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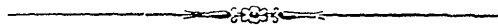
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DEPARTMENT OF RAILWAYS AND CANALS.



REGULATIONS AND TARIFF

FOR THE

DOMINION CANALS

1895.



OTTAWA :
GOVERNMENT PRINTING BUREAU
1895

DEPARTMENT OF RAILWAYS AND CANALS.

—1895—

REGULATIONS AND TARIFF

FOR THE

DOMINION CANALS

1895.



OTTAWA :
GOVERNMENT PRINTING BUREAU
1895

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DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, 1st May, 1895.

The following Regulations are intended to supersede all former Regulations on the subjects to which they relate.

They may be quoted as the "Canal Regulations of 1st May, 1895."

DOMINION CANALS.

Regulations, Tariff, Orders in Council and instructions
to Officers.

EXTRACT FROM REVISED STATUTES, 1886.

AN ACT RESPECTING THE DEPARTMENT OF RAILWAYS
AND CANALS.

TOLLS ON CANALS.

13a. The Governor in Council may impose and authorize the collection of tolls and dues upon any canal, and may, from time to time, in like manner, alter and change such dues or tolls, and may declare the exemptions therefrom; and all such dues and tolls shall be payable in advance and before the right to the use of the canal in respect of which they are incurred accrues, if so demanded by the collector thereof; authority from the Minister, to any person professing to act for him, shall not be called in question except by the Minister, or by some person acting for him or for Her Majesty.

b. All tolls and dues imposed under this Act may be recovered, with costs, in any court of competent jurisdiction, by the collector or person appointed to receive the same, in his own name or in the name of Her Majesty, and by any form of proceeding by which debts to the Crown are recoverable:

c. The goods on board of any steamboat, vessel, raft, crib or other craft, to whomsoever the same belong, shall be liable for any tolls, dues or penalties imposed and levied under this Act, and they or any of them may be seized, detained and sold in the same manner as the steamboat, vessel, raft, crib or other craft in which they are, as if they belonged to the person violating any such regulation, saving the recourse of the real owner thereof against such person who is deemed the owner for the purposes of this Act:

d. The same tolls shall be payable on steamboats or vessels of any kind, and passengers, taken down the river St. Lawrence past any of the canals between Montreal and Kingston, as would be payable on such steamboats, vessels or passengers, if the same had been taken through the canal or canals past which they are so taken down; and such tolls shall be levied in like manner, and under the like penalties and forfeitures, for the non-payment thereof.

14. All tolls, dues or other revenues imposed and collected under this Act shall be paid by the persons receiving the same to the Minister of Finance and Receiver General in such manner and at such intervals as he appoints, but such intervals shall in no case exceed one month

REGULATIONS FOR USE OF CANALS.

15. The Governor in Council may, from time to time, make such regulations as he deems necessary for the management, maintenance, proper use and protection of all or any of the canals, or for the ascertaining and collection of the tolls, dues and revenues thereon.

PENALTIES.

16. The Governor in Council may, by such regulations, impose such penalties, not exceeding in any one case four hundred dollars, for any violation of any such regulation as he deems necessary for insuring the observance of the same and the payment of the tolls and dues imposed as aforesaid—and may also, by such regulations provided for the non-passing or detention or seizure, at the risk of the owner, of any steamboat, vessel or other craft, timber or goods, on which tolls or dues have accrued and have not been paid, or in respect of which any such regulations have been violated, or any injury done to such canals and not paid for, or for or on account of which any penalty has been incurred and remains unpaid—and for the sale thereof, if such tolls, dues, damages or penalty are not paid by the time fixed for the purpose, and for the payment of such tolls, dues, damages or penalty out of the proceeds of such sale, returning the surplus if any, to the owner or his agent: but no such provision shall impair the right of the Crown to recover such tolls, dues, penalty or damages in the ordinary course of law; and any such tolls, dues or penalties shall always be recoverable as herein provided.

17. Every one who is an officer or servant of, or a person employed, by the Minister on any canal, and who wilfully or negligently violates any order or regulation of the department, or any Order in Council lawfully made or in force, respecting the canal on which he is employed, and of which a copy has been delivered to him, or has been posted up or open to his inspection in some place where his work or his duties, or any of them, are to be performed—if such violation causes injury to any property or to any person, or exposes any property or any person to the risk of injury, or renders such risk greater than it would have been but for such violation, although no actual injury occurs, is guilty of a misdemeanor, and shall, according as the court before which the conviction is had considers the offence proved to be more or less grave, or the injury or risk of injury to person or property to be more or less great, be liable to a penalty not exceeding four hundred dollars, or to imprisonment for a term not exceeding five years, or to both penalty and imprisonment, in the discretion of the court.

18. If such violation does not cause injury to any property or person, or expose any property or person to the risk of injury, or make such risk greater than it would have been but for such violation, the officer, servant or other person guilty thereof shall incur a penalty not exceeding the amount of thirty days' pay and not less than fifteen days' pay of the offender from the department, in the discretion of the justice of the peace before whom the conviction is had; and such penalty shall be recoverable, with costs, before any one justice of the peace having jurisdiction where

the offence has been committed or where the offender is found, on the oath of one credible witness other than the informer.

19. A moiety of every pecuniary penalty recovered under either of the two sections next preceding shall belong to Her Majesty for the public uses of Canada, and the other moiety shall belong to the informer, unless he is an officer or servant of or person in the employ of the Minister,—in which case he shall be a competent witness, and the whole penalty shall in such case belong to Her Majesty, for the use aforesaid.

RECOVERY OF PENALTIES.

20. All pecuniary penalties imposed by this Act, or by any regulation made under the authority thereof, shall be recoverable, with costs, before any justice of the peace for the district, county or place in which the offence was committed, under the "*Act respecting Summary Proceedings before Justices of the Peace*:" and if sufficient distress cannot be found, and such penalty is not forthwith paid, such justice may, by warrant under his hand and seal, cause the person offending to be imprisoned for such term as such justice directs, not exceeding thirty days, unless such penalty and costs are sooner paid; and such penalties shall, except as hereinbefore provided, belong to Her Majesty, for the public uses of Canada.

RULES and REGULATIONS as laid down by the Order in Council of the 25th day of March, 1895.

AT THE GOVERNMENT HOUSE AT OTTAWA.

Monday, 25th day of March, 1895.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS Excellency, in virtue of the powers conferred upon 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 make the following rules and regulations for the management, maintenance, proper use and protection of the canals of the Dominion, and to impose and authorize the collection thereon of the tolls and dues set forth in the annexed "Tariff of Tolls" for passage through such canals and also to approve of the "Instructions to Collectors" herewith.

His Excellency is further pleased to order that all orders in council heretofore made establishing rules and regulations to be observed on the canals, fixing rates of tolls for passage through the same or approving "Instructions to Collectors" shall be and the same are hereby repealed.

JOHN J. MCGEE,
Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.

DOMINION OF CANADA.
DEPARTMENT OF RAILWAYS AND CANALS.

RULES and REGULATIONS for the guidance and observance of those operating and using the Canals of the Dominion of Canada, to take effect on the 1st May, 1895.

CLEARANCES.

Sec. 1. The master or person in charge of any vessel, steamboat, boat or raft navigating any of the canals, shall immediately upon or before entering any of these canals, obtain a clearance for such vessel, boat or raft, as aforesaid, at the first or nearest collector's office, which clearance shall be exhibited at the first lock after departing from the collector's office, to the superintending engineer or lockmaster, or any officer duly authorized, and the same shall be exhibited at any other lock whenever and as often as shall be required by any such officers, and in default thereof the lockmaster shall not permit such vessel, boat or raft to pass through the lock, and the owner or master in charge thereof shall be subject to a fine not exceeding twenty dollars; and any superintending engineer, collector, wharfinger, lockmaster or other officer duly authorized shall have the right at any time to board any vessel, boat or scow when necessary, in order to check or verify any pass or manifest of such vessel, boat or scow; and any master or person in charge of any such vessel, boat or scow, who shall obstruct and prevent any officer in such discharge of his duty, shall be subject to a penalty not less than forty dollars.

DRAFT OF WATER.

Sec. 2. Every vessel or boat navigating any of the canals shall be correctly and distinctly marked and gauged in feet and inches at the bow, amidships and stern, showing the exact draft of water drawn by each portion of the vessel or boat, neither of which will be allowed to enter the Welland Canal drawing more than fourteen feet of water, the Murray Canal eleven feet, the St. Lawrence and Ottawa Canals nine feet, the Chamby Canal six and a half feet, the Trent Valley Canal five feet, the Rideau Canal four and a half feet, the Sault Ste. Marie Canal seventeen feet, and the St. Peter's Canal seventeen feet, and in all cases possibly less, should circumstances so require, and the master or person in charge of the same who shall proceed into any of the said canals in violation of this regulation, shall be subject to a fine not exceeding one hundred dollars, and to detention until the said fine is paid, and the vessel properly lightened.

WHISTLE, BELL OR HORN.

(b.) They shall also be supplied with a horn, bell or steam-whistle, which it shall be the duty of the person in charge to sound, or cause to be sounded at least one quarter of a mile, or fifteen minutes before entering

any lock, or passing any swing-bridge, under a penalty of not less than two dollars and not exceeding twenty dollars. *Provided, however, that such horn, bell or steam-whistle shall be used only as much as is strictly necessary in the opinion of the superintending engineer, to give the lockmaster or bridge-keeper timely warning to make preparations to receive the vessels or boats, or allow them to pass a lock or bridge.*

LIGHTS.

Sec. 3. Every vessel or boat navigating any of the canals, or any navigable channel between any of the canals, whether under way or at anchor, or passing through any lock, or lying moored in any canal, shall, during the night, *in addition to the coloured lights shown when on the open lake*, show a conspicuous light at the bow and stern; a light shall also be exhibited at each end of every raft passing through or lying in any navigable channel or canal at night, and the person in charge of any such vessel, boat or raft who shall neglect to cause such lights to be shown, or the owner of any such vessel, boat or raft, shall incur a penalty of not less than four dollars and not exceeding forty dollars.

SCREENS.

Sec. 4. No steam vessel using wood as fuel shall be permitted to pass any of the canals or into or out of the harbours which shall not have fixed at the top of each of her chimneys or smoke-pipes a wire screen through which the smoke from the fires of the said steam-vessel is to pass, with meshes or interstices not more than one quarter of an inch in width, the screen to be so placed as to be perfectly visible when closed, and any lock-keeper who shall permit the passage of any steam-vessel or craft propelled by steam without such wire-screen closed on each of the chimneys or smoke-pipes, shall be subject to a fine of twenty dollars for each offence; and every master or person in charge of any such steam-vessel or other craft propelled by steam, who shall proceed with a vessel under his charge into or through any part of the said canal or harbours without having such wire-screens closed over each of the chimneys of the vessel or craft, shall be subject to a like fine of twenty dollars for each offence, and for all damages ensuing therefrom, as estimated by the superintending engineer.

APPROACHING LOCK, STOP SPEED.

Sec. 5. It shall be the duty of all masters or persons in charge of any steamboat or other vessel, or of any raft, on approaching any lock or bridge to ascertain for themselves, by careful observation, whether the lock or bridge is prepared and ready to receive them, or allow them to pass through, and to be careful to stop the speed of any such steamboat or other vessel or raft with lines, and not with the engine and wheel, in sufficient time to avoid a collision with the lock or its gates, or the bridges or other works of the canal and harbours, and should such collision take place, the owner, owners or masters of such steamboat, other vessel or raft, shall be subject to such fine as the superintending engineer may impose, not exceeding eighty dollars, and shall also be held liable for any damage to

the lock, bridges or other works of the canal that may ensue from such collision; such damage to be estimated by the superintending engineer of the canal, and at once paid over to the collector, paymaster or person appointed to receive it.

MOVE VESSEL WHEN REQUIRED.

Sec. 6. The owner, master or person in charge of any vessel, boat or raft as aforesaid, shall, when required to do so by the superintending engineer of the canal or other officer duly authorized on that behalf, promptly and with all diligence move such vessel, boat or raft as aforesaid, to any place where the superintending engineer or other officer shall direct, as it may appear to him to be necessary for the purpose of repairing a breach, or for preserving the free and uninterrupted navigation of the canal, or harbours, or for the maintenance of order and regularity at the locks, wharves and landing places, or elsewhere, under a penalty not exceeding forty dollars.

REGULATING WATER.

Sec. 7. No person shall open or shut any of the gates or sluices of any of the locks or waste-weirs, or draw down the level by any means whatever, for the supply of machinery, or for any object, nor shall he in any manner interfere with any of the locks, bridges, waste-weirs or other works of the canal, unless by consent, and under the direction of the officer or person in charge of the same, and any person (not coming within the meaning and provision of section 18 of this order) who shall commit a breach of this regulation, or interfere with or obstruct the superintending engineer, lock-master, or other person employed under him, in the execution or performance of his duties, shall incur a penalty not exceeding forty dollars for each and every offence.

YARDS TO BE TOPPED UP.

Sec. 8. All sailing vessels, or other vessels navigating any canal or harbour, shall have their yards topped or braced up, so as not to extend athwart-ships further than the side of the vessel; they shall also have their booms, bowsprits, jib-booms, cat-heads, and all outriggers, rigged in or topped up and their anchors secured, so as to avoid doing damage to any of the lockgates, piers, bridges or other works, or vessels, under a penalty against the owner, master or person in charge, not exceeding forty dollars currency for any and every neglect of this regulation.

MASTS AND FLAG-POLES.

(b.) In the case of all barges or other vessels using the Lachine Canal, with the exception of those larger crafts whose size as at present requires the opening of the draw, no mast, flagpole or other erection shall be permitted of a greater height than will admit of safe passage under the Atlantic and North-West Railways Compagny's draw-bridge on the said Canal, unless such mast, flag pole or other extension is furnished with an appliance for lowering, under a penalty against the owner, master or

person in charge, not exceeding forty dollars currency for any and every neglect of this regulation.

ANCHORS NOT TO BE CAST IN CANALS OR HARBOURS.

9. No master or person in charge of any vessel, boat or raft navigating any canal or harbour shall cast anchor in the same, or in the channel leading thereto, nor fasten nor moor any such vessel, boat or raft whilst in the canal or harbour, or channel leading thereto, nor discharge any part of their cargo, or take in any lading or wood without the express permission of the superintending engineer under a penalty of not less than four dollars, nor exceeding forty dollars, for each and every offence.

REPAIRING VESSELS ON CANAL LANDS.

Sec. 10. No person shall build or repair vessels, boats or barges on any canal ground, unless with the permission of and at such places as the superintending engineer may point out, under a penalty of not less than four dollars, nor more than eighty dollars, and the master of any vessel, or person whatsoever, who shall boil or heat tar, pitch, turpentine, resin or grease, for graving or paving a vessel, or for any other purposes, on any canal ground, except with the permission of and at such places as the superintending engineer may point out, shall incur a like penalty of not less than four dollars nor exceeding twenty dollars.

PENALTY FOR THROWING REFUSE INTO CANALS.

Sec. 11. Any person or persons who shall throw into the harbour or canal, or any lock, feeder, basin or waste-weir connected therewith, or into the channel, or within two hundred yards of the entrance thereof, any carcass or dead animal, or putrid substance of any kind, or stones, ballast, timbers, brush or other rubbish, or in any manner obstruct any canal or harbour, or channel thereto, shall incur a penalty of not less than two dollars and not exceeding two hundred dollars.

PIKE-POLES NOT TO BE USED.

Sec. 12. No pike-poles or other instruments shod with iron shall be used in or about the locks or in the canals, under a penalty of four dollars against the person offending.

PILING WOOD, PERMISSION MUST BE OBTAINED—NOTHING TO BE DRAGGED ON BANKS.

Sec. 13. No person or persons shall pile wood, or place timber, logs, stones or other materials upon the towing-path, beambank or any other bank of any canal or basin, or upon any canal ground or harbour, without the permission in writing of the superintending engineer, and no person shall roll or draw from or into any of the canals, harbours or over the side of any lock or aqueduct, or over the side of any embankment, any log, timber or other material, and every violation of this regulation shall subject every person so offending to a penalty not exceeding forty dollars.

SPECIAL PERMISSION TO BE OBTAINED FOR RAFTS.

Sec. 14. Timber, cordwood, staves, saw-logs and spars shall not be allowed to pass into or through any of the canals in raft, without permission from the superintending engineer, and every person offending against this regulation shall be subject to a fine of twenty dollars. In case rafts be admitted into the canal with the permission of the superintending engineer, they shall be governed by the following regulations:—

SIZE OF RAFTS.

Sec. 15. No raft or tow of timber passing through the Welland Canal, shall exceed 25 feet in width, or more than 500 feet in length between Lake Erie and Allanburgh or half that length between Allanburgh and Lake Ontario. On the Murray, Cornwall, Beauharnois, Lachine, and Ottawa River Canals, the dimensions must not exceed 28 feet by 500 feet, on the Williamsburgh Canals 28 feet by 200 feet. On the Chambly Canal 23 feet by 400 feet. In the contracted parts of the Trent Valley Canal, within limits to be defined by the superintending engineer, 30 feet by 600 feet, and on the Rideau Canal 25 feet by 100 feet.

DISTANCE BETWEEN RAFTS.

(a.) No such raft or tow of timber shall approach any other raft or tow of timber nearer than one-eighth part of a mile, unless for the purpose of passing, or to be moored, nearer than one-eighth part of a mile, to any other raft or tow of timber which shall be first moored.

TRAVERSES IN CRIBS.

(b.) No traverse in any crib of timber shall extend within one inch of the outer edge of the outside piece of such crib of timber.

CLEARANCE FOR RAFTS.

(c.) Every separate raft or tow of timber shall be provided with a clearance, and shall lie over on the off side when passing any vessel in the canal.

MOORING RAFTS.

(d.) No raft shall be allowed to lie unmoored in any canal, or be moored or allowed to lie in any manner across the channel to obstruct the navigation; and every raft or tow of timber shall be conducted through the canal without any unnecessary delay, at such time only, and with such number of men and horses and under such further regulations as shall be appointed by the superintending engineer of the canal.

NUMBER OF MEN TO BE IN CHARGE OF RAFTS.

(e.) Every raft or tow of timber of the full length hereinbefore mentioned, when passing through the canal, shall have at least three men in charge thereof, and shall be towed by two or more horses. Every shorter raft shall have at least two men and one or more horses.

LUMBER NOT TO PROJECT OVER GUNWALE.

(f.) In all cases of vessels, boats or scows loaded with lumber etc., it shall be so stowed as not to project beyond the gunwale of the vessel, boat or scow.

PENALTY.

(g.) Every violation of any of the provisions of this section shall subject the owner, person or persons in charge of such tow or raft, or last mentioned vessel, boat or scow, to a penalty of not less than ten dollars, and not exceeding forty dollars.

UNCLAIMED OR ABANDONED PROPERTY TO BE SOLD.

Sec. 16. Should any vessel, boat, scow, raft, piece of timber or other matter be left abandoned in any canal or basin, harbour, stream or channel leading to or from the same, or in connection therewith, or in or near the entrance thereof, floating or sunken, or in any measure incommoding or likely, in the opinion of the superintending engineer, to incommode the navigation, or to interfere with the improvements or works of the canal, or harbour, or should any articles be found upon the bank of the canal, or harbour, not under the charge of any person, the owner thereof shall be subject to a fine of not less than four dollars, nor exceeding eighty dollars; which fine shall be held against the property so found, and the superintending engineer, of the canal may seize and remove any such unclaimed or abandoned property, and may afterwards sell the same at public auction, on giving two weeks' written or printed notice, at two public places nearest the place where such property may be found, and shall pay the proceeds of the sale into the hands of the nearest collector of tolls, or of the paymaster or person appointed to receive it; or the superintending engineer may cause such property to be removed, levying the cost attendant thereon, as well as the fine so imposed upon the owner or person claiming such property. Provided, also that upon suspicion that the captain or master intends to abandon such wreck, etc., the superintending engineer is hereby authorized to seize the same, as well as all the contents of said vessel, and to deal with the same as hereinbefore provided in cases of sunken or abandoned property. And provided also, that before removing any vessel, boat, scow or raft wrecked or sunken or any part thereof, or the contents thereof in the canal or harbour, or any property left on the bank of any canal or harbour connected therewith, the person or persons claiming such vessel, boat, scow or raft, or any portion thereof, or the contents thereof, or such property, shall give security for the payment of all costs and expenses that may be incurred by or for the removal of such wrecked or abandoned property, or any part thereof; such security to be approved of by the superintending engineer.

PROVISO IF OWNER APPEARS.

Sec. 17. If the owner or owners of any property so seized shall appear and claim the same before the time of sale, and pay the fine, the cost of seizure and expense of removal, no sale shall take place.

RELATING TO OWNERS OF MILLS.

Sec. 18. All owners of mills, or those in charge of them, shall stop or shut down their gates when so directed by the superintending engineer, and shall not at any time draw down the level below high-water mark, under a penalty of twenty dollars.

PRIORITY OF PASSAGE THROUGH LOCKS.

Sec. 19. As regards priority of passage through the canals or locks of the Dominion, there shall be only two recognized classes of vessels, namely:—

“FIRST CLASS” VESSELS DEFINED.

(a.) First class.—Composed of steamers whose machinery is described in the certificate of the steamboat inspector as suitable to be employed “in the carriage of passengers” in distinction to steamers whose machinery, &c., is described in such certificate as suitable to be employed “in the carriage of freight and passengers” also market steamers, and boats propelled by electricity.

“SECOND CLASS” VESSELS DEFINED.

(b.) Second Class.—Composed of all other vessels, of what kind soever they may be.

MAIL STEAMERS.

(c.) Of these two classes of vessels, those of the first class shall have priority of passage over those of the second class; provided, that mail steamers navigating the canals or passing through any of the locks of Canada shall always have priority of passage over all other vessels whatsoever; and any violation of this clause shall subject the offending party to a penalty of not less than four dollars and not exceeding twenty dollars.

BOATS WAITING AT LOCKS.

(d.) When several boats or vessels are lying by, or are waiting to enter any lock or canal, they shall lie in single tier, and at a distance of not less than 300 feet from such lock or entrance except where local conditions may otherwise require, and each boat or vessel, for the purpose of passing through, shall advance in the order in which it may be lying in such tier, except, in the case of vessels of the first class, to which priority of passage is granted as above.

NON ARRIVAL OF FIRST CLASS VESSELS ON TIME.

(e.) Should however, any first class vessel, for which at a certain fixed hour, any lock is kept clear, not then enter such lock, vessels of the second class, which may be in waiting, shall immediately have the use of the lock, and continue so to use it until the delayed first class vessel arrives.

VESSELS APPROACHING LOCKS TO BE MADE FAST IF ANOTHER IS BEING LOCKED THROUGH.

Sec. 20. All vessels and boats approaching a lock, while any other vessel, going in the contrary direction, is in or about to enter the same, shall be stopped and made fast to the posts placed for that purpose, unless otherwise allowed, and remain there until the vessel going through the lock shall have passed. Any steamer when blown on a lee bank in the canal, shall not attempt to work herself off with her engine and wheel, but shall run lines to the opposite side of the canal, and heave out into the channel with her capstan, under a penalty, for every such offence, of not less than four dollars and not exceeding twenty dollars.

MEETING AND PASSING OF VESSELS.

Sec. 21. In all cases of vessels or boats meeting in the Ottawa and Richelieu Canals, the vessels descending shall keep the towpath, the ascending vessels passing to the off-side; in the Sault Ste. Marie, Welland, Murray, St. Lawrence and Trent Valley Canals, vessels shall pass under the rules and regulations which govern the passing of vessels in the lakes; when any vessel, navigating any canal, shall overtake another vessel which shall not be moving at the same rate of speed, the vessel so overtaken shall bring up and lie to on the off-side, at the first convenient place, in order to allow the faster vessel to pass by, unless within 300 yards of the wall of the lock towards which the vessels are progressing, in which case the faster vessel shall not attempt to pass; under a penalty of not less than two dollars and not exceeding twenty dollars for every offence against this section.

RELATING TO SPEED.

Sec. 22. No vessel or boat shall be permitted to pass through any canal, at a greater speed than the superintending engineer may determine, which as a general rule, may be taken as four miles an hour, under a penalty, for every such offence, of not less than twenty dollars, and subject, further, to be detained at the last lock until the time limited for passing such canal shall have expired.

RELATING TO BOATS WITH SQUARE HEADS.

Sec. 23. The corners of all boats or scows built with square heads shall be rounded off to a radius of not less than three feet. All such boats or scows shall also have their owners' names or numbers prominently painted on the sides or stern, and they shall also be provided with two iron stakes with rings, to which to make fast when not moored to snubbing posts; and in the case of boats or scows taking in gravel, clay or stones, it shall be only at such places on the canal as the superintending engineer shall permit, and they must have such guards or trip-boards on the sides, to prevent such materials falling into the canal, as the superintending engineer may require; under a penalty not exceeding forty dollars.

RELATING TO CONSTRUCTION OF RUDDER.

Sec. 24. Every vessel, boat or barge navigating any canal shall have its rudder so constructed as not to catch or cut the tow-rope of any other vessel, boat or barge; under a penalty not exceeding twenty dollars, to be incurred by the owner, master or person in charge.

CARE IN ENTERING LOCKS.

Sec. 25. Every vessel, boat and raft as aforesaid, shall be conducted into, through and out of every lock in a careful manner, so as to do no injury to such lock; and for every neglect of this regulation the owner or master shall pay a fine not exceeding twenty dollars, in addition to the cost of repairing any injury that may be done to the lock or its gates, or other works of the canals.

LINES REQUIRED.

Sec. 26. Every vessel, boat, or craft of two hundred tons and under, navigating the canals, shall be provided with at least two good or sufficient lines or hawsers, one at the bow and one at the quarter, and every vessel, boat or craft of more than two hundred tons shall be provided with four good and sufficient lines or hawsers, two leading astern, one leading ahead and one breast line which when locking shall be made fast to the snubbing posts on the bank of the canal and lock, and each rope shall be attended by one of the boats' crew, to check the speed of the vessel while entering the lock, and to prevent it from striking against the gates or other parts of the lock, and to keep it from moving about in the lock, while the lock is being filled or emptied; and the master or owner of any vessel or boat who shall neglect to comply with this section shall be liable to a fine of not exceeding forty dollars, and the vessel or boat shall not be permitted to pass if in the opinion of the superintending engineer the lines are considered insufficient.

VESSEL MEN TO ASSIST IN PASSING VESSELS.

Sec. 27. Whenever any vessel, boat or other craft shall be passing through any lock or bridge, the master or person in charge shall furnish two, at least, of his boat's crew to assist in working the lock or bridge to pass his own vessel through it; and the refusal or neglect of such master or person in charge to furnish such assistance shall subject the said master or person in charge to a fine of not less than two dollars nor more than forty dollars.

BERTHS FOR VESSELS.

Sec. 28. It shall be the duty of the superintending engineer (whenever in his opinion it shall be necessary), to assign berths for all vessels, boats or rafts when loading, unloading or stopping at any basin, harbour or landing place, or approach, in, or to any canal; and any master, owner or person having charge of any vessel, boat or raft, who shall refuse or neglect promptly to comply with such directions as shall be given by the

superintending engineer, or any person who shall forcibly remove or attempt to remove, any vessel, boat or raft from the berth assigned to it by the said officer, without his permission, shall be subject to a fine not exceeding twenty dollars.

VESSELS LIABLE FOR DAMAGE.

Sec. 29. All vessels, boats and rafts as aforesaid, shall be held liable for any injury or damage they may do to any lock, bridge, boat or machinery used in making repairs, or in executing works upon any canal or harbour, or to any building adjoining any canal or harbour, whether the same arise from the fault, neglect or mismanagement of the master or person in charge, or from his inattention to the canal regulations or from accident, and every penalty which may be duly imposed under these regulations by the superintending engineer, and declared in these regulations, as against the owner, master, navigator or person in charge of any vessel, boat or raft as aforesaid, whether the same be for non-payment of tolls, or for any fine duly imposed, or for any sum demanded by the superintending engineer or person in charge of any canal, as compensation for any injury done, shall be chargeable upon such vessel, boat or raft as aforesaid; and the superintending engineer of the canal is authorized and required to seize and detain any such raft, vessel or boat as aforesaid, with her cargo and appurtenances, at the risk of the owner or owners, until payment of such tolls, penalty or compensation as aforesaid, and in default of such payment thereof the superintending engineer or person in charge of the canal may proceed to sell by public auction any such vessel, boat or raft, after having first given two weeks notice of the day of such intended sale, such notice to be inserted in one or more of the public newspapers, published in or near the place where such seizure shall have been made, at least two clear weeks prior to the day of sale.

VESSELS CAN BE HELD IN ANY CANAL.

Sec. 30. Any vessel or boat that shall incur any fine, or do any injury upon any one of the canals or harbours, may be stopped and detained upon any other of the canals or harbours until the fine or compensation for injury done shall be paid, or until security be given for the payment thereof, in manner above mentioned.

EMPLOYEES NOT TO ENGAGE IN BUSINESS.

Sec. 31. No overseer or foreman, or other person employed to take charge of any work on the canals, shall, without written permission from the Minister of Railways and Canals, furnish any teams, boats, carriages, materials or other things for the use of the public or of any canal, or employ or contract for the same when owned by any member of his family, or by any foreman or lock-master, or employ any member of his family on the canal, or employ any team, carriage, boat, material or other thing belonging to the public, for any private use or purpose. And no officer on the canals, or persons holding any appointment under the Department of Railways and Canals, shall either directly or indirectly be interested in any contract for labour, materials or other things connected with the

canals, and shall not, either directly or indirectly, derive any benefit from the annual expenditure on the canals, beyond his established compensation, nor shall he be in any way interested in boarding any lock-tender, foreman or labourer on the canal, nor shall he sell any articles or property of any kind whatsoever.

EMPLOYEES NOT TO KEEP TAVERN, ETC.

Sec. **32.** No lock-tender or other officer on the canals shall keep, or in any way be interested in any inn, tavern or grocery, nor shall he sell or be interested in the sale of any articles or property whatsoever, to any person navigating or travelling on the canals, nor shall he be directly or indirectly concerned in the sale of fuel, or in the hiring of horses for towage.

APPLICATION OF REGULATIONS.

Sec. **33.** These regulations shall also extend and apply to the several canals and public works hereinafter mentioned, for their management, maintenance, proper use and protection, that is to say :—

The Rideau River and the lakes through which the navigation passes; the navigation between Lachine and Ottawa City, including Ste. Anne, Carillon, Chute à Blondeau and Grenville Canals, and all the waters, works and canals of the Trent River navigation and the inland waters connected therewith.

MOORING OF RAFTS.

Sec. **34.** No raft of timber shall be allowed to be moored along the line of the canals, unless it be placed under the immediate charge of one or more men (according to the quantity of timber it may contain) under a penalty of not less than ten dollars and not exceeding forty dollars, and the superintending engineer is hereby authorized to place in charge of such raft or tow of timber one or more men, as may seem to him necessary, and may seize and detain such raft or tow of timber until the expense incurred thereby as well as the fine be paid.

CONTRACTORS' VESSELS, &C.

Sec. **35.** All vessels owned or chartered by persons having contracts for the enlargement and repair of any of the canals, and employed by them in removing earth or carrying materials necessary for the prosecution of such works, shall be entitled to pass through such canals free of tolls upon such vessel and cargo.

BERTHS FOR VESSELS.

Sec. **36.** The superintending engineer shall according to his discretion, assign to each vessel, steamer or barge the berth it shall occupy, giving precedence, when practicable, to a vessel or barge with cargo over a vessel or barge taking in cargo, and he shall have power to change such berth from time to time as he may see fit; and such assignment of a berth may

be made by verbal notice to the master or person in charge of such vessel or barge, either on each trip or for the whole business season, and no vessel or barge shall take up or occupy any berth in the canals or basins or the approaches thereto unless such berth shall have been assigned to her by the superintending engineer; provided always that the superintending engineer assigns a berth within twelve hours after her arrival; but if the wharves are full such vessel shall lie where indicated until a berth has been assigned by the superintending engineer.

Sec. 37. All vessels or barges in the canals, basins and their approaches shall be under the control of the superintending engineer, so far as regards their position, mooring, fastening, removal and the extent of accommodation which the masters or persons in charge thereof may require from each other, and no other person on board or in charge of any vessel or barge in said basin shall disregard or disobey the orders of the superintending engineer in such respect, and in the event of such refusal or disregard of the orders of the superintending engineer, it shall be lawful for such superintending engineer to cast off or cut away the hawsers or other fastenings of such vessels or barges, or cut away any ring or post to which such hawsers or other fastenings may be attached; and in such event, in addition to the penalty hereinafter provided for, the masters or persons in charge of each vessel shall be bound to pay to the Department of Railways and Canals of Canada the damage, (if any,) caused to the wharf by the cutting away of such ring or post, and the superintending engineer shall have power to hold any vessel disobeying his order and causing damages, until such damages be paid.

POWERS OF SUPERINTENDING ENGINEER.

Sec. 38. In the event of the resistance of any person or persons on board of any vessel to the orders of the superintending engineer to remove the same under the powers conferred upon him by the last preceding section, whether such resistance be active or passive, it shall be lawful for the superintending engineer to take possession of such vessel or barge, and to remove the same, and he shall have the power of employing a sufficient number of men for that purpose at the expense of the master, owner or person in charge of such vessel, to aid him in forcing such removal, and the right to move, anchor or make fast such vessel at such point as he shall see fit.

AUTHORITY FOR MOORING RAFTS.

Sec. 39. No raft, crib, floats or floating timber shall be or remain attached or secured to any wharf or basin, or its approaches, without the express permission of the superintending engineer and irrespective of the penalty hereinafter provided for; and the superintending engineer shall have the power, without any notice to any person whomsoever, to cut adrift any raft, crib of timber, or hire tugs to remove, or may otherwise remove the same when so attached or secured without his permission, and such raft, crib or timber so cut adrift or towed out, shall thereafter continue to be and remain at the risk of the owner thereof, and the owner shall be liable for all costs connected with towing or cutting adrift, or

otherwise removing such raft, crib or timber, and no raft shall enter the Deep Cut, Rideau Canal, without the permission of the superintending engineer being first had; and no vessel or barge shall lie within the limits of any canal or basin or its approaches, in such a place or position as to prevent a free and unobstructed passage for all other vessels or barges in the said canals.

UNLOADING VESSELS.

Sec. 40. Lessees of lots facing canals or basins shall, subject to the disallowance of the superintending engineer, have the first privilege of unloading or loading vessels or barges opposite their respective lots; but the superintending engineer may, if he sees fit, allow any vessel or barge to discharge on the wharves although fronting on private lots.

UNLOADING VESSELS, &c.

Sec. 41. Rafts or cribs, floats, barges or vessels loaded with cordwood, boards, lumber, ties, brick, cedar posts, stone or other freight, shall not be permitted to remain in the berths assigned to them, unless the unloading of the cargo thereof be commenced immediately and diligently and continually proceeded with, and except when unloading firewood alongside any wharf at the rate of not less than twenty-five cords a day; and all cordwood, lumber, ties, posts, bricks, stone or other freight must be carted clear of the canal lands, unless special permission to deposit the same on the canal lands be given beforehand by the superintending engineer.

RIDEAU AND TRENT VALLEY.

The following sections from 42 to 54 inclusive apply to the Rideau and Trent Valley Canals.

Sec. 42. Vessels or barges arriving in the Rideau Canal basin or its approaches and at the wharves on the Trent Valley Canal shall be allowed as follows:—

For unloading—Two working days for 50 tons of cargo, or less than 50 tons; three working days for over 50 tons and exceeding 100 tons, and one working day for every 50 tons of cargo exceeding 100 tons. Cordwood not less than 25 cords per day.

LOADING, TIME ALLOWED.

For loading.—One working day for 50 tons or under, and two working days for 50 tons and under 100 tons; one working day additional for every 50 tons of cargo exceeding 100 tons; Provided always that vessels or barges that shall be discharged or loaded in a shorter time, or that shall have ceased discharging or loading from any cause, shall not be entitled to retain their berths should the superintending engineer see fit to order them to remove; and provided also that on application to that effect the superintending engineer shall have the power, if he sees fit, to extend such time for a further period

UNLOADING, REMOVAL FROM WHARF OR DOCK.

Sec. 43. No goods, coal, firewood or cargo of any kind landed from any vessel, barge or raft, and placed upon any government wharf or the canal lands, shall remain for a longer period, than twenty-four hours (Sundays excepted) after being landed or placed there, before the owners the master or person in charge shall commence removing the same off the wharfs or canal lands at the rate specified by the next preceding section, and a like penalty to that hereinafter provided shall be incurred for every twenty-four hours of working days during which such goods shall remain upon such wharf or canal lands without being removed.

GOODS FOR SHIPMENT.

Sec. 44. No goods placed on the wharfs on the canal lands for shipment on any vessel or barge shall be allowed to remain on the wharfs or canal lands for a longer period than twenty-four hours, unless under special permission from the superintending engineer, and a like penalty to that hereinafter provided shall be incurred for every twenty-four hours of working days during which such goods shall remain upon such wharf or canal lands until shipped.

NON-OBSSTRUCTION OF BANK, WHARFS, &C.

Sec. 45. No goods shall be placed on the wharfs in said basin or the canal lands so as to obstruct the thoroughfare therein under the penalty provided for the breach of any by-law, and if so placed shall be removed forthwith by the owner or person in charge thereof upon the orders of the superintending engineer to that effect, under a further like penalty.

PENALTY FOR BREACH OF FOREGOING RULES.

Sec. 46. In the event of the breach of either of the last three foregoing sections, or any part of them, it shall be lawful for the superintending engineer to remove or cause to be removed any goods, coal, wood, lumber, or other thing which shall remain on the wharf or canal lands longer than it or they are permitted to do by the last three foregoing sections, or by any of them, and such removal shall be made at the cost and charges of the owner or consignee of such goods, or of the master or person in charge of said vessel or barge from which they are landed, or shipped at the option of the Minister of Railways and Canals, and such costs and charges, and any further or reasonable costs and charges in respect thereof, and of the custody and safe-keeping of the same, and all penalties incurred in respect thereof, shall be a lien upon such goods, which shall not be delivered to any person whomsoever until all such costs, charges and penalties be paid, and notwithstanding such removal such goods shall continue to be at the risk of the owners thereof, and if the cost and charges thereon, and all penalties due in respect thereof, be not paid, and such goods taken away by the owners thereof or their representatives within thirty days after their removal, such goods may be sold by public auction for the benefit of whom it may concern, and the Minister of Railways and Canals shall only be accountable in respect of such goods, for the net proceeds of such sale, less all such costs, charges and penalties.

PERMISSION TO MAKE REPAIRS.

Sec. 47. No person shall make or dress any timbers or do any repairs on any of the wharfs or canal lands, except with the express permission of the superintending engineer previously obtained, and at such places as he shall have designated.

NOTHING TO BE THROWN INTO CANAL.

Sec. 48. No rubbish or thing whatsoever, shall be thrown from any vessel, barge, raft, or from the wharfs into the water of the canal basin, and no person shall place, pile or deposit any dirt, rubbish, snow, ice, or other thing upon said wharfs.

PILING GROUND.

Sec. 49. The superintending engineer shall have power, to allot, let or lease any space or vacant ground adjoining the canal basin for piling thereon cordwood lumber, &c., subject to such rate of charges and for such time and times as from time to time may be fixed by the Minister of Railways and Canals.

FINE FOR VIOLATION OF RULES.

Sec. 50. Every person, in whatsoever capacity he may be acting, who shall violate or infringe any of the regulations hereinbefore contained, shall be subject to a fine of five dollars.

FINE FOR NEGLECT.

Sect. 51. Every person, in whatsoever capacity he may be acting, who shall fail or neglect to obey any one of the aforesaid regulations, or any portion of one of them, shall be subject to a penalty of five dollars.

PENALTY FOR NEGLECT BY MASTERS.

Sec. 52. The master or person in charge of any vessel or barge who shall violate or infringe, or fail or neglect to obey any one of the aforesaid regulations or any part of any one of them, and the master or person in charge of any vessel or barge in the conduct and management of which any one of the said regulations, or any part of any one of them, shall be violated, infringed or destroyed, shall be subject to a penalty of five dollars.

PENALTY FOR NEGLECT BY OWNERS OF CARGO.

Sec. 53. The owner of any cargo, lumber or effects, or of any matters or things whatsoever landed from any barge in respect to which cargo, lumber or effects, matters or things, there shall be any violation, or infringement of, or disobedience to, any one of the aforesaid regulations or any part of any one of them, shall be subject to a penalty of five dollars.

PENALTY FOR NEGLECT BY SHIPPERS.

Sec. 54. The owner or person in charge of any goods, lumber or other effects deposited for shipment on any wharf or elsewhere on the said basin,

or its approaches, in respect of which goods, lumber or effects there shall be any violation or infringement of, or disobedience to, any one of the aforesaid regulations, or any part of any one of them, shall be subject to a penalty of five dollars.

INTERPRETATION.

Sec. 55. The words superintending engineer made use of in the foregoing regulations, are to be understood to mean that officer, or any one duly authorized to act for him. The word "vessel" is to be understood as comprehending and including vessels, boats and barges, whether propelled by steam or otherwise, scows, pontoons or other floating carriers of freight, or for the purposes of transport. The word "raft" when made use of in the foregoing regulations, is to be taken as including rafts or cribs of timber of every description, whether manufactured or unmanufactured, lumber, logs, floating timber, rafting materials, ties and wood or of material used for conveyance of freight or for purposes of transport. The words, "working days" are to be understood as comprehending and meaning days on which work can be legally performed. The word "owner" shall comprehend or mean a part owner, owner or owners. The word "Goods" shall be understood as comprehending coal ore and other mineral products, lumber, firewood, cordwood, ties, staves, laths, brick, stone, sand or earth, or any goods, wares or merchandise of any description or nature whatsoever. When more persons than one are hereinbefore made subject to a penalty, the Minister of Railways and Canals shall have the option of proceeding for such penalty against any one or more of such persons as he may see fit.

RELATING TO FIREWOOD, RIDEAU CANAL.

Regulations for landing firewood on the line of the Rideau Canal.

WHERE FIREWOOD MAY NOT BE LANDED.

Sec. 56. No firewood shall be landed on the easterly side of the basin from Sappers Bridge to the line of Little Suseex street.

WHERE FIREWOOD MAY BE LANDED.

Sec. 57. Firewood may be landed between the line of Little Sussex street and the by-wash or waste-weir, but must be removed within twenty-four hours after having been placed there; a fine of three cents per cord will be charged for every day the wood remains on the wharf after such notice has been given.

REGULATIONS FOR PILING FIREWOOD.

Sec. 58. Firewood may be landed and piled where the superintending engineer may direct around the basin on government land within forty feet of the water, leaving a roadway of at least fifteen feet between every four piles of firewood, which roadway must be as nearly as practicable at right angles to the margin of the canal; this wood must also be removed within twenty-four hours after the owner or person in charge has been

notified to that effect, and in default a fine of three cents per cord will be levied upon it for every day it remains thereafter.

CHARGE FOR WHARFAGE.

Sec. **59.** Two cents per cord will be charged as wharfage or ground rent upon firewood placed upon any part of the Government Canal Reserve.

PERMIT FOR LANDING MUST BE OBTAINED.

Sec. **60.** No firewood shall be landed without a permit having been first obtained from the superintending engineer, and the let-pass must be given up to this officer before the wood is unloaded, under a penalty of forty dollars.

SPECIAL REGULATIONS, TRENT VALLEY CANAL.

Sec. **61.** This, and the six sections next following shall apply to the passing of logs and timber of any description through the locks on the Trent Valley Canal, in addition to the general regulations for the management and protection of the canals and harbours of the Dominion of Canada.

OWNERS OF RAFTS TO REPORT BEFORE ENTERING CANAL.

Sec. **62.** The owner or person in charge of any raft or parcel of timber, logs or other description of timber, which shall be in cribs of suitable size to pass through the locks, previous to entering into the canal above the lock at Bobcaygeon and at the mouth of the river in Pigeon Lake, or at such other places as shall be designated by the superintending engineer, for the passing of such raft or parcel of timber through the same, shall make a full and complete report of such raft or parcel of timber, containing an account of the number of cribs, the number of pieces, description of timber, the name and designation of the owner or owners, and of the supplier or furnisher thereof, together with marks and other particulars relating thereto; and upon failure to comply with this regulation such owner or person in charge shall incur a penalty of not less than twenty dollars and not more than two hundred dollars.

BERTHS FOR RAFTS TO BE ASSIGNED BY SUPERINTENDING ENGINEER.

Sec. **63.** No raft or parcel of timber, logs or any description of timber in rafts or parcels, shall be moored or banded up nearer to the lock or to the outlet of the river in Pigeon Lake than the berths pointed out by the superintending engineer, and when permission shall be granted to the owners or persons in charge of any raft or parcel of timber shall not, in any case, take more or other space or place than the berths allotted by the said superintending engineer; and they shall, at any time when directed so to do, move the said raft or parcel of timber from place to place, or remove the same entirely as soon as required so to do by the superintending engineer, and in case of refusal or neglect on the part of the said owners or persons in charge of timber or rafts of any description to comply with the requirements of this section, they shall incur a penalty of not less than twenty dollars and not more than fifty dollars.

OWNERS OF RAFTS TO PAY DUES BEFORE REMOVING THEM.

Sec. **64.** The owner or owners, or persons in charge of any raft or parcel of timber of any description shall, before removing the same, subscribe and deliver to the superintending engineer a report, in duplicate, showing the number of pieces of each description of timber, saw-logs or any other description of timber so passed, and shall pay the lock dues thereon (the same being assessed in conformity with the schedule hereunder written), or secure the same to the satisfaction of the superintending engineer or officer appointed to collect dues; on failure to comply with this regulation such owner or person in charge shall incur a penalty of not less than twenty dollars and not more than two hundred dollars, in addition to double the amount of dues which would otherwise be payable on any raft or parcel of timber of any description passing such lock without such acknowledgment.

SUPERINTENDING ENGINEER TO HAVE RIGHT OF ENTRY AT ANY TIME.

Sec. **65.** The superintending engineer or any person or persons duly authorized by him in that behalf, shall, at all hours during the day, have free access and full power and permission to enter and remain as long as he or they may see fit upon any raft or parcel of timber, for the purpose of examining the same, and every facility shall be afforded him or them for ascertaining the number of cribs or the number of pieces of any description of timber of which the same is composed; and any person obstructing the superintending engineer, collector of lock dues, lockmaster or other person duly authorized as aforesaid, in the execution of his duty, shall incur a penalty of not less than fifty dollars and not more than two hundred dollars.

AUTHORITY FOR SEIZURE BY SUPERINTENDING ENGINEER.

Sec. **66.** It shall be competent for the superintending engineer, collector of lock dues, his deputy, or deputies, assistant or assistants, or persons duly authorized by him, to enter upon, seize and detain, at the risk, costs and charges of the owner or owners thereof, any raft or parcel of timber which shall have been moved, without the lock dues therefor, the amount awarded for damages, or the fines and penalties, if any, being first paid or secured to his or their satisfaction; and any and every person obstructing the superintending engineer, collector of lock dues, or other person or persons duly authorized as aforesaid, in the execution of his or their duty, shall incur a penalty of not less than twenty dollars and not more than two hundred dollars.

AUTHORITY FOR SALE OF RAFTS FOR NON-PAYMENT OF DUES.

Sec. **67.** Rafts, cribs and every description of timber shall be held liable for the dues, damages and penalties imposed under these regulations; and the superintending engineer, lockmaster or other duly appointed officer, is hereby authorized and required to seize and detain in any such raft, crib or parcel of timber, until payment of such dues, damages or penalties is made, or until the owner or person or persons in charge shall

have given satisfactory security for the payment thereof, within thirty days after the same shall have been declared to be incurred or shall have been demanded; and, in default of such payment being made within the said term of thirty days, then the said superintending engineer, lockmaster, or officer may proceed to sell by public auction any such raft, crib, or parcel of timber, of which sale at least two weeks' notice shall, in the meantime have been given in one or more of the public newspapers published at the nearest place from the said works, and placarded in a public and conspicuous place at or near the said works where the raft, crib or timber is lying; and if the cost attendant on such auction sale, as well as all other costs, damages and penalties imposed or awarded, can not be realized from the timber so seized and sold, the same shall be recoverable from the owner of said raft, crib or parcel of timber.

(Annex "A" to O.C. No. 724, 25th March, 1895.)

CANALS REVENUE
CONSOLIDATED TARIFF OF TOLLS

AND

INSTRUCTIONS TO COLLECTORS OF CANAL TOLLS

1895.

All previous Orders in Council relating to the Tariffs of Tolls and Instructions to Collectors, are hereby cancelled.

28 RATES OF TOLLS ON THE CANALS OF WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS. (O. C., April 18, 1873.)

Sec. 1.

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.	Murray Canal, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 1.</i>									
Vessel, Steam.....per ton.	0.01½	0.01½	0.02¼	0.00¾	0.00¾	0.01½	0.00½	0.01½	0.½
do Sail and other.....	0.02¼	0.02¼	0.03¾	0.0¼	0.01¼	0.02¼	0.01	0.02¾	0.¾
<i>Class No. 2.</i>									
Passengers, 21 years of age and upwards.....	0.10	0.10	0.20	0.10	0.05	0.08	0.02¼	0.09¾	0.11¼
Passengers, under 21 years each.....	0.05	0.05	0.10	0.05	0.02	0.04	0.01¼	0.04½	0.05
<i>Class No. 3.</i>									
Bricks, Cement and Water Lime.....	15	0.20	0.20	0.15	0.10	0.07	0.06	0.19¾	0.17½
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, Animal, 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	0.2½

THE DOMINION OF CANADA, 1894. TRENT VALLEY CANALS. (O. C., July 25, 1888.)

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Peterborough to Hastings, each way.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	Tolls Chargeable at Peterborough and Hastings.
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Bobcaygeon.	Tolls Chargeable at Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0.00¾ 0.00¼	0.00¾ 0.00¼	0.00¾ 0.00¼	0.00¾ 0.00¼	0.00¾ 0.01	0.00¾ 0.00¼
0.01 0.00½	0.01 0.00½	0.01 0.00½	0.01 0.00½	0.04 0.02	0.01 0.00½
0.01	0.01	0.01	0.01	0.04	0.01
0.03	0.03	0.03	0.03	0.12	0.03

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY 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.	Murray Canal, each way.
<i>Class No. 5.</i>									
Bark	0.20	0.20	0.20	0.15	0.10	0.07	0.06	0.19 $\frac{1}{2}$	0.01 $\frac{7}{8}$
Barrels, Empty, each.....	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.03 $\frac{1}{2}$	0.00 $\frac{1}{4}$
Boat Knees, each.....	0.05	0.05	0.05	0.02	0.02	0.02	0.01	0.03 $\frac{1}{2}$	0.00 $\frac{1}{4}$
Floats, per 1,000 lineal feet.....	1.40	1.40	1.40	1.40	1.20	1.05	0.50	2.05	0.17 $\frac{1}{2}$
Firewood, per cord, in Vessels.....	0.20	0.20	0.20	0.20	0.10	0.15	0.03	0.23	0.02 $\frac{3}{4}$
do do Rafts.....	0.25	0.25	0.25	0.25	0.15	0.19	0.09	0.30 $\frac{1}{4}$	0.03 $\frac{1}{4}$
Hoops.....	0.25	0.25	0.25	0.20	0.15	0.15	0.10	0.30	0.02 $\frac{1}{4}$
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 $\frac{1}{4}$	0.00 $\frac{5}{8}$
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 $\frac{1}{4}$	0.01 $\frac{1}{4}$
Railway Ties, in Vessels, each.....	0.01	0.01	0.01	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{3}{4}$	0.00 $\frac{3}{4}$	0.01 $\frac{1}{8}$	0.01 $\frac{1}{8}$
do do Rafts, each.....	0.02	0.02	0.02	0.01	0.01	0.02	0.01	0.02 $\frac{1}{4}$	0.00 $\frac{3}{8}$
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 $\frac{1}{2}$	0.06 $\frac{3}{4}$	0.20	0.01 $\frac{7}{8}$
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 $\frac{1}{2}$	0.03 $\frac{3}{4}$
Square Timber, per M. cubic feet, in Vessels.....	3.00	3.00	3.00	1.00	1.00	0.56	0.44	1.69	0.12 $\frac{1}{2}$
Square Timber, per M. cubic feet, in Rafts.....	4.50	4.50	4.50	2.00	2.00	1.12	0.63	3.13	0.25
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	0.05
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	0.00 $\frac{3}{4}$
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	0.05
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	0.10
Sawlogs, each, standard log.....	0.08	0.08	0.08	0.08	0.05	0.06	0.06	0.13	0.01
Staves and Headings, Barrel, per M...	0.40	0.40	0.40	0.20	0.15	0.15	0.10	0.30	0.02 $\frac{1}{2}$
do do Pipe do ...	1.50	1.50	1.50	1.00	1.00	0.75	0.50	1.75	0.12 $\frac{1}{2}$
do do W. India do ...	0.75	0.75	0.75	0.60	0.25	0.45	0.25	0.65	0.07 $\frac{1}{2}$
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	0.00 $\frac{1}{2}$
Traverses, per 100 pieces.....	0.50	0.50	0.50	0.50	0.40	0.38	0.15	0.67 $\frac{1}{2}$	0.06 $\frac{1}{4}$
Hop Poles, per 1,000 pieces.....	2.00	2.00	2.00	2.00	1.50	1.50	0.65	2.65	0.25
<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 $\frac{3}{4}$	0.01 $\frac{7}{8}$
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 $\frac{1}{2}$	0.07 $\frac{1}{2}$
Kryolite, Iron Ore or Chemical Ore..	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Ice	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.05

TRENT VALLEY CANALS.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Peterborough to Hastings, each way.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	Tolls Chargeable at Peterborough and Hastings.
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable to Bobcaygeon.	Tolls Chargeable to Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Peterborough and Hastings.
\$ 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 $\frac{1}{4}$	0.00 $\frac{1}{4}$	0.00 $\frac{1}{4}$	0.00 $\frac{1}{4}$	0.01	0.00 $\frac{1}{4}$
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	0.03	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 $\frac{1}{4}$	0.00 $\frac{1}{4}$
0.00 $\frac{1}{4}$	0.00 $\frac{1}{4}$	0.00 $\frac{1}{4}$	0.00 $\frac{1}{4}$	0.01	0.00 $\frac{1}{4}$
0.03	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.

St. Peter's Canal.

Sec. 2. On each and every vessel passing through the said canal, two cents per ton on the vessel and one cent per ton on the freight, each way. O.C. June 23, 1883. Con. O.C. Oct. 26, 1889, sec. 109.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 3. Coal may pass up all canals, except the Welland Canal, free of toll. O.C. June 7, 1869. Con. O.C. Oct. 26, 1889, sec. 83.

Sec. 4. 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. Con. O.C. Oct. 26, 1889, sec. 84.

Sec. 5. (a) In view of the dam constructed across the Ottawa River at Carillon whereby the passage of the rapids at that point through the the river is rendered difficult and at times impracticable, it appears necessary, owing to the continued difficulty attending passage through the slide built in the dam, that the Canal should be used by rafts, and until otherwise ordered, free passage be given to rafts through the Carillon Canal, subject to such regulations as the Department of Railways and Canals may find necessary in the interest of the traffic of the Canal to adopt. O.C. July 6, 1888.

Sec 5. (b.) "Save in cases for which special permission may be given the Grenville Canal is closed to the passage of rafts, or of any portion of a raft of any kind whatever." O.C. June 27, 1890.

Sault Ste. Marie Canal.

Sec. 6. All vessels and freight shall be permitted to pass through the Sault Ste. Marie Canal free of toll upon such vessels and freight, until otherwise ordered.

Sec. 7. (a.) All goods having paid full toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, Ste. 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 toll 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 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 Canals, to Lake Ontario.

(b.) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4. O. C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 86.

Sec. 8. 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. Con. O.C. Oct. 26, 1889, sec. 87.

Sec. 9. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 10. 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. Con. O.C. Oct. 26, 1889, sec. 86.

Sec. 11. All vessels owned or chartered by persons having contracts for the enlargement or repair of any of the canals, and employed by them in removing earth or carrying materials necessary for the prosecution of such works, shall be entitled to pass through such canals free of tolls upon such vessel and cargo. O.C. April 22, 1884. Con. O.C. Oct. 26, 1889, sec. 35.

Sec. 12. Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever. O.C. May 18, 1891.

HARBOUR DUES.

Sec. 13. 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. O.C. April 18, 1873. Con. O. C. Oct. 26, 1889.

WAY RATES.

Sec. 14. The following way rates are to be levied on vessels and property passing the several subdivisions of the canals:—

<i>Welland Canal.</i>		Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.....		½
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....		¼
3. From Dunnville to Port Colborne.....		½
4. From Thorold to St. Catharines or Port Dalhousie.....		½

5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places	3
6. From Marsbville or intermediate places to Port Maitland, Duunville, Port Colborne and Port Robinson.....	3
7. From Port Robinson to Allanburg or Thorold	3
8. From Port Robinson to St. Catharines or Port Dalhousie.....	2
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	4
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines	5
16. Through the Chippawa Cut only.....	7
17. Through the Port Robinson Lock only.....	8

St. Lawrence Canals.

Sec. 15. 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.

	Rate.
Sec. 16. Vessels and property passing from Sorel to Chambly, to pay	1
Vessels and property passing from Chambly to St. Johns, to pay....	3

Ottawa Canals.

Sec. 17. 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. 18. 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. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889, sec. 77, 78, 79, 80 and 81.

Tay Canal to be part of the Rideau Canal and the following rates of tolls to be levied upon the said Tay Branch of the Rideau Canal system, viz.:—

Perth to Smith's Falls, one section, or one-third of Rideau Canal rates, each way.

Perth to Kingston, 2 sections, two-thirds Rideau Canal rates, each way.

Perth to Ottawa Basin, 2 sections, two-thirds Rideau Canal rates, each way.

Perth to River Ottawa, 3 sections, full Rideau Canal rates, each way.
O. C. Sept. 27, 1890.

GENERAL.

Sec. 19. (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 saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 82.

Sec. 20.—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	Barrel 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	“ “ W. India, 1 mille.....	4
Fish, 7 barrels.....	1	“ “ barrel, 1 mille.....	2½
Flour, 9 barrels.....	1	“ “ salt barrel, 1 mille.....	0½
Gypsum and manganese, 6 barrels.....	1	Saw logs, standard, 1.....	7
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 others, 215 gallons.....	1	Railroad ties, 16, or 50 cubic feet.....	1
Nuts, 9 barrels.....	1	All other woodenware, or partly manu- factured 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 named articles are to be estimated by the cental of 100 lbs.

The weight equivalent to a bushel being as follows:—Wheat, 60 lbs.; Indian corn, 56 lbs.; Rye, 56 lbs.; Pease, 60 lbs.; Barley, 48 lbs.; Oats, 34 lbs.; Beans, 60 lbs.; Clover seed, 60 lbs.; Timothy seed, 48 lbs.; Buckwheat 48 lbs.; Flax seed, 50 lbs.; Blue grass seed, 14 lbs.; Hemp seed, 44 lbs.; Malt, 36 lbs.; Castor beans. 40 lbs.; Potatoes, turnips, carrots, parsnips, beets and onions, 60 lbs.; Bituminous coal, 70 lbs.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 21. 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	}	do per pipe, 15 cents, per pun..	12
		do per hhd., 10 do 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	$\frac{1}{2}$
Bales, crates, cases, &c.	do	per ton weight or measurement.....	24
Coals	do	per chaldron.....	12

Sec. 22. (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. 2^d, 1846. Con. O.C. Oct. 26, 1889, sec. 90 and 91.

Flour.

Sec. 23. (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. Con. O.C. Oct. 26, 1889, sec. 92.

WHARFAGE DUES ON COAL FOR LOCAL CONSUMPTION IN MONTREAL.

Sec. 24. Coal for local consumption in Montreal, landed on canal property between Montreal harbour and Côte St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal harbour, shall be charged wharfage dues at the rate of 5 cents a ton.

Coal screenings shall be charged 3 cents a ton. Con. O.C. Oct. 26, 1889, sec. 93. O.C. May 18, 1892.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

Sec. 25. 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. Con. O.C. Oct. 26, 1889, sec. 94.

(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. Con. O.C., 1889, sec. 94.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 26. 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 harbor 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. Con. O.C. Oct. 26, 1889, sec. 95.

PHOSPHATES.

Sec. 27. 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 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. Con. O.C., Oct. 26, 1889, sec. 96.

WHARFAGE DUES IN ALL BASINS OF THE LACHINE CANALS ON SEA-GOING VESSELS.

Sec. 28. 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 basin of said canal and of the revenue that may be derived from their use.

All property delivered or received by sea-going vessels in the Lachine Canal basins at Montreal (except the old lower basin) shall be charged wharfage dues as follows :—

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 cents.
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.
Coal screenings.....	3 cts. p. ton.

Each entry shall pay not less than five cents.

All property landed on the canal wharves for re-shipment or transhipped in canal waters shall pay one wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine Canal and which is reshipped from the wharfs or vessels into sea-going vessels shall pay wharfage dues equal to one section of canal tolls, viz: 3½ cents per 1,000 feet board measure. O. C. 26 Jan. 1883. Con. O. C. Oct. 26, 1839, sec. 98, 99, 100 and 101 O. C. May 18, 1892.

Sec. 29.—*Standard for Estimating Weights*

Ashes, pot or pearl.....	3 brls. to 1 ton.
Apples, flour, meal, potatoes.....	9 do 1 do
Fish, meats, pitch, tar.....	7 do 1 do
Horses.....	2 to 1 ton.
Neat cattle.....	2 to 1 do
Sheep.....	15 to 1 do
Swine	10 to 1 do

O. C. April 1, 1881. Con. O. C. Oct. 26, 1889, sec. 102.

TOLLS ON FLOATED TIMBER, &C., ENTERING THE BASIN AT LACHINE.

Sec. 30. 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 suc- ceeding Month du- ring 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	3	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 wharfs in canal basin at Lachine.....	3		3

Note.

Sec. 31. (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 superintending engineer may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 8, 1860. Con. O. C. Oct. 26, 1889, sec. 103 and 104.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. **32.** 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. Con. O. C. Oct. 26, 1889, sec. 97.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. **33.** 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. Con. O. C. Oct. 26, 1889, sec. 105.

CHARGES FOR WINTERING VESSELS IN THE OTTAWA RIVER CANALS AND LOCKS.

Sec. **34.** The charges for vessels wintering on the Ottawa River canals and locks, and the same is hereby prescribed accordingly, namely:—

In Carillon Canal, steamers, per season.....	\$ 8.00
do barges do	4.00
Grenville Canal, steamers do	8.00
do barges do	4.00
Inside locks, Ste. Anne, Carillon and Grenville Canals, steamers, per season	25.00
Inside locks, Culbute Canal, per season.....	15.00

Such security against damage by fire to be taken by way of bond, as in the opinion of the Minister of Railways and Canals may seem desirable. O. C. Oct. 14, 1892.

Sec. **35.** No charges to be made for vessels wintering outside the locks of any government canal. O. C. Dec. 12, 1889.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. **36 (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. Con. O. C. Oct. 26, 1889, sec. 106.

Sec. 37. 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 superintending engineer.

(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 winterage 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 any manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881. Con. O. C. Oct. 26, 1889, sec. 107.

DRY DOCK CHARGES.

Trent Valley Canal.

Sec. 38. The following tolls and dues shall be charged 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.....	\$30.00	\$4.00	\$12.00
15 tons and under.....	20.00	3.00	10.00

(O.C., Oct. 31, 1890.)

Rideau Canal.

Sec. **39.** The following tariff of tolls and regulations shall be, and the same are hereby established for the use of the dry dock on the Rideau Canal at Ottawa:—

(1) Steamers entering dock.....	\$8.00
Each day or portion of a day after day of entrance....	2.50
(2) Barges entering dock.....	5.00
Each day or portion of a day after day of entrance....	2.50
(3) Steam yachts or launches.....	5.00
Each day or portion of a day after day of entrance....	2.50
(4) Boats wintering in the dry dock from the close to the opening of navigation.....	50.00
For ever day such boat remains in the dock after the opening of navigation.....	8.00

(5) No vessel of any class shall be in the dock over six days after notice is given in writing by the lockmaster that the dock is required for another vessel unless a satisfactory agreement between all parties interested is arrived at.

(6) All entrance and discharge of vessels are covered by entrance fee.

(7) All drying off of vessels of all classes in the locks at Ottawa or Hartwell's during the season of navigation is prohibited unless for special reasons.

The owners of vessels of all classes to render the required assistance to open and close the gate under the supervision of the superintending engineer.

Vessel owners to supply all blocks, &c., to shove their boats up to make the necessary repairs, and all refuse to be properly cleared out to the entire satisfaction of the lockmaster before leaving the dock.

(O.C., Dec. 28, 1893.)

Sec. **40.** The use of horses for towage purposes between the lower entrance of the Cornwall Canal and lock No. 20, be prohibited during the works of enlargement of that portion of the Cornwall Canal.

(O.C., Aug. 20, 1890.)

Sec. **41.** As the prohibition of 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, has entailed the use of tugs and consequently expenses to the parties concerned, 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 of the works on that section. (O. C. Sept. 27, 1890.)

SPECIAL RATES FOR SEASON OF 1894 ONLY.

Sec. **42.** For season of 1894, the canal tolls for the passage of the following food products:—Wheat, Indian corn, pease, rye, oats, flax-seed,

and buckwheat, for passage eastward through the Welland Canal be ten cents per ton; and for passage eastward through the St. Lawrence Canals only, ten cents per ton; payment of the said tolls of ten cents per ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals. O. C. April 16, 1894.

Sec. 43. That for the current season of navigation of 1894 only, in the case of steamers specially chartered for the conveyance of excursion parties going and returning the same day, a reduction amounting to one-half of the usual tolls, be allowed for passage through the Government Canals. O. C. May 28, 1894.

MAKING REPORTS.

Sec. 44. Every owner, master or person in charge of any vessel, boat, barge or raft about to enter any canal shall, before entering, make to the nearest collector of canal tolls or other proper officer a full and complete report setting forth in detail:—

(a.) The quantity and description of the cargo contained in such vessel, boat or barge;

(b.) The registered tonnage of the vessel, boat or barge,—or;

(c.) In the case of rafts, the number of pieces of timber or logs, and with reference to rafts of square timber, the number of cubic feet contained therein; and

(d.) Generally such other information as may be necessary for computing the tolls to which the vessel, boat, barge with the cargo contained therein, or the raft, as the case may be, is liable to pay.

(e.) Every such report shall be signed by the person making it, and its correctness shall be declared to before the collector of tolls or other officer in charge.

Sec. 45. The collector of tolls or other officer in charge is hereby authorized to require of any owner, master or other person in charge of any vessel, boat, barge or raft entering any canal; communication of all manifests, clearances, bills of lading, specifications, certificates, measurements and all other papers relating to the vessels and their cargoes, or to rafts, and to enter upon and to examine any such vessel, boat, barge or raft, and take account of the cargoes or quantities they contain.

Sec. 46. Any owner, master or other person having charge of any vessel, boat, barge or raft entering any canal, who—

(a.) Neglects or refuses to make such reports as herein provided,—or,

(b.) Who refuses to produce papers or to give any information such as is herein required,—or,

(c.) Who impedes or prevents any collector of tolls or other officer in the performance of his duties,—or

(d.) Who gives any false information in relation to any matter herein referred to,—

Shall, for each and every such offence, incur a penalty of not less than five dollars nor more than twenty dollars, and shall, in addition thereto, pay double tolls on all articles wholly or in part omitted from any report made by him in pursuance of these regulations. O. C., Oct. 6, 1881. Con. O. C. Oct. 26, 1889, sec. 37, 38.

STURGEON LAKE TO PIGEON LAKE.

Sec. 47. The owner or owners or persons in charge of any raft or parcel of timber of any description shall, before removing the same from the mouth of the river in Pigeon Lake or the bay above the lock in Sturgeon Lake, subscribe and deliver to the lock-master or other officer duly appointed, as the case may be, a report in duplicate, showing the number of pieces of each description of timber, saw-logs or any other description of timber so passed, and shall pay the lock dues thereon (the same being assessed in conformity with the schedule hereunder written), or secure the same to the satisfaction of the lock-master or other person appointed to collect dues; on failure to comply with this regulation such owner or person in charge shall incur a penalty of not less than twenty dollars and not more than two hundred dollars, in addition to double the amount of dues which would otherwise be payable on any raft or parcel of timber of any description passing such lock without such acknowledgment.

Sec. 48. The collector of lock dues, or any person or persons duly authorized by him in that behalf, shall, at all hours during the day, have free access and full power and permission to enter and remain as long as he or they may see fit upon any raft or parcel of timber, for the purpose of examining the same, and every facility shall be afforded him or them for ascertaining the number of cribs or the number of pieces of any description of timber of which the same is composed; and any person obstructing the collector of lock dues, lock-master or other person duly authorized as aforesaid, in the execution of his duty, shall incur a penalty of not less than fifty dollars and not more than two hundred dollars.

Sec. 49. It shall be competent for the collector of lock dues, his deputy or deputies, assistant or assistants, or persons duly authorized by him, to enter upon, seize and detain, at the risk, costs and charges of the owner or owners thereof, any raft or parcel of timber which shall have been moved away from the bay above the canal race in Sturgeon Lake, or the mouth of the river in Pigeon Lake, without the lock dues therefor, the amount awarded for damages, or the fines and penalties, if any, being first paid or secured to his or their satisfaction; and any and every person obstructing the collector of lock dues, or other person or persons duly authorized as aforesaid, in the execution of his or their duty, shall incur a penalty of not less than twenty dollars and not more than two hundred dollars.

Sec. 50. Rafts, cribs and every description of timber shall be held liable for the dues, damages and penalties imposed under these regulations; and the lock-master, or other duly appointed officer, is hereby authorized and required to seize and detain any such raft, crib or parcel of timber, until payment of such dues, damages or penalties is made, or until the owner or person or persons in charge shall have given satisfactory security

for the payment thereof, within thirty days after the same shall have been declared to be incurred or shall have been demanded; and in default of such payment being made within the said term of thirty days, then the said lock-master or officer may proceed to sell by public auction any such raft, crib or parcel of timber,—of which sale at least two weeks' notice shall, in the meantime, have been given in one or more of the public newspapers published at the nearest place from the said works, and placarded in a public and conspicuous place at or near the said works where the raft, crib or timber is lying; and if the cost attendant on such auction sale, as well as all other costs, damages and penalties imposed or awarded, cannot be realized from the timber so seized and sold, the same shall be recoverable from the owner of said raft, crib or parcel of timber. O. C. Aug. 10, 1874. Con. O. C. Oct. 26, 1889, sec. 71, 72, 73 and 74.

INSTRUCTIONS TO COLLECTORS OF CANAL TOLLS.

The following instructions to collectors of canal tolls supersede all former regulations on the subject to which they relate:—

Sec. 51. Masters of vessels, &c., applying for LET PASSES or CLEARANCES are required to make and present a ship's report in duplicate in form L 1a, which must be made complete in every particular necessary for the computing of the tolls as indicated by the form, and declared to and signed by the master of the vessel.

Sec. 52. *The collector is required carefully to examine the report, and to satisfy himself by an examination of the ship's bills of lading and other papers, or by a personal inspection of the ship and cargo, that the particulars given in the report are true. He will then compute the tolls and enter the amount in the blank spaces provided for that purpose; and must be careful in all cases to underline the article in the schedule upon which tolls are charged.*

Sec. 53. So soon as the tolls have been paid, he will apply the official stamp ("UP" or "DOWN," as the case may be) to both sides of the report, and sign his name in the place indicated.

Sec. 54. He will next make out the LET PASS and counterpart, carefully filling in such particulars as are required by the form, stating the number of tons of wheat or other article upon which the tolls are collected, or if the cargo is of a miscellaneous description, the number of tons of each class. The LET PASS is then to be stamped correspondingly with the ship's report to which it relates, and having been signed by him it will be handed to the master of the vessel as his authority for passing that section of the canal for which it is made out.

Sec. 55. He will observe that the LET PASSES are numbered consecutively. He will be careful to number each copy of the ship's report on both sides with the same number as is borne by the LET PASS issued to the vessel making the report; and to use the LET PASSES in the regular sequence of their numbers.

Sec. 56. Forms of ship's reports are supplied, printed in blue, to be used only when the *whole* of the cargo is free by reason of previous payment of tolls or otherwise. When part of the cargo is free, and part liable to tolls, the form printed in black is to be used, and in such cases the tolls from which the free cargo has been exempted, together with the quantity of such article, are to be entered in red ink, and reference is to be made to the number of the Welland or St. Lawrence LET PASS, under which they previously paid tolls.

Sec. 57. One copy of the ship's report is to be forwarded by first mail to this department. The duplicate is to be attached to the counterpart of the corresponding LET PASS, so as to form a book of vouchers for his subsequent reference. This, with the cash book and hydraulic rents' ledger, will be the only books which he will in future be required to keep.

Sec. 58. So soon as the LET PASS has been stamped and signed, he will enter the amount of tolls received in his cash book, inserting the date and number of LET PASS in the columns provided for that purpose.

Sec. 59. Masters of vessels passing a collector's office on LET PASSES issued by other collectors, must exhibit them to him. He will satisfy himself that the lading of the ship is the same as specified in the LET PASS, and endorse the fact of such examination on the back thereof thus: "*seen*" and signature. He will retain such passes as terminate at his station. The LET PASSES so collected are to be stamped (but not necessarily signed), with his official stamp, using "up" or "down," according to the direction in which the vessel is passing, and they are then to be transmitted to this department by first mail.

Sec. 60. LET PASSES may be issued at any office for the full voyage of the vessel to which they refer. That is, a LET PASS may be issued at Port Colborne or any other office on the Welland Canal, to pass a vessel through to Montreal. Similarly a LET PASS may be issued at Montreal to pass a vessel to Lake Erie or to Ottawa; at Ottawa or Grenville to pass a vessel through to Lake Champlain, or at St. Johns to pass a vessel through to Ottawa. But you will observe that LET PASSES are only to be issued to vessels, barges, etc., as far as such vessels, &c., are to proceed with cargo intact, that is, without transhipment. In all such cases the Collector issuing the LET PASS, will be responsible for collecting the whole amount of tolls to which the vessel and cargo are liable for passing through the canals named, and the LET PASSES so issued must be examined and endorsed as required in paragraph 59, before the vessel is allowed to pass into each succeeding canal.

No return LET PASSES are to be issued; except in the cases of season passes as provided for in section No. 10; without special authority from the Department of Railways and Canals.

Sec. 61. When vessels clear at Port Colborne, intending to proceed as far as Kingston, the cargo to be transhipped, thence to Montreal, the LET PASS is only to be made out for Port Dalhousie.

Sec. **62.** LET PASSES referred to in section 61, are to be taken up at Port Dalhousie, and forwarded by the first mail to the department.

Sec. **63.** When LET PASSES are taken up as above provided, the Collector will grant a Certificate to the Master of the vessel to the effect that the cargo—describing it—has paid Welland Canal tolls—under LET PASS No. —, specifying the number. This certificate is to be delivered to the Collector of Canal Tolls at Kingston on the arrival of the vessel, and in its absence the cargo to which it relates cannot have free transit through the St. Lawrence Canals.

Sec. **64.** Similarly, barges and vessels proceeding upwards, can only take a LET PASS as far as they are going without change of cargo.

Sec. **65.** If such upward cargo consists of goods entitled to pass the Welland Canal without further payment, in consequence of having paid tolls on the lower canals, and if such cargo is to be transhipped at Kingston, or elsewhere, before reaching Port Dalhousie, the LET PASS is to be taken up at the last lock of the section for which it is issued. In such cases a Certificate is to be granted by the Collector at Montreal of the same nature as explained in section 63. The certificate so granted is to be delivered to the Collector of Tolls at Kingston on the arrival of the vessel, and in its absence the cargo to which it relates cannot have free transit through the Welland Canal.

Sec. **66.** The LET PASSES taken up in accordance with section 65 are to be forwarded by first mail to the department.

Sec. **67.** The Certificates received at Kingston, in pursuance of the above regulations, are to be filed for the purpose of being used as explained in the following sections:—

Sec. **68.** When any claim is made to pass cargo free, on account of a previous payment of toll, the collector is to examine the certificate under which the previous payment is alleged to have been made; and if the claim is found to be valid, the amount of cargo so passed free is to be indorsed on the certificate, and so of each succeeding claim until the full quantity mentioned in each Certificate is covered.

Sec. **69.** So soon as the quantity of cargo mentioned in the Certificate is covered by endorsements under section 68, it—the Certificate—is to be filed for reference when the books of the office are inspected.

Sec. **70.** If a claim is made to pass cargo in excess of the quantity mentioned in the certificate claimed under which the claim is made, or if the Certificate claimed under has not been received, such claim is to be refused, and the cargo, or the excess of cargo, is not to be passed until the full tolls are collected. If the claim is subsequently found to be valid, it will be adjusted by way of refund after an investigation has been made.

Sec. **71.** Vessels claiming to pass their cargo free under previous payments of tolls, must make out and present the reports in duplicate, as is

provided in section 51, entering in such report the particulars of the cargo and of the LET PASS under which previous payment is alleged to have been made.

Sec. 72. If the collector finds that the cargo is entitled to pass free, a LET PASS is to be issued and dealt with in the same manner as is prescribed, when the tolls are paid; the fact of the LET PASS being free being endorsed on it, together with the amount of tolls, and the number and origin of the LET PASS under which the tolls were paid, all in red ink.

Sec. 73. Special envelopes have been issued for the transmission of documents to this department, which the collector will invariably use; and he will observe that it is only necessary to fold the ship's reports once. The LET PASSES must not be folded at all. In preparing the ship's reports for transmission to the department they should be laid at full size one upon another, face downward, in consecutive order, with the lowest number at the bottom, and should be folded together to be placed in the envelope. They will then be in the most convenient form for the necessary handling in the department.

Sec. 74. He is required to transmit daily to this department all ships' reports and entry papers for collection other than tolls, received in his office during the day, and will also transmit LET PASSES as soon as he receives them.

Sec. 75. He will write across the top of the last ship's report for the month the words "Last number for month of _____."

Sec. 76. As the canal statistics are prepared in the department, great importance is attached to the prompt forwarding of all documents, and to the preservation of a regular sequence in their numbering.

Sec. 77. He will observe that columns have been provided in the cash book for money received on account of fines, &c., and on account of hydraulic rents. The amount collected under each head is to be separately stated in the advice notes, and exceptional deposits or other circumstances not provided for in the form must be explained in a marginal note.

Sec. 78. With reference to the collection of the hydraulic rents, which only fall due semi-annually, it is believed that the collection of them can be carried on without interfering with the other duties of the office. The collector will therefore be held responsible for demanding payment at the proper time, and for reporting all delays in the liquidation of the demand.

Sec. 79. A receipt is to be filled in, in triplicate, for every sum received on account of revenue, other than tolls.

Sec. 80. A separate receipt is to be given for the amount received on each distinct transaction; the "original" is to be given to the party who pays the money.

Sec. **81.** The "duplicate" copy is to be attached to the duplicate bank voucher, in which the money mentioned in the receipt is included, and forwarded with it to the department.

Sec. **82.** The "triplicate" copy will remain in the book, and will be used by the Inspector in checking the cash book.

Sec. **83.** The collector will not only refrain from accepting any fees for making out ship reports, but will prohibit his subordinate officers, if there are any, from doing so.

Sec. **84.** Whereas it is provided by section 9 of the Act 49 Vict. Cap. 98 Revised Statutes of Canada 1886 that:—

"All collectors of customs, officers of canals and all other government officers when requested to do so, shall co-operate with the collector of tolls and dues and his assistants, with the view of preventing the transport of timber, lumber or saw-logs and the products thereof until the tolls and dues are secured."

Therefore whenever you are notified in writing either by the Department of Railways and Canals or proper officer thereof, that certain claims of the Government of Canada for slide or boom dues, against any particular raft of timber, logs, or vessel laden with lumber, are not paid, and such department or officer thereof request that such raft of timber, logs, or vessel laden with lumber, be not allowed to pass through the canal to which you are attached, you shall refuse to issue a LET PASS to the raft, or vessel so specified, until duly notified that the said dues have been paid, or that the matter has been otherwise adjusted.

COLLECTIONS.

Sec. **85.** All moneys received by collectors of canal tolls are to be transmitted daily, or as soon as the sum in hand amounts to \$25, by draft in favour of the Receiver General. The money is to be taken to the bank with a specification thereof and a requisition for a draft for the exact amount, so that each draft may represent the receipts of the day or days.

Sec. **86.** In view of the closing of the banks before the closing of the collector's office, it may, in some instances, be found convenient to close the cash account at one o'clock.

Sec. **87.** The nominal day will then embrace all transactions from the closing of one day to the closing of the day following. The advice note and duplicate deposit receipt are to bear the consecutive number of the LET PASS, or ship's report with which the day covered by the remittances, and the number with which it closes.

Sec. **88.** When the distance of the collector's office from the bank prevents the making of daily deposits (in which case he must ask for special instructions) or as soon as the sum in hand amounts to \$25, the advice note and deposit certificate are to bear the dates of the first and last ship's report or other documents, of the period covered by the deposit.

Sec. 89. No portion of any money collected by any collector or other person acting under the department is to be expended by him, or applied to any purpose whatever, and every draft transmitted is to represent the exact sum received on some one or more days, and on the first day of each month, a draft is to be transmitted for a sum—however small—which will exactly close the collection of the previous month.

Sec. 90. Both the duplicate and triplicate bank deposit receipts, as well as the draft, are to be mailed to this department.

Sec. 91. The advice note must be mailed in the same envelope with the draft and accompanying deposit receipts to which it refers.

Sec. 92. At the top of the last advice note for the month must be written: "last deposit for the month of———"

CONTINGENT EXPENDITURE.

Sec. 93. Vouchers must be procured when practicable, and items for which no vouchers are obtainable must be detailed on foolscap paper, one side only of the paper being used.

Sec. 94. The collector will also certify to each voucher in accordance with sec. 33 of the Audit Act, that the work has been performed, or the material has been supplied, as the case may be, and that the price charged is fair and just.

Sec. 95. As often as may be necessary, but at least once a quarter, the collector will forward his account in quadruplicate, with vouchers attached, to the inspector of canals revenue. If it is difficult to obtain vouchers in quadruple, copies may be made, but the vouchers attached to the accounts intended for the department must consist of *originals* only.

Sec. 96. After auditing the account, the inspector of canals revenue will forward two copies to the department, return a copy to the collector to be filed in his office, and retain the fourth copy for reference.

Sec. 97. As soon as the copies sent to the department are approved, a cheque for the full amount will be issued.

Sec. 98. The collector must forward the last account for the year to the inspector of canals revenue early enough for it to be examined and to reach the department not later than the 28th June.

Sec. 99. No expense is to be incurred other than the travelling and incidental expenses necessary for the performance of official duties, without first obtaining the sanction of the department.

Sec. 100. In all cases in which the authority of the department has been given for expenditure the number of the letter giving the authority must be quoted on the vouchers.

Sec. **101.** The allowance for personal expenses to officers while travelling in the performance of their official duties is the actual expenses incurred.

Sec. **102.** When the journey is performed by railway, steamer, or other public conveyance, the actual fare both going and returning will be allowed.

Sec. **103.** When the journey cannot be performed by public conveyance, a conveyance must be hired for the occasion, but in this, as well as in all other contingent expenses, collectors and inspectors are expected to see that due regard is had to economy.

Sec. **104.** The amount of EACH voucher must be entered on form No. 32 in its appropriate column and also in the total column. All the columns must be added up, and this should be done immediately under the last voucher.

OFFICIAL CORRESPONDENCE.

Sec. **105.** Official letters are to be written on foolscap paper, leaving a convenient margin—*i.e.*, about one-third—at the left hand side.

Sec. **106.** When the letter does not extend beyond one page only half sheet is to be used. If the letter cannot be written on one page leaving the required margin, a second half sheet is to be used.

Sec. **107.** For convenience in using the PRESS COPYING BOOK, cut sheets are issued, which are to be written only on one side.

Sec. **108.** Each letter is to relate to ONE SUBJECT ONLY and must contain as full and complete information on that subject as possible.

Sec. **109.** Each paragraph is to be numbered.

Sec. **110.** If there are any enclosures they must be described, or designated by letter, in the margin thus: Inclosure A. The transmission of unnecessary inclosures is to be avoided.

Sec. **111.** References sent to outside officers for note or report should be returned to the Department without delay.

Sec. **112.** No document attached to a reference must be removed, but the reference must be returned entire.

Sec. **113.** In official correspondence and in reports, the most concise and explicit terms should be used. Formal and unnecessary quotations from previous letters, repetitions and mere speculative opinions, unsupported by evidence, are to be avoided, and in making statements the exact facts are to be rigidly adhered to.

Sec. **114.** All official correspondence should be addressed to the "Secretary of the Department of Railways and Canals."

Sec. 115. Where copying presses and books are not supplied, the officers must keep manuscript copies of their correspondence.

SALARIES.

Sec. 116. The collector in each collection division will be furnished by the department with a *pro forma* pay-list, which will show the name of each officer, his annual salary, his gross monthly salary, the amount of deduction for superannuation, and his net monthly salary, and will also give the date at which it takes effect.

Sec. 117. When any change takes place in the staff of the office, or in the salaries of the staff, a new *pro forma* pay-list will be issued from the department to supersede the one previously in use.

Sec. 118. A book of blank forms of pay-lists will be furnished to each office, and the collector will fill up the pay-lists in duplicate, in accordance with the *pro forma* above alluded to, and forward so as to reach the department not later than the 25th of each month.

Sec. 119. The pay-lists are numbered consecutively and must be used in sequence.

Sec. 120. If one is spoiled it must be sent to the department.

Sec. 121. A departmental cheque in favour of each person on the pay-list will be transmitted monthly to the collector, together with the pay-list of his office.

Sec. 122. The signatures of the officers to the pay-lists must be obtained at the time the cheques are handed to them, *but not before*. The collector will then return the pay-lists to the department without delay.

Trent Valley Canals.

Sec. 123. "At present the duties attached to the office of collector of canal tolls on the Trent Valley Canals, are not sufficient to justify the making of appointments for this purpose alone, and the services of certain lockmasters are utilized in this direction, that the following be adopted as the scale of remuneration to be given to those lockmasters so employed as collectors, namely:—

"When collections are less than \$100 a year, an allowance of \$10 a year.

"When collections are \$100 and less than \$300 a year, an allowance of \$15 a year.

"When collections are \$300 and upwards, a commission of five per cent." O. C. Sept. 12, 1890.

SUPPLIES.

Sec. **124.** Requisitions for stationery, forms, and supplies of any kind, are to be made on the printed forms issued for that purpose, and are not to be included in letters.

Sec. **125.** A separate requisition on form No. 34 is required for articles to be supplied from the Government Stationery Office, viz., such goods as are usually found in a stationer's shop.

Sec. **126.** When the articles asked for require the special sanction of the deputy, a letter of explanation may be desirable, and in such cases, both the letter and requisition must be sent through the inspector of canals revenue. When a requisition has been so forwarded, the local number thereof should be referred to in the next requisition.

Sec. **127.** Requisitions for furniture must *in all cases* be accompanied by a letter and forwarded as above.

Sec. **128.** Requisitions should clearly state the quantities of the articles required, and correctly quote the index letter, number and description of each form, as given in the official list of forms.

Sec. **129.** Application for all supplies of fuel should be made by letter to the inspector of canals revenue, not later than the fifteenth day of August each year, giving in full details the kind of fuel to be used and the estimated quantity required. No fuel is to be purchased without authority from the department.

Sec. **130.** In asking for envelopes the small **e** is used to indicate those of letter or note size, and the capital **E** those of larger size. The colour should be quoted.

Sec. **131.** Many of the principal books are made in various sizes to suit the requirements of the service, therefore requisitions for such books should state the number of pages or folios required.

Sec. **132.** Requisitions for supplies are to be made on form No. 34 and mailed in small blue envelopes **e 6**.

Sec. **133.** The items asked for should be arranged in alphabetical order and only one item should be placed on a line.

Sec. **134.** Requisitions for stationery *must be specific* in describing the details of articles required, for instance:—

a. **PENS**—Name the pen and give the maker's name and No.

b. **BLANK BOOKS**.—Give size of page, number of leaves or pages, and describe ruling and binding required.

c. **ELASTIC BANDS**.—Describe these as per labels on the boxes, giving maker's name, size and quantity in box.

d. Be equally particular in describing the size and kind of PAPER required, ruled or plain, cut or uncut.

e. ENVELOPES.—Size, kind and quantity in hundreds or parts of hundreds.

f. LEAD PENCILS.—Maker's name and grade No. or letter; all size and colour of leads for automatic pencils.

g. The same care must be taken in describing all other articles asked for.

h. Requisitions lacking in any of the necessary details will be returned for correction, and in this case *the same requisition* must be returned corrected, unless a duplicate is asked for.

i. Requisitions are liable to rejection for excessive quantities, too frequent demands, fancy or costly items.

j. It should be borne in mind that the Stationery Office is closed during the last ten days of the months of June and December in each year.

The service of which forms are required should be distinctly stated on the requisition.

The requisitions must be numbered consecutively, not in duplicate.

Sec. **135.** Let-passes, and all books and forms requiring to be made to order, should be asked for at least one month before they are needed. With the exception of Let-passes all requisitions for such forms should be accompanied by sample sheets of the forms required, and, in case of books, an impression of the lettering required on the back or side should be sent.

Sec. **136.** Receipts for supplies must be promptly returned to the Department as soon as the full contents of them can be acknowledged; but in case of delay or non-receipt of any article, the Department should be notified by memo., and the receipt should not be signed till the full acknowledgment can be given, when the date of receipt of delayed articles should be stated. In acknowledging numbered forms the numbers should be quoted. All consecutively numbered forms must be used in sequence, and *every number* must be accounted for. Spoiled copies must be returned to the Department.

Sec. **137.** Collectors will consult their own interests by taking care to enter the titles of all new forms that may be issued from time to time on the blank pages provided for that purpose in the List of Forms as soon as the forms are received.

Sec. **138.** When a requisition is returned for correction or for further information, the same requisition should be returned corrected. Duplicate copies are not required, unless asked for.

LIST OF FORMS---CANALS REVENUE.

OFFICIAL ENVELOPES—E LARGE, e SMALL.

NOTE.—No other envelopes to be substituted for those issued for the Department.

- E. 1. For Papers and Returns. White, Cap. and Larger.
- E. 2. e. 2. To Secretary *Correspondence*. White 3 sizes.
- e. 3. For Deposits and Advice notes; also for Form L. 33, Amber Note.
- E. 4. e. 4. To Collectors of Canal Tolls. Buff, 2 sizes.
- E. 5. e. 5. To Inspectors of Canals. Yellow, 2 sizes.
- e. 6. For supplies. Blue, Note.
- E. 7. For Canal Let Passes, &c., Square, Manilla.
- E. 8. For Inspectors return.
- E. 9.
- E. 10. e. 10. For ordinary Correspondence.
- E. 11. To C. Schreiber, White Foolscap and Larger.
- E. 12. To Auditor General.

LIST OF CANAL FORMS, &c.—L.

- L. 1a. Report with Cargo—Black.
- “ 1b. do —Blue—*Free Cargo*.
- “ 1c. do —*St. Peter's Canal*.
- “ 1d. do —*Sault Ste. Marie Canal*.
- “ 2. Rates of Toll Canals. Large Sheets.
- “ 2a. do do Octavo.
- “ 3. Canal Revenue other than Tolls.
- “ 3a. do do *Montreal*.
- “ 4. Monthly Account Current.
- “ 5. General Wharfage Book.—*Montreal*.
- “ 6. Advice Note of Deposits in Bank.
- “ 7. Book—*Triplicate Receipts for Hydraulic Rents, &c.*
- “ 8. Return of Harbour Dues.
- “ 9. do Timber do —*Lachine*.
- “ 10. Certificate, Tolls Paid.—*Welland, Montreal*.
- “ 10a. do do —*Kingston*.
- “ 10b. do do —*Kingston, Kingston Mills*.
- “ 11a. *Red*; Inward—Reports of Cargo.—*Montreal*.
- “ 11b. *Black*; Outward.
- “ 12. Cash Book.
- “ 13. Millers' Declaration.
- “ 14. Ship's Register.—*Lachine*.
- “ 15. Special Cash Book.—*Montreal*.
- “ 16. *Let Pass Books*.—Ordered as required.
- “ 16b. do *Red*, Raft Passes.—*Lachine*.
- “ 16c. do *Red*, Tolls payable at *Montreal*.
- “ 16d. Way Passes, Rideau Canal.

- L. 17. Record of Harbour Dues, O. in C. 26-1-83.—*Montreal*.
- “ 18a. *Red*; b, *Black*, Lockmasters' Tickets. do
- “ “ c. *Red*, Firewood Tickets. do
- “ “ d, *Black*, Permits do
- “ “ e, *Red*, Canal Sheds do
- “ “ f, *Black*, Crib Permits do
- “ “ g, *Black*, Firewood Discharge Permits do
- “ “ h, *Black*, Haul Out Permits do
- “ “ i, *Black*, No. Cargo do
- “ 19. Lower Ports Book do
- “ 20. Prepaid Let Passes Book do
- “ 21. Blotter—*Montreal*.
- “ 21a. do —*Port Dalhousie*.
- “ 21b. Storage Book—*Montreal*.
- “ 21c. Winterage of Vessels.
- “ 22. Chaudière Permits—*Ottawa*.
- “ 23. Register of Vessels and Tonnage.
- “ 24. Ledger, Hydraulic Rents, &c.
- “ 25. Bill-heads, Hydraulic Rents.
- “ 25b. Demand of Payment, Hydraulic Rents.
- “ 26. Balance Book—*Montreal*.
- “ 27. Basin Dues Register—*Lachine*.
- “ 28. Timber do do
- “ 29. Specifications do do
- “ 30. Register of Let Passes issued at Lachine payable at Montreal.
- “ 30b. Let Passes Payable at Montreal—Lachine and Kingston.
- “ 31. Cargo free on St. Lawrence Canals do
- “ 32. General Contingent Account.
- “ 32b. Bill of Contingencies.
- “ 33. Acknowledgment of Official Cheques.
- “ 34. Requisition Book.
- “ 34b. Receipt Form.
- “ 35. Return of Hydraulic Rents.
- “ 36. Notice of last Number of Month.
- “ 37. List of Blank Forms, Books, &c.
- “ 38. Public Officers Bond.
- “ 39. Oath of Office.
- “ 39b. Exhibit of Sureties.
- “ 40. Inspector's Return.
- “ 41. Receipt withdrawal of Timber—*Lachine*.
- “ 42. Annual Return of Hydraulic Rents.
- “ 43. Pay-list.
- “ 44. Return of Property.
- “ 44a. Return of Material Purchased.
- “ 45. Wharfage and Tonnage Report.
- “ 46.
- “ 47. Circular notification of rent due.
- “ 48. Daily return to Auditor General.
- “ 49. Weekly do
- “ 50. Register of grain transhipped at Ogdensburg—*Cornwall*.
- “ 51. Register of Lockages, Sault Ste. Marie Canal.

- L 52.
 " 53.
 " 54.
 " 55.
 " 56.
 " 57.
 " 58.
 " 59.
 " 60.
 " 61. Official Note-paper on pads.
 " 62. " Letter paper "
 " 63. " Paper $\frac{1}{2}$ Foolscap "
 " 64. F'cap Paper.

SCRATCH PADS.

No. 1	size 5	X 3	Plain.
" 2	" 7	X 4	Ruled lengthways.
" 3	" 7	X $4\frac{1}{2}$	Plain.
" 4	" $7\frac{3}{4}$	X 5	Ruled.
" 5	" $8\frac{3}{4}$	X $5\frac{1}{2}$	Ruled.
" 6	" $10\frac{1}{2}$	X 8	Ruled or Plain.

LIST OF CANADIAN CANAL OFFICES AND COLLECTORS OF TOLLS.

INSPECTOR OF CANALS, REVENUE, H. B. WITTON, HAMILTON.

WELLAND CANAL—

Collector.

Port Colborne.....	D. E. MCFARLAND.
Port Dalhousie.....	W. B. CLARK.
Dunnville	THOS. L. M. TIPTON.
Port Maitland.....	T. J. GALBRAITH.
	(Winter address, Stromness)
Port Robinson.....	ROBT. COULTER.
St. Catharines.....	H. H. COLLIER.
Chippawa.....	T. B. HARVEY.

ST. LAWRENCE CANALS—

Collector.

Beauharnois	A. D. DANIS, Valleyfield.
Cornwall	ROBERT FLANAGAN.
Montreal	JOHN O'NEILL.
Lachine	LOUIS PARÉ.
Cardinal	GEORGE REID.
Kingston.....	W. BURROWS.

CHAMBLY CANAL—

Chambly	M. D. S. MARTEL.
St. John's, Q.....	JULES QUESNEL.
St. Ours Lock.....	P. MATHIEU.

RIDEAU CANAL—

Ottawa.....	J. F. FARLEY.
Kingston Mills.....	R. ANGLIN.
Smith's Falls	W. M. RICHEY.

OTTAWA CANALS—

Grenville.....	A. PRIDHAM.
Carillon.....	D. MURPHY.
St. Anne's Lock.....	W. CRÉVIER.

CAPE BRETON—

St. Peter's Canal.....	J. D. MATHESON.
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TRENT VALLEY CANAL—

Hastings	TIMOTHY COUGHLAN, JR.
Peterborough	C. BREALEY.
Bobcaygeon	ELIJAH BOTTUM.
Fenelon Falls.....	J. JORDAN.
Buckhorn	R. T. HILL.
	(Address Hall's Bridge, P. O., Ont.)
Burleigh Falls	C. T. FULLER.

MURRAY CANAL	T. R. KEELER, (Address Brighton, Ont.)
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SAULT STE. MARIE—