....	213,834	67,632	204,315
1888.			
Barley.....			2
Corn.....	66,443	25,469	102,974
Oats.....			26,510
Pease.....		54	
Rye.....		632	179
Wheat.....	93,915	14,365	39,999
Total Grain.....	160,358	40,520	169,664
Other Articles.....	23,541	73,281	68,803
Total.....	183,899	113,801	238,467
1889.			
Barley.....			
Corn.....	195,350	11,200	147,045
Oats.....	320		27,492
Pease.....			
Rye.....	1,284	634	
Wheat.....	70,815	7,241	39,229
Total Grain.....	267,769	19,075	213,766
Other Articles.....	25,158	111,509	99,808
Total.....	292,927	130,584	313,574
1890.			
Barley.....			6,519
Corn.....	150,999	11,584	180,842
Oats.....	879	73	27,030
Pease.....			14
Rye.....	1,120	1	
Wheat.....	75,515	5,241	31,527
Total Grain.....	228,513	16,899	245,932
Other Articles.....	7,459	127,401	81,901
Total.....	235,972	144,300	327,833

* There was no refund allowed on Oats for 1887, 1888 and 1889.

† Owing to a break in the Cornwall Canal, 14,921 tons of the above quantity of grain was transhipped to Montreal *via* Canadian Pacific and Grand Trunk Railways, and the refund of 18 cts. per ton allowed.

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid.

	Quantity passed down to Canadian Ports : Toronto, Hamilton, Kingston, Cornwall, &c.	Quantity passed down to United States Ports : Oswego, Ogdens- burg, &c., on south side of Lake Ontario.
	Tons.	Tons.
1883.		
Grain	10,650	121,876
Other Articles.....	173,852	53,579
Total.....	184,502	175,455
1884.		
Grain	12,153	104,556
Other Articles.....	88,272	60,987
Total.....	100,425	165,543
1885.		
Grain.....	11,909	117,574
Other Articles.....	113,853	55,759
Total.....	125,762	173,333
1886.		
Grain	9,881	151,551
Other Articles.....	108,246	82,703
Total.....	118,127	234,254
1887.		
Grain	11,838	134,868
Other Articles	55,794	69,447
Total.....	67,632	204,315
1888.		
Grain	25,599	169,664
Other Articles.....	73,281	68,803
Total.....	98,880	238,467
1889.		
Grain	19,075	213,766
Other Articles	111,509	99,808
Total.....	130,584	313,574
1890.		
Grain	16,899	245,932
Other Articles.....	127,401	81,901
Total.....	144,300	327,833

CANAL
COMPARATIVE Statement for Years ended

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1889.....				17,061 73	23,791 75
do 1890.....				17,294 68	27,935 15
Increase.....				232 95	4,143 40
Decrease.....					
St. Lawrence Canals, 1889.....				1,471 78	9,134 72
do 1890.....	52 60			667 03	8,103 19
Increase.....	52 60				
Decrease.....				804 75	1,031 53
Chambly Canal, 1889.....				30 46	3,550 36
do 1890.....				7 45	1,140 30
Increase.....					
Decrease.....				23 01	2,410 06
Rideau Canal, 1889.....				222 43	996 75
do 1890.....	2 00				896 36
Increase.....	2 00				
Decrease.....				222 43	100 39
Ottawa Canals, 1889.....				1,425 13	10,071 16
do 1890.....				570 00	8,676 26
Increase.....					
Decrease.....				855 13	1,394 90
St. Peter's Canal, 1889.....	1 96		9 98	150 50	457 71
do 1890.....	3 79			60 17	275 37
Increase.....	1 83				
Decrease.....			9 98	90 33	182 34
Trent Canal, 1889.....					21 42
do 1890.....				10 61	51 06
Increase.....					
Decrease.....				10 61	29 64
Murray Canal, 1889.....					106 64
do 1890.....					106 64
Increase.....					106 64
Decrease.....					
Total increase.....	56 43		9 98	1,752 09	839 54
Total decrease.....					

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1889, \$48,725.80; actual revenue, \$332,383.51.

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1890, \$41,635.46; actual revenue, \$306,424.05.

REVENUE.

31st December, 1889 and 1890.

June.	July.	August.	September.	October.	November.	December.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
29,024 36	27,981 74	38,022 03	34,429 54	28,047 61	20,623 14	486 48	219,468 38
25,323 04	29,219 82	25,407 30	27,792 97	21,998 15	19,682 69	15 12	194,668 92
3,701 32	1,238 08	12,614 73	6,636 57	6,049 46	940 45	471 36	24,799 46
11,446 53	14,280 85	12,104 21	10,388 30	8,578 97	5,833 39	54 79	73,293 54
10,541 08	12,570 66	14,050 70	12,741 35	11,611 53	6,882 11	70 41	77,290 66
905 45	1,710 19	1,946 49	2,353 05	3,032 56	1,048 72	15 62	3,997 12
3,784 91	3,401 38	3,439 48	2,494 65	2,545 89	1,486 99		20,734 12
3,186 29	2,422 48	2,843 64	3,533 65	3,423 79	1,627 15		18,184 75
598 62	978 90	595 84	1,039 00	877 90	140 16		2,549 37
1,176 33	1,632 35	1,295 14	858 41	729 51	327 61	1 24	7,239 77
1,039 30	1,229 55	934 90	886 50	868 18	430 82	1 16	6,288 77
137 03	402 80	360 24	28 09	138 67	103 21	0 08	951 00
9,019 91	8,849 94	9,180 84	7,275 21	7,864 20	3,275 16		56,961 55
7,402 31	8,939 14	7,131 95	5,397 41	6,072 30	4,062 99		48,252 36
1,617 60	89 20	2,048 89	1,877 80	1,791 90	787 83		8,709 19
356 00	333 10	412 09	438 35	380 35	306 84	72 79	2,919 67
170 40	203 26	203 18	440 84	301 75	217 51	43 65	1,919 92
185 60	129 84	208 91	2 49	78 60	89 33	29 14	999 75
51 20	69 66	107 79	121 34	82 81	38 06		492 28
110 34	124 96	132 90	123 45	113 62	42 00		708 94
59 14	55 30	25 11	2 11	30 81	3 94		216 66
131 57	107 93	152 86	84 52	77 17	46 34	38 16	745 19
131 57	107 93	152 86	84 52	77 17	46 34	38 16	745 19
6,954 91	1,731 22	13,704 15	5,005 11	3,762 85	1,100 42	446 80	33,049 80

Total for year 1889..... 8381,109 31
Total for year 1890..... 348,059 51

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1889 and 1890.

	VEGETABLE FOOD.										Lumber.	Total.
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	* All other.	Lumber.		Total.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
Welland Canal, 1889	7,931	126,664	353,595	4,272	28,356	2,673	18,552	84,868	626,911			
do 1890	14,509	118,002	327,394	10,830	27,728	1,549	20,876	60,398	581,286			
Increase	6,578	8,662	26,201	6,558	628	1,124	2,324	24,470	45,625			
Decrease												
St. Lawrence Canals, 1889	8,324	99,045	201,563	2,811	1,703	1,292	22,844	60,713	398,295			
do 1890	6,865	101,420	161,720	1,569	4,307	4,376	31,448	43,437	355,342			
Increase	1,459	2,375	39,843	1,242	2,304	3,084	8,604	17,276	42,953			
Decrease												
Chambly Canal, 1889	252	3		1,078	1,370		433	81,665	84,801			
do 1890	207	45	7	496	632		562	83,183	85,132			
Increase	45	42	7	582	738		129	1,518	331			
Decrease												
Rideau Canal, 1889	366	311	52	270	13	23	210	59,803	61,048			
do 1890	487	191	35	101	91	107	342	38,651	40,005			
Increase	121	120	17	169	78	84	132	21,152	21,043			
Decrease												
Ottawa Canals, 1889	19	70	2	390	855	1	1,099	614,851	617,887			
do 1890	19	44		119	1,378	20	2,139	531,076	534,795			
Increase												
Decrease												

SUPPLEMENTARY APPENDIX A.

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected, during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Amount of Tolls.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
														\$ cts.	$ cts.
Ashes, Pot and Pearl.....		2						68	1	70			71	14 15
Apples.....		118							32	118			150	2 99
Agricultural Products not enumerated Vegetable.....													220	10 23
Agricultural Products not enumerated, Animal &c.....								14		14			14	2 80
Agricultural Implements.....									4,311	6,519			10,830	1,303 80
Barley.....						6,519			187	148			335	21 58
Bricks.....	108	144			79	4			1				1	0 02
Bones.....									736				736	110 40
Brimstone.....													87	11 82
Cement and Water Lime.....	3		32		52				50	422			472	44 25
Clay, Lime and Sand.....	50	422							17,280	23,396			202,384	35,795 50
Coal.....	92				161,616	615			178,988	827,394			327,394	65,478 60
Corn.....					180,842				1				1	0 02
Cattle.....	1													
Cotton, raw.....														
Crockery and Earthenware.....									1				1	0 15
Dye Wood and Dye Stuffs.....														
Fish.....		51			170				172	51			223	9 85
Flax and Hemp.....														
Flour.....		4,854						403		14,461			14,461	2,042 79
Furniture.....		4						2	8	27			35	4 90
Gypsum.....										205			205	2 56
Glass, all kinds.....								1	25	1			26	0 20
Hay, pressed.....					6									
Hogs.....														
Horses.....	29	10			1	1		3	34	14			48	1 33
Hides and Skins, Horns and Hoofs.....									55				55	8 25
Ice.....		450			9,475				24,618	450			25,068	1,233 72

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian United States to United States Ports.		From United States to Canadian Ports.		Tons.		Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Hop poles.....	760	7,013							18 22	10,352 80	10,371 02
Lumber, sawn, in Vessels.....		15		9,560		5,020	760	59,623		2 03	2 03
Rafts.....								15			
Masts, Spars and Telegraph Poles in Vessels.....		1						1			25
Masts, Spars and Telegraph Poles in Rafts.....	23	3					23	3	58	25	83
Railway Ties, in Vessels.....		10		47				57		1 69	1 69
Rafts.....											
Saw Logs.....	60	3,626		158			60	3,784	2 10	204 28	206 38
Staves and Headings, barrel.....		218						218		17 40	17 40
" " West India.....						187		187		34 80	34 80
Staves, salt barrel.....						36		36		6 75	6 75
Shingles.....										9 60	9 60
Split Posts and Fence Rails in Vessels.....				14							
Split Posts and Fence Rails in Rafts.....	1	12,269					1	73,112	15	11,073 67	11,073 82
Timber, square, in Vessels.....	6	1,725					6	17,688	25	2,651 71	2,651 96
" " in Rafts.....											
Traverses.....											
Woodenware and Wood partly manufactured.....							26	1		10 40	11 20
Total Freight paying Tolls.....	9,559	56,335	26,238	10,283	214,183	318,259	17,358	331,799	44,669 91	131,103 47	175,773 38
Articles having paid full Tolls on the St. Lawrence Canals, <i>Free.</i>											
Ashes, Pot and Pearl.....			10				10				10
Bricks.....			103				252				252
Cement and Water Lime.....	8		54		149		62				62
Clay Lime and Sand.....	2		6				8				8

Crockery and Earthenware.....	3	8	11	11	11	11	11	11
Fish.....	26	26	26	26	26	26	26	26
Flour.....	48	48	48	48	48	48	48	48
Glass, all kinds.....	21	23	23	23	23	23	23	23
Iron, Railway.....	61	20,063	20,063	20,063	20,063	20,063	20,063	20,063
" Fig.....	20	20	20	20	20	20	20	20
" all other.....	488	72	584	584	584	584	584	584
Lard and Lard Oil.....	42	453	453	453	453	453	453	453
Nails.....	411	11	11	11	11	11	11	11
Oils, in Barrels.....	6	33	33	33	33	33	33	33
Pork.....	33	24	24	24	24	24	24	24
Paint.....	7	13	13	13	13	13	13	13
Pitch and Tar.....	1	1	1	1	1	1	1	1
Rosin.....	118	7,440	7,440	7,440	7,440	7,440	7,440	7,440
Salt.....	12	12	12	12	12	12	12	12
Stone for Cutting.....	100	100	100	100	100	100	100	100
Seeds, all kinds.....	194	554	554	554	554	554	554	554
Soda, ash.....	1	1	1	1	1	1	1	1
Steel.....	551	551	551	551	551	551	551	551
Sugar.....	330	350	350	350	350	350	350	350
Spirits, Beer, &c.....	20	1	1	1	1	1	1	1
Tobacco, raw.....	1	1	1	1	1	1	1	1
Tin.....	40	40	40	40	40	40	40	40
Turpentine.....	1	2	2	2	2	2	2	2
White Lead.....	8	19	19	19	19	19	19	19
Whiting.....	3	34	34	34	34	34	34	34
Wool.....	13	13	13	13	13	13	13	13
All other Goods and Merchandize not enumerated.....	46	1,180	1,180	1,180	1,180	1,180	1,180	1,180
Timber passed Free from Welland to Port Robinson.....	200	200	200	200	200	200	200	200
Grand Total Freight.....	30,274	35,959	10,283	215,698	318,259	17,358	331,799	289,289
								716,876
								1,016,165
								8,938 38
								176 26
								9,016 12
								185 39
								17,954 50
								361 65
								579 39
								53,784 55
								140,304 98
								194,668 92

Total Tolls on Vessels.....
 " Passengers.....
 " Free Goods..... \$4,893 15
 Fines and Damages.....
 Total Revenue, exclusive of Hydraulic Rents.....

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected thereon, during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Amount of Tolls.		Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Total Tons.	Up.	Down.	Total Amount of Tolls.	
															\$
Ashes, Pot and Pearl		2													
Apples			1				68		1	70	71	0 15	14 00	14 15	
Agricultural products not enumerated, Vegetable			32						32		32	4 80		4 80	
Agricultural products not enumerated, Animal			18				1		1	1	19	2 70	0 20	2 90	
Agricultural Implements							14			14	14		2 80	2 80	
Barley			4,311			6,519		4,311	6,519	10,830	10,830	646 65	1,303 80	1,950 45	
Bricks	50			4				129	4	133	133	19 35	0 80	20 15	
Bones								736		736	736	110 40		110 40	
Brimstone			17					69		69	69	10 35		10 35	
Cement and Water Lime															
Clay, Lime and Sand															
Corn	80				161,616	615	17,280	22,781	178,976	23,396	202,372	35,795 20	2,427 10	38,222 30	
Cattle								146,550		327,892	327,892		65,478 40	65,478 40	
Cotton, raw									1		1	0 15		0 15	
Crockery and Earthenware															
Dye Wood and Dye Stuffs.									172	49	221	25 80	9 80	35 60	
Fish	49				170										
Flax and Hemp							403			9,607	9,607		1,921 40	1,921 40	
Flour						9,204			8	23	31	1 20	4 60	5 80	
Furniture						21									
Gypsum															
Glass, all kinds	2								1	1	26	3 75	0 20	3 95	
Hay, pressed															
Hogs															
Horses															
Hides and Skins, Horns and Hoofs									3	4	9	0 75	0 80	1 55	
									55	55	55	8 25		8 25	

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.			
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.		\$	cts.	
																	\$
Firewood, in Vessels		1,398							1,398	1,398			93	20	93	20	
" Rafts																	
Hoopjs																	
Hop Poles																	
Lumber, sawn, in Vessels		1,942		9,560		38,030		5,020		54,552			9,811	94	9,811	94	
" Rafts																	
Masts, Spars, and Telegraph Poles, in Vessels																	
Masts, Spars and Telegraph Poles, in Rafts																	
Railway Ties, in Vessels.																	
" Rafts																	
Saw Logs																	
Staves and Headings, barrel pipe							187			187			34	80	34	80	
" W. India							36			36			6	75	6	75	
Staves, Salt Barrel				14						14			9	60	9	60	
Shingles																	
Split Posts and Fence Rails, in Vessels																	
" Rafts																	
Split Posts and Fence Rails, in Rafts																	
Timber, Square, in Vessels		12,269								73,112			11,073	67	11,073	67	
" Rafts		1,720								17,683			2,651	46	2,651	46	
Traverses																	
Woodenware and Wood partly manufactured				26		1				2			10	40	10	40	
Total Freight paying Tolls	728	23,450	23,923	9,574	214,183	318,259	17,281	331,343	256,115	688,626	946,741	44,453	83	123,323	44	173,759	27
Articles having paid full Tolls on the St. Lawrence Canals, Free—																	
Ashes, Pot and Pearl										10							

Bricks.....	103	149	252	252		
Cement and Water Lime.....	8		62	62		
Clay, Lime and Sand.....	2		8	8		
Crockery and Earthenware.....	3	8	11	11		
Fish.....	26		26	26		
Flour.....	48		48	48		
Glass, all kinds.....	2		23	23		
Iron, Railway.....	19,942		20,003	20,003		
" " Pig.....	20		20	20		
" " All other.....	488		584	584		
Lard and Lard Oil.....		72	72	72		
Nails.....	41		453	453		
Oil, in Barrels.....	5		11	11		
Pork.....	33		33	33		
Paint.....	7		24	24		
Pitch and Tar.....	1		13	13		
Rosin.....	1		1	1		
Salt.....	118		7,440	7,440		
Stone for Cutting.....	12		12	12		
Seeds, all kinds.....	100		100	100		
Soda Ash.....	194		554	554		
Steel.....	1		1	1		
Sugar.....	551		551	551		
Spirits, Beer, &c.....	330		350	350		
Tobacco, Raw.....	1		1	1		
Tin.....	40		40	40		
Turpentine.....	1		2	2		
White Lead.....	8		19	19		
Whiting.....	3		34	34		
Wool.....	13		13	13		
All other Goods and Merchandise, not enumerated.....	46		1,180	1,180		
Grand Total, Freight.....	21,443	9,574	331,342	331,342	688,626	
						978,692
						8,470 46
						42 00
						50 55
						17,073 52
						92 55
						52,948 29
						137,977 05
						190,925 34

Total Tolls on Vessels.....
 " " Passengers.....
 " " Free Goods..... \$4,792 65

Total Through Tolls.....

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Revenue collected thereon during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Tons.	cts.	cts.	cts.	cts.	cts.	cts.
Ashes, Pot and Pearl.		118								118							2 99	
Apples.																		
Agricultural Products, not enumerated, Vegetable	1		200							201							10 03	
Agricultural Products, not enumerated, Animal																		
Agri-cultural Implements.																		
Barley	58	144							58	144							15 28	
Bricks	1								1								0 02	
Bones.																		
Brinstone	3		15						18								1 47	
Cement and Water Lime.	50	422							50	422							45 19	
Clay, Lime and Sand.	12								12								0 30	
Coal																	0 20	
Corn									2								0 20	
Cattle	1								1								0 02	
Cotton, Raw.																		
Crockery and Earthenware.																		
Dye Wood and Dye Stuffs.																		
Fish		2								2							0 05	
Flax and Hemp.																		
Flour.		4,854							4,854								121 39	
Furniture.		4							4								0 30	
Gypsum.																		
Glass, all kinds.																		
Hay, pressed																		
Hogs																		
Horses	29	10							29	10							0 83	
Hides and Skins, Horns and Hoofs																		
Ice		450							450								2 82	

Iron, Railway	6	4	6	12	6	12	0 12
" Pig	16		16	20	0 64	0 25	0 89
Iron Ore							
Kryolite, Chemical Ore and other Ore, except Iron.							
Lard and Lard Oil							
Meal, all kinds							
Meats, other than Pork.							
Manila							
Mamilla							
Molasses	54	146	54	146	1 05	17 40	1 05
Nails							2 75
Oats	6	146	83	83	2 75		
Oil in Barrels							
Oil Cake							
Pease	3		3	3	0 06		0 06
Potatoes							
Pork							
Paint							
Pitch and Tar	45		45	45	1 13		1 13
Rags							
Rye							
Rosin	12		12	12	0 23		0 23
Salt	195		195	195	3 66		3 66
Some intended for Cutting wrought	339	121	339	400	18 48	1 78	20 26
" not suitable for Cutting unwrought							
Seeds, all kinds							
Sheep							
Soda Ash							
Steel	140		140	140	2 08		2 68
Sugar							
Spirits, Beer, &c							
Tobacco, Raw							
Tallow	1		1	1	0 02		0 02
Tin							
Turpentine							
Wheat	3,078	2,641	431	5,719	65 50	373 84	439 34
White Lead							
Whiting							
Wool							
All other Goods and Merchandise not enumerated	713	195	23	931	14 00	7 24	21 24
Barrels, Empty				99		2 47	2 47
Boat Knees							
Floats							
Fire Wood, in Vessels	3,254	9,210	3,564	12,774	98 03	411 02	509 05

Some intended for Cutting wrought
 " not suitable for Cutting unwrought

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls Up.	Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
“ Rafts														
Hoops														
Hop Poles														
Lumber, Sawm, in Vessels.	700	5,071							700	5,071	5,831	18 22	540 86	559 08
“ Rafts		15								15	15		2 03	2 03
Masts, Spars, and Telegraph Poles, in Vessels											1		0 25	0 25
Masts, Spars, and Telegraph Poles, in Rafts	23	3							23	3	26	0 58	0 25	0 83
Railway Ties, in Vessels.		10		47						57	57		1 69	1 69
“ Rafts														
Saw Logs.	60	3,626		158					60	3,784	3,844	2 10	204 28	206 38
Staves and Headings, barrel.		218								218	218		17 40	17 40
“ pipe														
Staves and Headings, West India														
Staves, salt barrel														
Shingles														
Split Posts and Fence Rails, in Vessels														
Split Posts and Fence Rails, in Rafts	1								1				0 15	0 15
Timber, Square, in Vessels.	6	5							6	5	11	0 25	0 25	0 50
“ Rafts														
Traverses														
Woodenware and Wood partly manufactured														
Total Freight paying Tolls	8,831	26,885	315	709			77	456	9,223	28,050	37,273	234 08	1,780 03	2,014 11
Timber passed free from Welland to Port Robinson		200								200	200			
Grand Total Freight.	8,831	27,085	315	709			77	456	9,223	28,250	37,473			

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		% cts.	% cts.	% cts.	% cts.	
Ashes, Pot and Pearl,		58							20	58	78	3 00	11 60	14 60		
Apples	43	2,515		22	10	3			46	2,537	2,583	4 46	364 39	368 85		
Agricultural Products, not enumerated, Vegetable		964							1,366	964	2,330	78 08	100 99	179 07		
Agricultural Products, not enumerated, Animal	117	471					20		137	471	608	10 88	44 45	55 33		
Agricultural Implements	101	12							101	12	113	14 47	1 85	16 32		
Barley	157	1,411			1				158	1,411	1,569	3 76	29 52	33 28		
Bricks	10,142	331	815		202		161		11,820	331	11,651	476 34	23 30	499 64		
Bones		90		164					254		284		34 01	34 01		
Bristone	200							88	288		288	22 83		22 83		
Cement and Water Lime	2,505	243	54						2,559	243	2,802	350 09	23 72	373 81		
Clay, Lime and Sand	17,290	7,465	155				3,541		20,986	7,465	28,451	789 87	418 46	1,208 33		
Coal	75,595				1,017		80,571		157,183		157,183		21,830 57	21,830 57		
Corn	32	3,739			23	452	12,769		55	16,760	16,813	3 31	363 41	366 72		
Cattle	40	522							40	522	562	2 32	40 34	42 66		
Cotton, Raw	204	26	3						207	26	233	38 69	5 20	43 89		
Crockery and Earthenware	38						203		241		241	14 25	1 60	15 85		
Dye Wood and Dye Stuffs	337	45	26						363	45	408	38 66	3 14	41 80		
Fish	2	166							2	166	168	0 20	6 45	6 65		
Flax and Hemp	891	2,733	48						939	2,861	3,800	69 43	417 96	487 39		
Furniture	194	464			128				194	464	658	28 66	87 75	116 41		
Gypsum	649	160							649	160	809	10 12	6 07	16 19		
Glass, all kinds	518	82	18				13		549	82	631	105 98	15 25	121 23		
Hay, Pressed	412	459			26				438	459	897	17 48	29 18	46 66		
Hogs	2	49							2	49	51	0 08	6 62	6 70		
Horses	118	295			1	2			119	297	416	8 75	21 84	30 59		
Hides and Skins, Horns and Hoofs		14								14	14		1 23	1 23		

Ice.....	1,467	241								1,467	1,467	3,016 04	206 65
Iron, Railway.....	19,886	66								151	20,378	3,470 27	3,027 37
“ Pig.....	3,178	109	57							5	3,249	0 19	470 46
“ all other.....	11,436									2,732	14,334	733 41	845 73
Iron Ore.....													
Kryolite, Chemical Ore and other Ore, except Iron.....	160									3,542	3,542	177 10	177 10
Lard and Lard Oil.....	110		3							84	244	19 67	3 56
Meal, all kinds.....	20									1,279	1,389	7 17	89 89
Meats, other than Pork.....	34									21	41	1 73	2 99
Marble.....	21									1	35	6 66	0 86
Manilla.....	739									3	24	4 10	4 70
Molasses.....	2,915	180								19	1,230	152 17	0 95
Nails.....	599									964	4,039	600 57	48 35
Oil, in Barrels.....	1,034	41								3,423	4,028	22 66	120 66
Oil Cake.....	1,168									451	1,692	171 80	235 50
Pease.....	10									8	8	0 75	0 75
Potatoes.....	326									25,993	27,161	25 43	545 37
Pork.....	294									72	93	1 66	8 17
Paint.....	74									291	630	36 21	27 07
Pitch and Tar.....	107									199	403	54 26	73 96
Rags.....	122									294	199	19 70	73 96
Rye.....	3									265	107	21 33	5 35
Rosin.....	10									122	124	0 40	23 45
Salt.....	5,492									3,253	3,256	0 24	65 30
Stone intended for Cutting.....	547									121	2,284	108 94	114 99
“ wrought.....	133									164	11,715	1,547 67	1,555 16
“ not-suitable for Cutting, unwrought.....	60									3,007	5,676	103 22	451 05
Seeds, all kinds.....	1,709									200	200	10 60	10 80
Sheep.....	588									10,945	11,005	1 20	238 00
Steel.....	146									275	2,084	85 43	15 26
Sugar.....	4,133									164	165	0 06	13 14
Spirits, Beer, &c.....	439									44	1,590	297 62	2 35
Tobacco, Raw.....	21									22	169	21 72	0 87
Tallow.....	93									14	5,999	929 27	22 59
Tin.....	460									279	1,075	145 01	198 71
Turnpentine.....	8									25	25	2 29	2 29
Wheat.....	21,899									1	108	14 43	14 58
White Lead.....	136									93	563	88 51	10 20
Whiting.....	670									18	129	6 88	0 90
Wool.....	21									4,006	25,905	438 65	80 12
All other Goods and Merchandise not enumerated.....	6,838	991								1	701	139 59	0 10
Bark.....	239									5	26	3 15	0 75
Barrels, Empty.....										4,443	12,963	1,385 04	671 93
Boat Knees.....										46	354	30 14	5 96
Floats.....	800									4,364	5,164	1 40	76 37

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					$	cts.	$	cts.
Firewood, in Vessels.	5,832	6,331						114	5,832	7,045	12,877	108 75	172 42	281 17
“ Rafts.				600										
Hoops									1		1	0 10		0 10
Hop Poles														
Lumber, in Vessels.	20,557	16,243							21,104	18,440	39,544	570 59	695 70	1,266 29
“ Rafts		176		2,197						176	176		7 88	7 88
Masts, Spars and Telegraph Poles, in Vessels														
Masts, Spars and Telegraph Poles, in Rafts.		17,088							1,929	17,088	17,088		427 20	38 49
Railway Ties, in Vessels.	1,929													
“ Rafts														
Saw Logs.	42	20,715							42	20,715	20,757	1 00	472 90	473 90
Shingles	20	24							20	24	44	4 88	4 13	9 01
Split Posts and Fence Rails, in Vessels														
“ Rafts														
Split Posts and Fence Rails, in Rafts	10								10		10	0 25		0 25
Timber, Square, in Vessels.	198	1,254							198	1,254	1,452	4 36	18 19	22 55
“ Rafts	1,011	9,646							1,011	9,646	10,657	25 50	244 25	269 75
Traverses.		10,354								10,354	10,354		26 95	26 95
Woodenware and Wood partly manufactured	105	27							105	27	132	35 00	6 00	41 00
Total Freight paying Tolls	151,672	247,462	11,032	3,253	1,035	2,065	11,029	97,023	174,768	349,803	524,571	13,616 47	29,101 99	42,718 46
Free Articles having paid Full Tolls on Welland Canal.—														
All other Products, Animal.		14								14	14			
“ Vegetable		1								1	1			
Ashes		66								66	66			
Cement and Water Lime		932								932	932			
Corn		139,673								5,232	144,905			

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, Pot and Pearl.		58							10	58	68	2 00	11 60	13 60
Apples.		2,363								2,385	2,385		357 75	357 75
Agricultural products not enumerated, Vegetable	222	576							222	576	798	33 30	86 40	119 70
Agricultural products not enumerated, Animal.		231								231	231		34 65	34 65
Agricultural Implements		8								8	8		1 60	1 60
Barley		916								916	916		19 62	19 62
Bricks	326		9						421	65	421	63 15		63 15
Bones		65								65	65		9 75	9 75
Brimstone		1							1,909	1	1,910	286 35	0 15	286 50
Cement and Water Lime.	1,855	1	54						16	1,213	1,229	2 40	181 95	184 35
Clay, Lime and Sand.	9	1,213	7							135,168	135,168		20,275 20	20,275 20
Coal.		74,037								12,910	12,910		258 20	258 20
Corn.		685								28	28		4 20	4 20
Cattle		28												
Cotton, Raw.									184	26	160	26 80	5 20	32 00
Crockery and Earthenware.	131	26	3						19	3 80	19			3 80
Dye Wood and Dye Stuffs.	19								142	1	143	21 30	0 15	21 45
Fish.	116	1	26							2	2		0 30	0 30
Flax and Hemp.		2							40	2,711	2,760	7 35	406 65	414 00
Flour.	1	2,711	48						60	423	483	12 00	84 60	96 60
Furniture.	60	423												
Gypsum.									440	74	514	88 00	14 80	102 80
Glass, all kinds.	422	74	18											
Hay, pressed.														
Hogs.		30								30	30		5 85	5 85
Horses	11	35							11	35	46	1 65	5 25	6 90
Hides and Skins, Horns and Hoofs											5		0 75	0 75

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls Up.	Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Fire Wood, in Vessels.....														
" Rafts.....														
Hoops.....														
Hop Poles.....														
Lumber, Sawm, in Vessels.....	82	25	228	1,600					310	1,625	1,935	27 60	242 25	269 85
" Rafts.....														
Masts, Spars, and Telegraph Poles, in Vessels.....														
Masts, Spars and Telegraph Poles, in Rafts.....														
26 Railway Ties, in Vessels.....														
" Rafts.....														
Saw Logs.....														
Staves and Headings, Barrel.....														
" Pipe.....														
" W. India.....														
Staves, Salt Barrel.....														
Split Posts and Fence Rails, in Vessels.....														
Split Posts and Fence Rails, in Rafts.....														
Timber, Square, in Vessels.....														
" Rafts.....														
Traverses.....														
Woodenware and Wood partly manufactured.....	66	7							66	7	73	27 20	2 00	29 20
Total Freight paying Tolls.	43,907	102,918	9,785	1,622			76,812		53,692	181,352	235,044	8,846 30	23,675 67	32,521 97
Free Articles having paid Full Tolls on the Welland Canal:														
Agricul. Products, Animal.....										14	14			
" Vegetable.....										1	1			

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation, 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.		
Ashes, Pot and Pearl.									10		10	1 00			1 00
Apples	43	152			10				46		198	4 46		6 64	11 10
Agricultural Products, not enumerated, Vegetable	1,144	388							1,144		388	44 78		14 59	59 37
Agricultural Products, not enumerated, Animal.	117	240						20	137	240	377	10 88	9 80	20 68	
Barley	101	4							101	4	105	14 47	0 25	14 72	
Brick	157	495			1				158	495	653	3 76	9 90	13 66	
Bones	9,816	331	720	164	202		161		10,899	331	11,230	413 19	23 30	436 49	
Bristone	200	25						88	189	189	288	22 83	24 26	47 09	
Cement and Water Lime.	650	242							650	242	892	63 74	23 57	87 31	
Clay, Lime and Sand.	17,281	6,252	148				3,541		20,970	6,252	27,222	787 47	236 51	1,023 98	
Coal.		1,558						19,440	22,015	22,015	22,015	3 31	1,555 37	1,558 68	
Corn.	32	2,854	23	452				544	55	3,850	3,905	3 31	105 21	108 52	
Cattle	40	494							40	494	534	36 14		38 46	
Cotton, Raw.															
Crockery and Earthenware.	73								73		73	11 89		11 89	
Dye Wood and Dye Stuffs.	19						203		222		222	12 05		12 05	
Fish	221	44							221	44	265	17 36	2 99	20 35	
Flax and Hemp	2	164							2	164	166	0 20	6 15	6 35	
Flour	890	22					128		890	150	1,040	62 08	11 31	73 39	
Furniture.	134	41							134	41	175	16 66	3 15	19 81	
Gypsum	649	160							809	160	969	10 12	6 07	16 19	
Glass, all kinds	96	8					13		109	8	117	17 98	0 45	18 43	
Hay, Pressed.	412	459			26				438	459	897	17 48	29 18	46 66	
Hogs	2	10							2	10	12	0 08	0 77	0 85	
Horses	107	260			1		2		108	262	370	7 10	16 59	23 69	
Hides and Skins, Horns and Hoofs		9								9	9			0 48	
Ice.		1,467								1,467	1,467			206 65	

Iron, Railway	180	151	57	180	151	331	8 99	11 33	20 32
" Pig	241	5		241	5	246	20 08	0 19	20 27
" all other	9,193	2,675	15	9,245	2,675	11,940	382 86	103 77	486 63
Iron Ore									
Kryolite Chemical Ore and other Ore, except Iron		79			79	79		3 95	3 95
Lard and Lard Oil	82	81		82	81	163	7 97	3 11	11 08
Meal, all kinds	101	933	3	101	936	1,037	5 82	38 44	44 26
Meats, other than Pork	20	17		20	17	37	1 73	0 66	2 39
Marble	14			14		14	2 66		2 66
Manilla	1			1				0 10	0 10
Molasses	467	19	481	565	19	957	95 77	0 95	96 72
Nails	565	963		565	963	1,528	94 60	48 15	142 75
Oats	599	2,179		599	2,179	2,778	22 66	72 87	95 53
Oil, in barrels	491	70	119	696	280	926	62 80	19 50	82 30
Oil Cake	8			8		8	0 75		0 75
Pease	1,108	20,676		1,108	20,676	21,844	25 43	413 60	439 03
Potatoes	7	55		18	55	73	1 21	3 96	5 17
Pork	298	149	8	298	157	455	28 37	6 22	34 59
Paint	28	134	23	51	134	185	5 66	6 70	12 36
Pitch and Tar	62	107	179	241	107	348	16 53	5 35	21 88
Rags		10			10	10		0 65	0 65
Rye	3	1,424		3	1,424	1,427	0 24	28 48	28 72
Rosin	8	121		2,161	121	2,282	108 54	6 05	114 59
Salt	2,897	135	21	2,900	161	3,061	250 02	7 04	257 06
Stone intended for Cutting	523			2,645		2,645	99 62		99 62
" wrought	149		47	196		196	9 80		9 80
" not suitable for Cutting, unwrought	60	10,326		60	10,326	10,386	1 20	206 40	207 60
Seeds, all kinds	1,663	232		1,663	232	1,895	63 53	8 81	72 34
Sheep		1		1		154	0 06	11 64	11 70
Soda Ash	79	43	51	130	43	173	12 63	2 15	14 78
Steel	11	22		11	22	33	1 27	0 87	2 14
Sugar	825	6	1,597	2,422	6	2,428	216 99	0 30	216 99
Spirits, Beer, &c	320	14		320	14	334	49 81	0 70	50 51
Tobacco, raw	21			24		24	2 14		2 14
Tallow	1		3	1		15	0 63		0 63
Tin	123	56	14	123	56	179	19 11	2 80	21 91
Turpentine	2	18	102	104	18	122	5 48	0 90	6 38
Wheat	21,899	569		21,899	569	22,468	438 65	11 38	450 03
White Lead	12		6	18		18	2 49		2 49
Whiting	12	2		12	2	14	2 19	0 10	2 29
Wool									
All other Goods and Merchandise not enumerated	2,915	1,240	270	3,608	300	5,483	402 69	158 33	561 02
Bark									
Barrels, Empty	184	10		253	27	280	20 26	2 30	22 56
Boat Knives	800	4,364		800	4,364	5,164	1 40	76 37	77 77
Floats	5,832	6,331		5,832	7,045	12,877	108 75	172 42	281 17
Firewood, in Vessels			600						

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls Up. \$ cts.	Amount of Tolls Down. \$ cts.	Total Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in Rafts											1	0 10		0 10
Hoops					1									
Hop Poles														
Lumber, Saw'n, in Vessels	20,475	16,218	319	597					20,794	16,815	37,609	542 99	453 45	996 44
" " Rafts		176								176			7 88	7 88
Masts, Spars and Telegraph Poles, in Vessels														
Masts, Spars and Telegraph Poles, in Rafts		17,088								17,088	17,088		427 20	427 20
Railway Ties, in Vessels	1,929								1,929	1,929	1,929		38 49	38 49
" " Rafts										42	20,715	1 00	472 90	473 90
Saw Logs	42	20,715												
Staves and Headings, Barrel Pipe														
" " W. India														
Staves, Salt Barrel	20	24							20	24	44	4 88	4 13	9 01
Shingles														
Split Posts and Fence Rails, in Vessels	10								10		10	0 25	18 19	0 25
Split Posts and Fence Rails, in Rafts	198	1,254							198	1,254	1,452	4 36	22 55	22 55
Timber, Square, in Vessels	1,011	9,646							1,011	9,646	10,657	25 50	244 25	269 75
" " Rafts		10,354								10,354	10,354		26 95	26 95
Traverses	39	20							39	20	59	7 80	4 00	11 80
Woodenware and Wood partly manufactured														
Total Freight paying Tolls.	107,765	144,544	1,247	1,631	1,035	2,065	20,211	168,451	121,076	168,451	289,527	4,733 28	5,463 21	10,196 49
Free Articles having paid Full Tolls on the Welland Canal:														
Corn											400			5,107
Coal, Free, per Order in Council		4,707							87,200	5,107	87,200			87,200

	12	23	23	12	23	12	23	12	23	35	2 41
" all other.....											
Iron Ore.....											
Kryolite, Chemical Ore and other Ore, except Iron.....											
Lard and Lard Oil.....	2	7	1,505	2	7					1,505	75 25
Meal, all kinds.....	4	13		4	13					17	0 53
Meats, other than Pork.....	2	10		2	10					12	1 02
Marble.....											
Manilla.....											
Molasses.....	17	8		17	8					25	2 52
Nails.....	19	12		19	12					31	2 92
Oats.....	2	1,376		2	1,376					1,376	102 57
Oil in barrels.....	29	5		29	5					34	2 50
Oil Cake.....											
Pease.....	11	1,363		11	1,363					1,363	99 45
Potatoes.....	30	655		30	655					655	51 62
Pork.....	6			6						36	1 00
Paint.....	1			1						2	0 24
Pitch and Tar.....											
Rags.....	3			3						3	0 57
Rye.....	20			20						20	1 48
Resin.....											
Salt.....	5			5						5	0 21
Stone intended for cutting.....											
" wrought.....	3			3						3	0 57
" not suitable for cutting, unwrought.....	19			19						19	1 86
Seeds, all kinds.....										325	23 27
Sheep.....											
Soda Ash.....	1			1						1	0 19
Steel.....	1			1						1	0 05
Sugar.....	25	28		25	28					53	4 39
Spirits, Beer, &c.....	21	1		21	1					22	1 43
Tobacco, raw.....											
Tallow.....	1			1						1	0 10
Tin.....	9	3		9	3					12	0 79
Turpentine.....	1			1						1	0 05
Wheat.....	44			44						44	4 32
White Lead.....											
Whiting.....	3			3						3	0 15
Wool.....											
All other Goods and Merchandise not enumerated.....	93	419		93	419					512	71 76
Bark.....	15			15						15	1 47
Barrels, empty.....	91			91						91	11 50
Boat Knees.....											
Floats.....	20	9,170		20	9,170					9,170	84 16
Firewood, in Vessels.....	105	45,805		105	46,462					46,567	1,899 16
" Rafts.....		480			480					480	25 47
Hoops.....		32			32					32	2 87
Hop Poles.....											
Lumber, sawn, in Vessels.....	14	418,495		14	530,775					530,775	40,126 91
" Rafts.....		201			201					201	5 03

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, Spars and Telegraph Poles, in Vessels		321									321	10 71
Rafts												
Railway Ties, in Vessels		995		595							1,590	337 63
Rafts												
Saw Logs												
Staves and Headings, Barrel												
" " Pipe												
" " West India												
Staves, Salt Barrel	2	367		49					2	416	418	299 41
Shingles										1	1	1 76
Split Posts and Fence Rails, in Vessels		1										
Rafts												
Timber, square, in Vessels		290								290	290	7 85
Rafts										1,370	1,370	23 63
Traverses		200								200	200	1 08
Woodenware and Wood partly manufactured	6	49							6	49	55	45 49
Total Freight paying Tolls	527	494,581	8	113,567					535	608,148	608,683	43,791 37
<i>Free per Order in Council.</i>												
Firewood		10,150									10,150	
Floats		11,126									11,126	
Lumber, sawn, in Rafts		1,273									1,273	
Masts and Spars		10									10	
Railway Ties, in Rafts		3,525									3,525	
Saw Logs		13,872									13,872	
Shingles		6									6	
Split Posts, &c., in Rafts		10									10	
Timber, square		2,460									2,460	
Woodenware		240									240	
Grand Total Freight	527	537,253	8	113,567					535	650,820	651,355	

Total Tolls on Vessels.....	4,252 48
“ “ Passengers.....	172 51
“ Free Goods.....	\$732 55
Wharfage and Storage.....	8 00
Fines and Damages.....	18 00
Other Receipts.....	
Total Revenue, exclusive of Hydraulic Rents.....	48,252 36

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 27th February, 1891.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, Spars, and Telegraph Poles, in Vessels												\$
Rafts												cts.
Railway Ties, in Vessels	910		648						1,558		1,558	124 32
Rafts												
Saw Logs												
Staves and Headings, Barrel												
" " Pipe												
" " West India												
Staves, Salt Barrel	88		47						135		135	35 44
Shingles												
Total Freight paying Tolls	7,680	4,118	85,113	6,085					92,793	109,070	201,863	15,703 90
Coal, Free, per Order in Council	544								544		544	
Grand Total, Freight	8,224	4,118	85,113	6,085					93,337	109,070	202,407	
Total Tolls on Vessels												2,406 79
" Passengers												60 31
" Free Goods												\$48 84
Fines and Damages												13 75
Total Revenue, exclusive of Hydraulic Rents												18,184 75

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1890.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.	% cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Ashes, Pot and Pearl.	1	20							1	20	21	3 03	
Apples.	41	65							41	65	106	2 50	
Agricultural products not enumerated, Vegetable.	25	32							25	32	57	1 84	
do do Animal.	144	336							144	335	479	13 96	
Agricultural Implements	51	138							51	138	189	20 18	
Barley.	101								101		101	2 37	
Bricks	24	17							24	17	41	1 51	
Bones	2	31							2	31	33	1 27	
Brimstone.	85	17							85	17	102	3 01	
Cement and Water Lime	419	2							419	2	421	9 96	
Clay, Lime and Sand.		10,916								10,916	12,916	463 98	
Coal	1	34							1	34	35	1 08	
Corn	4	7							4	7	11	0 33	
Cattle													
Cotton, Raw	31	20							31	20	51	4 93	
Crockery and Earthenware		1								1	1	0 09	
Dye Wood and Dye Stuffs	113								113		113	2 76	
Fish.													
Flax and Hemp	79	408							79	408	487	13 22	
Flour	26	40							26	40	66	6 56	
Furniture													
Gypsum.	46	2							46	2	48	4 43	
Glass, all kinds.	497	5							497	5	502	11 89	
Hay, pressed.		1								1	1	0 03	
Hogs.	10	7							10	7	17	0 50	
Horses	3								3		3	0 09	
Hides and Skins, Horns and Hoofs													
Ice.													
Iron, Railway	92								92		92	2 29	

No. (A) 14.—GENERAL STATEMENT showing the Quantity of Each Article Transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, all other.....	297	48							297	48	340	10 24
Iron Ore.....												
Kryolite, Chemical Ore and other Ore, excepted Iron	745	2,312							745	2,312	3,057	152 50
Lead and Lard Oil.....	25								25		25	0 82
Meal, all kinds.....	28	20							28	20	48	1 38
Meats, other than Pork.....	15	5							15	5	20	0 55
Marble.....												
Manilla.....												
Molasses.....	116	13							116	13	129	11 42
©Nails.....	292	3							292	3	295	26 62
Oats.....	30	61							30	61	91	2 81
Oil, in barrels.....	84	135							84	135	219	19 92
Oil Cake.....	5								5		5	0 13
Pease.....	61	15							61	15	76	1 83
Potatoes.....	45	67							45	67	112	3 15
Pork.....	137	35							137	35	172	4 72
Paint.....	22								22		22	2 24
Pitch and Tar.....	25	1							25	1	26	2 28
Regs.....	2	5							2	5	7	0 81
Rye.....	101	6							101	6	107	2 64
Rosin.....	1								1		1	0 09
Salt.....	958	110							958	110	1,068	31 14
Stone, intended for Cutting.....	17	77							17	77	94	4 22
“ wrought.....	1	1							1	1	2	0 27
“ not suitable for Cutting, unwrought.....												
Seeds, all kinds.....	5	9							5	9	14	0 38
Sheep.....	5	2							5	2	7	0 20
Soda Ash.....	25								25		25	2 31
Steel.....	28								28		28	1 49
Sugar.....	250	71							250	71	321	31 66
Spirits, Beer, &c.....	102	54							102	54	156	17 26
Tobacco Raw.....	1								1		1	0 07
Tallow.....	1	2							1	2	3	0 06
Tin.....	19								19		19	1 79
Turpentine.....	1	1							1	1	2	0 09

Wheat.....	7	184				7	184	191	4 69																												
White Lead.....	18	1				18	1	19	1 80																												
Whiting.....	28					28		28	2 67																												
Wool.....	2	2				2	2	4	0 14																												
All other Goods and Merchandise not enumerated..	547	380				547	380	927	98 48																												
Barrels, Empty.....	40	45				40	45	85	6 21																												
Boat Knees.....																																					
Floats.....	2, 118	360				2, 118	360	2, 478	43 93																												
Firewood, in Vessels.....	11, 520	704				11, 520	704	12, 224	207 88																												
Rafts.....																																					
Hoops.....																																					
Hop Poles.....																																					
Lumber, Sawn, in Vessels.....	26, 326	6, 206	6, 027			26, 353	6, 206	38, 559	2, 147 40																												
Rafts.....	88	4				88	4	92	9 53																												
Masts, Spars, and Telegraph Poles, in Vessels.....																																					
Rafts.....	94					94		94	10 00																												
Railway Ties, in Vessels.....	5, 399					5, 399		5, 399	623 67																												
Rafts.....	1, 211					1, 211		1, 211	128 62																												
Saw Logs.....	199	167				199	167	366	8 61																												
Shingles.....	128	48	39			167	48	215	93 18																												
Split Posts and Fence, in Vessels.....	30					30		30	4 61																												
Rafts.....	1					1		1	0 13																												
Timber, Square, in Vessels.....	20	20				20	20	40	0 76																												
Rafts.....	500	20				500	20	520	28 75																												
Traverses.....	1, 205					1, 205		1, 205	28 22																												
Woodenware and Wood partly manufactured.....		5					5	5	0 80																												
Total Freight Paying Tolls.....	54, 721	23, 289	6, 066			60, 787	23, 289	84, 076	4, 356 98																												
Coal, free per Order in Council.....	4, 373					4, 373		4, 373																													
Firewood, free per Order in Council.....	22, 125	3, 000				22, 125	3, 000	25, 125																													
Grand Total Freight.....	81, 219	26, 289	6, 066			87, 285	26, 289	113, 574																													
<table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Total Tolls on Vessels.....</td> <td style="width: 10%;">1, 676</td> <td style="width: 10%;">89</td> <td style="width: 20%;"></td> </tr> <tr> <td> Passengers.....</td> <td>111</td> <td>34</td> <td></td> </tr> <tr> <td> Free Coal, \$116.76 ; Firewood.....</td> <td>\$418</td> <td>75</td> <td></td> </tr> <tr> <td>Wharfage and Storage.....</td> <td></td> <td></td> <td>115 78</td> </tr> <tr> <td>Fines and Damages.....</td> <td></td> <td></td> <td>6 50</td> </tr> <tr> <td>Other Receipts.....</td> <td></td> <td></td> <td>21 28</td> </tr> <tr> <td>Total Revenue, exclusive of Hydraulic Rents.....</td> <td>6, 288</td> <td>77</td> <td></td> </tr> </table>										Total Tolls on Vessels.....	1, 676	89		Passengers.....	111	34		Free Coal, \$116.76 ; Firewood.....	\$418	75		Wharfage and Storage.....			115 78	Fines and Damages.....			6 50	Other Receipts.....			21 28	Total Revenue, exclusive of Hydraulic Rents.....	6, 288	77	
Total Tolls on Vessels.....	1, 676	89																																			
Passengers.....	111	34																																			
Free Coal, \$116.76 ; Firewood.....	\$418	75																																			
Wharfage and Storage.....			115 78																																		
Fines and Damages.....			6 50																																		
Other Receipts.....			21 28																																		
Total Revenue, exclusive of Hydraulic Rents.....	6, 288	77																																			

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A.—Continued.

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish.....	140	674							140	674	814	\$ 8 14
Flour.....	1,126	503							1,126	503	1,629	16 29
Coal.....	1,181	17,172							1,181	17,172	18,353	183 53
Lumber.....	1,086	1,481							1,086	1,481	2,567	25 67
Other Agricultural Products.....	1,816	6,187							1,816	6,187	8,003	80 03
Other Merchandize.....	540	325							540	325	865	8 65
Total Freight paying tolls.....	5,889	26,342							5,889	26,342	32,231	322 31
Tolls on Vessels.....												1,419 70
Other Receipts.....												177 91
Total Revenue.....												1,919 92

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes, Pot and Pearl.											
Apples.											
Agricultural Products, not enumerated, Vegetable.											
Animal.											
88 Agricultural Implements.											
Barley.		27								27	0 76
Bricks.											
Bones.											
Brimstone.											
Cement and Water Lime.											
Clay, Lime and Sand.											
Coal.											
Corn.											
Cattle.											
Cotton, Raw.											
Crockery and Earthenware.											
Dye Wood and Dye Stuffs.											
Fish.											
Flax and Hemp.											
Flour.	35								35	8	0 43
Furniture.											
Gypsum.											
Glass, all kinds.											
Hay, Pressed.											
Hogs.											
Horses.											
Hides and Skins, Horns and Hoofs.											
Ice.											
Iron, Railway.											
" Pig.											

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, all other												
Iron Ore												
Kryolite, Chemical Ore and other Ore, except Iron and Lard Oil												
Lard, all kinds												
Meat, all kinds												
Meats, Other than Pork												
Marble												
Manilla												
Molasses												
Nails												
Oats												
Oil, in Barrels												
Oil Cake												
Pease												
Potatoes												
Pork												
Paint												
Pitch and Tar												
Rags												
Rye												
Resin												
Salt												
Stone intended for Cutting wrought												
“ “ not suitable for Cutting, unwrought									420			
Seeds, all kinds												
Sheep												
Soda Ash												
Steel												
Sugar												
Spirits, Beer, &c.												
Tobacco, Raw												
Tallow												
Tin												
												\$ cts.
												\$ cts.
											420	1 96

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue collected during the Season of Navigation in 1890.

Articles.	From Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Toll. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl	5								5		5	0 15
Apples	600	108							869	108	977	17 82
Agricultural Products, not enumerated, Vegetable.	5	11							5	11	16	0 32
“ “ “ “ Animal	4								4		4	0 08
Barley	378			692					1,070		1,070	20 08
Cement and Water Lime	6								6		6	0 12
Clay, Lime and Sand	2	25							2	25	27	0 50
Cotton, Raw.		1								1	1	0 24
Crockery and Earthenware	6						3		6		9	0 24
Fish	22								22		22	0 43
Flour	8	52							8	52	60	1 15
Furniture	12	19		4			2		16	21	37	1 08
Glass, all kinds.	17	1							17	1	18	0 46
Horses	17	6		17			2		34	8	42	0 86
Hides and Skins, Horns and Hoofs		2								2	2	0 04
Ice		60		4,293					4,293	60	4,353	108 85
Iron, Railway		280								280	280	5 25
“ “ Pig	84								84		84	1 58
“ “ all other.	246	6					1		246	7	253	4 78
Lard and Lard Oil	1						5		1	5	6	0 12
Meal, all kinds.	1								1		1	0 02
Marble	4								4		4	0 10
Mamita	3								3		3	0 08
Nails	304								304		304	7 63
Oil, in Barrels	17	80		12			73		29	153	182	4 56
Pease		65		49					49	65	114	2 15
Pork	1	3							1	3	4	0 08
Paint	26								26		26	0 67
Rags.		6								6	6	0 15
Rye	400	54							400	54	454	8 47
Salt	257								257		257	4 82

SUPPLEMENTARY

No. (A) 18.—STATEMENT OF TRAFFIC on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian Vessels, steam.....	340,703	4,041 47	731,967	4,184 96	77,722	234 57
United States Vessels, steam.....	401,406	6,024 17	20,017	140 35	1,973	25 93
Canadian Vessels, sail.....	275,118	5,530 18	926,601	10,118 61	56,776	930 23
United States, sail.....	105,242	2,358 68	62,862	453 25	95,276	1,216 06
Total, Class No. 1.....	1,122,469	17,954 50	1,741,447	14,897 17	231,747	2,406 79
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	23,704	361 65	61,707	3,104 67	3,598	60 31
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	335	35 43	11,651	499 64	185	16 84
Brimstone.....	736	110 40	288	22 83	188	33 62
Cement and Water Lime.....	87	11 82	2,802	373 81	105	10 50
Clay, Lime and Sand.....	472	45 19	28,451	1,208 33	4,997	518 14
Fish.....	223	35 65	408	41 80		
Gypsum.....			809	16 19		
Iron, Railway.....			20,378	3,027 37		
“ Pig.....	36	4 62	3,249	470 46		
“ all other.....	717	105 49	14,334	845 73		
Salt.....	1,027	187 53	11,715	1,555 16	703	66 58
Steel.....			169	22 59		
Stone for Cutting.....	5,761	1,152 20	5,676	554 27	2,179	213 76
Apples.....	150	7 79	2,583	368 85	420	37 74
Barley.....	10,830	1,950 45	1,569	33 28	496	28 21
Corn.....	327,394	65,478 60	16,815	366 72	7	0 24
Cotton, Raw.....						
Flax and Hemp.....			168	6 65		
Flour.....	14,461	2,042 79	3,800	487 39	207	6 90
Hay, Pressed.....			897	46 66	1,811	77 75
Meals, all kinds.....	20,708	4,141 35	1,389	97 06	48	1 60
Oil Cake.....	2	0 40	8	0 75		
Oats.....	27,728	5,533 80	4,028	120 66	632	21 11
Pease.....	14	2 80	27,161	545 37	89	2 99
Potatoes.....	4	0 26	93	8 17	5	0 30
Rye.....	1,549	288 40	3,256	65 30		
Seeds, all kinds.....	155	30 10	2,084	100 69		
Tobacco, Raw.....	5	0 75	25	2 29	4	0 27
Wheat.....	118,002	22,895 94	25,905	518 77	45	1 50
All other Agricultural Products, Vegetable.....	220	12 93	2,330	179 07		
Bones.....	1	0 02	254	34 01		
Cattle.....	1	0 02	562	42 66	80	2 58
Hogs.....			51	6 70		
Hides and Skins, Horns and Hoofs.....	55	8 25	14	1 23		
Horses.....	48	2 38	416	30 59	23	0 83
Lard and Lard Oil.....	37	7 30	244	23 23		
Meats, other than Pork.....	15	3 00	41	2 99		
Pork.....	328	65 60	650	63 28		
Sheep.....			165	13 20	156	5 20
Tallow.....	122	21 00	108	14 58		
Wool.....			26	3 90		
All other Agricultural Products, Animal.....	14	2 80	608	55 33		
Total, Class No. 3.....	531,237	104,185 06	195,180	11,877 56	12,380	1,046 66

APPENDIX A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1890.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
88,288	202 44	173,448	698 14	62,150	591 52	10,454	209 08	24,419	202 00
85	0 50	231	2 37	1,057	17 51				
12,877	39 76	198,303	2,897 98	72,734	1,009 32	60,531	1,210 62	27,381	144 10
254	3 28	28,257	663 99	4,737	58 54				
101,504	245 98	400,239	4,262 48	140,678	1,676 89	70,985	1,419 70	51,800	346 10
No.		No.		No.		No.		No.	
12,589	133 97	13,298	172 51	3,921	111 34			8,318	81 08
Tons.		Tons.		Tons.		Tons.		Tons.	
		120	6 90	41	1 51			27	0 76
6	0 12	62	6 06	102	3 01				
27	0 50	7,652	203 99	421	9 96				
22	0 43	4	0 40	113	2 76	814	8 14		
280	5 25								
84	1 58			92	2 29				
253	4 78	35	2 41	340	10 24				
257	4 82	5	0 21	1,068	31 14				
		1	0 05	28	1 49				
181	3 40			94	4 42				
977	17 82	93	5 20	106	2 50				
1,070	20 08	119	10 22	101	2 37				
				35	1 08				
1	0 02								
60	1 15	19	1 04	487	13 22	1,629	16 29	43	0 43
		413	38 01	502	11 89				
1	0 02	17	1 30	48	1 38				
				5	0 13				
		1,378	102 57	91	2 81				
114	2 15	1,363	99 49	76	1 83				
		666	51 62	112	3 15				
454	8 47	20	1 48	107	2 64				
1	0 02	19	1 86	14	0 38				
3	0 06			1	0 07				
384	0 97	44	4 32	191	4 69				
16	0 32	74	4 72	57	1 84	8,003	80 03		
		23	2 04	33	1 27				
		649	42 02	11	0 33				
		12	0 72	1	0 03				
2	0 04	27	2 55	3	0 09				
42	0 86	182	10 97	17	0 50				
6	0 12	9	0 53	25	0 82				
		12	1 02	20	0 55				
4	0 08	36	1 00	172	4 72				
		325	23 27	7	0 20				
		1	0 10	2	0 06				
6	0 12			4	0 14				
4	0 08	1,286	105 12	479	13 96				
4,255	73 26	14,666	731 19	5,006	139 27	10,446	104 46	70	1 19

No. (A) 18.—STATEMENT OF TRAFFIC on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, Pot and Pearl.....	71	14 15	78	14 60		
Agricultural Implements.....			113	16 32		0 20
Crockery and Earthenware.....	1	0 15	233	43 89	2	1 00
Dye Woods and Dye Stuffs.....			241	15 85	95	9 50
Furniture.....	35	6 10	658	116 41		
Glass, all kinds.....	26	3 95	631	121 23		
Marble.....	4,437	665 55	35	6 86		
Manilla.....	162	24 30	24	4 70		
Molasses.....	117	17 55	1,239	153 12	645	64 50
Nails.....	60	1 95	4,059	648 92		
Oil, in Barrels.....	89	3 95	1,692	235 50	168	15 37
Paint.....	37	5 70	493	73 96	16	1 60
Pitch and Tar.....	863	123 83	372	26 68	257	25 70
Rags.....			124	23 45		
Rosin.....			2,284	114 99	2,226	220 34
Soda Ash.....	993	148 95	1,599	299 97		
Sugar.....	926	120 58	5,999	931 17	1,203	120 30
Stone, wrought.....	852	135 06	201	10 80	139	13 90
Tin.....	1	0 02	563	98 71		
Turpentine.....			129	7 78	103	10 30
White Lead.....	1	0 20	149	28 69		
Whiting.....	1	0 15	701	139 69		
Whiskey and all other spirits.....	268	52 90	1,075	198 71	1	0 04
Merchandise, not enumerated.....	32,527	4,860 44	12,963	2,036 97	3,969	312 22
Total, Class No. 4.....	41,467	6,185 48	35,655	5,388 97	8,834	794 97
<i>Class No. 5.</i>						
Bark.....						
Barrels, empty.....	183	18 42	354	36 10		
Boat Knees.....						
Floats.....			5,164	77 77		
Firewood, in Vessels.....	14,172	602 25	12,877	281 17	5,153	185 87
" in Rafts.....						
Lumber, Saw'n, in Vessels.....	60,383	10,371 02	39,544	1,266 29	83,133	4,875 65
" in Rafts.....	15	2 03	176	7 88	50	4 00
Hoops.....			1	0 10		
Railway Ties, in Vessels.....	57	1 69	1,929	38 49	1,558	124 32
" in Rafts.....						
Masts, Spars and Telegraph Poles, in Vessels.....	1	25				
Masts, Spars and Telegraph Poles, in Rafts.....	26	0 83	17,088	427 20		
Square Timber, in Vessels.....	73,113	11,073 82	1,452	22 55		
" in Rafts.....	17,694	2,651 96	10,657	269 75		
Woodenware and Wood, partly manufactured.....	28	11 20	132	41 00		
Shingles.....	14	9 60	44	9 01	135	34 44
Split Posts and Fence Rails, in Vessels.....						
" " in Rafts.....			10	0 25		
Saw-logs.....	3,844	206 38	20,757	473 90		
Staves and Headings, Barrel.....	218	17 40				
" " Pipe.....	187	34 80				
" " West India.....	36	6 75				
Staves, Salt Barrel.....						
Traverses.....			10,354	26 95		
Hop Poles.....						
Total, Class No. 5.....	169,971	25,008 40	120,539	2,978 41	90,029	5,224 28

Canals and the Amount of Tolls collected, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
5	0 15	11	2 09	21	3 03				
		18	2 74	189	20 18				
9	0 24	10	1 48	51	4 93				
				1	0 09				
37	1 08	28	3 64	66	6 56				
18	0 46	7	0 77	48	4 43				
4	0 10								
3	0 08								
		25	2 52	129	11 42				
304	7 63	31	2 92	295	26 62				
182	4 56	34	2 50	219	19 92				
26	0 67	2	0 24	22	2 24				
				26	2 28				
6	0 15	3	0 57	7	0 81				
				1	0 09				
50	1 26	1	0 19	25	2 31				
122	3 07	53	4 39	321	31 66				
		3	0 57	2	0 27				
8	0 22	12	0 79	19	1 79				
		1	0 05	1	0 09				
32	0 81			19	1 80				
77	1 93	3	0 15	28	2 67				
58	1 50	22	1 43	156	17 26				
725	18 29	512	71 76	927	98 48	865	8 65	168	5 02
1,666	42 20	776	98 80	2,573	258 93	865	8 65	168	5 02
		15	1 47					34	1 31
6	0 25	91	11 50	85	6 21				
		9,190	84 16	2,478	43 93			260	3 13
939	7 84	46,567	1,899 17	12,224	207 88			17,853	180 13
		480	25 47						
621	6 95	530,775	40,126 91	38,559	2,147 40	2,567	25 67	347	5 93
		501	5 03	92	9 53				
		32	2 87						
153	1 53	1,590	337 63	5,399	623 67			113	4 50
				1,211	128 62			250	9 34
28	0 18	321	10 71					434	4 90
				94	10 00				
		290	7 85	40	0 76			34	3 61
6,540	81 75	1,370	23 63	520	28 75			1,950	21 25
1	0 05	55	45 49	5	0 80				
25	1 93	418	299 41	215	93 18			215	18 70
		1	1 76	30	4 61			5	0 38
7	0 33			1	0 13				
				366	8 61			2,126	18 41
8	0 15								
		200	1 08	1,205	28 22			400	2 00
8,328	100 96	591,696	42,884 13	62,524	3,342 30	2,567	25 67	24,021	273 59

No. (A) 18.—STATEMENT OF TRAFFIC in the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal.....	202,384	38,222 60	157,183	21,830 57	81,932	8,035 69
Kryolite or Chemical Ore.....	2,900	145 00	3,542	177 10		
Gypsum.....	205	2 56				
Iron Ore.....	5,238	261 90			129	12 90
Stone, unwrought, not suitable for cutting	5,544	528 66	11,005	259 20	276	27 60
Ice.....	25,068	1,233 72	1,467	206 65	8,283	561 80
Total, Special Class.....	241,339	40,394 44	173,197	22,473 52	90,620	8,637 99
Total Freight and Tolls....	984,014	194,089 53	524,571	60,720 30	201,863	18,171 00
Timber and other Wood, Free.....	200	10 50	4,078	369 78		
Wheat, Corn, Flour, Iron, Salt, Coal, etc., Free.....	31,951	4,792 65	325,204	10,688 85	544	48 84
Grand Totals, Passengers and Ton- nage of Vessels not included ..	1,016,165	198,892 68	853,853	71,778 93	202,407	18,219 84

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

Canals, and the Amount of Tolls collected, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		40	2 00	10,916	463 98	18,353	183 53		
		1,505	75 25	3,057	152 50				
181	1 81							420	1 96
4,353	108 85								
4,534	110 66	1,545	77 25	13,973	616 48	18,353	183 53	420	1 96
18,783	707 03	608,683	48,226 36	84,076	6,145 21	32,231	1,742 01	24,679	708 94
		42,672	732 55	25,125	618 75				
				4,373	116 76				
18,783	707 03	651,355	48,958 91	113,574	6,880 72	32,231	1,742 01	24,679	708 94

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals
Total Quantity of each description of Property passed

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Vessels of all kinds	1,122,469	\$ cts. 17,954 50	1,741,447	\$ cts. 14,897 17	231,747	\$ cts. 2,406 79
Passengers	No. 23,704	361 65	No. 61,707	3,104 67	No. 3,598	60 31
<i>Forest—Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark						
Boat Knees						
Floats			5,164	77 77		
Free						
Firewood	14,172	602 25	12,877	281 17	5,153	185 87
Free						
Hoops and Hop Poles			1	10		
Lumber, Sawed	60,398	10,373 05	39,720	1,274 17	83,183	4,879 65
Free			3,717			
Masts, Spars, &c.	27	1 08	17,088	427 20		
Free						
Railway Ties	57	1 69	1,929	38 49	1,558	124 32
Free						
Saw Logs	3,844	206 38	20,757	473 90		
Free						
Staves, all kinds	441	58 95				
Shingles	14	9 60	44	9 01	135	34 44
Free						
Split Posts and Rails			10	25		
Free						
Timber, Square	90,807	13,725 78	12,109	292 30		
Free	200		360			
Traverses			10,354	26 95		
Total	169,960	24,978 78	124,130	2,901 31	90,029	5,224 28
<i>Farm Stock.</i>						
Cattle	1	0 02	562	42 66	80	2 58
Hogs			51	6 70		
Horses	48	2 38	416	30 59	23	83
Free			3			
Sheep			165	13 20	156	5 20
Total	49	2 40	1,197	93 15	259	8 61
<i>Produce of Animals.</i>						
Bones	1	0 02	254	34 01		
Horns and Hoofs, Hides and Skins, Raw	55	8 25	14	1 23		
Lard and Lard Oil	37	7 30	244	23 23		
Free	72					
Meats other than Pork	15	3 00	41	2 99		
Pork	328	65 60	650	63 28		
Free	33		221			
Tallow	122	21 00	108	14 58		
Free			54			

APPENDIX A—Continued.

during the Season of Navigation ended 31st December, 1890, showing the through and the Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
101,504	245 98	400,239	4,262 48	140,678	1,676 89	70,985	1,419 70	51,800	346 10
No. 12,589	133 97	No. 13,298	172 51	No. 3,921	111 34	No.		No. 8,318	81 08
Tons.		Tons.		Tons.		Tons.		Tons.	
		15	1 47					34	1 31
		9,190	84 16	2,478	43 93			260	3 13
		11,126							
939	7 84	47,047	1,924 63	12,224	207 88			17,853	180 13
		10,150		25,125					
		32	287						
621	6 95	531,076	40,131 94	38,651	2,156 93	2,567	25 67	347	5 93
		1,273							
28	0 18	321	10 71	94	10 00			468	8 51
		10							
153	1 53	1,590	337 63	6,610	752 29			363	13 84
		3,525							
				366	8 61			2,126	18 41
		13,872							
8	15								
25	1 93	418	299 41	215	93 18			215	18 70
		6							
7	0 33	1	1 76	31	4 74			5	0 38
		10							
6,540	81 75	1,660	31 48	560	29 51			1,950	21 25
		2,460							
		200	1 08	1,205	28 22			400	2 00
8,321	100 66	633,982	42,827 14	87,559	3,335 29	2,567	25 67	24,021	273 59
		649	42 02	11	0 33				
		12	0 72	1	0 03				
42	0 86	182	10 97	17	0 50				
		325	28 27	7	0 20				
42	0 86	1,168	76 98	36	1 06				
		23	2 04	33	1 27				
2	0 04	27	2 55	3	0 09				
6	0 12	9	0 53	25	0 82				
		12	1 02	20	0 55				
4	0 08	36	1 00	172	4 72				
		1	0 10	2	0 06				

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Wool.....			26	3 90		
Free.....	13					
Agricultural Products not enumerated, Animal.....	14	2 80	608	55 33		
Free.....			14			
Total.....	690	107 97	2,234	198 55		
<i>Agricultural Products.</i>						
Agricultural Products not enumerated, Vegetable.....	220	12 93	2,330	179 07		
Free.....			1			
Apples.....	150	7 79	2,583	368 85	420	37 74
Barley.....	10,830	1,950 45	1,569	33 28	496	28 21
Cotton, Raw.....						
Corn.....	327,394	65,478 60	16,815	366 72	7	0 24
Free.....			144,905			
Flax and Hemp.....			168	6 65		
Flour.....	14,461	2,042 79	3,800	487 39	207	6 90
Free.....	48		3,065			
Hay, Pressed.....			897	46 66	1,811	77 75
Meals, all kinds.....	20,708	4,141 35	1,389	97 06	48	1 60
Free.....			222			
Manilla.....	162	24 30	24	4 70		
Oats.....	27,728	5,533 80	4,028	120 66	632	21 11
Free.....			479			
Pease.....	14	2 80	27,161	545 37	89	2 99
Potatoes.....	4	0 26	93	8 17	5	0 30
Rye.....	1,549	288 40	3,256	65 30		
Free.....			1,120			
Seeds—Flax, Clover and Grass.....	155	30 10	2,084	100 69		
Free.....	100		2			
Tobacco, Raw.....	5	0 75	25	2 29	4	0 27
Free.....	1					
Wheat.....	118,002	22,895 94	25,905	518 77	45	1 50
Free.....			75,515			
Total.....	521,531	102,410 26	317,436	2,951 63	3,764	178 61
<i>Manufactures.</i>						
Ashes, Pot and Pearl.....	71	14 15	78	14 60		
Free.....	10		70			
Agricultural Implements.....			113	16 32	2	0 20
Barrels, Empty.....	183	18 42	354	36 10		
Bricks.....	335	35 43	11,651	499 64	185	16 84
Free.....	252					
Cement and Water Lime.....	87	11 82	2,802	373 81	105	10 50
Free.....	62		932			
Crockery and Earthenware.....	1	0 15	233	43 89	10	1 00
Free.....	11					
Furniture.....	35	6 10	658	116 41		
Free.....			1			
Glass, all kinds.....	26	3 95	631	121 23		
Free.....	23		1			
Iron, Railway.....			20,378	3,027 37		
Free.....	20,003					
Iron, Pig.....	36	4 62	3,249	470 46		
Free.....	20					
Iron, all other.....	717	105 49	14,334	845 73		
Free.....	584		2			
Molasses.....	117	17 55	1,239	153 12	645	64 50

during the Season of Navigation ended 31st December, 1890, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
6	0 12			4	0 14				
4	0 08	1,286	105 12	479	13 96				
22	0 44	1,394	112 36	738	21 61				
16	0 32	74	4 72	57	1 84	8,003	80 03		
977	17 82	93	5 20	106	2 50				
1,070	20 08	119	10 22	101	2 37				
1	0 02			35	1 08				
60	1 15	19	1 04	487	13 22	1,629	16 29	43	0 43
		413	38 01	502	11 89				
1	0 02	17	1 30	48	1 38				
3	0 08	1,378	102 57	91	2 81				
114	2 15	1,363	99 49	76	1 83				
454	8 47	666	51 62	112	3 15				
		20	1 48	107	2 64				
1	0 02	19	1 86	14	0 38				
3	0 06			1	0 07				
384	0 97	44	4 32	191	4 69				
3,084	51 16	4,225	321 83	1,928	49 85	9,632	96 32	43	0 43
5	0 15	11	2 09	21	3 03				
		18	2 74	189	20 18				
6	0 25	91	11 50	85	6 21				
		120	6 90	41	1 51			27	0 76
6	0 12	62	6 06	102	3 01				
9	24	10	1 48	51	4 93				
37	1 08	28	3 64	66	6 56				
18	0 46	7	0 77	48	4 43				
280	5 25								
84	1 58			92	2 29				
253	4 78	35	2 41	340	10 24				
		25	2 52	129	11 42				

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Nails.....	60	\$ 1 95	4,059	\$ 648 92		
do..... Free	453					
Oil.....	89	3 95	1,692	235 50	168	15 37
do..... Free	11		6			
Oil Cake.....	2	0 40	8	0 75		
do..... Free			2			
Paint.....	37	5 70	493	73 96	16	1 60
do..... Free	24					
Pitch and Tar.....	863	123 33	372	26 68	257	25 70
do..... Free	13					
Resin.....			2,984	114 99	2,226	220 34
do..... Free	1					
Soda Ash.....	993	148 95	1,599	299 97		
do..... Free	554					
Spirits, Whiskey, &c.....	268	52 90	1,075	198 71	1	0 04
do..... Free	350		26			
Steel.....			169	22 59		
do..... Free	1					
Sugar.....	926	120 58	5,999	931 17	1,203	120 30
do..... Free	551					
Tin.....	1	0 02	563	98 71		
do..... Free	40					
Turpentine.....			129	7 78	103	10 30
do..... Free	2					
White Lead.....	1	20	149	28 69		
do..... Free	19					
Whiting.....	1	15	701	139 69		
do..... Free	34					
Woodenware.....	28	11 20	132	41 00		
do..... Free			1			
Total	27,895	687 51	76,185	8,587 79	4,921	486 69
<i>Merchandise.</i>						
Brimstone, Crude.....	736	110 40	288	22 83	188	33 62
Clay, Lime and Sand.....	472	45 19	28,451	1,208 33	4,997	518 14
do..... Free	8		582			
Coal.....	202,384	38,222 60	157,183	21,830 57	81,932	8,035 69
do..... Free			94,143		544	
Dye Woods and Dye Stuffs.....			241	15 85	95	9 50
Fish.....	223	35 65	408	41 80		
do..... Free	26		49			
Gypsum.....	205	2 56	809	16 19		
Ores, all kinds.....	8,138	406 90	3,542	177 10	129	12 90
do..... Free			820			
Marble.....	4,437	665 55	35	6 86		
Rags.....			124	23 45		
Salt.....	1,027	187 53	11,715	1,555 16	703	66 58
do..... Free	7,440					
Stone, all kinds.....	12,157	1,815 92	16,882	824 27	2,594	255 26
do..... Free	12		2,826			
All other Goods and Merchandise, not enumerated.....	57,595	6,094 16	14,430	2,263 62	12,252	874 02
do..... Free	1,180		143			
Total	296,040	47,586 46	332,671	27,986 03	103,434	9,805 71
Grand Totals, Passengers and Tonnage of Vessels not included..	1,016,165	194,089 53	853,853	60,720 30	202,407	18,171 00

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

during the Season of Navigation ended 31st December, 1890, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
304	\$ 7 63	31	\$ 2 92	295	\$ 26 62		\$		\$
182	4 56	34	2 50	219	19 92				
				5	0 13				
26	0 67	2	0 24	22	2 24				
				26	2 28				
				1	0 09				
50	1 26	1	0 19	25	2 31				
58	1 50	22	1 43	156	17 26				
		1	0 05	28	1 49				
122	3 07	53	4 39	321	31 66				
8	0 22	12	0 79	19	1 79				
		1	0 05	1	0 09				
32	0 81			19	1 80				
77	1 93	3	0 15	28	2 67				
1	0 05	55	45 49	5	0 80				
		240							
1,558	35 61	862	98 31	2,334	184 96			27	0 76
27	0 50	7,652	203 99	421	9 96				
		40	2 00	10,916	463 98	18,353	183 53		
				4,373					
22	0 43	4	0 40	1	0 09				
				113	2 76	814	8 14		
		1,505	75 25	3,057	152 50				
4	0 10								
6	0 15	3	0 57	7	0 81				
257	4 82	5	0 21	1,068	31 14				
362	5 21	3	0 57	96	4 49			420	1 96
5,078	127 14	512	71 76	927	98 48	865	8 65	168	5 02
5,756	138 35	9,724	354 75	20,979	764 21	20,032	200 32	588	6 98
18,783	707 03	651,355	48,226 36	113,574	6,145 21	32,231	1,742 01	24,679	708 94

B. H. TEAKLES,
Chief Clerk Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 20.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1890.

Canals and Offices.	January.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
WELLAND CANAL.											
Chippawa		2 81	4 97	2 54	2 18	2 27	6 52	6 02	4 69		32 00
Calborne		11,269 10	22,120 25	18,985 56	21,786 81	18,179 23	17,401 34	14,846 52	14,275 63	4 80	138,869 24
Dalhousie		5,828 34	5,583 97	5,583 57	7,203 38	7,053 75	10,152 59	6,970 93	5,167 45	3 23	53,504 71
Dunnville		31 39	15 58	84 93	107 73	29 43	0 50	29 51	25 08		324 15
Maitland		8 43	23 17	0 50	4 00	2 36	1 00	0 50	1 50		41 46
Robinson		76 52	80 19	60 32	34 60	57 61	137 35	84 89	157 90	7 09	705 47
St. Catharines		77 59	96 02	84 23	81 12	75 65	93 67	59 78	44 44		612 50
Total Welland Canal		17,294 68	27,933 15	24,754 65	29,219 82	25,402 30	27,792 97	21,998 15	19,676 69	15 12	194,089 53
ST. LAWRENCE CANALS.											
Beauharnois		5 90	40 21	42 08	113 75	91 52	50 29	188 18	182 92		714 85
Cardinal		5 90	72 87	79 68	219 02	60 97	77 74	73 48	68 34	14 38	672 38
Cornwall		154 48	1,841 04	2,363 08	2,119 07	2,820 81	2,414 01	2,046 34	1,888 67	19 00	15,666 50
Kingston		139 15	926 59	1,626 49	1,542 48	2,934 97	2,562 73	2,479 32	937 44		13,169 19
La Chine		37 03	237 55	270 78	354 29	686 57	590 63	483 34	187 65		2,847 84
Montréal		216 06	3,721 21	4,651 65	5,564 36	4,523 03	4,211 72	3,118 48	2,243 63		27,649 54
Total St. Lawrence Canals		568 52	6,839 47	8,433 16	9,912 97	11,117 87	9,907 14	8,389 14	5,528 65	33 38	60,720 30
CHAMBLEY CANAL.											
Chamblay			531 23	699 97	773 98	966 37	1,050 02	1,271 73	614 65		5,907 95
St. John s.			550 60	2,421 40	1,577 74	1,803 77	2,410 40	2,067 37	938 74		11,770 02
St. Ours		7 45	58 47	57 92	70 76	67 50	72 48	84 69	73 76		493 03
Total Chamblay Canal		7 45	1,140 30	3,179 29	2,422 48	2,837 64	3,532 90	3,423 79	1,627 15		18,171 00

OTTAWA CANALS.												
Ottawa.....	1 24	5,640 52	4,483 84	5,669 62	4,175 29	3,201 51	3,104 69	2,098 17	28,374 88			
Carillon.....	8 23	13 82	33 19	20 90	38 48	11 46	36 11	32 22	194 41			
Grenville.....	534 51	2,845 04	2,716 59	3,083 34	2,729 78	2,007 81	2,694 12	1,830 90	18,442 09			
St. Anne's.....	18 02	158 88	168 69	165 28	188 40	176 63	237 38	101 70	1,214 98			
Total Ottawa Canals.....	562 00	8,658 26	7,402 31	8,939 14	7,131 95	5,397 41	6,072 30	4,062 99	48,226 36			
RIDEAU CANAL.												
Kingston Mills.....		223 26	206 93	207 44	234 53	231 54	241 83	68 51	1,414 04			
Ottawa.....		537 84	766 31	902 56	608 96	582 23	596 93	294 68	4,289 51			
Smith's Falls.....		31 18	66 06	101 95	88 35	71 43	29 42	53 27	441 66			
Total Rideau Canal.....		792 28	1,039 30	1,211 95	931 84	885 20	868 18	416 46	6,145 21			
ST. PETER'S CANAL.												
St. Peter's.....	3 79	60 17	170 40	203 26	203 18	262 93	301 75	217 51	1,742 01			
TRENT VALLEY CANALS.												
Barleigh.....			18 00	12 00	16 75	8 00			54 75			
Bobcaygeon.....			50 73	66 82	63 34	78 76	66 79	11 12	364 09			
Buckhorn.....				8 50	13 50			10 00	32 00			
Penton Falls.....	0 25	0 75	2 30	0 50	8 60	10 35	7 35	5 41	35 60			
Hastings.....		4 46	1 50	4 50	4 20	1 50	11 75	1 00	28 91			
Peterborough.....	10 36	19 32	37 72	32 64	26 51	24 84	27 73	14 47	193 59			
Total Trent Valley Canals.....	10 61	51 06	110 34	124 96	132 90	123 45	113 62	42 00	708 94			
MURRAY CANAL.												
Brighton.....		106 64	131 57	107 93	152 86	84 52	77 17	46 34	707 03			
Grand Total.....	3 79	18,493 43	45,798 53	52,142 51	47,910 54	47,986 72	41,244 10	31,617 79	330,510 38			

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1890, and the amount of Tolls collected thereon.

Vessels.	Total Number.		From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.														
Canadian Vessels, steam.....	1,135		75,480	2,356	929		5,277	98,136	169,711	170,992			340,703	4,041 47
“ “ sail.....	996		35,581	3,696		269	7,553	98,162	137,440	137,678			275,118	5,530 18
Total Canadian.....	2,135		111,061	6,022	929	269	12,830	191,318	307,151	308,670			615,821	9,571 65
United States Vessels, steam.....	486	18	3,096	1,184	191 089	184,658	2,521	18,830	196,716	204,690			401,406	6,024 17
“ “ sail.....	312	241	2,322	664	49,610	42,250	1,824	8,331	53,997	51,245			105,242	2,358 68
Total United States.....	748	241	5,418	1,848	240,709	226,908	4,345	27,161	250,713	255,935			506,648	8,382 85
Grand Total, Welland Canal.	2,883	135,033	111,079	7,870	241,638	227,177	17,175	218,479	557,864	564,605			1,122,469	17,954 50
ST. LAWRENCE CANALS.														
Canadian Vessels, steam.....	3,849		329,688	56		67	581	5,395	396,761	385,206			731,967	4,184 96
“ “ sail.....	5,473		316,317	779		15	119	59,145	550,345	376,256			926,601	10,118 61
Total Canadian.....	9,322		646,005	835		82	700	64,540	947,106	711,462			1,658,568	14,303 57
United States Vessels, steam.....	483	645	549	123	6,650	6,921	90	3,623	8,801	11,216			20,017	140 35
“ “ sail.....	693	733	10,974	6,549	1,039	879	34,981	3,637	40,803	22,059			62,862	453 25
Total United States.....	1,176	1,398	11,523	6,672	7,709	7,820	35,071	7,260	49,604	33,275			82,879	593 60
Grand Total, St. Lawrence Canals.....	10,498	902,735	657,528	7,507	7,709	7,902	35,771	71,800	996,710	744,737			1,741,447	14,897 17

CHAMBLAY CANAL.													
Canadian Vessels, steam.....	438	55,719	40,878	63					1,062	35,782	41,940	77,722	234 37
“ sail.....	662	6,858	6,948	11,825					31,145	18,683	38,093	56,776	930 23
Total Canadian.....	1,100	42,577	47,826	11,888					32,207	54,465	80,033	134,498	1,164 80
United States Vessels, steam.....	27	30	90	2					1,833	41	1,932	1,973	25 03
“ sail.....	981	2,044	1,918	26,228	4,197				60,889	28,272	67,004	95,276	1,216 06
Total United States.....	1,008	2,083	2,017	26,230	4,197				62,722	28,313	68,936	97,249	1,241 99
Grand Total, Chamblay Canal	2,108	44,660	49,843	38,118	4,197				94,929	82,778	148,969	231,747	2,406 79
MURRAY CANAL.													
Canadian Vessels, steam.....	715	42,259	31,739	7,051					7,108	49,441	38,847	88,288	292 44
“ sail.....	135	1,998	4,533	4,499	2				1,503	6,830	6,038	12,877	30 76
Total Canadian.....	850	44,257	36,272	11,550	2				8,611	56,280	44,885	101,165	242 20
United States Vessels, steam.....	2			49					36	49	36	85	0 50
“ sail.....	13	7	6	149					87	161	93	254	3 28
Total United States.....	15	7	6	198					123	210	129	339	3 78
Grand Total, Murray Canal.....	865	44,264	36,278	11,748	2				8,734	56,490	45,014	101,504	246 98
OTTAWA CANALS.													
Canadian Vessels, steam.....	1,145	56,482	114,823							56,482	116,096	173,448	698 14
“ sail.....	1,389	9,856	164,540	2,143						9,856	188,447	198,303	2,897 98
Total Canadian.....	2,534	66,338	279,363	26,050						66,338	305,413	371,751	3,596 12
United States Vessels, steam.....	4	187	44							187	44	231	2 37
“ sail.....	291	4,118		183						4,577	23,680	28,257	663 99
Total United States.....	295	4,305	44	183						4,764	23,724	28,488	666 36
Grand Total, Ottawa Canals.....	2,829	70,643	279,407	183	49,730					71,102	329,137	400,239	4,262 48
RIDEAU CANAL.													
Canadian Vessels, steam.....	1,151	30,362	31,659	129						30,491	31,659	62,150	591 52
“ sail.....	965	31,871	38,621	2,242						34,113	38,621	72,734	1,009 32
Total Canadian.....	2,116	62,233	70,280	2,371						64,604	70,280	134,884	1,600 84

No. (A) 21.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<i>RIDEAU CANAL—Continued.</i>													
United States Vessels, steam.	58	443	520							537	520	1,057	17 51
“ “ sail.	64	1,913	2,217	94						2,520	2,217	4,737	58 54
Total United States.	122	2,356	2,737	701						3,057	2,737	5,794	76 05
Grand Total, Rideau Canal.	2,238	64,589	73,017	3,072						67,661	73,017	140,678	1,676 89
<i>ST. PETER'S CANAL.</i>													
Canadian Vessels, steam.	44	4,398	6,056							4,398	6,056	10,454	209 08
“ “ sail.	1,250	31,208	29,323							31,208	29,323	60,531	1,210 62
Grand Total, St. Peter's Canal.	1,294	35,606	35,379							35,606	35,379	70,985	1,419 70
<i>TRENT VALLEY CANALS.</i>													
Canadian Vessels, steam.	739	12,738	11,681							12,738	11,681	24,419	202 00
“ “ sail.	565	14,249	13,132							14,249	13,132	27,381	144 10
Total Canadian.	1,304	26,987	24,813							26,987	24,813	51,800	346 10
Grand Total, Trent Valley Canals.	1,304	26,987	24,813							26,987	24,813	51,800	346 10

SUPPLEMENTARY APPENDIX A—Continued.
No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.
RECAPITULATION.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
CANADIAN VESSELS.													
<i>Steam and Sail.</i>													
Welland	2,185	134,792	111,041	158,600	6,022	929	269	191,318	307,151	308,670	615,821	9,571	65
St. Lawrence	9,322	901,337	646,065	45,069	835	82	700	64,540	947,106	711,462	1,658,568	14,303	57
Chambly	1,100	42,377	47,826	11,888	.....	.....	.....	32,207	54,465	80,033	134,498	1,164	80
Murray	850	44,257	36,272	11,550	2	.....	473	8,611	56,280	44,885	101,165	242	20
Ottawa	2,534	64,338	279,363	70,280	26,050	.....	.....	66,338	66,338	305,413	371,751	3,396	12
Rideau	2,116	62,233	70,280	2,371	.....	.....	.....	64,004	64,004	70,280	134,884	1,600	84
St. Peter's	1,294	35,006	35,379	.....	.....	.....	.....	35,006	35,379	35,379	70,985	1,419	70
Trent Valley Canals	1,304	26,987	24,813	.....	.....	.....	.....	26,987	26,987	24,813	51,800	346	10
Total Canadian	20,655	1,314,127	1,250,989	229,478	32,909	929	351	14,003	296,076	1,558,537	3,139,472	32,244	98
UNITED STATES VESSELS.													
<i>Steam and Sail.</i>													
Welland	748	241	18	5,418	1,848	240,709	226,908	4,345	27,161	250,713	506,648	8,382	85
St. Lawrence	1,176	1,398	11,523	5,426	6,672	7,709	7,820	35,071	7,260	49,004	82,275	593	60
Chambly	1,008	2,083	2,017	26,230	4,197	.....	.....	62,722	28,313	68,936	97,249	1,241	99
Murray	15	7	6	198	.....	.....	.....	5	123	210	129	3	72
Ottawa	295	4,305	44	183	23,680	.....	.....	276	4,764	23,724	28,488	666	36
Rideau	122	2,356	2,737	701	.....	.....	.....	.....	3,057	2,737	5,794	76	65
Total United States	3,364	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	721,397	10,964	63
Grand Total, Canadian and United States	24,019	1,324,517	1,267,334	267,634	69,306	249,347	235,079	53,700	393,942	1,895,198	3,860,869	43,209	61

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

B. II. TEAKLES,
Chief Clerk Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21½.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals, during the Seasons of Navigation of 1889 and 1890, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

	From Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1889.												
Welland Canal	27,592	57,752	16,388	20,381	266,231	297,353	16,502	383,074	325,713	758,560	1,085,273	215,685 88
St. Lawrence Canals	222,956	521,704	10,380	700	993	2,838	64,613	95,679	298,951	620,921	919,872	57,954 97
Chambly Canal	8,975	3,382	83,164			2		124,558	92,139	128,142	220,281	20,708 12
Rideau Canal	76,665	24,117	12,354						89,009	24,117	113,126	6,481 13
Ottawa Canal	443	516,784		177,416			128		571	694,200	694,771	56,961 55
St. Peter's Canal	23,180	32,263							23,180	32,263	55,443	2,919 67
Trent Valley Canals	24,966	164							24,966	164	25,130	492 28
1890.												
Welland Canal	30,274	56,535	35,959	10,283	215,698	318,259	17,358	331,799	299,249	716,876	1,016,165	194,089 53
St. Lawrence Canals	216,557	476,196	11,952	3,253	1,115	2,065	41,351	102,264	270,075	583,778	853,853	60,720 30
Chambly Canal	8,224	4,118	83,113	6,085				98,867	93,337	109,070	202,407	18,171 00
Rideau Canal	81,219	26,289	6,066						87,289	26,289	113,574	6,145 21
Ottawa Canal	527	537,253	8	113,567					535	630,820	651,355	48,226 36
St. Peter's Canal	5,889	26,342							5,889	26,342	32,231	2,431 01
Trent Valley Canals	22,297	2,382							22,297	2,382	24,679	708 94
Murray Canal	4,606	7,806	6,190					91	10,798	7,985	18,783	707 03

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, February 27th, 1891.

RATES OF TOLLS.

No. 22.—RATES of Tolls on the Canals
WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS
(O. C., April 18, 1873.)

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
<i>Class No. 1.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vessels Steamper ton.	0.01½	0.01½	0.02½	0.00¾	0.00¾	0.01½	0.00¾	0.01½
do Sail and other.do .	0.02½	0.02½	0.03¾	0.01½	0.01½	0.02½	0.01	0.02¾
<i>Class No. 2.</i>								
Passengers, 21 years of age and upwards.	0.10	0.10	0.20	0.10	0.05	0.08	0.02½	0.09¾
Passengers, under 21 years each.	0.05	0.05	0.10	0.05	0.02	0.04	0.01½	0.04½
<i>Class No. 3.</i>								
Bricks, Cement and Water Lime.	0.15	0.20	0.20	0.15	0.10	0.07	0.06	0.19¾
Clay, Lime and Sand.								
Brimstone								
Corn								
Flour								
Iron, Railway.								
do Pig.								
do all other, including Steel (O. C., Feb. 1, 1888).								
Plaster, Gypsum.								
Salt								
Salt Meats or Fish, in barrels or otherwise.								
Agricultural Products, Vegetable, not enumerated.								
Agricultural Products, Animals, not enumerated.								
Stone, for cutting.								
Wheat								
<i>Class No. 4.</i>								
All other articles, not enumerated.	0.15	0.20	0.20	0.20	0.10	0.26	0.14	0.29

of the Dominion of Canada, 1890.

TRENT VALLEY CANAL (O. C., JULY 25, 1888.)

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0.00 $\frac{3}{16}$ 0.00 $\frac{1}{4}$	0.00 $\frac{3}{16}$ 0.00 $\frac{1}{4}$	0.00 $\frac{3}{16}$ 0.00 $\frac{1}{4}$	0.00 $\frac{3}{16}$ 0.00 $\frac{1}{4}$	0.00 $\frac{3}{4}$ 0.01	0.00 $\frac{3}{16}$ 0.00 $\frac{1}{4}$
0.01 0.00 $\frac{1}{2}$	0.01 0.00 $\frac{1}{2}$	0.01 0.00 $\frac{1}{2}$	0.01 0.00 $\frac{1}{2}$	0.04 0.02	0.01 0.00 $\frac{1}{2}$
0.01	0.01	0.01	0.01	0.04	0.01
0.03	0.03	0.03	0.03	0.12	0.03

No. 22.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS.

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.

	Welland Canal, westward.	Welland, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Anne's Lock, each way.	Ottawa to St. John's, each way.
<i>Class No. 5.</i>	\$ cts.	2 cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bark.....	0.20	0.20	0.20	0.15	0.10	0.07	0.06	0.19 $\frac{1}{4}$
Barrels, Empty, each.....	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.03 $\frac{1}{2}$
Boat Knees, each.....	0.05	0.05	0.05	0.02	0.02	0.02	0.01	0.03 $\frac{1}{2}$
Floats, per 1,000 lineal feet.....	1.40	1.40	1.40	1.40	1.20	1.05	0.50	2.05 $\frac{1}{2}$
Firewood, per cord, in Vessels.....	0.20	0.20	0.20	0.20	0.10	0.15	0.08	0.23
do do Rafts.....	0.25	0.25	0.25	0.25	0.15	0.19	0.09	0.30 $\frac{1}{4}$
Hoops.....	0.25	0.25	0.25	0.20	0.15	0.15	0.10	0.30
Masts and Spars, Telegraph Poles, per ton of 40 cubic feet, in Vessels.....	0.15	0.15	0.15	0.05	0.05	0.08	0.07	0.13 $\frac{1}{4}$
Masts and Spars, Telegraph Poles, per ton of 40 cubic feet, in Rafts.....	0.20	0.20	0.20	0.10	0.10	0.15	0.10	0.22 $\frac{1}{2}$
Railway Ties, in Vessels, each.....	0.01	0.01	0.01	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.01 $\frac{1}{2}$
do Rafts, each.....	0.02	0.02	0.02	0.01	0.01	0.02	0.01	0.02 $\frac{1}{4}$
Sawed Stuff, Boards, Plank, Scantling and Sawed Timber, per M. feet, board measure, in Vessels.....	0.30	0.30	0.30	0.15	0.10	0.11 $\frac{1}{4}$	0.06 $\frac{3}{4}$	0.20
Sawed Stuff, Boards, Plank, Scantling, and Sawed Timber, per M. feet, board measure, in Rafts.....	0.60	0.60	0.60	0.30	0.20	0.19	0.09	0.36 $\frac{1}{2}$
Square Timber, per M. cubic feet, in Vessels.....	3.00	3.00	3.00	1.00	1.00	0.56	0.44	1.69
Square Timber, per M. cubic feet, in Rafts.....	4.50	4.50	4.50	2.00	2.00	1.12	0.63	3.13
Waggon Stuff, Woodenware and Wood, partly manufactured, per ton of 40 cubic feet.....	0.40	0.40	0.40	0.40	0.25	0.30	0.20	0.55
Shingles, per M.....	0.06	0.06	0.06	0.06	0.04	0.04 $\frac{1}{2}$	0.02 $\frac{1}{2}$	0.08
Split Posts and Fence Rails, per M., in Vessels.....	0.40	0.40	0.40	0.40	0.20	0.23	0.12	0.42
Split Posts and Fence Rails, per M., in Rafts.....	0.80	0.80	0.80	0.80	0.40	0.38	0.17	0.77
Sawlogs, each standard log.....	0.08	0.08	0.08	0.08	0.05	0.06	0.06	0.13
Staves and Headings, Brl, per M.....	0.40	0.40	0.40	0.20	0.15	0.15	0.10	0.30
do do Pipe do.....	1.50	1.50	1.50	1.00	1.00	0.75	0.50	1.75
do do W.India do.....	0.75	0.75	0.75	0.60	0.25	0.45	0.25	0.65
do do Salt Barrel, sawn or cut, per M.....	0.08	0.08	0.08	0.04	0.03	0.03	0.02	0.06
Traverses, per 100 pieces.....	0.50	0.50	0.50	0.50	0.40	0.38	0.15	0.67 $\frac{1}{2}$
Hop Poles, per 1,000 pieces.....	2.00	2.00	2.00	2.00	1.50	1.50	0.65	2.65
<i>Special Class.</i>								
Gypsum, crude (per O. C., 28th Oct., 1882).....	0.15	0.05	.....	0.05	Westward.	.....	.....	.....
Coal.....	0.20	0.20	0.20	0.15	0.10	0.08	0.05	0.17 $\frac{1}{4}$
Stone, unwrought, corded and not suitable for cutting, per cord.....	0.75	0.75	0.75	0.60	0.37 $\frac{1}{2}$	0.28	0.24	0.77 $\frac{1}{2}$
Kryolite, Iron Ore or Chemical Ore.....	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Ice.....	0.05	0.05	0.05	.....	.....	.....	.....	.....

of the Dominion—Continued.

TRENT VALLEY CANAL.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcageon.	Bobcageon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable to Bobcageon.	Tolls chargeable to Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	Tolls Chargeable to Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0.01	0.01	0.01	0.01	0.04	0.01
0.00½	0.00½	0.00½	0.00½	0.01	0.00½
0.00½	0.00½	0.00½	0.00½	0.01	0.00½
0.13	0.13	0.13	0.13	0.52	0.13
0.03	0.03	0.03	0.03	0.10	0.03
0.04	0.04	0.04	0.04	0.14	0.04
0.02	0.02	0.02	0.02	0.08	0.02
0.02	0.02	0.02	0.02	0.08	0.02
0.01	0.01	0.01	0.01	0.04	0.01
0.00½	0.00½	0.00½	0.00½	0.00½	0.00½
0.00½	0.00½	0.00½	0.00½	0.01	0.00½
0.03	0.03	0.03	0.03	0.10	0.03
0.04	0.04	0.04	0.04	0.14	0.04
0.07	0.07	0.07	0.07	0.28	0.07
0.14	0.14	0.14	0.14	0.56	0.14
0.04	0.04	0.04	0.04	0.16	0.04
0.00¾	0.00¾	0.00¾	0.00¾	0.03	0.00¾
0.03	0.03	0.03	0.03	0.12	0.03
0.05	0.05	0.05	0.05	0.20	0.05
0.00¾	0.00¾	0.00¾	0.00¾	0.03	0.00¾
0.02	0.02	0.02	0.02	0.08	0.02
0.10	0.10	0.10	0.10	0.40	0.10
0.05½	0.05½	0.05½	0.05½	0.22	0.05½
0.00½	0.00½	0.00½	0.00½	0.02	0.00½
0.05	0.05	0.05	0.05	0.20	0.05
0.20	0.20	0.20	0.20	0.80	0.20
Free.	Free.	Free.	Free.	Free.	Free.
0.01	0.01	0.01	0.01	0.04	0.01
0.03½	0.03½	0.03½	0.03½	0.14	0.03½
0.00¾	0.00¾	0.00¾	0.00¾	0.03	0.00¾
Free.	Free.	Free.	Free.	Free.	Free.

Sec. 76.—Standard for estimating weight, for canal tolls.

	Tons.		Tons.
2,000 lbs. avoirdupois	1	Stone, 12 cubic feet.....	1
Per M. is per thousand feet.....		Stone, 1 cord.....	7½
Per Mille is per thousand pieces.....		Whiskey, 4 barrels or 215 gallons.....	1
Green fruit, 9 barrels are.....	1	Empty barrels, 10.....	1
Ashes, 3 barrels are.....	1	Barrel hoops, 10 Mille.....	1
Bark, 4 cords.....	1	Board and other sawed lumber, 600 feet	
Beef, 7 barrels.....	1	board measure.....	1
Biscuit and crackers, 9 barrels.....	1	Boat knees, 4.....	1
Bricks, common, 1,000.....	2	Firewood, 1 cord.....	3
Butter, 22 kegs or 7 barrels.....	1	Hop poles, 60 or 40 cubic feet.....	1
Cattle, 3.....	1	Shingles, 12 M. or bundles.....	1
Cement and water lime, 7 barrels.....	1	Split posts and fence rails, 1 Mille.....	1
Fire bricks, 1,000.....	3	Staves and headings, Pipe, 1 Mille.....	8
Fish, 7 barrels.....	1	do W. India, 1 Mille.....	4
Flour, 9 barrels.....	1	do Barrel, 1 Mille.....	24
Gypsum and manganese, 6 barrels.....	1	do Salt barrel, 1 Mille.....	1
Horses, 2.....	1	Sawlogs, standard, 1.....	1
Lard and tallow, 7 barrels or 22 kegs.....	1	Square timber, 50 cubic feet.....	1
Liquors and spirits, 215 gallons.....	1	Telegraph poles, 10, or 40 cubic feet.....	1
Liquors, all others, 215 gallons.....	1	Masts and spars, 40 cubic feet.....	1
Nuts, 9 barrels.....	1	Railroad ties, 16 or 50 cubic feet.....	1
Oysters, 6 barrels.....	1	All other woodenware, or partly manu-	
Pork, 7 barrels.....	1	factured wood, 40 cubic feet as per tariff.....	1
Salt, 7 barrels.....	1	Traverses, 40 cubic feet, or 5 pieces.....	1
Seeds, 9 barrels.....	1	Floats, 50 lineal feet.....	1
Sheep, 20.....	1		

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

WAY RATES.

Sec. 77. The following way rates are to be levied on vessels and property passing the several subdivisions of the canals:—

	Rate.
WELLAND CANAL.	
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.....	
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....	
3. From Dunnville to Port Colborne.....	
4. From Thorold to St. Catharines or Port Dalhousie.....	
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.....	
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	
7. From Port Robinson to Allanburg or Thorold.....	
8. From Port Robinson to St. Catharines or Port Dalhousie.....	
9. From St. Catharines to Port Dalhousie.....	
10. From Dunnville to Maitland.....	
11. From Port Robinson through the Lock and Chippawa Cut.....	
12. From Port Colborne to Port Maitland.....	
13. From Chippawa Cut through Lock to Port Robinson.....	
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	
16. Through the Chippawa Cut only.....	
17. Through the Port Robinson Lock only.....	
ST. LAWRENCE CANALS.	
Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.	
CHAMBLY CANAL.	
Sec. 79. Vessels and property passing from Sorel to Chambly, to pay.....	Rate.
Vessels and property passing from Chambly to St. John's, to pay.....	

OTTAWA CANALS.

Sec. 80. The navigation is divided into three sections, viz., Grenville, Carillon and St. Ann's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANAL.

Sec. 81. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds.

GENERAL.

Sec. 82. (a.)—Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.)—The passing of sawlogs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 83. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 7, 1869.

Sec. 84. Logs, lumber or other produce may pass free of toll down the Chippawa Creek, between the Aqueduct and Port Robinson. O. C. May 18, 1863.

NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84 :—

(1.) "Save in cases for which special permission may be given, the Grenville Canal is closed to the passage of rafts or any portion of a raft of any kind whatever, as provided by the Order in Council of the 9th July, 1888.

(2.) "Rafts may be passed through the Carillon Canal free of tolls, as provided by the Order in Council of the 9th July, 1888.

Sec. 85. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 86. (a.) All goods having paid full toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if tolls have been paid at the Chambly Canal such tolls shall be refunded at Montreal or Kingston Mills; and having paid full tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Locks, the Lachine Canal and the Chambly Canal provided always :—That the articles to be entitled to the above exemptions shall go downwards through the whole length of the Canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canal, to Lake Ontario.

(b.) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4.

(c.) No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30, a season "Let-Pass," which will pass them up and down the canals as often as desired. O. C. April 18, 1873.

Sec. 87. Goods shipped to any port west of the St. Lawrence Canals, tolls upon which have already been paid for passage through such canals, may be re-shipped from such ports and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance. O. C. June 23, 1883.

Sec. 88. During the season of navigation for 1889, the rate of toll for the passage of wheat, Indian corn pease, barley and rye, when shipped for Montreal or for any port east of Montreal shall be two cents per ton, such toll covering the Welland and the St. Lawrence Canals; and during the said period if the ordinary full tolls for passage of the said food products through the Welland Canal have been paid the said products shall be exempted from payment of any further toll for passage through any portion of the St. Lawrence Canal system, though not traversing the whole distance to Montreal. O. C. March 18, 1889.

HARBOUR DUES.

Sec. 89. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 90. The following tolls shall be levied upon property stored at the Sheds at the Lachine Canal Basin :—

	Cents.
Wheat and other grain, per week, per bushel	1
Meal do per barrel	4
Pork, beef, butter and lard do do	5
Muscovado sugar do per hhd., 10 cents; per brl.	5
Liquors f do per pipe, 15 cents; per pun.	12
do do per hhd., 10 cents; per qr. cask.	7
Iron (bars) do per ton	24
Iron pig do do	12
Salt, except at the St. Gabriel Sheds do per 100 minots	36
Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours do per bag	½
Bales, crates, cases, &c. do per ton weight or measurement	24
Coals do per chaldron	12

Sec. 91. (a.) No charge shall be made for property stored in the sheds of the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b.) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c.) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d.) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(e.) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(f.) All dues for storage shall be paid before the removal of the property. O. C., Aug. 21, 1846, Oct. 28, 1846.

Flour.

Sec. 92. (a.) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b.) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of exemption.

(c.) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d.) Any part of a day shall be considered as one day. O. C., May 31, 1856.

TOLLS ON VESSELS TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

Sec. 93. The following rates of toll shall be levied upon vessels trading to lower ports, and entering the Lachine Canal from the Harbour of Montreal, and on certain goods herein mentioned; said vessels to be allowed forty-eight hours for discharge of cargo before the following be incurred; and said discharge to be made below the St. Gabriel Lock.

Steamboats measuring 50 tons or upwards, per ton register, per day of twenty-four hours	8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours..	4
	Mills.
Steamboats measuring under 50 tons register, each day of 24 hours	40
All other vessels measuring from 25 to 50 tons register, per day of 24 hours	20
All vessels measuring less than 25 tons register, per day of 24 hours	10
Coal, per chaldron	10
Salt, per 100 minots	15
Iron of all kinds, per ton weight	15
Merchandise as in class No. 6 of the tariff of tolls on Dominion Canals	10

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C., June 8, 1860.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

Sec. 94. The following rates of tolls shall be collected as herein mentioned, that is to say :—

(a.) Firewood landed on wharves or banks of the Lachine Canal, or in boats, barges or other crafts occupying any of the basins between Wellington Street Bridge and Lock No. 3, four cents per cord, and for every day the wood is allowed to remain in either the Canal or basin, or on the wharves or banks, after the first five days, an additional charge of four cents per cord. O. C., Aug. 7, 1860.

(b.) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharves at Lachine and the Lachine Canal and Basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 95. Whereas under existing regulations for the collection of Canal tolls, Eastern bound vessels having paid the charges one way in full through the Welland Canal are chargeable one Section Canal Toll if re-entering the Lachine Canal;

And whereas Vessels loaded with grain destined for the Montreal Harbour frequently unload only part of their cargoes on board sea-going vessels in that harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the Canal basins;

It is ordered that the Lachine Canal basins, within the Montreal City limits be considered as part of the Montreal Harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O. C. Aug. 8, 1878.

PHOSPHATES.

Sec. 96. Whereas vessels laden with grain for delivery in Montreal Harbour frequently carry also decks loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry;

It is ordered, that the Lachine Canal basins, within the Montreal City limits, be considered as part of the Montreal Harbour, for the purposes of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section; it being however provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessels on their passing out of the canal a second time. O. C. July 12, 1881.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rates per ton shall be charged for wintering vessels in the Lachine Canal, viz. :—

For each boat, barge, scow or other vessels of ten tons measurement or under, seventy cents per vessel for the entire winter; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

Sec. 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basins of said canal and of the revenue that may be derived from their use, and the rates shall be levied by the Government on vessels loading or unloading in the new basins equal and similar to those levied by the Commissioners in respect of the old basin. O. C. Jan. 26, 1883.

DUES IN THE HARBOUR OF MONTREAL UNDER ACTS 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

Sec. 99.—*Tonnage Dues.*

On steam-boats, for each day of twenty-four hours, or part of a day they remain in the harbour, reckoned from the hour of their arrival to that of their departure.....	Per ton register. 1 cent.
On all other vessels, per day, as aforesaid.....	½ do

Sec. 100.—*Wharfage Dues.*

All goods, wares and merchandise, not elsewhere specified	Per ton. 25 cents.
Hay, straw, pig and scrap iron, pot and pearl ashes.....	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt.....	10 do
Coal and coke, grain and seeds of all kinds.....	7½ do
Special.—Bricks, 10 cents per 1,000, cordwood, 5 cents per cord, lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie.....	Free.

Note.

Sec. 101 (a). On all goods, wares and merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of ¼ of 1 per cent. on the value thereof.

(b). Each entry shall pay not less than 5 cents.

(c). All property landed on the wharves for re-shipment shall only pay one wharfage.

(d). The ton mentioned in the tariff of wharfage dues shall be 2,000 lbs. weight or 40 cubic feet measurement, according to the bill of lading.

Sec. 102.—Standard for Estimating Weights.

Ashes, pot or pearl.....	3 brls. to 1 ton.
Apples, flour, meal, potatoes.....	9 do 1 do
Fish, meat, pitch, tar.....	7 do 1 do
Horses.....	2 to 1 ton.
Neat cattle.....	3 to 1 do
Sheep.....	15 to 1 do
Swine.....	10 to 1 do

O. C. April 1st, 1881.

TOLLS ON FLOATED TIMBER, &C., ENTERING THE BASIN AT LACHINE.

Sec. 103. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal :—

Kinds of timber.	For receiving Timber, &c., to include use of Basin and Wharf for one Month.			For each succeeding month during the Season of Navigation.	For Wintering in basin or on wharf.
	Cents.	Cents.	Cents.		
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet.....	25	20	35		
Timber, round or flatted, of all kinds, under 12 x 12, per M lineal feet.....	20	15	30		
Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure.....	3	2	3		
Saw-logs, 12 feet long, if longer in same proportion per log.....	1	5	2		
Floats, per 100.....	10	5	10		
Traverses, per 100.....	10	5	10		
Fence posts and rails, per M.....	10	5	10		
Staves, Barrel, per M.....	8	4	8		
do Pipe do.....	8	4	8		
do West India, per M.....	8	4	8		
Firewood on bank of Canal between Lock No. 3 and Lock No. 5, and also on wharves in Canal basin at Lachine.....	3	3	3		

NOTE.

O. C. 27th June, 1890.

3. That the following words be added to Section 103 :—“The monthly charge of 3 cents per cord on firewood is cancelled, as provided by Order in Council of the 4th February, 1880.”

Note.

Sec. 104. (a.) No allowance shall be made for fractional parts of a month or winter season.

(b.) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintendent may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 8, 1860.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 105. The winterage dues for vessels wintering in the Canal Basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows :—

In Canal Basin, Ottawa, Steamers, per season.....	\$ 8 00
do do Barges do.....	4 00
Inside Locks do Steamers do.....	50 00
do other stations do.....	15 00

If the Minister of Railways and canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damagr to Government property by fire. O. C. March 19, 1887.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 106. (a.) Persons using the banks of the Lachine Canal as a site for the repair of their vessels shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing Canal Regulations.

(b.) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th Section of the Canal Regulations. O. C. March 5, 1880.

Sec. 107. Rules with respect to the repairing of Vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintendent.

(b.) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month, or fraction of a month the vessel may remain.

(c.) In cases, however, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary wintorage dues), the period covered being from the 1st November to the 1st June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in a manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881.

ST. PETER'S CANAL.

Sec. 109. On each and every vessel passing through the said canal, two cents per ton on vessel and one cent per ton on the freight, each way. O. C. June 23, 1883.

ORDER IN COUNCIL.

12th December, 1889.

On a memorandum dated 10th of December, 1889, from the Minister of Railways and Canals, representing that in certain instances it has been the practice to tie up vessels for the winter alongside of canal piers, but not inside the gates, and that consequently such vessels thereby, to some extent advantaged, do not receive there the protection from the rise and fall of water which they would obtain inside, that nevertheless they have been charged wintorage dues.

The Minister recommends that henceforward, including the winter now current, but not otherwise retroactive, no charges be made for vessels so wintering outside the locks of any Government Canal.

The committee submit the above recommendation for your Excellency's approval.

AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, 26th day of February, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is considered expedient that the special rate of toll, for passage through the Welland and St. Lawrence Canals of certain easterly bound food products, in force during the last season of navigation, should be continued during the forthcoming season.

His Excellency the Governor General, in pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the special rate of toll of two (2) cents per ton, in force last year for the passage through the Welland Canal and the St. Lawrence Canals of certain cereals, Wheat, Indian Corn, Pease, Barley and Rye, when shipped for Montreal, or for any port East of Montreal, be continued during the forthcoming season of navigation and no longer, such toll covering the Welland and the St. Lawrence Canals.

His Excellency has been further pleased to order, by and with the advice of the Queen's Privy Council for Canada, the continuance for the same period, only, of the arrangement under which the said food products, if they had paid the ordinary full tolls for passage through the Welland Canal, shall be entitled to exemption from payment of any further toll for passage through any portion of the St. Lawrence Canal System, even if not traversing the whole distance to Montreal.

O. C. 5th May, 1890.

His Excellency, in pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order, that oats, when shipped for export, shall be, and the same are hereby added to the list of cereals specified in the Order in Council of the 26th February, 1890, authorizing the continuance during the season of 1890 of the special rate of tolls of two (2) cents per ton, for the passage of such cereals through the Welland Canal and St. Lawrence Canals, when shipped for Montreal, or for any other port east of Montreal.

In carrying out the provisions of the above Order in Council the Collector of Canal Tolls, on the Welland Canal, will continue to charge the full rate of tolls, and the reduction will be paid by the Department as a refund upon evidence being furnished by the shippers that the conditions required by the Order in Council have been complied with.

O. C. 11th April, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes of Canada, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that for the forthcoming season of navigation only, the tolls for the passage of soft coal Eastwards through the Welland Canal, shall be and the same are hereby reduced from 20 cents to 10 cents per ton.

O. C. 16th May, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rules and Regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th day of October, 1889 (Consolidated Orders in Council of 1889), together with any amendments thereof or additions thereto, shall be, and the same are hereby made applicable to the Murray Canal, with the exception of such sections or provisions as relate especially and only to other works named therein.

O. C. 20th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rates of Toll to be imposed and collected on the Murray Canal, now open for regular traffic, shall be and the same are hereby fixed at the rate of one-eighth of those charged for passage through the St. Lawrence Canals.

O. C. 22nd May, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 1st day of June, 1888, whereby steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, were charged for that season only one-half of the usual passenger tolls for passage through the Lachine Canal and St. Anne's Lock, shall be, and the same are hereby continued in force for the present season of 1890 only.

O. C. 30th June, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 22nd May, 1890, under which steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, are charged one-half the usual rates of passenger tolls through the Lachine Canal, and St. Anne's Lock for the current season, shall be, and they are hereby extended to the Welland Canal for the season of 1890 only, namely, on excursion parties leaving Toronto or Hamilton for St. Catharines, and returning the same day.

ORDER IN COUNCIL.

27th September, 1890.

On a Memorandum dated 25th September, 1890, from the Minister of Railways and Canals representing that under date the 20th August, 1890, an Order in Council was passed prohibiting the use of horses for towing purposes between the lower entrance of the Cornwall Canal and Lock No. 20, during the progress of the works of Canal enlargement.

The Minister recommends as this prohibition has entailed the use of tugs and consequently expense to the parties concerned and upon the advice of the Deputy Head of the Department of Railways and Canals, that all tugs, used solely for the purpose of towing on the section in question, be permitted to pass free of toll, up and down the Canal between the lower entrance of the Canal and Lock No. 20 until the completion of the enlargement works on that section.

The Committee submit the above recommendation for your Excellency's approval.

ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to declare the now completed Tay Canal to be a part of the Rideau Canal, and that the rules and regulations for the management, maintenance, proper use and protection of the canals of the Dominion of Canada, made and established by the Order in Council of the 26th of October, 1889 (Consolidated Orders in Council of 1889, chapter 115), together with any amendments thereof or additions thereto, shall be applicable to the said Tay Canal, and the same are hereby made applicable to the Tay Canal accordingly, with the exception of such sections or provisions as relate specially, and only to works other than the Rideau Canal named therein.

And His Excellency is further pleased, under the authority of the above cited Act, and by and with the advice of the Queen's Privy Council for Canada, to impose and authorize the collection of the following rates of toll upon the said Tay Branch of the Rideau Canal system, now open for regular traffic, namely:—

- From Perth to Smith's Falls, 1 section, or $\frac{1}{4}$ of Rideau Canal rates.
 - From Perth to Kingston, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.
 - From Perth to Ottawa Basin, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.
 - From Perth to River Ottawa, 3 sections, or full Rideau Canal rates.
- A portion of a section to be charged as a whole section.

O. C. 31st October, 1890.

His Excellency under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : " An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to impose and authorise the collection of the following tolls and dues for the use of the dry dock at Bobcaygeon, and of any of the Locks on the Trent Valley Canal, during the winter or other shorter period.

For Vessels.	Wintering.	Per day.	Per week.
	\$	\$	\$
Over 15 tons	30	4	12
15 tons and under	20	3	10

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
27th February, 1891.

REPORTS.

RAILWAY STATISTICS

OF CANADA,

AND CAPITAL, TRAFFIC AND WORKING EXPENDITURE OF
THE RAILWAYS OF THE DOMINION.

1890.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA :
PRINTED BY BROWN CHAMBERLIN, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY.

1891.

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 20th April, 1891.

SIR,—I have the honour to submit to you the Railway Statistics of the Dominion for the year ended on the 30th June, 1890, introducing in the first place the table showing the growth of the railway interest from year to year since the opening of the first line in 1837.

Year.	Miles in Operation.	Number of Passengers Carried.	Tons of Freight Carried.	Earnings.	Working Expenses.
				\$	\$
1837	16				
1838	16				
1839	16				
1840	16				
1841	16				
1842	16	27,041	7,716	13,650	10,744
1843	16	22,379	7,786	11,850	8,916
1844	16	27,118	12,639	15,254	11,851
1845					
1846					
1847	59				
1848	59				
1849	59				
1850	71				
1851	93				
1852	212				
1853	423				
1854	657				
1855	855				
1856	1,296				
1857	1,428				
1858	1,654				
1859	1,997				
1860	2,087	1,922,227		6,839,409	
1861	2,087				
1862	2,110				
1863	2,110				
1864	2,145				
1865	2,145	2,704,711	2,074,187	11,281,945	7,426,691
1866	2,150	2,920,000	2,260,000	11,496,195	6,575,637
1867	2,258			11,468,277	
1868	2,269			12,116,716	
1869	2,497			12,798,303	
1870	2,497			13,451,289	
1871	2,497			14,485,648	
1872	2,508			15,436,018	
1873	2,638			17,139,876	
1874	2,642			16,286,898	
1875	4,826	5,190,416	5,670,836	19,470,510	15,773,532
1876	5,157	5,544,814	6,331,757	19,358,084	15,802,722
1877	5,574	6,073,233	6,859,796	18,742,053	15,290,091
1878	6,143	6,443,924	7,883,472	20,520,078	16,100,102
1879	6,484	6,523,816	8,348,510	19,925,066	16,188,282
1880	6,891	6,462,948	9,938,858	23,561,447	16,840,705
1881	7,260	6,943,671	12,065,323	27,987,509	20,121,418
1882	7,530	9,352,325	13,575,787	29,027,789	22,390,709
1883	8,726	9,579,948	13,266,255	33,244,586	24,691,667
1884	9,658	9,981,358	13,712,269	33,481,705	25,595,342
1885	10,149	9,672,599	14,659,271	32,227,469	24,015,351
1886	10,697	9,861,024	15,670,460	33,389,382	24,177,582
1887	11,691	10,698,638	16,356,335	38,841,609	27,624,683
1888	12,162	11,416,791	17,172,759	42,159,152	30,652,046
1889	12,628	12,151,105	17,928,626	42,149,615	31,038,045
1890	13,256	12,821,262	20,787,469	46,843,826	32,913,350

The tables appended may be summarized as follows:—

Miles of railway completed (track laid).....	14,004
do sidings.....	1,679
do iron rails in main line.....	665
do steel do	13,339
Capital paid (including the four following items)....	\$ 786,447,811
Government bonuses paid.....	\$ 143,330,663
do loans paid.....	\$ 21,201,314
do subscriptions to shares paid.....	\$ 300,000
Municipal aid paid.....	\$ 13,709,624
Miles in operation.....	13,256
Earnings.....	\$ 46,843,826
Working expenses.....	\$ 32,913,350
Net earnings.....	\$ 13,930,476
Passengers carried.....	12,821,262
Freight carried (tons).....	20,787,469
Train mileage.....	41,849,329
Passengers killed.....	11
Number of elevators.....	30
do guarded level crossings.....	123
do unguarded do	8,278
do overhead bridges.....	388
do level crossings of other railways.....	184
do junctions with other railways.....	271
do do branch lines.....	172
do engines owned.....	1,728
do do hired.....	43
do sleeper and parlour cars owned.....	62
do do do hired.....	23
do first-class cars owned.....	773
do do hired.....	33
do second-class and immigrant cars owned.....	585
do do do hired...	19
do baggage, mail and express cars owned...	494
do do do hired....	31
do cattle and box cars owned.....	28,594
do do hired.....	3,789
do platform cars owned.....	13,449
do do hired.....	288
do coal and dump cars owned.....	3,236
do do hired.....	

 NOMINAL CAPITAL PAID.

	Amount.	Per Mile.
	\$	\$
Ordinary share capital.....	238,176,985 67	17,012 64
Preference do.....	100,000,400 39	7,142 89
Bonded debt.....	266,885,706 86	19,063 26
Aid from Dominion Government.....	139,745,690 22	9,981 83
do Ontario do.....	5,977,007 52	426 93
do Quebec do.....	10,599,758 12	757 12
do New Brunswick Government.....	4,273,373 90	305 24
do Nova Scotia do.....	1,977,395 87	141 24
do Manitoba do.....	2,221,250 00	158 66
do British Columbia do.....	37,500 00	2 66
do Municipalities.....	13,709,624 43	979 27
do Capital from other sources.....	2,843,118 87	203 08
Total.....	786,447,811 85	56,174 82

Government and municipal loans, bonuses, &c., promised to railways completed and under construction :--

Dominion Government.....	\$145,445,323 02
Ontario do.....	6,097,007 52
Quebec do.....	13,177,453 02
New Brunswick do.....	4,517,346 81
Nova Scotia do.....	2,135,995 87
Manitoba do.....	2,478,300 00
British Columbia Government.....	37,500 00
Municipalities in Ontario.....	10,344,541 78
do Quebec.....	4,253,274 00
do New Brunswick.....	316,500 00
do Nova Scotia.....	250,000 00
do Manitoba.....	595,600 00
do British Columbia.....	37,500 00
do North-West Territories.....	35,000 00
Total.....	\$189,721,342 02

FATAL ACCIDENTS.

	Passengers Killed.	Employés Killed.	Others Killed.	Total Killed.
Falling from cars or engines.....	5	26	4	35
Getting on or off trains in motion.....	4	6	11	21
At work making up trains.....		6		6
Coupling cars.....		7		7
Collisions and derailments.....	1	13		14
Striking bridges.....		1		1
Walking or otherwise being on track.....	1	16	100	117
Other causes.....		8	9	17
Totals.....	11	83	124	218

LAND Grants made by Governments to Railways completed and under construction.

Name of Railway.	Government	Acres granted.	Acres sold.	Amount realized.
				\$
Canadian Pacific.....	Dominion ..	26,184,000	10,358,974	22,011,177
Manitoba South-Western Colonization.....	do ..	960,000	103,921	441,058
Esquimalt and Nanaimo.....	do ..	1,900,000		
Great Northern.....	Quebec ..	92,000		
Great North-West Central.....	Dominion ..	2,880,000		
Lower Laurentian.....	Quebec ..	357,000		
Manitoba and North-Western.....	Dominion ..	2,918,400	176,093	496,542
*North-Western Coal and Navigation.....	do ..	1,411,100	87,358	116,404
Ottawa and Gatineau Valley.....	Quebec ..	450,000		
Qu'Appelle, Long Lake and Saskatchewan.....	Dominion ..	2,229,333	128,000	121,600
Quebec and Lake St. John.....	Quebec ..	1,720,000	1,720,000	1,204,000
Western Counties.....	Nova Scotia	150,000		
Wood Mountain and Qu'Appelle.....	Dominion ..	1,536,000		
Winnipeg and Hudson Bay.....	do ..	+		

* Now Alberta Railway and Coal Co.

† 6,400 acres per mile in Manitoba and 12,800 in North-West Territories. Distance not specified.

The Statistics have again been kept back for a long period of time by the delay on the part of several of the smaller companies in sending in their returns. This will no doubt continue to be the case until it is made evident, by some signal example, that the law will be enforced.

I have the honour to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

A. P. BRADLEY, Esq., Secretary,
Department of Railways and Canals.

TABLE showing Locations of the Railways of the Dominion of Canada, 30th June, 1890.

Name of Railway.	Description.	Distance,	
		Miles.	Total.
Alberta Railway and Coal Co....	Late Northwestern Coal and Navigation Co.—From Dunmore on C. P. R., westerly to Colliery at Lethbridge.....		109 50
Albert Southern	Hopewell to Herring Cove, N. E. (12 miles of track laid).....		17 50
Baie des Chaleurs.....	Metapedia to Paspébiac (60 miles of track laid, rest under construction).....		100 00
Bay of Quinté and Navigation Co.	Deseronto, on Bay of Quinté, Lake Ontario, to Deseronto Junction, Grand Trunk Railway.....		3 50
Brantford, Waterloo and Lake Erie.....	Brantford, Ont., to Waterford, Ont.....		17 00
Buctouche and Moncton.....	Moncton, on Intercolonial Railway, to Buctouche, N. B.....		32 00
Brockville, Westport and Sault Ste. Marie.....	Brockville to Westport.....		45 00
Canada Atlantic.....	City of Ottawa to Boundary. Crosses the St. Lawrence at Coteau by Bridge. Connects with Grand Trunk Railway at Coteau and Lacolle.....		138 40
Canada Southern.....	Main Line—Windsor to Suspension Bridge.....	226 18	
	Amherstburg Branch—Essex Centre to Amherstburg.....	15 70	
	St. Clair Branch—St. Clair Junction to Courtright.....	62 63	
	Fort Erie Branch—Fort Erie to Welland Junction.....	17 50	
	Erie and Niagara Branch—Fort Erie to Niagara.....	30 60	
	Oil Springs Branch—Oil Springs to Oil City.....	5 50	
	Sarnia, Chatham and Erie—Oil City to Petrolia.....	7 00	
	Leamington and St. Clair—Comber to Leamington.....	13 80	
Canada Eastern.....	Late Northern and Western of New Brunswick—Gibson to Chatham Junction, I. C. R.....	107 00	
	Blackville to Indiantown.....	9 00	
			378 91
Canadian Pacific : Owned.....	Main Line—Montreal to Vancouver.....	2,906 50	
	do Quebec to St. Martin's Junction.....	159 80	
(Formerly North Shore Ry.),... {	Branch—Grand Piles to Three Rivers.....	27 50	
	do Joliette Junction to St. Félix.....	16 80	
	do Berthier do Berthier.....	2 00	
	do Ste. Thérèse to St. Lin.....	15 00	
	do do St. Eustache.....	8 00	
	do St. Lin Junction to St. Jérôme.....	11 00	
	do Buckingham Station to Buckingham Village.....	4 20	
	do Hull to Aylmer.....	7 50	
	do Carleton Junction to Brockville.....	45 50	
	do Sudbury to Copper Mines.....	5 00	
	do do Sault Ste. Marie.....	182 50	
	do Winnipeg Junction to Emerson.....	64 80	
	do do to Deloraine.....	201 60	
	do do to Glenboro'.....	110 20	
	do Rosenfeld to Gretna.....	13 70	
	do Winnipeg to W. Selkirk.....	22 50	
	do do Stonewall.....	18 10	
	do Vancouver to Coal Harbour.....	1 20	
	do New Westminster to N. W. Junction.....	9 20	
	Total mileage owned.....	3,832 60	
Leased lines.....	Atlantic and North-West—Mile End to Mattawamkeag Junction (including former International and Waterloo and Magog Railways).....		336 10
	St. Lawrence and Ottawa—		
	Ottawa to Prescott.....	51 80	
	Chaudière Junction to Ottawa.....	4 70	
			56 50
	Carried forward.....		392 60

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.		
		Miles.	Total.	
Canadian Pacific—Continued. Leased Lines.....	Brought forward	392 60		
	Ontario and Quebec—			
	Montreal to Toronto Junction.....	339 00		
	London to Windsor	112 00		
			451 00	
	Credit Valley—			
	Toronto Junction to St. Thomas.....	116 10		
	Streetsville Junction to Melville	31 60		
	Cataract to Elora.....	27 50		
			175 20	
	Toronto, Grey and Bruce—			
	Toronto to Owen Sound	116 60		
	Orangeville to Teeswater.....	67 10		
	Glenannan to Wingham	5 00		
		188 70		
West Ontario Pacific—Woodstock to London.....		26 60		
Guelph Junction—				
Guelph, Ont., to Guelph Junction, on Credit Valley Railway, C.P.R.		15 50		
Toronto Junction to Strachan Avenue.....		3 20		
	Total Mileage Leased.....	1,253 30		
	do Owned.....	3,832 80		
	do Worked.....		5,085 40	
Canadian Government Railways.	Intercolonial—			
	Main Line—Halifax to Levis.....	675 00		
	Branch—Moncton to St. John.....	89 00		
	do Truro to Pictou Landing.....	52 00		
	do Painsec to Pointe du Chêne.....	11 00		
	do St. Charles to Lévis (via Chaudière).....	25 00		
	do Dalhousie Junction to Dalhousie.....	7 00		
	do Richmond to Dartmouth.....	4 00		
	do Derby to Indiantown.....	14 00		
	do Stellarton to Pictou.....	14 00		
	do Oxford Jn. to Brown's Point.....	67 50		
	do Pugwash Junction to Pugwash.....	5 00		
			963 50	
	Eastern Extension—New Glasgow to Mulgrave.....		80 00	
	Cape Breton—			
	Point Tupper to Sydney.....	92 00		
	North Sydney Junction to North Sydney.....	5 25		
	Sydney to International Coal Co.'s Ry.....	1 25		
			98 50	
	Prince Edward Island—			
	Main Line—Alberton to Georgetown.....	147 00		
	Branch—Mt. Stewart to Souris.....	38 40		
do Alberton to Tignish.....	13 10			
do County Line to Cape Traverse.....	12 10			
		210 60		
			1,355 60	
Caraquet.....	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippegan Harbour, N. B.		68 00	
Carillon and Grenville.....	Carillon to Grenville, P.Q., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in)		13 00	
Central Ontario.....	From Pictou, in Prince Edward County, Ont., to Coe Hill Iron Mines, Wollaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon		104 00	

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Central Railway of New Brunswick	From Norton Station, on the Intercolonial Railway, to Chipman	44 66	
	From Hampton to Quaco (formerly St. Martin's and Upham Railway)	30 00	74 66
Chatham	Town of Chatham, N.B., to Chatham Junction with Intercolonial Railway, and connecting with Northern and Western Railway		11 00
Cobourg, Blairton and Marmora	Town of Cobourg to Harwood	15 00	
	Blairton to Canadian Pacific Railway	3 00	18 00
Cornwallis Valley	From Kingsport, on Basin of Minas, N.S., to Kentville on Windsor and Annapolis Railway		14 00
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy	32 00	
	Spring Hill and Oxford Branch, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Railway	14 00	46 00
Drummond County	Drummondville, P.Q., to Ball's Wharf, connects with Canadian Pacific Railway at Drummondville		35 80
Elgin, Petitecodiac and Havelock	From Elgin, County of Albert, N.B., to Petitecodiac Junction, with Intercolonial Railway; thence to Havelock, in County of King's		28 00
Erie and Huron	Rondeau, Lake Erie, Ont., to Sarnia, passing through Town of Chatham, Ont.; connects with Canada Southern and Great Western Railways		75 75
Esquimault and Nanaimo	Victoria to Wellington		78 00
Fredericton and St. Mary's Railway Bridge Co	Connecting the Fredericton Railway at Fredericton, with the Northern and Western Railway at St. Mary's		1 33
Grand Trunk— Grand Trunk Division owned	Main Line—Port Edward to Point Lévis and Island Pond	719 50	
	Montreal to Dorval	10 25	
	Sarnia Extension—Port Edward to Great Western	3 00	
	Branch—Montreal to Wharves	2 00	
	Three Rivers Branch—Arthabaska to Doucet's Landing	35 25	
	Kingston Branch—Main Line to Kingston	2 25	
	Galt and Waterloo Branch—Waterloo and Berlin to Galt	14 50	
	London Branch—St. Mary's to London	22 00	
	Champlain Branch—St. Lambert to Rouse's Point, Montreal to Lachine, St. Isidore to Province Line	66 00	
	Jacques Cartier Union—Jacques Cartier to Canadian Pacific Railway Junction	6 50	
	Northern Railway—		
	Main Line—Toronto to Gravenhurst	111 49	
	Branch—Allandale to Collingwood	31 76	
	do Collingwood to Meaford	20 50	
	do Flos Tramway—Elmvale to Hillsdale	8 28	
	Hamilton and North-Western—		
	Main Line—Port Dover, on Lake Erie, to Allandale, on Lake Huron	134 07	
	Branch—Beeton to Collingwood	39 83	
Great Western Division	Main Line—Niagara Falls to Windsor	229 50	
	Toronto Branch—Hamilton to Toronto	38 50	
	Galt do Harrisburg to Guelph	27 18	
	Carried forward	1,527 11	

TABLE showing Location of Railways. &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
	Brought forward	1,527.11	.....
Grand Trunk—Continued.			
Great Western Division.....	Brant Branch—Harrisburg to Brantford.....	8.00	
	Sarnia do Komoka to Sarnia.....	50.75	
	Petrollea do Wyoming to Petrollea.....	4.75	
	Loop Line—Fort Erie to Glencoe.....	145.50	
	Allanburg Branch—Allanburg to Clifton Junction....	8.32	
	Welland—From Port Colborne to Port Dalhousie, Ont.	25.00	
Leased and Operated.....	Wellington, Grey and Bruce—Guelph to Southampton and Palmerston to Kincardine.....	168.35	
	London and Port Stanley—London to Port Stanley..	23.66	
	London, Huron and Bruce—Hyde Park to Wingham Junction.....	68.89	
	Brantford, Norfolk and Port Burwell—Brantford to Tilsonburg Junction.....	34.75	
	NOTE.—The Georgian Bay and Lake Erie Railway includes the former Georgian Bay and Wellington, Port Dover and Lake Huron, and Stratford and Huron Railways.		
	Buffalo and Lake Huron—Goderich to Fort Erie....	162.00	
	Georgian Bay and Lake Erie—Port Dover to Warton	172.75	
	South Norfolk—Simcoe to Port Rowan.....	17.00	
	Montreal and Champlain Junction—Brosseau to Dun- dee and St. Martin's to Valleyfield.....	81.25	
	Northern and Pacific Junction (from Northern Rail- way at Gravenhurst to Junction with Canadian Pacific Railway at La Vase River, Lake Nipissing).	111.37	
Leased—Midland Division, ...	North Simcoe—Colwell to Penetanguishene.....	33.34	
	Midland—Port Hope to Peterboro' and Midland on Georgian Bay.....	165.75	
	Toronto and Nipissing (including former Lake Simcoe Junction Railway).....	111.50	
	Grand Junction—From Belleville to North Hastings and Peterboro'.....	85.40	
	Whitby and Haliburton (including former Victoria, and Whitby, Port Perry and Lindsay Railway)....	99.75	
	Madoc Junction to Bridgewater.....	8.50	
	Peterboro' to Chemong Wharf.....	8.22	
		*	3,122.22
Great Eastern.....	From Dundas, County Huntington, Que., to Lévis, Que. (under construction, 60 miles).....	220.00	
	Branch from St. Lambert's to Rouse's Point (13 miles track laid).....	36.00	256.00
Great Northern.....	From near St. Andrew's, on Ottawa River, to Quebec; 18 miles constructed from St. Jérôme to Ste. Ju- lienne.....		170.00
Great North-West Central.....	Brandon, <i>via</i> Battleford, to Rocky Mountains.....		50.00
Hereford.....	From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, and with Quebec Central at Dudswell... Dudswell to Lime Quarries (Dominion Lime Company)	48.35 4.80	53.15
Irondale, Bancroft and Ottawa...	From Orillia, Ont., to Ottawa (located from Mackin- mont to Bancroft, 50 miles). Will connect with G. T. R. and Northern Railways at Orillia. Also with Kingston and Pembroke and with C. P. R. at Ottawa. 10 miles of track laid.....		225.00
Joggins.....	Maccan Station, I. C. R., to Prospect Mine.....		13.50
Kent Northern.....	Richibucto, N.B., to Intercolonial Railway.....		27.00
Kingston and Pembroke.....	Main Line—Kingston to Pembroke.....	103.00	
	Glendon Branch—Bedford to Zanesville.....	4.00	
	do To Robertsville Mines.....	1.00	
	Carried forward	108.00	

* Including sundry connections, 5.06 miles.

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
	Brought forward	108·00	
Kingston and Pembroke.....	Glendon Branch—To Doran's Mills, Charcoal Works, McLaren's Mills, Bethune's Mines, Lavant Mills, Clyde Forks Mills and Francis Mills.	4·00	112·00
Kingston, Napanee & Western...	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew)..... Late Napanee, Tamworth and Quebec:— Napanee to Tamworth..... Yarker to Harrowsmich..... Tamworth to Tweed.....	28·50 7·00 20·95	
L'Assomption.....	L'Epiphanie Station, C. P. R., to L'Assomption.....		56·45
Lake Erie, Essex and Detroit River.....	From Walkerville, Ont., on G. T. R., to Leamington on Canada Southern Railway.....		3·00
Lake Temiskaming Colonization Railway.....	Mattawa to head of Lake Kippewa.....		38·00
Lower Laurentian (formerly St. Lawrence, Lower Laurentian and Saguenay).....	From St. Tite, on C. P. R., to Rivière à Pierre, on Quebec and Lake St. John Railway (29 miles of track laid).....		15·50
Manitoba and North-Western....	Portage la Prairie to Salcoats..... Shell River Branch..... Leased—Saskatchewan and Western—Minnedosa to Rapid City.....	205·79 11·45 15·47	42·75
Massawippi Valley.....	From Lennoxville to Vermont Boundary, there connecting with Connecticut and Passumpsic Rivers Railway. Also connects with Grand Trunk and C. P. R. at Lennoxville..... Branch—Stanstead Junction to Stanstead.....	32·00 2·00	232·71
*Montreal and Sorel.....	From Junction with Grand Trunk at St. Lambert to Armstrong, on Richelieu River, opposite to Sorel.....		34·00
Montreal and Lake Maskinongé.....	From St. Félix to St. Gabriel de Brandon, Que.....		44·67
Montreal and Vermont Junction.....	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont Boundary. Also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway.....		12·75
Montreal and Western.....	From St. Jérôme, on C. P. R., north-westerly (30 miles under construction).....		23·00
Montreal and Ottawa.....	Vaudreuil Junction, G. T. R., to Rigaud.....		67·00
New Brunswick.....	From Gibson (opposite Fredericton on St. John River) N.B., to Edmundston..... Branch—Newbury Junction to Woodstock..... do Aroostock to Maine Boundary..... Leased Lines— New Brunswick and Canada—Woodstock to St. Stephen and St. Andrew..... St. John and Maine—Carleton to St. Croix and Vanceboro'..... Fredericton—Fredericton Junction to City of Fredericton.....	164·00 6·00 4·00 127·00 92·00 22·50	16·50
New Brunswick and Prince Edward Island.....	From Sackville Station, Intercolonial Railway to Cape Tormentine.....		241·50
Northern Pacific and Manitoba..	Winnipeg to International boundary..... Portage Junction to Portage la Prairie..... Morris to Brandon.....	65·30 52·50 145·50	36·00
			263·30

* Leased to Great Northern.

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Nosbousing and Nipissing.....	From Nosbousing, on Canadian Pacific Railway, to Lake Nipissing.....		5 50
Nova Scotia Central.....	From Middleton, on the Windsor and Annapolis Railway, to town of Lunenburg, on the Atlantic Coast, N.S.....		74 00
Ottawa and Gatineau Valley.....	Canadian Pacific Railway Station at Hull, Que., to Wakefield.....		19 50
Pontiac and Renfrew.....	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Mines, County Pontiac, Que.....		4 25
Pontiac and Pacific Junction.....	From Junction with Canadian Pacific Railway at Aylmer, Que., to Pembroke, Ont. (Rails laid on 71 miles only from Aylmer.)		85 00
Port Arthur, Duluth Western.....	Port Arthur to International Boundary. (Connects with C.P.R. at Port Arthur and Fort William; 20 miles track laid.)		84 66
Qu'Appelle, Long Lake and Saskatchewan.....	From Canadian Pacific Railway at Regina, north-westerly to Prince Albert (164 5 miles of track laid).		247 19
Quebec and Lake St. John.....	Quebec to Roberval.....	186 00	
	Chambord to Chicoutimi.....	5 00	191 00
	Junction with North Shore Railway 4 miles from Quebec to Roberval, Lake St. John, 191 miles completed.		
	Branches not built—		
	St. Gabriel to Rivière aux Pins.....	10 00	
	Rivière à Pierre to La Tuque.....	45 00	
	Chambord to Chicoutimi.....	70 00	
Quebec Central.....	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que.....	137 50	
	Chaudière Branch—Beauce Junction to St. Francis.....	15 00	
	Angus Branch—East Angus to Angus Mills.....	1 00	
	(Connects with Grand Trunk, Passumpsic and C.P.R. at Sherbrooke.)		153 50
Quebec, Montmorenci and Charlevoix.....	Hedleyville, Parish of St. Roch, Quebec, to St. Anne.		20 50
Stanstead, Shefford and Chambly.....	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo. (Connects with South-Eastern, and Champlain and St. Lawrence Junction Railways.)		43 00
Shore Line (formerly Grand Southern).....	St. John to St. Stephen, N.B.....		82 50
Stewiacke Valley and Lansdowne.....	Graham's Siding, Intercolonial Railway, to Upper Stewiacke, thence to Lansdowne (12 miles under construction).....		37 00
South-Eastern.....	Main Line—West Farnham to Boundary Line.....	44 00	
	Northern Division—Sutton Junction to Sorel.....	96 00	
	Branch—Drummondville to L'Avenir.....	12 00	
	Leased Lines—		
	Montreal, Portland and Boston—Longueuil and St. Lambert to Farnham.....	36 00	
	Branch—Marieville to St. Césaire.....	9 00	
	Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume.....	63 00	
	(Connects with Connecticut and Passumpsic Railway, Grand Trunk and Stanstead, Shefford and Chambly.)		260 00
St. Catharines and Niagara Central.....	St. Catharines, Ont., to Niagara Falls.....		12 35
St. John Bridge and Railway Extension.....	Lies within the limits of the City of Portland, N.B., and connects the Intercolonial and New Brunswick Railways.....		1 75

TABLE showing Locations of Railways, &c. *Concluded.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
St. John Valley and Rivière du Loup.....	From Fredericton, N.B., to Woodstock, N.B. (7 miles under construction).....		65·00
Salisbury and Harvey.....	Late Albert Railway— Salisbury to Albert.....	45·00	
	Branches to Mills.....	2·00	
	Hillsboro' to Gray's Island.....	1·00	
	Albert to Prescott.....	1·00	
	Harvey to Albert.....	3·00	
			52·00
St. Clair Tunnel Co.	From point on G.T.R. in Town of Sarnia to point on Chicago and G. T. Junction in Port Huron, U.S.A.....		2·95
St. Louis, Richibucto and Buctouche.....	Richibucto to Buctouche—(Completed from Richibucto to St. Louis, 7 miles).....		
Thousand Islands.....	Gananoque to Gananoque Station, G.T.R.....		4·08
Témiscouata.....	Rivière du Loup, Que., on Intercolonial, to Edmuntson, N.B., on the New Brunswick Railway.....		81·00
Tobique Valley.....	From Perth Centre on C.P.R. to Red Rapids..... (6 miles of track laid.)		14·00
Western Counties.....	Yarmouth to Digby, N.B.....		67·00
Windsor and Annapolis.....	Windsor to Annapolis, N.S.....	84·00	
Leased Line.....	Windsor Branch—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax.....	32·00	
			116·00
Wood Mountain and Qu'Appelle.....	From Canadian Pacific Railway, near Qu'Appelle Station to Fort Qu'Appelle, thence north-westerly (17 miles under construction).....		110·00
Winnipeg and Hudson Bay.....	Winnipeg to Port Nelson on Hudson Bay..... (Constructed 40 miles, Winnipeg to St. Laurent on Lake Manitoba.)		650·00

SUMMARY STATEMENTS.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails Laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
1	*Alberta Railway and Coal Co.....	109 50			109 50	4 70	28 & 30	
2	Albert Southern.....	12 00	5 50		12 00	1 00	56	
3	Baie des Chaleurs.....	60 00	40 00		60 00		56	
4	Bay of Quinté Railway & Navigation Co..	3 50			3 50		50	
5	Brantford, Waterloo and Lake Erie.....	17 00			17 00	66	56	
6	Brockville, Westport & Sault Ste. Marie.	45 00			45 00	1 80	56	
7	Buctouche and Moncton.....	32 00			32 00	3 25	56	
8	Canada Atlantic.....	138 00			138 00	40 00	56	
9	+Canada Eastern.....	116 00			116 00	5 00	56½ & 61	
10	Canada Southern.....	378 91		32 12	346 79	139 35	60 65 80	
11	Canadian Government Railways.....	1352 60						
	Intercolonial.....	963 50			963 50	143 25	56 57½ 67	
	Eastern Extension.....	80 00			80 00	4 33	56	
	Prince Edward Island.....	210 60		136 91	73 69	15 71	40 50 & 52	
	Cape Breton.....	98 50			98 50		56	
12	Canadian Pacific.....	3415 30						
	Atlantic and North-West.....	336 10						
	Manitoba South-Western Col- onization.....	211 20						
	North Shore.....	206 10						
	St. Lawrence and Ottawa.....	56 50						
	Toronto, Grey and Bruce.....	188 70	5085 40	8 70	5076 70	488 30	56 57 60 70 72	
	Ontario and Quebec.....	451 50						
	Credit Valley.....	175 20						
	West Ontario Pacific.....	26 60						
	Guelph Junction.....	15 00						
	Toronto Junction & Strachan Avenue.....	3 20						
13	Caragnet.....	68 00			68 00	3 25	50	
14	Carillon and Grenville.....	13 00		13 00		25	65	
15	Central Ontario.....	104 00			104 00	11 00	42 & 56	
16	Central of New Brunswick.....	74 66			74 66	2 25	44½ 52 56	
17	Chatham.....	11 00			11 00	1 00	56½ & 60	
18	Cornwallis Valley.....	14 00			14 00	1 00	56	
19	Cumberland Railway and Coal Co.....	32 00	14 00		32 00	10 00	56 & 67	
20	Drummond County.....	36 30		50	35 80	2 00	56 & 60	
21	Elgin, Petitecodiac and Havelock.....	28 00			28 00		42 52 56	
22	Erie and Huron.....	75 75		1 75	74 00	4 90	54 & 56	
23	Esquimalt and Nanaimo.....	78 00			78 00	2 02	50 & 54	
24	Fredericton & St. Mary's Ry. Bridge Co.	1 33			1 33	11	60	
25	Grand Trunk.....	879 59						
	Buffalo and Lake Huron.....	162 00						
	G. T., Georgian Bay and Lake Erie.....	172 75						
	Montreal and Champlain Jn.....	81 25						
	Great Western.....	537 72						
	London and Port Stanley.....	23 84						
	Wellington, Grey and Bruce.....	168 09						
	London, Huron and Bruce.....	68 89						
	Carried forward.....	7885 95	59 50	192 98	7692 97	885 13		

* Late North-Western Coal and Navigation Co. + Late Northern and Western of New Brunswick.

Roads, &c., Year ended 30th June, 1890.

Number of Ties to Mile.	Nature of Rail Fastening.	No. of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above Rail Level.	Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with Branch Lines.	Radius of Sharpest Curves.	No. of Feet per Mile of heaviest Grade.		Gauge of Railway.	Number.
		Guarded.	Not Guarded.											
						Feet.								
2112	Bolts and fishplates.....		4				1		1433		52	3 0		1
2640	Fishplates.....		11				2		955		120	4 8 $\frac{1}{2}$		2
2600	do.....				1	22	1		717		67	4 8 $\frac{1}{2}$		3
3000	do.....		11				1		400		90	4 8 $\frac{1}{2}$		4
2700	do.....		18		1	20	1		955		39	60 4 8 $\frac{1}{2}$		5
2640	Fisher Bridge Joint.....						2		717		58	4 8 $\frac{1}{2}$		6
2640	Fishplates.....		18				1		955		73	33 4 8 $\frac{1}{2}$		7
2816	Fisher Bridge Joint.....	6			3		6		2865		40	4 8 $\frac{1}{2}$		8
2640	do and angle.....	1	25				1		955		80	4 8 $\frac{1}{2}$		9
2800	do.....	3	373		16	19	17	5	913		75	4 8 $\frac{1}{2}$		10
2640	Angle and fishplates.....	9	429		29	18-35	6	22	17	694	65	4 8 $\frac{1}{2}$		11
2640	Fishplates.....		60		9	20		1	955		79	4 8 $\frac{1}{2}$		
2640	do.....		956		2	17			396		90	3 6		
2640	do.....		54		1	17		1	955		78	4 8 $\frac{1}{2}$		
2640	Angle bars and fishplates.....	6	22	2083	70	20-22 10	43	55	36	500	*237	6 4 8 $\frac{1}{2}$		12
2600	Fishplates.....							1	1000		60	4 8 $\frac{1}{2}$		13
1760	Chairs.....	1	8		1	17			1910		100	5 6		14
2640	Fishplates and bolts.....		94				4	2	955		105	4 8 $\frac{1}{2}$		15
2640	Fishplates.....		40					2	955		74	4 8 $\frac{1}{2}$		16
2640	do.....		5					2	955		52	80 4 8 $\frac{1}{2}$		17
2600	do and screw bolts.....		21					1	955		74	80 4 8 $\frac{1}{2}$		18
2600	do do.....		13					1	820		160	4 8 $\frac{1}{2}$		19
2640	Angle and fishplates.....		20		3			1	717		150	80 4 8 $\frac{1}{2}$		20
2000	Fishplates.....						1	1	717		100	4 8 $\frac{1}{2}$		21
2240	do.....													
to	do.....		108				4	5	661		52	4 8 $\frac{1}{2}$		22
2816	do.....													
2992	Angle, fishplates and bolts.....		15		2	23			573		80	4 8 $\frac{1}{2}$		23
2564	Fish and angle plates.....							2			50	4 8 $\frac{1}{2}$		24
		6	42	4366	138		83	133	61					

* Temporary.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
						Lbs.	Lbs.	
	Brought forward	7885·95	59·50	192·98	7692·97	885·13		
	Brantford, Norfolk and Port Burwell 34·73							
	Midland 173·97	3122·22		210·00	2912·22	590·00	56	
	Toronto and Nipissing 111·50						56 to 79	
	Grand Junction 85·40							
	Whitby, Port Perry and Lindsay 46·50							
	Victoria 53·25							
	Northern 205·37							
	Northern and Pacific Junc 111·27							
	Hamilton and North-Western 173·90							
	South Norfolk 17·00							
	Jacques Cartier Union 6·50							
	Madoc Junc. to Bridgewater 8·60							
26	Great Eastern 13·00							
	Montreal and Sorel 44·67	57·67		13·00	44·67	3·33	56	
27	Great Northern	18·00			18·00		56	
28	Great North-West Central	50·00			50·00		56	
29	Hereford	53·50			53·50	5·00	56	
30	Irondale, Bancroft and Ottawa	10·00	40·00		10·00	25	56	
31	Joggins	13·50			13·50	1·00	56	
32	Kent Northern	34·00		3·50	30·50	3·00	67	
33	Kingston and Pembroke	112·75		9·75	103·00	21·00	56	
34	Kingston, Napanee and Western	56·50			56·50	4·00	56	
35	L'Assomption	3·00			3·00	25	56	
36	Lake Erie, Essex and Detroit River	38·00			38·00		56	
37	Lake Temiskaming Colonization and Railway Co.	15·50			15·50		16	
38	Lower Laurentian	29·00	44·00		29·00	1·50	56	
39	Manitoba and North-Western 217·24							
	Saskatchewan and Western 15·47	232·71			232·71	19·39	56	
40	Massawippi Valley	34·00			34·00		50	
41	Montreal and Lake Maskinongé	13·00			13·00	50	56	
42	Montreal and Ottawa	16·50			16·50	38	56	
43	Montreal and Vermont Junction	23·60			23·60	2·00	60 & 72	
44	Montreal and Western		30·00					
45	New Brunswick 174·00							
	New Brunswick and Canada 127·00							
	St. John and Maine 92·00	415·50			415·50	36·50	52	
	Fredericton 22·50							
46	New Brunswick and P. E. I.	36·00			36·00	1·50	56	
47	Northern Pacific and Manitoba	263·30			263·30	13·70	56	
48	Nosbonsing and Nipissing	5·50			5·50	1·25	56	
49	Nova Scotia Central	74·00			74·00	4·00	56	
50	Ottawa and Gatineau Valley		20·00					
51	Pontiac and Renfrew	4·25			4·25	66	56	
52	Pontiac and Pacific Junction	71·00	14·00		71·00	2·00	56	
53	Port Arthur, Duluth and Western	20·00	64·66		20·00	1·00	56	
54	Qu'Appelle, Long Lake & Saskatchewan	164·50	82·60		164·50	4·00	56	
55	Quebec and Lake St. John	191·00			191·00	10·00	56 & 60	
56	Quebec Central	153·50			153·50	9·25	56	
57	Quebec, Montmorency and Charlevoix	20·50			20·50	1·50	56	
58	*Salisbury and Harvey	52·00		47·00	5·00		56	
	Carried forward	13290·45	354·76	476·23	12814·22	1622·09		

* Late Albert.

Roads, &c., Year ended 30th June, 1890—Continued.

Number of Ties to Mile.	Nature of Rail Fastenings.	No. of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above Rail Level.	Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with Branch Lines.	Radius of Sharpest Curve.	No. of Feet per Mile of heaviest Gradient.	Gauge of Railway.	Number.
		Guarded.	Not Guarded.										
		6	42	4366	138	Feet.	83	133	61				
2640	Fish and angle plates.....	12	76	2635	222	15'6-28'4	63	60	80	1100	105'6	4'8½	25
2640	Fishplates and angle bars.....			18			2	5		2282	53'00	4'8½	26
2640	do.....							1		1273	52'80	4'8½	27
2640	Fishplates.....			19	2	22	2	2		955	66'4	8½	28
2640	do.....			3			1	1		1000	60'4	8½	30
3000	do.....			4			1	1	2	955	79'4	8½	31
2432	do.....			5			1	1		1000		4'8½	32
2640	Plain and angle fishplates.....			54	4	16 to 21½	4	4	13	955	79'4	8½	33
3000	Angle iron fishplates.....			36				3		882	88'4	8½	34
2500	Fishplates.....			1				1		955	20'4	8½	35
2600	24-inch angle bar.....		1	43	1	19'6	4	3		1433	60'4	8½	36
2640	Fishplates.....			7					1	917	105'6	4'8½	37
2700	do and angle bars.....			160				2	2	955	105'60	4'8½	39
2800	do.....		1	19	1	19	1			955	76'4	8½	40
2640	do.....			9						955	52'4	8½	41
2640	Angle bars.....			8			1	1		1146	39'50	4'8½	42
2640	Fishplates and bolts.....			51	1	17'5		2			52'4	8½	43
2640	Fishplates.....			158	3	18	1	5	5	540	85'4	8½	45
2400	do.....			26				1		1000	66'4	8½	46
2640	do and angle bars.....	12		175			4	1	2	573	63'4	8½	47
2600	do.....			1				1		955	132'4	8½	48
2640	Angle bar.....				1	23		1		955	80'4	8½	49
2640	Fishplates and bolts.....										2'4	8½	50
2640	Angle fishplates.....							1		1433	52'80	4'8½	52
2640	Fishplates.....						2	1		955	66'4	8½	53
2600	Angle bars and fishplates.....			7				1		1146	65'4	8½	54
2640	Fishplates.....			26	3			2		955	105'4	8½	55
2640	do.....			26			2	5	1	630	76'4	8½	56
2640	Plain steel plate.....		1	5	1	22				1433	52'80	4'8½	57
2250	Fishplates.....			4				3			80'4	8½	58
		30	121	7866	377		171	242	167				

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails Laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
	Brought forward	13290·45	354·76	476·23	12814·22	16:22·09	Lbs.	Lbs.
59	Shore Line	82·50			82·50	2·50		50
60	Stanstead, Shefford and Chambly	43·00		29·00	14·00	5·50		60
61	St. Catharines and Niagara Central	12·35			12·35	·55		56
62	St. Clair Tunnel Company		2·95					
63	St. John Bridge and Railway Extension	1·75			1·75			60
64	St. John Valley and Rivière du Loup		7·00					
65	South Eastern	152·00						
	Montreal, Portland & Boston	45·00						
	Lake Champlain and St. Law- rence Junction	63·00						
	}	260·00		71·80	188·20	33·00	34 & 52	56 & 60
66	Stewiacke Valley and Lansdown		12·00					
67	Temiscouata	81·00			81·00	4·00		56
68	Thousand Islands	4·08			4·08	1·00		56
69	Tobique Valley	6·00	14·00		6·00			56
70	Western Counties	67·00	20·00	64·00	3·00	4·00	56	56
71	Windsor and Annapolis	84·00						
	}	116·00		24·00	92·00	4·50	56 & 67	56
	Windsor Branch	32·00						
72	Winnipeg and Hudson Bay	40·00			40·00	2·00		56
73	Wood Mountain and Qu'Appelle		17·00					
	Total	14004·13	427·71	665·03	13339·10	1679·14		

Roads, &c., Year ended 30th June, 1890—Concluded.

Number of Ties to Mile.	Nature of Rail Fastenings.	No. of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above Rail Level.	Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with Branch Lines.	Radius of Sharpest Curves.	No. of Feet per Mile of heaviest Grades.	Gauge of Railway.	Number.
		Guarded.	Not Guarded.										
		30	121	7866	377	Feet.	171	242	167				
2992	Suspended joint fishplates			15	6	23	3	1		573	85	4 8 1/2	59
2400	Fishplates, bolts and wrt. iron chairs			42			3	4			60	4 8 1/2	60
2500	Fishplates			17	2	22	1	1		717	79	4 8 1/2	61
				1	3			2			4	8 1/2	62
													63
													64
3000	Fishplates	1	238	2	19	2	6	13	5	574	86	4 8 1/2	65
													66
2640	Fishplates			14				2		955	79	4 8 1/2	67
3000	Angle plates			8				1		660	84	4 8 1/2	68
2600	Fishplates							1		955	78	4 8 1/2	69
2600	do and angle bars									600	84	4 8 1/2	70
2640	do			69	1	32		3		696	75	50 4 8 1/2	71
2640	Fishplates			6				1			4	8 1/2	72
													73
		30	123	8278	388		184	271	172				

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
1	Alberta Railway and Coal Co.	109 50		10					
2	Albert Southern	12 00	5 50	2					
3	Baie des Chaleurs	60 00	40 00	2	1				
4	Bay of Quinté Railway and Navigation Co.	3 50		1					
5	Brantford, Waterloo and Lake Erie	17 00		1					
6	Brockville, Westport and Sault Ste. Marie.	45 00		2					
7	Buctouche and Moncton	32 00		2					
8	Canada Atlantic	138 00		11	12				
9	Canada Southern	378 91		113					
10	Canada Eastern	116 00		6					
11	Canadian Government Railways	1,352 60							
	Intercolonial	963 50		185		17			
	Eastern Extension	80 00							
	Cape Breton	98 50		8					
	Prince Edward Island	210 60		21					
12	Canadian Pacific	3,415 30							
	Atlantic and North-West	336 10							
	Manitoba and South-Western Coloniza- tion	211 20							
	North Shore	206 10							
	St. Lawrence and Ottawa	56 50							
	Toronto, Grey and Bruce	188 70		418	*17	35	*15	9	*1
	Ontario and Quebec	451 50							
	Credit Valley	175 20							
	West Ontario Pacific	28 60							
	Guelph Junction	15 00							
	Toronto Junction and Strachan Avenue	3 20							
13	Caraquet	68 00		3					
14	Carillon and Grenville	13 00		3					
15	Central Ontario	104 00		10					
16	Central of New Brunswick	74 66		1	2				
17	Chatham	11 00		2					
18	Corwallis Valley	14 00		1					
19	Cumberland Railway and Coal Co.	32 00	14 00	8					
20	Drummond County	36 30		2					
21	Elgin, Petitoodiac and Havelock	28 00		2					
22	Erie and Huron	75 75		6					
23	Esquimalt and Nanaimo	78 00		4					
24	Fredericton and St. Mary's Railway and Bridge Co.	1 33							
25	Grand Trunk	879 59							
	Buffalo and Lake Huron	162 00							
	G. T., Georgian Bay and Lake Erie	172 75							
	Montreal and Champlain Junction	81 25							
	Great Western	537 72							
	London and Port Stanley	23 84							
	Wellington, Grey and Bruce	168 09							
	London, Huron and Bruce	68 89							
	Brantford, Norfolk and Port Burwell	34 73							
	Midland	173 97							
	Toronto and Nipissing	111 50		701					
	Grand Junction	85 40							
	Whitby, Port Perry and Lindsay	46 50							
	Victoria	53 25							
	Northern	205 37							
	Northern and Pacific Junction	111 37							
	Hamilton and North-Western	173 90							
	South Norfolk	17 00							
	Jacques Cartier Union	6 50							
	Madoc Junction to Bridgewater	8 60							
	Carried forward	11,008 17	59 50	1525	32	52	15	9	1

Rolling Stock, for the Year ended 30th June, 1890.

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars—Owned.	Number.	Remark.
Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.			
2		2				18		2		217	1	Late North-Western Coal and Navigation Co.
1		1				5		16			2	
1								5		24	3	
1	2			1		2		5			4	
1		1		1		20		10			5	
1		1		1		1		20			6	
3	2		1	1	2	510	1300	337			7	
45		21		23		2029		193			8	
3				2		12		76			9	Also 118 other cars.
75		82		47		1970		1738			10	Late Northern and Western of New Brunswick.
		3		5		30		70			11	Also 93 conductors' vans.
						75		85				Also 2 conductors' vans.
17		15		4		175		125				Also 3 conductors' vans.
120	*5	135	*11	114	*21	7633	*1321	2638	*91	423		Also 419 vans, tool cars, etc., owned, and 44 special trust. * Special trust.
1		1		2		4		16			13	
2		3	1			3		3			14	
2		3		3		24		90			15	
1	2					6	22				16	
1		2						1			17	
2								12			18	
1		1		2		2		27		186	19	
2						10		10			20	
9				1		1					21	
14				3		30		12			22	
				3		14		56		20	23	
											24	
366		230		214		14864		*5818			25	* Including coal cars.

670 11 501 13 426 23 27438 3143 11373 91 3142

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Complete	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
	Brought forward.....	11 008 17	59 50	1525	32	52	15	9	1
26	Great Eastern..... 13 00	57 67		2	3				
	Montreal and Sorel..... 44 67	18 00			1				
27	Great Northern.....	50 00							
28	Great North-West Central.....	53 50							
29	Hereford.....	10 00	40 00	1					
30	Irondale, Bancroft and Ottawa.....	13 50		2					
31	Joggins.....	34 00		2	1				
	2 Kent Northern.....	112 75		9		1			
33	Kingston and Pembroke.....	56 50		4					
34	Kingston, Napanee and Western.....	3 00		1					
35	L'Assomption.....	38 00		4					
36	Lake Erie, Essex and Detroit River.....	15 50		2					
37	Lake Temiscaming Colonization Railway Co.....	29 00	44 00	1	1				
38	Lower Laurentian.....	217 32							
39	Manitoba and North-Western.....	15 47		5	2				
	Saskatchewan and Western.....	34 00							
40	Massawippi Valley.....	13 00							
41	Montreal and Lake Maskinongé.....	16 50							
42	Montreal and Ottawa.....	23 60							
43	Montreal and Vermont Junction.....		30 00						
44	Montreal and Western.....								
45	New Brunswick..... 174 00								
	New Brunswick and Canada..... 127 00	415 50		52					
	St. John and Maine..... 92 00								
	Fredericton..... 22 50								
46	New Brunswick and Prince Edward Island.....	36 00		3					
47	Northern Pacific and Manitoba.....	263 30		9					
48	Nosbonsing and Nipissing.....	5 50		1					
49	Nova Scotia Central.....	74 00		5					
50	Ottawa and Gatineau Valley.....		20 00						
51	Pontiac and Renfrew.....	4 25		1					
52	Pontiac and Pacific Junction.....	71 00	14 00	4					
53	Port Arthur, Duluth and Western.....	20 00	64 66	1					
54	Qu'Appelle, Long Lake and Saskatchewan.....	164 50	82 60						
55	Quebec and Lake St. John.....	191 00		14	3		3		
56	Quebec Central.....	158 50		10					
57	Quebec, Montmorency and Charlevoix.....	20 50		2					
58	Salisbury and Harvey.....	52 00		2					
59	Shore Line.....	82 50		6					
60	Stanstead, Shefford and Chambly.....	43 00		6					
61	St. Catharines and Niagara Central.....	12 35		2					
62	St. Clair Tunnel Co.....		2 95						
63	St. John Bridge and Railway Extension Co.....	1 75							
64	St. John Valley and Rivière du Loup.....		7 00						
65	South-Eastern.....								
	Montreal, Portland and Boston.....	260 00		30			2		
	Lake Champlain and St. Lawrence Junction.....								
66	Stewiacke Valley and Lansdowne.....		12 00						
67	Temiscouata.....	81 00		5					
68	Thousand Islands.....	4 08		1					
69	Tobique Valley.....	6 00	14 00						
70	Western Counties.....	67 00	20 00	5					
71	Windsor and Annapolis..... 84 00	116 00		11					
	Windsor Branch..... 32 00	40 00							
72	Winnipeg and Hudson Bay.....								
73	Wood Mountain and Qu'Appelle.....		17 00						
	Total.....	14004 13	427 71	1728	43	53	20	9	1

Rolling Stock, for the Year ended 30th June, 1890—Continued.

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars—Owned.	Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.		
670	11	501	13	426	23	27438	3143	11373	91	3142	
	1	1	3	1	1				6	26	
	1				1					27	
										28	
										29	Leased to Maine Central.
		1						2		30	
1		1				1		6		31	
1				2		1				32	
5		5		5		25		150		33	
*8						14		65		34	* 5 combination and 3 passenger.
1										35	* Combination.
7		2		2		10		95		36	
		2				1		17		37	
								10	16	38	
3	2	3		4		113	50	62		39	Also 4 boarding cars and 4 cabooses.
										40	Furnished by lessees (Passumpsic Ry. Co.)
										41	Operated by rolling stock of C.P.R.
										42	
										43	Furnished by lessees (Central Vermont.
										44	
18		10		11		492		459		45	
1		1				2		33		46	* Combination.
4		3		3		138	150	180		47	Also 9 other cars.
								35		48	
4		2		2		13		49		49	
										50	
										51	
1		1		1		5		33		52	
								16		53	
										54	
6		10		8		58		193		55	
6	3	6	3	7	2	76	75	116	75	56	Also 5 snow ploughs and 1 flanger.
2		14				5		24		57	
3				1				22		58	Late Albert.
4				2		10		71		59	
4				2						60	
2								2		61	
										62	
										63	Operated by New Brunswick Railway Co.
										64	
9	15	8		6	4	61	371	248	100	50	65
											66
3		4		2		40		54			67
*1								1			68
											69
3		2		2		16		61			70
6		5		7		75		72		20	71
											72
											73
773	33	585	19	494	31	28594	3789	13449	288	3236	

No. 4.—SUMMARY STATEMENT of the Operations of the

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
1	Alberta Railway and Coal Co.	109 50		104,802	64,074	168,876
2	Bay of Quinté Ry. and Navigation Co.	3 50	4,200	2,555	14,427	21,182
3	Brantford, Waterloo and Lake Erie	17 00			9,520	9,520
4	Buctouche and Moncton	32 00				
5	Canada Atlantic	138 00	182,761	234,100	17,060	433,921
6	Canada Eastern	116 00	73,242	27,466	36,621	137,329
7	Canada Southern	378 91	1,053,180	1,936,870	161,554	3,151,604
8	Canadian Government Railways—	1,181 60				
	Intercolonial	891 00				
	Eastern Extension	80 00	1,199,741	3,556,500	in f'regoing	4,756,241
	Prince Edward Island	210 60				
			82,406	170,167	in f'regoing	252,573
9	Canadian Pacific	3,415 30				
	Atlantic and North-West	336 10				
	Manitoba South-Western Col- onization	211 20				
	North Shore	206 10				
	St. Lawrence and Ottawa	56 50				
	Toronto, Grey and Bruce	188 70	4,560,758	5,821,374	807,364	11,189,496
	Ontario and Quebec	451 50				
	Credit Valley	175 20				
	West Ontario Pacific	26 60				
	Guelph Junction	15 00				
	Toronto Jn. to Strachan Ave.	3 20				
10	Caraquet	68 00			40,800	40,800
11	Carillon and Grenville	13 00	9,600		1,000	10,600
12	Central Ontario	104 00	45,000	32,000	90,000	167,000
13	Central of New Brunswick	74 66		2,000	27,890	29,890
14	Chatham	11 00			19,280	19,280
15	Cumberland Railway and Coal Co.	32 00			148,919	148,919
16	Drummond County	12 50			10,500	10,500
17	Elgin, Petibodiac and Havelock	28 00			7,290	7,290
18	Erie and Huron	75 75	49,670	37,865	43,035	130,570
19	Esquimalt and Nanaimo	78 00			111,630	111,630
20	Fredericton and St. Mary's Ry. Bridge Co	1 33				
21	Grand Trunk	879 59				
	Buffalo and Lake Huron	162 00				
	G. T., Georgian Bay and Lake Erie	172 75				
	Montreal and Champlain Jn.	81 25				
	Great Western	537 72				
	London and Port Stanley	23 84				
	Wellington, Grey and Bruce	168 09				
	London, Huron and Bruce	68 89				
	Brantford, Norfolk and Port Burwell	34 73				
	Midland	173 97	3,122 22	5,404,048	9,331,708	2,250,351
	Toronto and Nipissing	111 50				
	Grand Junction	85 40				
	Whitby, Port Perry and Lind- say	46 50				
	Victoria	53 25				
	Northern	205 37				
	Northern and Pacific Junction	111 37				
	Hamilton and North-Western	173 90				
	South Norfolk	17 00				
	Jacques Cartier Union	6 50				
	Madoc Jn. to Bridgewater	8 60				
22	Great Eastern	13 00				
	Montreal and Sorel	44 67	57 67		33,000	33,000
	Carried forward	10,740 04	12,664,606	21,257,402	3,894,315	37,816,323

Year and Mileage, for the Year ended 30th June, 1890.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passengers per Train—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.
231,769	1,857	91,879	.....	14	1	Late North-West Coal and Navigation Co.
21,182	11,107	63,882	12	10	2	
9,520	7,227	1,890	20	.....	3	
.....	8,424	6,310	17	.....	4	
610,342	124,401	534,481	35	15	5	
137,329	19,965	44,245	25	15	6	Late Northern & Western of New Brunswick.
4,312,504	652,755	2,904,835	35	20	7	
.....	.....	.....	.....	.....	8	
5,895,369	1,170,249	1,353,417	25	15		
.....	48,984	15,402	25	15		
315,943	133,099	51,604	20	14		
.....	
11,530,476	2,685,730	3,006,684	23	15	9	
.....	
44,400	6,914	16,257	20	.....	10	
11,200	10,800	125	25	18	11	
167,000	56,388	70,351	20	16	12	
29,890	.....	5,413	18	14	13	
24,080	12,250	13,527	30	.....	14	
148,919	20,382	471,823	20	.....	15	
12,000	3,000	34,236	20	.....	16	
7,290	3,096	7,102	17	.....	17	
182,024	132,442	221,712	25	18	18	
111,630	30,090	26,863	20	12	19	
.....	5,015	11,363	.....	.....	20	
.....	
21,116,627	5,872,878	7,909,208	30	15	21	
.....	
33,000	19,643	8,865	.....	.....	22	
45,052,494	11,036,696	16,871,474	.....	.....	.....

No. 4.—SUMMARY STATEMENT of the Operations

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
	Brought forward	10,740'04	12,664,606	21,257,402	3,894,315	37,816,323
23	Great Northern	18'00			5,008	5,008
24	Hereford	53'50	28,600		30,308	58,908
25	Joggins	13'50			14,924	14,924
26	Kent Northern	34'00			18,366	18,366
27	Kingston and Pembroke	112'75	95,000		131,000	226,000
28	Kingston, Napanee and Western	56'50	19,375		62,654	82,029
29	L'Assomption	3'00			4,614	4,614
30	Lake Erie, Essex and Detroit River	38'00	174,677	197,010	in f'regoing	371,687
31	Lake Temiskaming Colonization	15'50				
32	Manitoba and North-Western	232'71	60,519	41,718	5,070	107,307
33	Massawippi Valley	34'00	59,404	88,817	8,669	156,890
34	Montreal and Lake Maskinongé	13'00				
35	Montreal and Vermont Junction	23'60	67,938	109,398	3,104	180,440
36	New Brunswick	174'00				
	New Brunswick and Canada ..	127'00				
	St. John and Maine	92'00				
	Fredericton	22'50				
	} 415'50		345,214	184,378	450,544	980,136
37	New Brunswick and P. E. Island	36'00	4,728	12,708	22,536	39,972
38	Northern Pacific and Manitoba	263'30	48,615	60,062	35,944	144,621
39	Nosbonsing and Nipissing	5'50		12,000		12,000
40	Pontiac and Renfrew	4'25				
41	Pontiac Pacific Junction	59'33			42,408	42,408
42	Quebec and Lake St. John	191'00	131,141	119,499	in f'regoing	250,640
43	Quebec Central	153'50	177,774	105,400	32,883	316,057
44	Quebec, Montmorency and Charlevoix	20'50	35,530			35,530
45	Salisbury and Harvey	52'00	2,994	1,000		3,994
46	Shore Line	82'50				
47	Stanstead, Shefford and Chambly	43'00	40,175	44,539	16,237	100,951
48	St. Catharines and Niagara Central	12'35	12,000	6,000		18,000
49	St. John Bridge and Railway Extension	1'75				
50	South-Eastern— Montreal, Portland and Boston	260'00	238,828	187,215	102,936	528,979
	Lake Champlain and St. Lawrence Jn. }					
51	Témiscouata	81'00			50,706	50,706
52	Thousand Islands	4'08	12,390		5,308	17,698
53	Western Counties	67'00	42,240	1,103	37,138	80,481
54	Windsor and Annapolis	84'00				
	Windsor Branch	32'00			83,538	184,660
		13,256'66	14,362,870	22,428,249	5,058,210	41,849,329

of the Year and Milcage, &c.—*Concluded.*

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passen- ger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.
45,052,494	11,036,696	16,871,474	.....	.....
5,008	5,000	6,879	.....	.....	23	
58,908	5,598	56,930	20	14	24	
16,489	10,136	40,585	12	.....	25	
18,366	4,747	10,740	18	.....	26	
272,000	45,578	117,279	25	18	27	
82,029	34,216	55,966	24	17	28	
4,614	6,674	773	15	.....	29	
470,086	65,530	172,503	35	18	30	
.....	5,088	1,410	.....	.....	31	
129,713	21,161	41,026	27	15	32	
156,890	55,509	114,416	24	12	33	
.....	.....	.....	.....	.....	34	
180,440	104,495	796,496	30	12	35	
1,078,149	319,662	366,715	30	15	36	
43,850	18,770	45,900	20	18	37	
144,621	26,668	114,402	25	15	38	
13,000	.....	211,500	.....	25	39	
.....	.....	9,251	.....	12	40	
44,992	21,740	20,080	30	30	41	
263,221	79,725	103,725	20	12	42	
340,905	119,492	121,561	25	15	43	
53,265	98,863	2,720	20	20	44	
3,094	7,303	22,092	15	12	45	Late Albert.
.....	10,833	22,494	.....	.....	46	
100,951	114,634	808,541	23	12	47	
18,000	20,120	26,194	25	20	48	
.....	108,780	110,316	.....	.....	49	
571,233	266,812	381,177	26	16	50	
56,725	7,868	15,933	20	20	51	
18,524	22,487	12,523	15	15	52	
89,789	43,735	24,018	24	20	53	
225,274	133,342	81,850	22	14	54	
49,512,630	12,821,262	20,787,469	.....	.....

No. 5.—SUMMARY STATEMENT of Description

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live Number.
			Barrels.	Tons.	Bushels.	Tons.	
1	Alberta Railway and Coal Co.	109 50	8,599	860	16,190	455	55
2	Bay of Quinté Ry. and Navigation Co.	3 50	29,560	2,956	145,000	4,348	8
3	Brantford, Waterloo and Lake Erie	17 00					100
4	Buctouche and Moncton.	32 00	2,500	250	2,500	45	388
5	Canada Atlantic.	138 00	449,260	44,926	5,958,300	119,166	21,025
6	Canada Eastern.	116 00	25,415	2,541	90,895	1,591	805
7	Canada Southern.	378 91	1,154,900	115,490	25,273,026	618,936	714,020
8	Canadian Government Rys.	1,181 60					
	Intercolonial.	891 00	1,094,193	109,419	2,597,951	53,580	80,065
	Eastern Extension.	80 00	21,857	2,186	12,251	341	6,706
	Prince Edward Island.	210 60	24,092	2,410	303,814	5,345	11,608
9	Canadian Pacific.	3,415 30					
	Atlantic and North-West ..	336 10					
	Manitoba South-Western						
	Colonization.	211 20					
	North Shore.	206 10					
	St. Lawrence and Ottawa.	56 50					
	Toronto, Grey and Bruce.	188 70	2,247,688	224,770	18,231,771	463,656	276,902
	Ontario and Quebec.	451 50					
	Credit Valley.	175 20					
	West Ontario Pacific.	26 90					
	Guelph Junction.	15 00					
	Toronto Junc. to Strachan						
	Avenue.	3 20					
10	Caraget.	68 00	5,000	500	5,000	150	50
11	Carillon and Grenville.	13 00					150
12	Central Ontario.	104 00	18,700	1,870	54,000	5,400	1,730
13	Central of New Brunswick.	74 66					
14	Chatham.	11 00	22,461	2,246	13,870	416	221
15	Cumberland Ry. and Coal Co.	32 00	7,646	764	18,550	315	42
16	Drunmond County.	12 50	1,420	142	8,350	167	
17	Elgin, Peticoadiac and Havelock.	28 00	1,256	126	10,292	175	230
18	Erie and Huron.	75 75	97,241	9,711	255,208	6,968	7,693
19	Esquimalt and Nanaimo.	78 00	1,350	153	1,032	28	1,783
20	Fredericton and St. Mary's Ry. Bridge Co	1 33					
21	Grand Trunk.	879 59					
	Buffalo and Lake Huron.	162 00					
	G. T., Georgian Bay and						
	Lake Erie.	172 75					
	Montreal and Champlain Jn.	81 25					
	Great Western.	537 72					
	London and Port Stanley.	23 84					
	Wellington, Grey and Bruce.	168 09					
	London, Huron and Bruce.	68 89					
	Brantford, Norfolk and Port						
	Burwell.	34 73					
	Midland.	173 97	4,837,960	483,796	56,922,960	1,423,074	1,610,849
	Toronto and Nipissing.	111 50					
	Grand Junction.	85 40					
	Whitby, Port Perry and						
	Lindsay.	46 50					
	Victoria.	53 25					
	Northern.	205 37					
	Northern and Pacific Jn.	111 37					
	Hamilton and N. Western.	173 90					
	South Norfolk.	17 00					
	Jacques Cartier Union.	6 50					
	Madoc Jn. to Bridgewater.	8 60					
22	Great Eastern.	13 00	2,128	331	14,175	243	
	Montreal and Sorel.	44 67					
	Carried forward.	10,740 04	10,083,226	1,005,447	109,935,135	2,704,399	2,734,430

of Freight Carried for the Year ended 30th June, 1890.

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
28	2,456,000	4,912			3,340	32,284	91,879	1	Late North-West- ern Coal and Na- vigation Co.
13	16,780,000	20,131	5,230	7,839	18,767	9,828	63,882	2	
20	330,000	240	480	360	600	670	1,890	3	
65	3,420,000	4,500	750	1,150	300		6,310	4	
4,205	138,540,000	184,720	74,898	49,932	13,600	117,932	534,481	5	
346	10,079,295	15,331	2,844	3,950	1,842	18,643	44,244	6		Late Northern and Western of New Brunswick.
142,804	244,262,250	325,683	49,701	33,134	273,072	1,395,716	2,904,835	7	
10,999	209,904,071	262,380	20,208	40,416	319,601	557,022	1,353,417	8	
1,462	994,000	1,938			1,350	8,125	15,402		
1,474	3,559,006	6,094	2,560	4,964	31,317	in fore'ng	51,604		
77,445	485,225,049	641,531	108,232	184,524	882,617	532,141	3,006,684	9	
10	400,000	666	500	750	500	13,681	16,257	10	
30						95	125	11	
840	8,300,000	1,164	3,450	6,900	22,175	32,002	70,351	12	
	1,632,000	2,040	615	820		2,553	5,413	13	
88	664,000	996	1,420	1,775	6,205	1,801	13,527	14	
21	11,824,000	14,780			5,059	*450,884	471,823	15	*Coal.
	5,625,000	7,500	13,600	9,120	928	15,379	33,236	16	
115	5,139,400	5,712	40	50	341	583	7,102	17	For five months.
1,608	20,372,000	25,863	264	469	27,417	149,676	221,712	18	
547	1,621,325	2,133	2,416	3,697	8,979	11,326	26,863	19	
							11,363	20	
267,190	719,026,493	1,081,686	153,509	276,316	922,322	3,454,824	7,909,208	21	
	233,500	391	540	886	2,931	4,083	8,865	22	
509,310	1,890,387,389	2,610,391	441,057	637,053	2,543,263	6,859,248	16,870,464		

No. 5.—SUMMARY STATEMENT of Description

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live Number.
			Barrels.	Tons.	Bushels.	Tons.	
	Brought forward	10,750.04	10,053,226	1,005,447	109,935,135	2,698,399	2,734,431
23	Great Northern.....	18 00	1,640	164			
24	Hereford	53 50	280	28	2,494	58	
25	Joggins.....	13 50	1,318	130	14,441	505	43
26	Kent Northern.....	34 00	8,900	890	4,500	130	215
27	Kington and Pembroke.....	112 75	5,400	540	58,500	1,755	120
28	Kingston, Napanee and Western.....	56 50	10,030	1,003	154,960	3,874	530
29	L'Assomption.....	3 00	1,180	109			
30	Lake Erie, Essex and Detroit River.....	38 00	3,139	339	106,640	2,666	7,783
31	Lake Temiskaming Colonization.....	15 50	3,650	365	17,000	340	
32	Manitoba and North-Western..... 217 24 } Saskatchewan Western..... 15 47 }	232 71	31,763	3,171	803,840	23,116	7,095
33	Massawippi Valley.....	34 00	6,800	680	299,200	5,984	5,495
34	Montreal and Lake Maskinongé.....	13 00					
35	Montreal and Vermont Junction.....	23 60	435,050	38,172	4,557,598	136,726	1,187,572
36	New Brunswick..... 174 00 } New Brunswick and Canada. 127 00 } St. John and Maine..... 92 00 } Fredericton..... 22 00 }	415 50	171,945	17,195	618,753	10,708	46,332
37	New Brunswick and P. E. Island.....	36 00	18,705	1,870	19,000	321	807
38	Northern Pacific and Manitoba.....	263 30	6,580	658	549,133	16,474	427
39	Nosbonsing and Nipissing.....	5 50					
40	Pontiac and Renfrew.....	4 25					
41	Pontiac and Pacific Junction.....	59 33	9,537	953	104,694	2,126	3,406
42	Quebec and Lake St. John.....	191 00	1,800	180	6,000	150	150
43	Quebec Central.....	153 50	71,360	7,136	70,150	1,403	7,165
44	Quebec, Montmorency and Charlevoix.....	20 50	292	29	635	14	25
45	Salisbury and Harvey.....	52 00	4,483	448	10,152	167	788
46	Shore Line.....	82 50	1,000	100	5,000	100	
47	Stanstead, Shefford and Chambly.....	45 00	385,790	38,579	4,582,886	137,487	1,187,739
48	St. Catharines and Niagara Central.....	12 35	4,535	529	4,650	132	15
49	St. John Bridge and Ry. Extension Co.....	1 75					
50	South Eastern— Montreal, Portland and Boston..... } Lake Champlain and St. Lawrence } Junction..... }	260 00	82,290	8,229	1,255,482	33,577	6,286
51	Témiscouata.....	81 00	27,780	2,778	34,059	1,022	462
52	Thousand Island.....	4 08	3,734	366	3,500	84	25
53	Western Counties.....	67 00	9,878	938	2,029	36	301
54	Windsor and Annapolis..... 84 } Windsor Branch..... 32 }	116 00	55,355	5,535			14,119
	Total.....	13,256 66	11,085,895	1,136,611	123,219,682	3,083,354	5,209,554

of Freight Carried, &c.—Continued.

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
509,310	1,890,387,389	2,430,391	441,057	637,053	2,543,263	6,759,248	16,870,464		
	726,380	976	580	759		4,980	6,879	23	
	30,125,000	44,421				12,423	56,930	24	
22	252,126	360			1,608	37,960	40,585	25	
101	2,798,000	3,600	415	639	2,750	2,630	10,740	26	
60	50,160,000	75,240	10,969	20,250	15,984	3,450	117,279	27	
403	6,450,000	12,892	5,520	16,558	11,973	9,263	55,966	28	Late Napanee,
	235,000	353			105	206	773	29	Tanworth and
2,543	2,709,000	4,220	17,220	2,583	3,652	156,500	172,503	30	Quebec.
					127	578	1,410	31	
1,419	2,713,000	4,070	292	195	7,770	1,285	41,026	32	
1,095	18,963,750	25,285				*81,372	114,416	33	*Including 59,620
171,506	18,473,323	27,710			397,306	25,076	796,496	35	tons of ore and
									copper matte.
5,302	85,423,500	113,898	7,635	11,625	185,411	22,576	366,715	36	
53	7,663,000	11,495	693	1,040	2,649	28,472	45,900	37	
285	9,890,660	14,836	15,016	30,032	52,117	in fore'ng	114,402	38	
						211,500	*211,500	39	*Saw logs.
							9,251	40	*Iron ore.
300	631,682	950	1,827	1,023	2,028	*12,700	20,080	41	*Chiefly iron ore.
90	24,230,000	36,345	26,577	44,295	8,880	13,785	103,725	42	
1,433	35,703,750	47,605	5,649	3,766	180	*60,038	121,561	43	*Chiefly asbestos &
13	131,446	206	22	24	240	2,194	2,720	44	other minerals.
500	10,020,000	5,010	1,652	2,360	13,607	in fore'ng	22,092	45	Late Albert Ry.
	3,315,000	4,420				17,874	22,494	45	
171,590	18,702,296	28,953			431,932	in fore'ng	808,541	47	
10	330,000	792			2,524	22,207	26,194	48	
							110,316	49	Operated by New
									Brunswick Ry.
3,143	55,740,000	69,675	19,277	33,735	64,416	168,402	381,177	50	
231	2,231,700	3,348	2,818	4,577	328	3,649	15,933	51	
121	1,497,000	2,245			7,371	2,336	12,523	52	
124	13,238,500	16,639	2,130	3,480	2,361	390	24,018	53	
2,475	10,427,366	13,034	1,835	2,621	21,942	*36,243	81,850	54	*Agricultural pro-
									duce and minerals.
872,129	2,303,168,858	3,178,960	561,464	806,614	3,780,524	7,806,588	20,787,469		

No. 6.—SUMMARY STATEMENT OF Earnings, for the Year ended 30th June, 1890.

Name of Railway.	Mileage.	Passenger Traffic.	Freight Traffic.	Mails and Express Freight.	Other Sources.	Total.	Remarks.
		\$ cts.	\$ cts.	cts.	\$ cts.	\$ cts.	
1 Alberta Railway and Coal Co.	109.50	9,338 74	108,063 03	4,120 14	.....	181,521 91	Late North-Western Coal and Navigation Co.
2 Bay of Quinté Railway and Navigation Co.	3.50	2,519 91	21,456 24	1,312 15	1,605 48	26,893 78	
3 Brantford, Waterloo and Lake Erie.	17.00	2,317 67	1,366 38	108 37	.....	3,792 42	
4 Buctouche and Moncton	32.00	4,913 21	7,733 87	.....	.....	12,647 08	
5 Canada Atlantic	138.00	101,061 51	397,860 93	18,162 50	50,150 34	567,235 28	
6 Canada Eastern.	116.00	21,837 26	39,938 59	2,835 44	1,617 63	66,228 92	Late Northern and Western of New Brunswick.
7 Canada Southern.	378.91	1,285,891 80	3,213,193 23	145,346 47	6,609 64	4,651,041 14	
8 Canadian Government Railways.	1,181.60	854,794 31	1,926,927 14	146,359 47	.....	2,928,080 92	
Intercolonial	891.00	40,300 22	37,719 72	6,289 90	349 11	84,658 95	
Eastern Extension	80.00	69,399 72	73,663 06	17,577 00	332 00	160,971 78	
Prince Edward Island	210.60	.....	.....	.....	.....	.....
9 Canadian Pacific	3,415.30	.....	.....	.....	.....	.....
Atlantic and North-West	336.10	.....	.....	.....	.....	.....
Manitoba South-Western Colonization	211.20	.....	.....	.....	.....	.....
North Shore	206.10	.....	.....	.....	.....	.....
St. Lawrence and Ottawa	56.50	.....	.....	.....	.....	.....
Toronto, Grey and Bruce	188.70	.....	.....	.....	.....	.....
Ontario and Quebec	451.50	.....	.....	.....	.....	.....
Credit Valley	175.20	.....	.....	.....	.....	.....
West Ontario Pacific	26.60	.....	.....	.....	.....	.....
Guelph Junction	19.00	.....	.....	.....	.....	.....
Toronto Junction to Strachan Avenue	3.20	.....	.....	.....	.....	.....
10 Carleton and Grenville	68.00	4,793 07	13,664 25	1,798 99	.....	20,256 31	
11 Central Ontario	13.00	2,966 36	292 80	.....	.....	3,259 16	
12 Central of New Brunswick	104.00	28,866 65	50,421 68	7,026 41	7,501 40	93,816 14	
13 Chatham.	74.66	.....	.....	.....	.....	8,700 18	
14 Cumberland Railway and Coal Co.	11.00	2,457 45	13,502 78	1,218 36	482 46	17,661 03	No details; under traffic part of the year only.
15 Drummond County.	32.00	8,627 31	35,919 86	1,454 03	67,933 60	113,934 80	
16 Elgin, Petescodiac and Havelock	12.50	708 10	13,564 82	.....	134 23	14,408 15	
17 Erie and Huron.	28.00	1,038 96	4,495 76	334 80	35 00	5,904 52	
18 Esquimaux and Nanaimo	75.75	54,516 40	79,334 53	5,380 71	626 68	139,858 32	For five months.
19 Fredericton and St. Mary's Railway Bridge Co.	78.00	59,105 80	48,700 40	3,906 24	1,667 60	113,380 04	
20 Grand Trunk.	1.33	501 35	1,959 67	.....	.....	2,461 02	
Buffalo and Lake Huron.	879.59	.....	.....	.....	.....	.....
Grand Trunk, Georgian Bay & Lake Erie	162.00	.....	.....	.....	.....	.....
Montreal and Champlain Junction	172.75	.....	.....	.....	.....	.....
Great Western	81.25	.....	.....	.....	.....	.....
London and Port Stanley	537.72	.....	.....	.....	.....	.....
Wellington, Grey and Bruce.	23.84	.....	.....	.....	.....	.....
London, Huron and Bruce.	168.09	.....	.....	.....	.....	.....
London, Huron and Bruce.	68.89	.....	.....	.....	.....	.....

Brantford, Norfolk and Port Burwell.....	84 73	3,122 22	5,421,362 66	12,154,015 76	633,482 77	91,745 63	18,300,606 82
Midland.....	173 97						
Toronto and Nipissing.....	111 50						
Grand Junction.....	85 40						
Whitby, Port Perry and Lindsay.....	46 50						
Victoria.....	53 25						
Northern and Pacific Junction.....	205 37						
Northern and North Western.....	111 37						
Hamilton and North Western.....	173 90						
South Norfolk.....	17 00						
Jacques Cartier Union.....	6 50						
Madoc Junction to Bridgewater.....	8 60						
22 Great Eastern.....	13 00	57 67	13,802 23	4,605 58	809 79		19,307 60
Montreal and Sorel.....	44 67						
23 Great Northern.....		18 00	1,441 16	2,392 99	147 84		3,891 99
24 Hereford.....		58 50	4,888 17	29,099 19	96 21		33,783 57
25 Joggins.....		13 50	2,743 47	14,064 92	84 36	138 23	17,630 98
26 Kent Northern.....		34 00	4,210 25	10,080 50	890 25		15,141 00
27 Kingston and Pembroke.....		112 75	36,462 00	111,590 00	8,818 00	11,925 00	168,795 00
28 Kingston, Napanee and Western.....		56 50	13,319 99	35,879 47	4,788 69	182 90	54,171 05
29 L'Assomption.....		3 00	1,172 15	250 77	259 30		1,682 22
30 Lake Erie, Essex and Detroit River.....		38 00	25,113 92	54,504 53	3,203 04		82,827 49
31 Lake Temiskaming Colonization.....		15 50	10,363 33	17,628 89			29,920 24
32 Manitoba and North-Western.....	217 24	232 71	39,179 10	88,602 15	6,976 77	1,928 02	139,075 75
33 Saskatchewan and Western.....	15 47	34 00	54,492 09	81,526 35	1,971 90	1,500 00	139,490 34
34 Mississippi Valley.....		13 00					
35 Montreal and Lake Maskinonge.....		23 60	49,260 00	122,862 80	6,521 47	13,464 07	192,108 34
36 New Brunswick.....	174 00	415 50	315,393 15	566,042 54	42,283 24	39,942 12	963,661 05
St. John and Canada.....	127 00						
St. John and Maine.....	92 00						
Fredericton.....	22 50						
37 New Brunswick and Prince Edward Island.....		36 00	6,760 80	18,736 23	1,097 08	18 23	26,612 34
38 Northern Pacific and Manitoba.....		263 30	37,438 39	120,706 96	2,046 00	140 92	160,352 27
39 Nonsbong and Nipissing.....		5 50		42,307 00		320 00	42,627 00
40 Pontiac and Renfrew.....		4 25		925 10			925 10
41 Pontiac and Pacific Junction.....		59 30	16,290 12	17,808 53	2,358 24	374 54	36,831 43
42 Quebec and Lake St. John.....		191 00	39,992 14	105,818 51	7,549 99		153,369 04
43 Quebec Central.....		153 50	107,317 74	145,066 91	9,745 20	3,527 30	265,657 15
44 Quebec, Montorenci and Charlevoix.....		20 50	18,338 35	1,705 34			20,043 69
45 Salisbury and Harvey.....		52 00	6,113 64	13,040 88	2,394 16	659 17	22,207 85
46 Shore Line.....		82 50	11,799 72	15,952 80	2,070 33	536 84	30,359 69
47 Stanstead, Shefford and Chambly.....		43 00	16,945 05	38,432 06	5,153 44	989 29	61,519 84
48 St. Catharines and Niagara Central.....		12 35	5,523 64	10,727 59	1,040 44		16,251 23
49 St. John Bridge and Railway Extension.....		1 75	22,486 81	31,609 78			55,137 03
50 South Eastern.....		260 00	187,197 15	364,965 22	17,828 61	19,538 61	589,529 59
Montreal, Portland and Boston.....							
Lake Champlain and St. Lawrence Junction.....							
Carried forward.....		12,988 58	13,556,269 53	29,733,542 23	1,726,809 93	1,420,510 99	46,445,532 86

Late Albert Railway.

No. 6.—SUMMARY STATEMENT OF Earnings, &c.—Concluded.

Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.		Other Sources.		Total.		Remarks.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Brought forward.....	12,988 58	13,556,269	53	23,733,542	23	1,726,809	93	1,420,510	99	46,445,532	86	
51) Temiscouata.....	81 00	10,508	62	17,969	95	12,021	61	.....	.....	40,500	18	
52) Thousand Islands.....	4 08	5,126	65	9,527	05	1,600	45	2,100	58	18,354	73	
53) Western Counties.....	67 00	40,034	24	21,469	30	5,417	63	355	84	67,277	01	
54) Windsor and Annapolis Windsor Junction.....	116 00	119,829	53	139,279	63	12,127	77	624	80	271,861	73	
	13,256 66	13,731,768	57	23,921,788	16	1,757,977	39	1,423,592	21	46,843,826	51	

No. 7.—SUMMARY STATEMENT of Operating Expenses for the Year ended 30th June, 1890.

Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.	Working and Repairs of Engines.	Working and Repairs of Cars.	General Operating Expenses.	Total.	Remarks.
	\$	cts.	\$	\$	\$	\$	
1 Alberta Railway and Coal Co.	109 50	32,269 03	39,280 21	10,818 90	49,880 64	132,198 78	Late Northern and Western Navigation Co.
2 Bay of Quinté Railway and Navigation Co.	3 50	3,533 21	6,249 11	404 46	5,514 54	15,701 32	
3 Brantford, Waterloo and Lake Erie	17 00	2,041 03	2,234 45	101 86	3,392 29	7,770 53	
4 Bucotouche and Moncton.	32 00	2,964 57	4,594 36	269 94	5,398 16	13,227 03	
5 Canada Atlantic.	138 00	52,480 58	133,532 95	33,884 35	122,188 81	342,086 69	
6 Canada Eastern.	116 00	15,292 43	12,991 06	1,000 91	11,999 16	41,283 56	Late Northern & Western of New Brunswick.
7 Canada Southern.	378 91	405,256 16	860,614 05	404,341 15	1,239,228 00	2,969,439 36	
8 Canadian Government Railways:—							
Intercolonial.	891 00	998,613 16	1,144,372 74	516,155 35	787,800 86	*3,481,472 97	Including car mileage, \$84,530 80.
Eastern Extension.	80 00	23,164 98	21,138 18	6,335 65	28,443 96	73,102 77	
Prince Edward Island.	210 60	126,316 17	60,997 99	29,331 46	36,980 23	206,485 85	
9 Canadian Pacific.	3415 30						
Atlantic and North-West	336 10						
Manitoba South-Western Colonization.	211 20						
North Shore.	206 10						
St. Lawrence and Ottawa.	56 50						
Toronto, Grey and Bruce.	188 70						
Ontario and Quebec	451 50						
Credit Valley.	175 20						
West Ontario Pacific.	26 60						
Guelph Junction	15 00						
Toronto Junction to Strachan Avenue.	3 20						
10 Caraqueet.	68 00	9,324 85	8,718 72	1,394 74	6,177 83	25,616 14	No details.
11 Carillon and Grenville.	13 00					4,863 44	
12 Central Ontario.	104 00	26,242 70	24,701 84	4,339 57	36,560 54	91,844 65	No details.
13 Central of New Brunswick	74 06					16,065 15	
14 Chatham	11 00	1,720 71	2,251 15		1,536 87	5,508 73	
15 Cumberland Railway and Coal Co.	32 00	19,355 08	27,524 79	4,749 45	11,890 12	63,519 44	
16 Drummond County	12 50	2,330 00	4,892 14	286 56	1,699 32	9,118 03	
17 Elgin, Petcodiac and Havelock.	28 00	1,812 38	1,462 41	629 83	1,548 12	5,442 74	For five months.
18 Erie and Huron.	75 75	25,003 62	31,344 90	4,825 76	35,214 30	96,888 58	
19 Esquimaux and Nanaimo.	78 00	43,551 84	29,103 84	8,141 25	36,447 63	116,244 56	
20 Fredericton and St. Mary's Railway Bridge Co.	1 33				1,300 00	1,300 00	
21 Grand Trunk							
Buffalo and Lake Huron.	879 59						
Grand Trunk, Georgian Bay and Lake Erie.	162 00						
Montreal and Champlain Junction.	172 75						
Great Western.	81 25						
London and Port Stanley	537 72						
London and Port Stanley	23 84						
Carried forward	7551 15	3,857,510 78	5,730,712 39	1,539,834 96	6,025,269 19	17,208,816 77	

No. 7.—SUMMARY STATEMENT OF Operating Expenses for the Year ended 30th June, 1890—Concluded.

Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.		Working and Repairs of Engines.		Working and Repairs of Cars.		General Operating Expenses.		Total.	Remarks.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.			
Brought forward	7551-15	3,887,510	78	5,730,712	39	1,539,834	96	6,025,299	19	17,208,816	77	
Wellington, Grey and Bruce	168 09											
London, Huron and Bruce	68 89											
Brantford, Norfolk and Port Burwell	34 73											
Midland	173 97											
Toronto and Nipissing	111 50											
Grand Junction	85 40											
Whitby, Port Perry and Lindsay	46 50											
Victoria	53 25											
Northern	205 37											
Northern and Pacific Junction	111 37											
Hamilton and North-Western	173 90											
South Norfolk	17 00											
Jacques-Cartier Union	6 50											
Madoc Junction to Bridgewater	8 60											
22 Great Eastern	13 00	3,329	60	5,730	15	1,995	38	8,082	97	19,138	10	
Montreal and Sorel	44 67	1,899	43					824	00	2,723	43	No details.
23 Great Northern										25,745	80	
24 Hereford										10,924	64	
25 Joggins		2,880	73	4,803	47	319	65	2,911	79	12,320	50	
26 Kent Northern		3,100	00	5,750	00	370	00	2,700	50	123,139	00	
27 Kingston and Pembroke		19,273	00	52,227	00	13,236	00	38,403	00	44,434	10	
28 Kingston, Napanee and Western		9,761	97	16,798	03	2,371	92	15,502	18	2,110	07	
29 L'Assomption		169	93	1,170	64	46	43	722	94	56,590	13	
30 Lake Erie, Essex and Detroit River		38	00	12,780	56	2,878	64	21,120	70	17,186	62	
31 Lake Temiscaming Colonization		15 50	9,868	1,587	50	1,616	85	4,113	28	166,869	39	
32 Manitoba and North-Western	217 24	64,760	46	40,622	84	11,320	70	50,165	39	103,762	62	
Saskatchewan and Western	15 47	29,860	12	34,808	70	8,157	45	30,936	35	126,567	51	
33 Massachusetts Valley												
34 Montreal and Lake Maskinonge												
35 Montreal and Vermont Junction	23 60	14,390	40	46,558	86	29,854	29	35,763	96	603,559	65	
36 New Brunswick	174 00	201,124	51	224,976	23	44,994	09	192,464	82	13,465	31	
New Brunswick and Canada	127 00											
St. John and Maine	92 00											
Fredericton	22 50											
37 New Brunswick and Prince Edward Island		4,774	58	5,788	04	198	06	2,704	63	107,491	46	
38 Northern Pacific and Manitoba	263 30	25,497	64	32,699	13	3,702	11	45,592	38	43,695	79	
39 Nesbomsing and Nipissing	5 50	7,915	57	13,117	62	2,882	00	19,780	60	3,337	08	
40 Pontiac and Renfrew	4 25	1,163	36	2,149	24		24					

41 Pontiac and Pacific Junction.....	59 33	17,626 30	7,669 66	1,709 56	6,527 88	33,536 40
42 Quebec and Lake St. John.....	191 00	45,294 84	49,651 13	12,017 59	30,744 89	137,708 45
43 Quebec Central.....	153 50	53,505 13	54,146 83	15,594 49	75,324 21	196,570 66
44 Quebec, Montmorency and Charlevoix.....	20 50	3,412 46	8,659 74	1,581 91	8,959 17	22,613 28
45 Salisbury and Harvey.....	52 00	11,960 19	9,206 65	150 00	5,733 92	27,050 76
46 Shore Line.....	82 50	14,951 63	11,941 07	7,658 40	11,715 12	46,266 22
47 Stanstead, Shefford and Chambly.....	43 00	21,564 00	16,113 07	3,084 35	19,262 09	59,973 51
48 St. Catharines and Niagara Central.....	12 35	3,925 49	5,174 70	.....	7,888 91	16,989 10
49 St. John Bridge and Railway Extension	1 75	.....	.....	.....	.....	.....
50 South Eastern.....	280 00	121,052 54	156,673 61	48,892 10	152,947 76	479,566 01
Montreal, Portland and Boston.....	.....	.....	.....	.....	.....	.....
Lake Champlain and St. Lawrence Junction	.....	.....	.....	.....	.....	.....
51 Tenisconata.....	81 00	14,790 80	13,639 83	1,425 06	18,256 87	48,112 56
52 Thousand Islands.....	4 08	3,727 88	3,961 57	5,643 74	.....	13,333 19
53 Western Counties.....	67 00	25,353 17	13,964 83	3,822 29	13,100 18	56,240 47
54 Windsor and Annapolis.....	116 00	82,725 19	38,873 70	11,715 54	45,551 39	178,865 82
Windsor Junction.....	32 00	.....	.....	.....	.....	.....
	13256 66	7,196,734 97	11,002,966 08	3,105,182 49	11,527,162 08	32,913,350 87

Lake Albert.

Operated by the
New Brunswick
Railway Co.

No. 8.—SUMMARY OF ACCIDENTS

Number.	Name of Railway.	Mileage.	Passengers, Employés, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
1	*Alberta Railway and Coal Co.	109.50					
2	Bay of Quinté Railway and Navigation Co.	3.50					
3	Brantford, Waterloo and Lake Erie	17.00					
4	Buctouche and Moncton	32.00					
5	Canada Atlantic	138.00	{ Employés	1			1
6	†Canada Eastern	116.00	{ Others	1		1	
7	Canada Southern	378.91	{ Passengers		2		2
			{ Employés		1		
			{ Others				2
8	Canadian Government Railways—	1,181.60					
	Intercolonial	891.00	{ Passengers		1		1
			{ Employés	5	15		5
			{ Others			1	2
	Eastern Extension	80.00	Passenger			1	
	Prince Edward Island	210.00	{ Passenger				1
			{ Employé				
9	Canadian Pacific	3,415.30					
	Atlantic and North-West	336.10					
	Manitoba South-Western Colonization	211.20					
	North Shore	206.10					
	St. Lawrence and Ottawa	56.50					
	Toronto, Grey and Bruce	188.70	{ Passengers	3	7		2
	Ontario and Quebec	451.50	{ Employés	3	19	4	5
	Credit Valley	175.20	{ Others		2	1	5
	West Ontario Pacific	26.60					
	Guelph Junction	15.00					
	Toronto Junction to Strachan Avenue	3.20					
10	Caraguet	68.00					
11	Carillon and Grenville	13.00					
12	Central Ontario	104.00	Employé		1		
13	Central of New Brunswick	74.66	Employé				
14	Chatham	11.00					
15	Cumberland Railway and Coal Co.	32.00					
16	Drummond	12.50	Passenger	1			
17	Elgin, Petibodiac and Havelock	28.00					
18	Erie and Huron	75.75	Other				
19	Esquimalt and Nanaimo	78.00					
20	Fredericton and St. Mary's Railway Bridge Co	1.33					
21	Grand Trunk	879.59					
	Buffalo and Lake Huron	162.00					
	Grand Trunk, Georgian Bay and Lake Erie	178.75					
	Montreal and Champlain Junction	81.25					
	Great Western	537.72					
	London and Port Stanley	23.84					
	Wellington, Grey and Bruce	168.09					
	London, Huron and Bruce	68.89					
	Brantford, Norfolk and Port Burwell	34.73					
	Midland	173.97	{ Passengers	1	2	3	12
	Toronto and Nipissing	111.50	{ Employés	14	18	2	16
	Grand Junction	85.40	{ Others	2	3	8	6
	Whitby, Port Perry and Lindsay	46.50					
	Victoria	53.25					
	Northern	205.37					
	Northern and Pacific Junction	111.37					
	Carried forward	10,673.37		31	71	21	60

*Late North-Western Coal and Navigation Co.

†Late Northern and Western of New Brunswick.

No. 8.—SUMMARY OF ACCIDENTS for the

Number.	Name of Railway.	Mileage.	Passengers, Employés, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
	Brought forward.....	10,673·37		31	71	21	60
	Hamilton and North-Western.....	173·90					
	South Norfolk.....	17·00					
	Madoc Junction to Bridgewater.....	8·60					
	Jacques Cartier Union.....	6·50					
22	Great Eastern.....	13·00					
	Montreal and Sorel.....	44·67	57·67				
23	Great Northern.....	18·00					
24	Hereford.....	53·50					
25	Joggins.....	13·50					
26	Kent Northern.....	34·00					
27	Kingston and Pembroke.....	112·75					
28	Kingston, Napanee and Western.....	56·50	Employés.....				1
29	L'Assomption.....	3·00					
30	Lake Erie, Essex and Detroit River.....	38·00	Other.....	1			
31	Lake Temiskaming Colonization.....	15·50					
32	Manitoba and North-Western.....	217·24					
	Saskatchewan and Western.....	15·47	232·71	Employés.....			
33	Massawippi Valley.....	34·00					
34	Montreal and Lake Maskinonge.....	13·00					
35	Montreal and Vermont Junction.....	23·60	{ Employé.....				1
			{ Other.....				
36	New Brunswick.....	174·00					
	New Brunswick and Canada.....	127·00					
	St. John and Maine.....	92·00	415·50				
	Fredericton.....	22·50					
37	New Brunswick and Prince Edward Island.....	36·00					
38	Northern Pacific and Manitoba.....	263·30	Employé.....				
39	Nonsbong and Nipissing.....	5·50					
40	Pontiac and Renfrew.....	4·25					
41	Pontiac and Pacific Junction.....	59·33					
42	Quebec and Lake St. John.....	191·00	Employés.....	2			
			{ Passengers.....				
			{ Employés.....				
			{ Others.....				
43	Quebec Central.....	153·50					
44	Quebec, Montmorency and Charlevoix.....	20·50					
45	*Salisbury and Harvey.....	52·00					
46	Shore Line.....	82·50	Employé.....				
47	Stanstead, Shefford and Chambly.....	43·00					
48	St. Catharines and Niagara Central.....	12·35					
49	St. John Bridge and Railway Extension.....	1·75					
50	South-Eastern—						
	Montreal, Portland and Boston.....	260·00	{ Employés.....	1	3		3
	Lake Champlain and St. Lawrence Junction.....		{ Others.....				
51	Témiscouata.....	81·00					
52	Thousand Islands.....	4·08					
53	Western Counties.....	67·00	{ Passenger.....				
			{ Employé.....				
54	Windsor and Annapolis.....	84·00					
	Windsor Branch.....	32·00	116·00	Other.....			
		13,256·66		35	74	21	65

* Late Albert.

Year ended 30th June, 1890—*Concluded.*

At work on or near Track making up Trains.		Putting Arms or Heads out of Wind'ws		Coupling Cars.		Collisions, or by Trains thrown from Track.		Walking, standing, lying or being on Track.		Ex-plosions.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
6	24	2	7	341	14	73	112	75	1	4	15	147	207	797	
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6	25	...	3	7	359	14	74	117	76	1	4	16	158	217	838	

No. 9.—LINES OF RAILWAY owned by Coal and Iron Mines, Year ended 30th June, 1890.

Name.	Length of Rail-way.	Gauge.	No. of Engines.	No. of Waggons.	Remarks.
NOVA SCOTIA,					
	Miles.	Feet.			
Intercolonial Coal Mining Co.	8 00	4 8½	4	168	Cars furnished by Intercolonial Ry.
Acadia Coal Co.	6 00	4 8½	2	...	
Londonderry Iron Co.	11 00	4 8½	3	31	
do do	3 00	3 0	2	25	
Albion	3 00	4 8½	2	50	
	31 00		13	274	
CAPE BRETON.					
Old Bridgeport.	63	4 8½	Rolling stock furnished by International Coal and Railway Co.
General Mining Association—					
Sidney.	4 80	4 8½	3	210	Only 11 miles in operation.
Victoria	5 00	4 8½	2	127	
Sidney and Louisburg.	43 00	3 0	4	253	
Gowrie.	1 50	3 6	2	123	
International.	12 00	4 8½	3	178	
Caledonia	2 25	4 8½	2	120	
	69 18		16	1,011	

No. 10.—STATEMENT of Aid granted to Railways —Constructed and under Construction—by Governments,—for the Year ended 30th June, 1890.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscrip- tion to Shares or Bond.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
DOMINION GOVERNMENT.						
Albert (now Salisbury and Harvey).....	15,000 00		14,665 45			
Albert Southern.....			51,200 00			
Baie des Chaleurs.....			620,000 00			
Belleville and North Hastings.....			22,400 00			
Beauharnois Junction.....			96,000 00			
Brantford, Waterloo and Lake Erie.....			57,600 00			
Brockville, Westport and Sault Ste. Marie.....			192,000 00			
Buctouche and Moncton.....			102,400 00			
Canada Atlantic.....			314,400 00			
Canada Central.....			1,525,250 00			
Canadian Pacific.....			55,172,713 71			
Cape Breton.....			3,019,752 61			
Caracquet.....			225,912 54			
Central of New Brunswick.....			24,439 84			
Chatham Branch.....			44,800 00			
Cornwallis Valley.....			44,800 00			
Cumberland Railway and Coal Company.....			187,200 00			
Drummond County.....			22,400 00			
Dominion Lime Company.....			1,318,731 49			
Eastern Extension.....			82,632 82			
Elgin, Pettoodisc and Havelock.....			96,000 00			
Erie and Huron.....			750,000 00			
Esquimalt and Nanaimo.....			30,000 00			
Fredericton and St. Mary's Railway Bridge Co.....	300,000 00					
Grand Trunk.....	15,142,633 33					
do Georgian Bay and Lake Erie.....			48,000 00			
Great Eastern.....			229,500 00			
Great Northern.....			112,000 00			
Guelph Junction.....			51,200 00			
Harvey Branch.....			9,600 00			
Hersford.....			156,800 00			
Intercolonial.....			48,624,018 47			
International.....			156,800 00			
Irondale, Bancroft and Ottawa.....			160,000 00			
Jacques Cartier Union.....			20,000 00			
Carried forward.....	15,457,633 33		113,807,226 98			

South Norfolk.....			54,400 00	
Stewiacke Valley and Lansdowne.....			80,000 00	
Tensicouata.....			649,200 00	
Thousand Islands.....			54,400 00	
Tobique Valley.....			89,600 00	
Toronto, Grey and Bruce.....			18,656 00	
West Ontario Pacific.....			256,000 00	
Western Counties.....			500,000 00	
Windsor and Annapolis.....			1,089,674 00	
	15,891,533 33		129,553,789 69	
ONTARIO GOVERNMENT.				
Canada Atlantic.....			270,000 00	
Canada Central.....			1,479,000 00	
Canada Southern.....			147,868 65	
Central Ontario.....			126,500 00	
Cobourg, Blairton and Marmora.....	26,000 00		18,740 00	
Credit Valley.....			531,000 00	
Erie and Huron.....			83,000 00	
Grand Junction.....			182,500 00	
Georgian Bay and Lake Erie.....			336,000 00	
Hamilton and North-Western.....			563,020 00	
Kingston and Pembroke.....			456,493 00	
London, Huron and Bruce.....			178,638 08	
Midland.....			168,350 20	
Northern.....			196,188 00	
Port Arthur, Duluth and West.Jrn.....			150,000 00	
Toronto and Nipissing.....			105,212 00	
Lake Simcoe Junction.....			53,000 00	
Toronto, Grey and Bruce.....			373,282 00	
Victoria.....			312,000 00	
Wellington, Grey and Bruce.....			241,276 00	
Whitby, Port Perry and Lindsay.....			94,957 59	
	26,000 00		6,071,007 52	
QUEBEC GOVERNMENT.				
Baie des Chaleurs.....			700,000 00	
Great Eastern.....			156,000 00	
Drummond County.....			156,000 00	
Herford.....			46,920 00	
International.....			391,122 02	
Lake Champlain and St. Lawrence Junction.....			380,000 00	
Lake Temiskaming Colonization Railway Company.....			177,200 00	
L'Assomption.....			7,350 00	
Levis and Kennebec.....			+	
	15,917,533 33		2,014,592 02	
Carried forward.....			135,624,797 21	

†Included in Quebec Central.

*Dominion Government pays to Quebec Government 5 per cent. per annum on these two accounts.

No. 10.—STATEMENT of Aid granted to Railways by Government—*Concluded.*

Name of Railway.	Loan.		Total.		Bonus.		Total.		Subscrip- tion to Shares or Bonds.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Brought forward.....			15,917,583	88			2,014,592	02	135,624,737	21		
QUEBEC GOVERNMENT—<i>Concluded.</i>												
Lower Laurentian.....							168,000	00				
Missquoi Valley.....							228,000	00				
Montreal and Champlain Junction.....							329,073	00				
Montreal and Ottawa.....							70,000	00				
Montreal, Portland and Boston.....							197,582	00				
Montreal and Western.....							350,000	00				
Montreal and Lake Maskinongé.....							65,000	00				
Ottawa and Gatineau Valley.....							320,000	00				
Pontiac and Pacific Junction.....							600,000	00				
Quebec and Lake St. John.....							2,184,000	00				
Quebec Central.....							1,041,250	00				
Quebec, Montreal, Ottawa and Occidental.....			3,722,956	00			727,000	00				
Quebec, Montmorenci and Charlevoix.....							162,000	00				
South-Eastern.....							444,000	00				
Tenniscouata.....							462,000	00				
Waterloo and Magog (now Atlantic & N. W.—C.P.R.).....							92,000	00				
			3,722,956	00					9,454,497	02		
NEW BRUNSWICK GOVERNMENT.												
Albert (now Salisbury & Harvey).....							455,000	00				
Albert Southern.....							52,500	00				
Buctouche and Moncton.....							96,000	00				
Caraqueet.....							180,000	00				
Central of New Brunswick.....							132,000	00				
Chatham Branch.....							32,000	00				
Fredericton.....							230,000	00				
Grand Southern (now Shore Line).....							425,000	00				
Harvey Branch (now Salisbury & Harvey).....							9,000	00				
Kent Northern.....							135,000	00				
New Brunswick.....							76,000	00				
New Brunswick and Canada.....							575,000	00				
New Brunswick and Prince Edward Island.....							108,000	00				
Northern and Western (now Canada Eastern).....							321,500	00				
Petitcodiac and Elgin (Elgin, Petitcodiac and Havelock).....							107,500	00				

do Oxford.....	Credit Valley.....	200,000 00		
do Wellington.....	do do.....	135,000 00		
do Waterloo.....	do do.....	110,000 00		
do Peel.....	do do.....	75,000 00		
do Halton.....	do do.....	70,000 00		
City of Toronto.....	do do.....	350,000 00		
do St. Thomas.....	do do.....	50,000 00		
Town of Milton.....	do do.....	30,000 00		
do Brampton.....	do do.....	20,000 00		
do Ingersoll.....	do do.....	10,000 00		
do Orangeville.....	do do.....	15,000 00		
Village of Streetsville.....	do do.....	20,000 00		
			1,085,000 00	
County of Kent.....	Erie and Huron.....	155,000 00		
Town of Chatham.....	do do.....	30,000 00		
do Dresden.....	do do.....	20,500 00		
do Blenheim.....	do do.....	11,000 00		
Village of Wallaceburg.....	do do.....	11,000 00		
Township of Sombra.....	do do.....	14,000 00		
do Sarnia.....	do do.....	16,000 00		
				257,500 00
do Woodhouse.....	Georgian Bay and Lake Erie.....	15,000 00		
Town of Simcoe.....	do do.....	10,000 00		
Township of South Norwich.....	do do.....	10,000 00		
do North do.....	do do.....	40,000 00		
St. Township of Woodstock.....	do do.....	25,000 00		
Township of East Oxford.....	do do.....	25,000 00		
do Woodstock.....	do do.....	60,000 00		
Town of Woodstock.....	do do.....	120,000 00		
do Stratford.....	do do.....	40,000 00		
County of Perth.....	do do.....	10,000 00		
Township of Mornington.....	do do.....	15,000 00		
do Elms.....	do do.....	10,000 00		
Town of Listowel.....	do do.....	30,000 00		
Township of Wallace.....	do do.....	25,000 00		
Town of Palmerston.....	do do.....	30,000 00		
Township of Minto.....	do do.....	20,000 00		
Town of Harrisburg.....	do do.....	80,000 00		
Township of Normandy.....	do do.....	65,000 00		
do Bentwick.....	do do.....	20,000 00		
do Brant.....	do do.....	45,000 00		
do Elderslie.....	do do.....	45,000 00		
do Arran.....	do do.....	43,000 00		
do Anabel.....	do do.....	32,000 00		
do Kippel.....	do do.....	10,000 00		
do Albermarle.....	do do.....	22,000 00		
Town of Mount Forest.....	do do.....	60,000 00		
Township of Egremont.....	do do.....	877,960 00		
	Carried forward.....		3,013,000 00	67,500 00

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Township of Glenelg.....	Brought forward.....			877,000 00	3,018,000 00		
Town of Durham.....	do			20,000 00	929,000 00		67,500 00
City of Belleville.....	Grand Junction.....			150,000 00			
Village of Stirling.....	do			5,000 00			
Township of Rawdon.....	do			15,000 00			
do Seymour.....	do			35,000 00			
do Percy.....	do			8,000 00		50,000 00	50,000 00
do Asphodel.....	do						
City of Guelph.....	Guelph Junction.....	135,000 00	155,000 00		213,000 00	20,000 00	20,000 00
County of Frontenac.....	Kingston and Pembroke.....			170,000 00			
City of Kingston.....	do			318,000 00			
Village of Renfrew.....	do			3,000 00			
City of Hamilton.....	Hamilton and North-Western.....			99,733 00	491,000 00		
County of Halton.....	do			75,791 00			
Village of Georgetown.....	do			11,289 00			
County of Peel.....	do			30,974 00			
do Simcoe.....	do			354,007 00			
Town of Collingwood.....	do			12,084 00			
Township of Innisfil.....	do			22,592 00			
do Woodhouse.....	do			20,740 00			
do Adjala.....	do			2,500 00			
do Essa.....	do			2,500 00			
do Tessoronto.....	do			10,000 00			
do Mulmur.....	do			5,000 00			
Village of Alliston.....	do			8,000 00			
City of Hamilton.....	do					100,000 00	100,000 00
Township of Notiasawaga.....	do			20,386 00			
do South Colchester.....	Lake Erie, Essex & Detroit River.....			20,000 00	675,596 00		
do Garfield.....	do			15,000 00			
Village of Kingsville.....	do			10,000 00	45,000 00		

Township of East Gwillimbury.....	Lake Simcoe Junction.....	45,000 00			
do North do.....	do do.....	20,000 00			
do Georgina.....	do do.....	20,000 00			
do Whitechurch.....	do do.....	15,000 00			100,000 00
Village of Leamington.....	Leamington and St. Clair.....	12,000 00			
Township of Morven.....	do do.....	15,000 00			
Village of Comber.....	do do.....	6,000 00			
Township of London.....	London, Huron and Bruce.....	15,000 00			
do Stephen.....	do do.....	17,500 00			
do Osborne.....	do do.....	25,000 00			
do Hay.....	do do.....	15,000 00			
do Goderich.....	do do.....	15,000 00			
do E. Wawanosh.....	do do.....	25,000 00			
do Hallet.....	do do.....	25,000 00			
do Tuckersmith.....	do do.....	10,000 00			
do Turnberry.....	do do.....	5,000 00			
do Morris.....	do do.....	10,000 00			
do Stanley.....	do do.....	10,000 00			
Village of Clinton.....	do do.....	20,000 00			
do Exeter.....	do do.....	10,000 00			
do Kincardine and Wigan.....	do do.....	9,000 00			
City of London.....	do do.....	100,000 00			311,500 00
Township of Thorah.....	Midland.....	50,000 00			
Town of Port Hope.....	do do.....	30,000 00			
Township of Orillia and Matchedash.....	do do.....	12,500 00			
Town of Orillia.....	do do.....	12,500 00			
Township of Tay.....	do do.....	21,370 85			
Village of Omamee.....	do do.....	2,000 00			
Township of Mara.....	do do.....	12,500 00			
Town of Peterborough.....	do do.....	4,000 00			
do Napanee.....	*Napanee, Tamworth and Quebec.....	30,000 00			
Village of Newburgh.....	do do.....	7,500 00			
Township of Camden.....	do do.....	30,000 00			
do Sheffield.....	do do.....	15,000 00			
City of Kingston.....	do do.....	75,000 00			
do Toronto.....	Northern.....	100,000 00			
County of Simcoe.....	do do.....	30,000 00			
Town of Barrie.....	do do.....	12,500 00			
do Orillia.....	do do.....	99,480 00			
Townships of Collingwood, Euphrasia and St. Vincent.....	do do.....	190,000 00			
		200,000 00			
	Carried.....	35,000 00	155,000 00	241,980 00	390,000 00
				6,360,446 85	627,500 00

* Now Kingston, Napanee and Western.

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Town of Smith's Falls	Brought forward		155,000 00	35,000 00	6,360,446 85		627,500 00
do Merrickville	Ontario and Quebec			25,000 00			
Township of West Winchester	do			10,000 00			
	do			15,000 00			
Town of Port Arthur	Port Arthur, Duluth and Western			25,000 00	50,000 00		
Municipality of Norbery	do			15,000 00	40,000 00		
Town of Simcoe	South Norfolk			5,000 00			
Township of Charlotteville	do			20,000 00			
do South Walshingham	do			40,000 00	65,000 00		
City of St. Catharines	St. Catharines & Niagara Central	80,000 00	80,000 00	80,000 00			
Town of Thorold	do			20,000 00			
City of Ottawa	St. Lawrence and Ottawa	200,000 00			100,000 00	60,000 00	
Town of Prescott	do	100,000 00				30,000 00	
			300,000 00				90,000 00
do Gananoque	Thousand Islands			150,000 00			
City of Toronto	Toronto and Nipissing			10,000 00			
Township of Scarboro	do			30,000 00			
do Markham	do			50,000 00			
do Uxbridge	do			10,000 00			
do Scott	do			50,000 00			
do Brock	do			44,000 00			
do Eldon	do			15,000 00			
do Bexley	do						
do Somerville	do						
Townships of Luxton, Digby and Langford	do			12,500 00			
Town of Uxbridge	do			2,000 00			
							388,500 00
Albion	Toronto, Grey and Bruce			40,000 00			
Caledon	do			45,000 00			
Mono	do			45,000 00			
Amaranth	do			30,000 00			

Arthur	do	do	35,000 00			
Orangeville	do	do	15,000 00			
Mount Forest	do	do	20,000 00			
Toronto	do	do	360,000 00			
County of Grey (Group)	do	do	300,000 00			
Owen Sound	do	do	5,000 00			
Minto	do	do	15,000 00			
Howick	do	do	35,000 00			
Gorrie and Wroxeter	do	do	5,000 00			
Teeswater	do	do	38,000 00			
Calross	do	do	5,000 00			
Turnbury	do	do	5,000 00			
				988,000 00		
Victoria	Victoria	do	85,000 00			
Town of Lindsay	do	do	25,000 00			
Village of Fenelon Falls	do	do	22,000 00			
Township of Verulam and Somerville	do	do	54,000 00			
County of Haliburton	do	do		186,000 00		
Fergus	Wellington, Grey and Bruce.	do	10,000 00			
Peel	do	do	40,000 00			
Elora	do	do	10,000 00			
Maryboro'	do	do	40,000 00			
Nichol	do	do	10,000 00			
Wallace	do	do	35,000 00			
Minto	do	do	65,000 00			
Bruce	do	do	278,000 00			
Howick	do	do	20,000 00			
Listowell	do	do	15,000 00			
Grey	do	do	35,000 00			
Elma	do	do	30,000 00			
Morris	do	do	30,000 00			
W. Wawanosh	do	do	18,000 00			
Ashfield	do	do	1,000 00			
Turnbury	do	do	28,000 00			
Kincardine	do	do	8,000 00			
				682,000 00		
Town of Whitby	Whitby, Port Perry and Lindsay.	do	70,000 00			
Township of Whitby	do	do	15,000 00			
do Beach	do	do	30,000 00			
do Scugog	do	do	2,000 00			
County of Victoria	do	do	85,000 00			
Village of Port Perry	do	do	20,000 00			
Manufacturing Co.	do	do	94 93			
				222,094 93		
					9,092,041 78	
						717,500 00

535,000 00

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
QUEBEC.							
Farnham.....	Canadian Pacific.....						
Town of Nicolet.....	Drummond County.....			10,000 00	20,000 00		
Municipality of St. Leonard.....	do.....			5,000 00	15,000 00		
Parish of St. Antoine.....	Great Eastern.....			10,000 00	20,000 00		
do St. Denis.....	do.....			10,000 00			
Parish of Ste. Sophie.....	Great Northern.....			4,000 00	6,000 00		
Village of New Glasgow.....	do.....			2,000 00			
County of Compton.....	International.....			20,000 00		225,000 00	225,000 00
St. Pie.....	Lake Champlain & St. Lawrence.....			10,000 00			
L'Ange Gardien.....	do.....			6,000 00			
St. Paul.....	do.....			15,000 00			
St. Philipsburg.....	do.....						
City of Three Rivers.....	Lower Lawrentian.....						
Ascot.....	Massawippi Valley.....					40,000 00	
Hatley.....	do.....					25,000 00	
Township of Melbourne and Brompton	do.....						
Gore.....	Missisquoi & Black River Valley.....						
Township of Ely.....	do.....						
do North Stukelley.....	do.....						
do Bolton.....	do.....						
do Champlain Junction.....	Montreal & Champlain Junction.....						
Chambly Canton.....	Montreal, Portland and Boston.....			15,000 00	21,174 00		
do Basin.....	do.....			10,000 00			
Town of Sorel.....	Montreal and Sorel.....			12,000 00	25,000 00		
Village of Boucherville.....	do.....			600 00			
do Varennes.....	do.....			1,000 00			
Parish of St. Roch.....	do.....			500 00			
County of Pontiac.....	Pontiac and Pacific Junction.....			100,000 00	14,100 00		
Village of Shawville.....	do.....			1,000 00			
Parish of Sherbrooke.....	Quebec Central.....			50,000 00	101,000 00		
do Dudswell.....	do.....			25,000 00			
do Weston.....	do.....			25,000 00			

Garthby	do	103,000 00	3,000 00	450,000 00	450,000 00	450,000 00
City of Quebec.....	Quebec and Lake St. John.	.....	.....	.....	.....	.....
do Montreal.....	Quebec, Montreal, Ottawa and Occidental..	.....	.....	.....	.....	.....
do Quebec.....	do	.....	.....	.....	.....	.....
do Three Rivers.....	do	.....	.....	.....	.....	.....
County of Ottawa.....	do	.....	.....	.....	.....	.....
St. Saviour de Quebec.....	do	.....	.....	.....	.....	.....
Côte St. Louis.....	do	.....	.....	.....	.....	.....
Village of Ste. Thérèse.....	do	.....	.....	.....	.....	.....
Parish of do	do	.....	.....	.....	.....	.....
do St. Jérôme.....	do	.....	.....	.....	.....	.....
Village of do	do	.....	.....	.....	.....	.....
St. Scholastique.....	do	.....	.....	.....	.....	.....
St. Andrew's.....	do	.....	.....	.....	.....	.....
St. Jerusalem of Argenteuil.....	do	.....	.....	.....	.....	.....
County of Brome.....	South-Eastern	.....	.....	.....	.....	.....
Township of do	do	.....	.....	.....	.....	.....
do Sutton.....	do	.....	.....	.....	.....	.....
do Potton.....	do	.....	.....	.....	.....	.....
do Farnham.....	do	.....	.....	.....	.....	.....
Village of West Farnham.....	do	.....	.....	.....	.....	.....
do East do	do	.....	.....	.....	.....	.....
do Waterloo.....	do	.....	.....	.....	.....	.....
do Drummondville.....	do	.....	.....	.....	.....	.....
County of Drummond.....	do	.....	.....	.....	.....	.....
Township of Wickham.....	do	.....	.....	.....	.....	.....
do St. German.....	do	.....	.....	.....	.....	.....
do Sorel.....	do	.....	.....	.....	.....	.....
Village of Actonvale.....	do	.....	.....	.....	.....	.....
do Roxton Falls.....	do	.....	.....	.....	.....	.....
Township of Roxton.....	do	.....	.....	.....	.....	.....
do Shefford.....	do	.....	.....	.....	.....	.....
do West Wickham.....	do	.....	.....	.....	.....	.....
Fraserville.....	Temiscouata.	.....	.....	.....	.....	.....
Municipality of Magog.....	Waterloo and Magog	.....	.....	.....	.....	.....
NEW BRUNSWICK.		.....	.....	.....	.....	.....
Hillsboro', Hopewell and Harvey Parishes.....	Albert	.....	.....	.....	.....	.....
Coverdale, Hillsboro', Hopewell and Harvey Parishes.....	do	.....	.....	.....	.....	.....
Carried forward.....		.....	.....	.....	.....	.....

County of Westborne.....	Manitoba and North-Western.....	75,000 00	
Town of Portage la Prairie.....	.....	50,000 00	
do Minnedosa.....	.....	30,000 00	
Municipality of Shoal Lake.....	.....	20,000 00	
do Birche.....	.....	40,000 00	
do Strathclair.....	.....	600 00	
Rapid City.....	Saskatchewan and Western.....	10,000 00	215,600 00
			10,000 00
			595,600 00
			37,500 00
			35,000 00
BRITISH COLUMBIA.			
City of New Westminster.....	Canadian Pacific.....		
NORTH-WEST TERRITORIES.			
Not stated.....	Wood Mountain and Qu'Appelle.....		

* Now Shere Line.
 † Now Petitediac and Havelock.

No. 10.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Governments and Municipalities,
30th June, 1890—Concluded.
SUMMARY.

	Loan.		Total.		Bonus.		Total.		Subscriptions to Shares or Bonds.		Total.		Grand Totals.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
<i>Governments.</i>															
Dominion	15,891,533	33			129,553,789	69							145,445,323	02	
Ontario	26,000	00			6,071,007	52							6,097,007	52	
Quebec	3,722,956	00			9,454,497	02							13,177,453	02	
New Brunswick					4,217,346	81			300,000	00			4,517,346	81	
Nova Scotia	50,000	00			2,085,995	87							2,135,995	87	
Manitoba	1,945,000	00			533,300	00							2,478,300	00	
British Columbia			21,635,489	33			37,500	00				300,000	00	173,888,926	24
<i>Municipalities.</i>															
Ontario	535,000	00			9,092,041	78			717,500	00			10,344,541	78	
Quebec	2,434,000	00			451,274	00			1,368,000	00			4,253,274	00	
New Brunswick	23,000	00			233,500	00			60,000	00			316,500	00	
Nova Scotia					150,000	00			100,000	00			250,000	00	
Manitoba					595,600	00							595,600	00	
British Columbia					37,500	00							37,500	00	
North-West Territories					35,000	00							35,000	00	
			2,992,000	00				10,594,915	78			2,245,500	00	15,832,415	78
			24,627,489	33				162,548,352	69			2,545,500	00	189,721,342	02