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SESSIONAL PAPERS

VOLUME 7

FIFTH SESSION OF THE SEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1895



See also Numerical List, page 4.

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OF THE
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Census of Canada, 1890-91. Fourth Volume.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 1.

1. Report of the Auditor General on Appropriation Accounts, for the year ended 30th June, 1894. Presented 29th April, 1895, by Hon. G. E. Foster...*Printed for both distribution and sessional papers.*
- 1a. Return of Treasury Board Overrulings on appeals from the decision of the Auditor General, between the sessions of 1894 and 1895. Presented 22nd April, 1895, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada for the fiscal year ended 30th June, 1894. Presented 23rd April, 1895, by Hon. G. E. Foster. 2a. Estimates for the fiscal year ending 30th June, 1896; presented 29th April, 1895. 2b. Supplementary Estimates for the year ending 30th June, 1895; presented 21st May, 1895. 2c. Supplementary Estimates for the year ending 30th June, 1896; presented 12th July, 1895.....*Printed for both distribution and sessional papers.*
3. Lists of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1894.
Printed for both distribution and sessional papers.
- 3a. Report of dividends remaining unpaid and unclaimed balances in the chartered banks of Canada for five years and upwards, prior to 31st December, 1894. Presented 4th July, 1895, by Hon. G. E. Foster.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 3.

4. Report of the Superintendent of Insurance for the year ending 31st December, 1894.
Printed for both distribution and sessional papers.
- 4a. Preliminary statements of the business of Life Insurance Companies in Canada for the year ended 31st December, 1894. Presented 20th June, 1895, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.
- 4b. Abstract of Statements of Insurance Companies in Canada, for the year ending 31st December, 1894. Presented 30th May, 1895, by Hon. G. E. Foster...*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 4.

- 5.** Report of the Department of Trade and Commerce, for the year ended 30th June, 1894. Presented 8th July, 1895, by Hon. G. E. Foster *Printed for both distribution and sessional papers.*
- 6.** Tables of the Trade and Navigation of Canada for the fiscal year ended 30th June, 1894. Presented 22nd April, 1895, by Hon. N. C. Wallace. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 5.

- 7.** Inland Revenues of Canada. Excise, etc., for the fiscal year ended 30th June, 1894. Presented 23rd April, 1895, by Hon. J. F. Wood. *Printed for both distribution and sessional papers.*
- 7a.** Inland Revenues of Canada. Inspection of Weights and Measures and Gas, for the fiscal year ended 30th June, 1894. Presented 23rd April, 1895, by Hon. J. F. Wood. *Printed for both distribution and sessional papers.*
- 7b.** Inland Revenues of Canada. Adulteration of Food, 1894. *Printed for both distribution and sessional papers.*
- 8.** Report of the Minister of Agriculture for the calendar year 1894. Presented 25th April, 1895, by Hon. W. H. Montague. *Printed for both distribution and sessional papers.*
- 8a.** Report on the Forest Wealth of Canada. Presented 25th April, 1895, by Hon. W. H. Montague. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 6.

- 8b.** Report on Canadian Archives, 1894. *Printed for both distribution and sessional papers.*
- 8c.** Report of the Director and Officers of the Experimental Farms for the year 1894. Presented 4th June, 1895, by Hon. W. H. Montague. *Printed for both distribution and sessional papers.*
- 8d.** Mechanical and Manufacturing Industries of Canada, by groups. Special report of the Census Returns. Presented 20th June, 1895, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 8e.** Papers referred to the Minister of Agriculture on the subject of the scheduling of Canadian cattle by the Board of Agriculture. Presented 25th April, 1895, by Hon. W. H. Montague. *Printed for both distribution and sessional papers.*
- 8f.** Criminal Statistics for the year 1894. *Printed for both distribution and sessional papers.*
- 8h.** (1894). Spécial report on the production of and markets for Butter and Cheese. Presented 25th April, 1895, by Hon. W. H. Montague. *Printed in Vol. 7, Sessional Papers of 1894.*
- 8i.** (1894). Special report on Poultry and Eggs. Presented 25th April, 1895, by Hon. W. H. Montague. *Printed in Vol. 7, Sessional Papers of 1894.*

CONTENTS OF VOLUME 7.

- 9.** Annual Report of the Minister of Public Works, for the fiscal year ended 30th June, 1895. Presented 30th May, 1895, by Hon. J. A. Ouimet. *Printed for both distribution and sessional papers.*
- 10.** Annual Report of the Minister of Railways and Canals for the past fiscal year, from the 1st July, 1893, to the 30th June, 1894. Presented 2nd May, 1895, by Hon. J. G. Haggart. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 8.

- 11.** Annual Report of the Department of Marine and Fisheries for the fiscal year ended 30th June, 1894—Marine. Presented 9th May, 1895, by Hon. J. Costigan. *Printed for both distribution and sessional papers.*
- 11a.** Annual Report of the Department of Marine and Fisheries, 1894—Fisheries. Presented 12th June, 1895, by Hon. J. Costigan. *Printed for both distribution and sessional papers.*

VOLUME 8—*Continued.*

- 11b.** Report of the Commissioner on Cattle Freight Rates from the port of Montreal to ports in Europe.
Printed for both distribution and sessional papers.
- 11c.** Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1894.*Printed for both distribution and sessional papers.*
- 12.** Report of the Postmaster General, for the year ended 30th June, 1894. Presented 29th May, 1895, by Sir Adolphe Caron.*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 9.

- 13.** Annual Report of the Department of the Interior, for the year 1894. Presented 15th May, 1895, by Hon. T. M. Daly*Printed for both distribution and sessional papers.*
- 13a.** Summary Report of the Geological Survey Department, for the year 1894. Presented 23rd April, 1895, by Hon. T. M. Daly.*Printed for both distribution and sessional papers.*
- 14.** Annual Report of the Department of Indian Affairs for the year ended 31st December, 1894. Presented 23rd April, 1895, by Hon. T. M. Daly.*Printed for both distribution and sessional papers.*
- 15.** Report of the Commissioner of the North-west Mounted Police Force, 1894. Presented 18th June, 1895, by Hon. G. E. Foster.*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 10.

- 16.** Report of the Secretary of State of Canada, for the year ended 31st December, 1894. Presented 9th July, 1895, by Hon. W. H. Montague.*Printed for both distribution and sessional papers.*
- 16a.** Civil Service List of Canada, 1894. Presented 24th April, 1895, by Hon. W. H. Montague.
Printed for both distribution and sessional papers.
- 16b.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1894. Presented 13th June, 1895, by Hon. W. H. Montague.*Printed for both distribution and sessional papers.*
- 16c.** Annual Report of the Department of Public Printing and Stationery of Canada, for the year ending 30th June, 1894, with a partial report for services during six months ending 31st December, 1894. Presented 24th June, 1895, by Hon. W. H. Montague.
Printed for both distribution and sessional papers.
- 17.** Report of the Joint Librarians of Parliament for the year 1894. Presented 18th April, 1895, by the Hon. The Speaker*Printed for sessional papers only.*
- 18.** Report of the Minister of Justice as to the Penitentiaries in Canada, for the year ended 30th June, 1894. Presented 20th May, 1895, by Hon. J. J. Curran.
Printed for both distribution and sessional papers.
- 19.** Report of the Department of Militia and Defence of Canada for the year ended 30th June, 1894. Presented 6th May, 1895, by Hon. A. R. Dickey. *Printed for both distribution and sessional papers.*
- 20.** Judgment of the lords of the judicial committee of the imperial council in the Manitoba Schools Case and the imperial order in council founded thereon, together with the proceedings had before the queen's privy council for Canada, and the remedial order of the governor general in council. Presented 22nd April, 1895, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 20a.** "The Manitoba School Case, 1894," being a report of the proceedings before the judicial committee of her majesty's privy council, edited for the Canadian government by the appellant's solicitors in London. Presented 21st May, 1895, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.
- 20b.** Return to an address of the House of Commons to his excellency the Governor General, dated 24th April, 1895, for copies of all decisions of the courts of Manitoba, of the supreme court of Canada, and of the judicial committee of the imperial privy council, as to the constitutionality of the Manitoba School Act of 1890, or as to the rights of any minority of the population of Manitoba under the provisions of said act, or in opposition to such provisions. Also copies or

 VOLUME 10—*Continued.*

statements as to any legislation by the Manitoba legislature, or action by the Manitoba government relative to the Manitoba school question subsequent to the School Act of 1890, that may at this time be in the knowledge or possession of the privy council of Canada. Also minutes of hearings and proceedings before the privy council of Canada on applications for remedial orders or Dominion interference of any character with the school legislation of Manitoba. Also copies of any orders issued or action taken by the privy council of Canada relative to such legislation; and all other papers or correspondence of an official character having relation to the said Manitoba school question. Presented 29th May, 1895.—*Mr. Charlton.*

Printed for both distribution and sessional papers.

- 20c.** Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for: 1. A copy of the appeal of the Roman catholic minority of Manitoba, in reference to the abolition of their schools. 2. A copy of the case submitted to the supreme court of Canada, together with a copy of the decision of the court. 3. A copy of the appeal from the decision of the supreme court to the judicial committee of her majesty's privy council, as well as a copy of the case and of the decision in reference thereto. 4. A copy of all petitions on behalf of the Roman catholic minority of Manitoba, in support of their claim. 5. A copy of the appeal case before the honourable the privy council for Canada. 6. A copy of all orders in council in reference to the same. 7. A copy of the Remedial Order. 8. A copy of all official correspondence in reference to the same. Presented 29th May, 1895.—*Mr. LaRivière.*

Printed for both distribution and sessional papers.

- 20d.** Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for: 1. Copies of all petitions praying for the disallowance of the Manitoba Act, 57 Victoria, chap. 28 (1894), intitled: "An Act to amend the Public School Act." 2. Copies of any orders in council in relation to such petitions. Presented 29th May, 1895.—*Mr. Beauvolet.*

Printed for both distribution and sessional papers.

- 20e.** Memorial of the legislative assembly of the province of Manitoba in answer to the Remedial Order of the 21st March, 1895. Presented 11th July, 1895, by Hon. G. E. Foster.

Printed for both distribution and sessional papers.

- 20f.** Return to an address of the Senate to his excellency the Governor General, dated 2nd July, 1895, for a copy of the order in council transmitting to his honour the lieutenant governor of Manitoba, for the information of his government and the legislature of Manitoba, the petition and representations of their lordships the Canadian archbishops and bishops, presented to the Senate during last session, *re* Manitoba school legislation; the answer of the government of Manitoba to said order in council; also all correspondence respecting the same, between the Dominion government and the Manitoba government. Presented 15th July, 1895.—*Hon. Mr. Bernier.*

Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 11.

- 21.** Report of the Royal Commission on the Liquor Traffic in Canada, with full Index to the Report and to the Evidence. Presented 24th April, 1895, by Hon. G. E. Foster.

Printed for both distribution and sessional papers.

- 22.** Statement of Governor General's Warrants issued on account of the fiscal year 1894-95; made as directed by the Consolidated Revenue and Audit Act. Presented 22nd April, 1895, by Hon. G. E. Foster. *Not printed.*

- 23.** Return of Treasury Board Over-Rulings. *See No. 1a.*

- 24.** Statement of all superannuations and retiring allowances in the civil service during year ended 31st December, 1894, giving the name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired; also whether vacancy filled by promotion or new appointment, and salary of any new appointee. Presented 23rd April, 1895, by Hon. G. E. Foster.

Not printed.

- 25.** Statement of expenditure on account of miscellaneous unforeseen expenses, from 1st July, 1894, to date. Presented 23rd April, 1895, by Hon. G. E. Foster. *Not printed.*

VOLUME 11—*Continued.*

26. Report of the Commissioner, Dominion Police, for the year 1894, under Revised Statutes of Canada, chapter 184, section 5. Presented 25th April, 1895, by Hon. J. Costigan *Not printed.*
27. Regulations relating to the education of Indian children, pursuant to section 12, chapter 32, 57-58 Victoria. Presented 25th April, 1895, by Hon. T. M. Daly..... *Not printed.*
28. Return to an order of the House of Commons, dated 24th April, 1895, showing petitions presented to the House of Commons, during the last two sessions and up to date of making return, from municipal councils, asking for legislation to secure improved facilities for drainage across lines of railway; giving date of presentation, by whom presented, and a copy of each form of petition, with names of municipalities from which each petition was sent. Presented 29th April, 1895.—*Mr. Casey* *Not printed.*
29. Supplementary return to an order of the House of Commons, dated 7th May, 1894, for a return showing the number of settlers brought into the Yorkton and Saltcoats district from Dakota, and into the Calgary district from Chicago, and the states of Washington, Idaho and Oregon, and showing in each case the nationality of such settlers, the cost of obtaining them, and the number that still remain and the occupations those remaining are engaged in. Presented 29th April, 1895.—*Mr. Martin.* .. *Not printed.*
30. Return of orders in council, in accordance with subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 1st May, 1895, by Hon. T. M. Daly. *Not printed.*
- 30a. Return of orders in council of 1894, relating to the department of the interior, in accordance with clause 91 of the Dominion Lands Act, chapter 54, Revised Statutes of Canada. And clause 46 of chapter 30, 57-58 Victoria, 1894, the Irrigation Act, as regards the order in council of the 11th of October, 1894. Presented 1st May, 1895, by Hon. T. M. Daly..... *Not printed.*
- 30b. Copy of an order in council of the 10th January, 1895, continuing for the current year the issue of licenses to United States fishing vessels to enter any ports on the Atlantic coast for the purchase of bait, etc. Presented 2nd May, 1895, by Hon. J. Costigan..... *Not printed.*
- 30c. Return to an address of the House of Commons to his excellency the Governor General, dated the 26th April, 1895, for: 1. Copies of all petitions, letters and documents, protesting against the Ordinance of the North-west Territories, No. 22, sanctioned at Regina on the 31st December, 1892. 2. Copies of all orders in council, correspondence and documents forwarded to the lieutenant governor of the North-west Territories, in relation to the said ordinance and to the amendment thereof. Presented 3rd May, 1895.—*Mr. Beausoleil.*..... *Not printed.*
- 30d. Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for copies of all orders in council granting or promising aid to the Hudson Bay Railway Company, and all reports and correspondence in connection with the same. Presented 3rd May, 1895.—*Mr. Laurier.*..... *Not printed.*
- 30e. Statement in reference to fishing bounty payments for 1893-94, required by chapter 96 of the Revised Statutes of Canada. Presented 9th May, 1895, by Hon. J. Costigan..... *Not printed.*
31. Return to an order of the House of Commons, dated 26th April, 1895, for a return showing the names of the several parties superannuated from the 31st of December, 1894, to the 1st day of April, 1895, the amount of superannuation allowance granted to each, the number of years' service, their age at retirement, and the number of years added to their time of service, if any. Presented 3rd May, 1895.—*Mr. McMullen* *Not printed.*
32. List of public officers to whom commissions have issued under chapter 19 of the Revised Statutes of Canada, during the past year 1894. Presented 3rd May, 1895, by Hon. W. H. Montague. *Printed in No. 16.*
33. Detailed statement of all bonds and securities registered in the department of the secretary of state for Canada, since last return, 1894, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented 3rd May, 1895, by Hon. W. H. Montague..... *Not printed.*

VOLUME 11—*Continued.*

34. Return to order of the House of Commons, dated 29th April, 1895, showing the several dates in the years 1888, 1889, 1890, 1891, 1892, 1893, 1894 and 1895, when the Public Accounts, the Trade and Navigation Returns, and the Report of the Auditor General, were ready for distribution to members of the senate and house of commons. Presented 6th May, 1895.—*Mr. Charlton. Not printed.*
35. Return under resolution of the 20th February, 1882, in so far as the same is furnished by the department of the interior, respecting the Canadian Pacific Railway Company. Presented 6th May, 1895, by Hon. T. M. Daly. *Not printed.*
- 35a. List of all land sold by the Canadian Pacific Railway Company, from the 1st October, 1893, to the 1st October, 1894. Presented 11th June, 1895, by Hon. T. M. Daly..... *Not printed.*
36. Return to an order of the House of Commons, dated 29th April, 1895, for a return showing the amount of moneys given as subsidies to the St. Lawrence and Adirondack Railway Company. Presented 7th May, 1895.—*Mr. Bergeron.....Not printed.*
37. Return to an order of the House of Commons, dated 29th April, 1895, showing the gross amount of money on deposit in each of the Dominion savings banks, including post office savings banks, on the 1st day of April, 1895. Presented 9th May, 1895.—*Mr. McMullen..... Not printed.*
38. Statement of the affairs of the British Canadian Loan and Investment Company, for the year ending 31st December, 1894; also a list of shareholders on 31st December, 1894. Presented 22nd April, 1895, by the Hon. The Speaker..... *Not printed.*
39. Report of the Railway Rates Commission, dated 7th May, 1895. Presented 10th May, 1895, by Hon. J. G. Haggart..... *Printed for both distribution and sessional papers.*
40. Return to an address of the House of Commons to his excellency the Governor General, dated 29th April, 1895, for copies of all letters, telegrams or other communications since the 1st of January, 1893, made or sent by Donald McCauley or any government agent or any other person in the Alberta district, to the government or to any member, officer or employee of the government, and of all letters, telegrams or other communications, since said date, sent by the government, or any member or officer of the government, to Donald McCauley or any government agent or other person in the Alberta district, concerning the entry of cattle into Canada from Montana. Presented 10th May, 1895.—*Mr. Mulock.....Not printed.*
41. Return to an address of the House of Commons to his excellency the Governor General, dated 23rd April, 1894, for copies of all letters, despatches and correspondence between the government and the high commissioner of Canada regarding the removal of the embargo on Canadian cattle entering English ports. Presented 10th May, 1895.—*Mr. McMullen..... Not printed.*
- 41a. Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for copies of all despatches, letters or other communications that have passed between the imperial and Canadian governments since the 1st July, 1892, in regard to the scheduling of Canadian cattle by Great Britain or the removal of such scheduling. Presented 29th May, 1895.—*Mr. Mulock.....Not printed.*
42. Statement of amounts paid for claims for bounty on pig iron manufactured in the Dominion, from 4th April, 1894, to 4th April, 1895. Presented 13th May, 1895, by Hon. N. C. Wallace.
Printed for sessional papers only.
- 42a. Return to an order of the House of Commons, dated 3rd June, 1895, for a statement showing the various amounts paid by way of bounty on pig iron made in Canada from Canadian ore, the quantities produced, the parties to whom the bounties were paid, and such other particulars as tend to show the effect of such bounties, since the date of the last return. Also a statement showing the same particulars as to bounties paid under the Act of 1894, 57-58 Victoria, chapter 9, upon iron puddled bars, and upon steel billets. Presented 2nd July, 1895.—*Mr. Edgar.*
Printed for sessional papers only.
43. Return to an order of the House of Commons, dated 24th April, 1895, for a copy of instructions given to the queen's printer and the Dominion statistician relative to the number of copies of the last edition of the Statistical Year Book which should be printed, and the method of distributing the same to members of the house and others. Presented 14th May, 1895.—*Mr. Casey..Not printed.*

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44. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1894. Presented 15th May, 1895, by Hon. G. E. Foster..... *Not printed.*
45. Return to an order of the House of Commons, dated 28th May, 1894, for a return giving a list of all articles, with the value of each and the total value of all, imported from the United States during the last fiscal year for the use of the government in the public service. Presented 15th May, 1895. —*Mr. Landerkin*..... *Not printed.*
46. Return to an order of the House of Commons, dated 24th April, 1895, for copies of all documents, letters and contracts respecting the sale of newspapers on the Intercolonial Railway, executed or exchanged between the Canada Railway News Co., of Montreal, and the government, for the years 1892-93, 1893-94 and 1894-95. Presented 16th May, 1895.—*Mr. Choquette* ... *Not printed.*
47. Return to an order of the House of Commons, dated 26th April, 1895, for a copy of all correspondence with the department of justice, relative to the reinstatement of James Fitzsimmons as deputy warden of the British Columbia penitentiary. Presented 17th May, 1895.—*Mr. Corbould*.
Not printed.
- 47a. Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for : 1. Copy of the instructions to Mr. Justice Drake, 1894, relative to the inquiry into the management of the British Columbia penitentiary. 2. Copy of evidence given before the royal commission held before Mr. Justice Drake, in 1894, relative to the management of the British Columbia penitentiary. 3. Copy of the report of Mr. Justice Drake thereon. Presented 22nd May, 1895.—*Mr. Corbould*..... *Not printed.*
- 47b. Return to an address of the Senate to his excellency the Governor General, dated 24th June, 1895, for copies of letters 1, 2, 3, 4 and 5. Also cheques A, B and C. Also letter of Rev. Mr. Morgan, marked exhibit E. All of which are referred to in Mr. Justice Drake's report of 1894, on the British Columbia penitentiary. Presented 2nd July, 1895.—*Hon. Mr. McInnes (Victoria)*.
Not printed.
48. Minutes of the proceedings of the recent conference between the representatives of the governments of Canada and Newfoundland touching the union of Newfoundland with the Dominion, together with copies of documents in connection with the proposed union. Presented 21st May, 1895, by Hon. G. E. Foster..... *Printed for sessional papers only.*
49. Return to an order of the House of Commons, dated 29th April, 1895, for copies for all correspondence of the pilot examiners of the county of Bonaventure with the department of marine and fisheries since 1890, and petitions to the said department from the inhabitants of the said county regarding compulsory pilotage. Presented 22nd May, 1895.—*Mr. Fauvel*..... *Not printed.*
50. Return to an order of the House of Commons, dated 24th April, 1895, for a return, in the form used in the statement usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1894, to the 1st day of April, 1895, distinguishing the products of Canada and those of other countries ; and comparative statements from the 1st day of July, 1893, to the 1st day of April, 1894. Presented 22nd May, 1895.—*Sir Richard Cartwright*..... *Not printed.*
51. Return to an order of the House of Commons, dated 30th March, 1894, for a return showing amount of land grants made from public lands in Manitoba and the North-west Territories of Canada since 1st January, 1880, to religious denominations, religious sects, religious corporations and churches ; with details as to date of each grant, area of the same, and the denomination, sect, corporation, or church, to which each several grant was made. Presented 22nd May, 1895.—*Mr. Charlton*.
Not printed.
52. Return to an order of the House of Commons, dated 25th April, 1895, for copies of all correspondence between the department of the interior and Mr. Schomacher, Rev. T. D. Phillips, Mr. P. F. Daly, Captain Holmes, the Canadian Pacific Railway Company, and any other persons ; and also all reports received by the said department from any of its agents or other persons as to the transportation of a number of Jew peddlers from Chicago to Calgary with the intention of settling the same upon farms near Calgary, referred to in a letter dated 29th December, 1894, signed L. M. Fortier, addressed to the editor of the *Winnipeg Free Press*, and published in that paper on 4th January, 1895 ; also a statement showing what became of said Jew peddlers and how many of them were committed to jail in Calgary, and for what offences. Presented 22nd May, 1895. *Mr. Martin*..... *Not printed.*

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53. Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for a copy of all correspondence between the government, or any department or officer, and Mr. Connor, for the supply of plant, or equipment of any kind, for the manufacture of binder twine in Kingston penitentiary, and of all contracts entered into between him and the government for such supply. Presented 28th May, 1895.—*Mr. Mulock* *Not printed.*
- 53a. Return to an order of the House of Commons, dated 3rd June, 1895, for a return showing: 1. The quantity of binding twine manufactured at the Kingston penitentiary during the year 1894. 2. To whom the sales were made, and how much was realized per pound by the government. Presented 3rd July, 1895.—*Mr. Grieve* *Not printed.*
54. Return to an order of the House of Commons, dated 2nd May, 1895, for a return showing the amount of money collected for tolls, fees or rents of any kind by the Fredericton and St. Mary's Railway Bridge Company in each year, separately, up to the close of their last year's business; the amount of money paid the Dominion government as interest on the \$300,000 loaned to the company, and the arrears due to the 30th June, 1894, and the amount since paid, if any. Also copy of any mortgage securities held by the government in respect of said loan. Presented 28th May, 1895.—*Mr. Macdonald (Huron)* *Not printed.*
- 54a. Return to an address of the House of Commons to his excellency the Governor General, dated 3rd June, 1895, for copies of all returns made to the government of Canada by the Fredericton and St. Mary's Railway Bridge Company, of receipts and expenditures of said company during the period from October, 1888, to 30th June, 1889, and the years ending 30th June, 1890-91-92-93 and 1894. Presented 9th July, 1895.—*Mr. McMullen* *Not printed.*
55. Return to an order of the House of Commons, dated 29th April, 1895, for copies of the engineer's surveys and reports made during the last three years on the harbour and river at Liverpool, Nova Scotia, and of the best means of improving the same and of deepening the channel or entrance to said river, together with any plans and estimates prepared in reference thereto, and of all correspondence to any or from any member of the government referring to said harbour or river and survey. Presented 28th May, 1895.—*Mr. Forbes* *Not printed.*
56. Return to an order of the House of Commons, dated 29th April, 1895, for copies of all petitions, correspondence and reports in the railway department, relating to the construction of a siding or flag station on the Intercolonial Railway, at or near the River Inhabitants, in the county of Inverness, Nova Scotia. Presented 28th May, 1895.—*Mr. Cameron* *Not printed.*
57. Return to an order of the House of Commons, dated 26th April, 1895, for copies of all correspondence with the department of railways or with any member of the government in reference to the Inverness and Richmond Railway Company, the Inverness and Victoria Railway Company and the Boston and Nova Scotia Railway Company, from the 1st January, 1887, up to date, and with respect to subsidies and contracts granted to these companies respectively. Presented 28th May, 1895.—*Mr. Cameron* *Not printed.*
58. Return to an order of the House of Commons, dated 1st May, 1895, for copies of all correspondence between the government, or any person or persons, together with copies of all petitions to the minister of public works and of all reports of engineers, relating to the pier at Morden, Nova Scotia, since 1st January, 1891. Presented 28th May, 1895.—*Mr. Borden* *Not printed.*
59. Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1895, for copies of any applications by or on behalf of Mr. Charlebois for payment or for reference to arbitration of his claim for extras for work or materials in connection with the erection of the "Langevin Block;" also copies of all letters, telegrams and other communications between the government or any department, member or officer of the government and Mr. Charlebois or any person on his behalf, and of all orders in council, reports and recommendations of any member or officer of the government in reference to any such application or in reference to any such claim. Presented 28th May, 1895.—*Mr. Mulock* *Not printed.*
60. Return to an address of the Senate to the Governor General, dated 11th July, 1894, for a statement showing, in detail, the several sums paid for public printing for the year ending 30th June, 1883, and 30th June, 1893, respectively. Presented 31st May, 1895.—*Hon. Mr. Power* *Not printed.*

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61. Return to an order of the House of Commons, dated 13th March, 1893, for a return giving the names of the 804 manufacturers of the city of London referred to in the census of 1891; the industries in which they are engaged, and the number of hands employed by each. Presented 3rd June, 1895.—*Mr. Mills (Bothwell)*..... *Not printed.*
- 61a. Return to an order of the House of Commons, dated 29th April, 1895, for a return giving the names of the various manufacturing or industrial establishments in the counties of Queen's and Shelburne, Nova Scotia, as mentioned in the last Census returns, together with the names of the owners thereof and number of employees therein. Presented 10th June, 1895.—*Mr. Forbes*..... *Not printed.*
- 61b. Return to an order of the House of Commons, dated 13th March, 1893, for a return showing separately the various kinds of manufacturing establishments that make up the total number of 67 with which Liverpool, Nova Scotia, is credited by Bulletin No. 12. Presented 10th June, 1895.—*Mr. Forbes*..... *Not printed.*
- 61c. Supplementary return to no. 61a. Presented 17th June, 1895.—*Mr. Forbes*..... *Not printed.*
- 61d. Return to an order of the House of Commons, dated 28th May, 1894, for a return showing a description of each of the industries established in the county of Guysboro' as reported in the Census of 1891, showing the names of the several manufacturers engaged in the said industries, respectively; also showing the number of employees in each of said industries. Presented 19th June, 1895.—*Mr. Fraser*..... *Not printed.*
- 61e. Return to an order of the House of Commons, dated 25th April, 1894, for a return showing a description of each of the industries established in the county of Lunenburg, as reported in the census of 1891; also showing the names of the several manufacturers engaged in the said industries, respectively, also showing the number of employees in each of said industries. Presented 9th July, 1895.—*Mr. Forbes*..... *Not printed.*
- 61f. Return to an address of the House of Commons to his excellency the Governor General, dated 13th March, 1893, for a statement showing, on the occasion of the taking of the last Census of Canada, the following particulars in regard to each of the following municipalities, viz: the towns of Aurora and Newmarket, the villages of Holland Landing, Stouffville and Sutton West, and the townships of King, Whitchurch, East Gwillimbury, North Gwillimbury and Georgina, in the county of York, and the village of Bradford and township of West Gwillimbury, in the county of Simcoe: (a) The number of inhabited houses. (b) The number of empty houses. (c) The number of houses under construction. (d) The total number of industrial establishments. (e) The total value of machinery and tools. (f) The total number of employees (classified as men, women and children, respectively). (g) The total number of steam engines. (h) The names and numbers of the various industries and manufacturers in each of said municipalities. (j) The aggregate of yearly wages paid in 1891, in each of said municipalities. (k) The value of the manufactured products in 1891, in each of said municipalities. (l) The total capital invested in industrial establishments in 1891, in each of said municipalities. Presented 12th July, 1895.—*Mr. Mulock*..... *Not printed.*
62. Return to an order of the House of Commons, dated 26th April, 1895, for a statement showing the date the government ice-boats commenced running between Cape Traverse, P.E.I., and Cape Tormentine, how many trips made, how many passengers crossed both ways, how many mail bags carried across. The amount of revenue therefrom, and the expenditure in connection of said service up to 15th April, 1895. Presented 7th June, 1895.—*Mr. Perry*..... *Not printed.*
63. Return to an order of the House of Commons, dated 1st May, 1895, for a return showing the names of the government inspectors of wheat at Fort William, the number of cars of wheat inspected during each of the years from 1887 to 1894, both inclusive, the number of bushels of wheat shipped out of the elevators at Fort William during each of said years, the average quantity of wheat in store in the Canadian Pacific Railway's elevators at Fort William during each of said years, the fees allowed for inspection, and the quantity of grain allowed to be taken from each car as a sample by the inspector. Presented 7th June, 1895.—*Mr. Martin*.... *Not printed.*
64. Return to an order of the House of Commons, dated 3rd June, 1895, for a statement of the number of cheese factories in Prince Edward Island operated under the direction of the Dominion dairy commissioner in the season of 1894; the gross product of those factories; the amount, per pound of cheese, advanced by the government to the patrons; the cost of delivering the milk; the cost

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- of making, per pound of cheese, as well as the total cost; the names of the markets where the products sold, and the date of sales; the names of the purchasers; the quantity sold to each, with the price in each case; the total cost of making sales, and the sum, per pound of cheese, finally paid to the patrons. Presented 11th June, 1895.—*Mr. McMillan*.....*Not printed.*
65. Return to an order of the House of Commons, dated 3rd June, 1895, for a copy of the letter addressed to the commissioner of Indian affairs by the local agent Bastien at La Jeune Lorette, province of Quebec, of date January, 1894, concerning the case of Picard *vs.* Picard. Presented 12th June, 1895.—*Mr. Laurier*.....*Not printed.*
66. Return to an order of the House of Commons, dated 24th April, 1895, for a statement showing the gross earnings of the Pontiac Pacific Junction Railway since the 30th day of June, 1894; also a statement showing the total expenditure of said railway from same period. Also a statement showing the total expenditure of said railway from the same period on the following accounts respectively: (a) Wages and salaries of employees. (b) Payments to the president as such. (c) Payments to the directors as such. (d) Payments for other working expenses. (e) Payments on construction account not included in above. Presented 12th June, 1895.—*Mr. Devlin*.....*Not printed.*
- 66a. Return to an order of the House of Commons, dated 10th June, 1895, for copies of reports made by officers of the government in connection with the Pontiac Pacific Junction Railway. Also copies of letters received by the government having reference to the same subject. Presented 24th June, 1895.—*Mr. Devlin*.....*Not printed.*
67. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all petitions, letters and other documents exchanged with or addressed to the postmaster general in reference to savings bank stamps. Presented 12th June, 1895.—*Mr. Lépine*.....*Not printed.*
68. Return to an order of the House of Commons, dated 26th April, 1895, for copies of all petitions, memorials, correspondence and other documents in relation to the claim made against the government by Mr. L. T. Puizé, of Frazerville, in the county of Temiscouata. Presented 13th June, 1895.—*Mr. Choquette*.....*Not printed.*
69. Return to an order of the House of Commons, dated 28th May, 1894, for copies of all correspondence in relation to tenders, and of all tenders received by the government since 1st January, 1890, relating to the purchase of timber limits on Indian reserves. Presented 13th June, 1895.—*Mr. Devlin*.....*Not printed.*
70. Return to an order of the House of Commons, dated 3rd June, 1895, showing the number of islands sold from the Thousand Island group, in the river St. Lawrence, during the years 1874 to 1878, inclusive, to whom sold, the price at which each separate parcel was sold, and the average price per acre for the total acreage sold. Also a similar return for the years 1879 to 1895, inclusive. Presented 14th June, 1895.—*Mr. Taylor**Printed for sessional papers only.*
71. Return to an order of the House of Commons, dated 10th June, 1895, showing the number of Experimental Farm Reports published for the year 1893. The number published in English and French, respectively. The number allotted to each member of the House of Commons and Senate. The number distributed from each of the experimental farms, and the number still on hand. Presented 14th June, 1895.—*Mr. Grievé*.....*Not printed.*
72. Return to an order of the House of Commons, dated 13th March, 1893, for copies of all correspondence and reports of government officials, relating to the construction of a public building at Kentville, N.S., and the purchase of a site for the same, in accordance with a vote of this House passed in 1886. Presented 14th June, 1895.—*Mr. Borden*.....*Not printed.*
73. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all papers and correspondence, not confidential, in connection with the disbandment of No. 3 Battery, Quebec Garrison Artillery. Presented 18th June, 1895.—*Mr. Langelier*.....*Not printed.*
74. Return to an address of the House of Commons to his excellency the Governor General, dated 24th April, 1895, for copies of all orders in council and departmental orders respecting the collection of tolls on public wharfs in the Lower St. Lawrence, and especially at St. John, Island of Orleans, and of all reports made by the collector respecting the collection of tolls at the said place. Presented 18th June, 1895.—*Mr. Laurier*.....*Not printed.*

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75. Return to an order of the House of Commons, dated 3rd June, 1895, for a return of all subsidized contracts made during the past twelve months, relating to the running of steamships between ports in the maritime provinces and ports in Cuba, Jamaica, or elsewhere in the West Indies. Presented 19th June, 1895.—*Mr. Davies*..... *Not printed.*
76. Return to an address of the House of Commons to his excellency the Governor General, dated 24th April, 1895, for a statement showing date of appointment of the Royal Commission on Prohibition, names of the commissioners and number of days on which the commission sat; also statement of total expenses incurred, up to date, on account of such commission, showing, separately, rate of pay per day allowed to each commissioner, and total amount so paid to each; amount paid for travelling expenses of each commissioner, and total travelling expenses; cost of reporting evidence taken by the commission; cost of printing such evidence, and the report of the commission; estimated total amount yet required to meet all remaining expenses connected with concluding the work of the commission. Presented 19th June, 1895.—*Mr. Cusey*..... *Not printed.*
77. Return to an order of the House of Commons, dated 10th June, 1895, for a return of all petitions, letters, and other papers to the government, asking for legislation to prevent alien labour being employed in Canada. Presented 19th June, 1895.—*Mr. Lovell*..... *Not printed.*
78. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all papers and correspondence relating to the purchase or lease of the property known as the "Old Carling Brewery" and situated in the city of London, on Waterloo and Pall Mall streets. Also copy of lease, if any. Presented 20th June, 1895.—*Mr. McMullen*..... *Not printed.*
79. Return to an order of the House of Commons, dated 24th April, 1895, for a return of all correspondence, agreements, reports, papers, etc., relating to the Canadian Mutual Aid, late the Canadian Mutual Life Association, and the Massachusetts Benefit Association, and for all correspondence, complaints, etc., from policy-holders; also all particulars regarding the amalgamation of the two companies or associations. Presented 20th June, 1895.—*Mr. Sproule*..... *Not printed.*
80. Return to an order of the House of Commons, dated 10th June, 1895, for a return giving copies of all petitions, letters and telegrams in the possession of the government relating to the placing of a bell-buoy on the inside of Little Hope island, off Lower Port Joli harbour. Presented 21st June, 1895.—*Mr. Forbes*..... *Not printed.*
81. Return to an address of the Senate to his excellency the Governor General, dated 7th June, 1895, for a return of the correspondence in regard to international copyright during the past year. Presented 21st June, 1895.—*Hon. Mr. Boulton*..... *Printed for sessional papers only.*
82. Return to an order of the House of Commons, dated 26th April, 1895, for a return showing the date the steamer "Stanley" commenced running in the fall of 1894, between Charlottetown, P.E.I., and Pictou, N.S., the date they commenced running between Georgetown, P.E.I., and Pictou, N.S. The date of each trip, both from Charlottetown and Georgetown to Pictou. The number of mail bags carried each trip. The number of passengers carried to and from Prince Edward Island. The receipts on account of passengers. The amount of freight carried both ways and the receipts therefor. The total expense and total receipts in connection with said steamer up to 15th April, 1895. And amount received for freight and passengers carried by the said steamer from Pictou to Charlottetown in the spring of 1894 and the spring of 1895, respectively. Presented 24th June, 1895.—*Mr. Perry and Mr. Macdonald (King's)*..... *Not printed.*
83. Return to an order of the House of Commons, dated 3rd June, 1895, for a statement showing the gross earnings of the Quebec and Lake St. John Railway since the 30th day of June, 1894. Also a statement showing the total expenditure of said railway from said period. Also a statement showing the total expenditure of said railway from the same period on the following accounts respectively: (a) Wages and salaries of employees. (b) Payments to the president as such. (c) Payments to directors as such. (d) Payments for other working expenses. (e) Payments on construction account not included in above. Presented 24th June, 1895.—*Mr. Lavergne*..... *Not printed.*
84. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all correspondence between H. Langevin, Félix Pilon, Alexandre Théoret, and others, concerning claims against the federal government on account of damages caused to their properties by the ss. "Ocean" breaking through lock no. 12 on the Beauharnois canal in the spring of 1894. Presented 24th June, 1895.—*Mr. Bergeron*..... *Not printed.*

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85. Return to an address of the House of Commons to his excellency the Governor General, dated 21st May, 1894, for copies of all correspondence that has passed between the post office department here, or any other department of the Canadian government and the government of the United States on the subject of certain packets of printed papers franked by a member of the United States Congress which were received in this country from the United States, and which, according to a statement made in the House by the postmaster general, 2nd April, were sent to the dead letter office as not being prepaid by stamps and not being legislative papers or documents. Also copies of all correspondence that has passed between the Canadian and United States governments on the subject of franked matter through the mails from one country to the other. Also copies of all correspondence that has passed between the post office department and the individuals to whom such rejected matter was addressed. Also copies of all correspondence between the post office department and any of the officers of the department on this subject, and copies of instructions sent to said officers in connection therewith. Presented 24th June, 1895.—*Mr. Somerville.*
Not printed.
86. General Rules and Orders, Exchequer Court of Canada. Presented 25th June, 1895, by Hon. W. H. Montague.....*Not printed.*
87. Return to an order of the House of Commons, dated 10th June, 1895, for copies of all tenders received by the government in response to an advertisement dated October, 1894, calling for tenders for the construction of section 1 of the Simcoe and Balsam Lake division and section 1 of the Peterborough and Lakefield division of the Trent canal. Also for the approximate quantities of the various classes of work as specified in the forms of tender for both the above sections, and on which the total amount of each tender was based. Presented 26th June, 1895.—*Mr. Somerville.*
Not printed.
88. Return to an order of the House of Commons, dated 3rd June, 1895, for a return of the manifests of the cargoes carried by the several steamships "Duart Castle," "Taymouth Castle," "Alpha" and "Beta" for the past twelve months ending 30th April last, subsidized to run between St. John and Halifax and Cuba and Jamaica and other ports in the West Indies. Also statement of the subsidies earned or paid to each of such steamships during such time. Also the names of all the shareholders in such steamships or in the company or companies entitled to receive such subsidies. Presented 27th June, 1895.—*Mr. Davies.*.....*Not printed.*
89. Return to an address of the House of Commons to his excellency the Governor General, dated 24th April, 1895, for copies of all correspondence not yet brought down between the Canadian government and the Imperial government and between the Imperial government and the French government concerning the French treaty. Presented 27th June, 1895.—*Mr. Laurier.*
Printed for sessional papers only.
90. Return to an order of the House of Commons, dated 3rd June, 1895, for a return of all correspondence and petitions from the council of the municipality of Morris, in the province of Manitoba, in reference to the taxation of unpatented lands held or occupied by settlers, within the limits of their municipality. Presented 28th June, 1895.—*Mr. LaRivière.*.....*Not printed.*
91. Return to an order of the House of Commons, dated 10th June, 1895, for copies of all correspondence with regard to the homestead entry of William Fleming for the north-east quarter of section 16 in township 9, range 14, west of the first principal meridian, and also of all correspondence with Nathaniel Boyd, M. P., as to said quarter-section, and of Mr. Boyd's lease of said land, and also of the regulations as to leasing land and as to homesteading leased lands. Presented 28th June, 1895.—*Mr. Martin.*.....*Not printed.*
92. Return to an address of the House of Commons to his excellency the Governor General, dated 14th May, 1894, for copies of all correspondence, reports or judgments, in relation to the dismissal of Mr. B. Loiselle (postmaster of Ste. Angèle de Monnoir). And a copy of the record, depositions, declaration and pleas in suit brought in Montreal of Loiselle vs. Guillet, and the inspector's report. Presented 2nd July, 1895.—*Mr. Brodeur and Mr. Langelier.*.....*Not printed.*
- 92a. Supplementary return to no. 92. Presented 12th July, 1895.—*Mr. Brodeur and Mr. Langelier.*
Not printed.

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93. Return to an order of the House of Commons, dated 10th June, 1895, for a return of all petitions, letters or other documents from the inhabitants of Duvar Road, Prince county, Prince Edward Island, or from any other person, asking for a flag station at Duvar Road railway crossing. Presented 2nd July, 1895.—*Mr. Perru*..... *Not printed.*
94. Return to an order of the House of Commons, dated 3rd June, 1895, for a return showing the names, if any, of persons appointed to the Civil Service of Canada under chapter 18, 57-58 Victoria, and the offices, if any, to which they were appointed. Presented 5th July, 1895.—*Mr. Maclean (York)*..... *Not printed.*
95. Return to an address of the House of Commons to his excellency the Governor General, dated 10th June, 1895, for copies of all orders in council respecting the purchase of a site for a post office building in the town of Portage la Prairie, in Manitoba; also for copies of all instructions to, and reports by, Mr. Daniel Smith respecting said site; also of all petitions presented to his excellency the governor general or the department of public works in connection with the selection of a site for said building. Presented 5th July, 1895.—*Mr. Martin*..... *Not printed.*
96. Return to an order of the House of Commons, dated 29th April, 1895, for a return showing the amounts paid in customs duties at Waneta, Nelson, Kaslo and the boundary, Kootenay river, from 1890 to 1894 inclusive, giving the amount paid yearly at each outpost. Also the names of the customs officers at those places and the salary paid to each. Presented 11th July, 1895.—*Mr. Mara and Mr. McMullen*..... *Not printed.*
97. Return to an order of the House of Commons, dated 10th June, 1895, for a return showing the names of vessels, etc., that paid wharfage dues at Tignish harbour, P.E.I., the amount paid by each vessel, the date of entry and clearance of each vessel, and the sum total collected and paid in for the last fiscal year. Presented 12th July, 1895.—*Mr. Perry*..... *Not printed.*
98. Return to an order of the House of Commons, dated 10th June, 1895, for copies of all correspondence and estimates of value for the 135 acres of lands on the banks of the Richelieu river sold to one Foster for \$650, the date of sale, and all correspondence as to value of timber as well as land. Presented 16th July, 1895.—*Mr. McMullen*..... *Not printed.*
99. Return to an order of the House of Commons, dated 24th June, 1895, for a return of all correspondence, petitions, memorials or other documents, relative to the claims of settlers in Manitoba and the Territories, having paid for their pre-emption lots, when others were allowed homesteading the same as a second homestead. Presented 16th July, 1895.—*Mr. LaRivière*..... *Not printed.*
100. Return to an order of the House of Commons, dated 3rd June, 1895, for copies of all correspondence and reports in reference to the condition of the breakwater across the Yarmouth Bar at Yarmouth, Nova Scotia, and a statement of the original cost and subsequent expenditure on the same. Presented 19th July, 1895.—*Mr. Flint*..... *Not printed.*
101. Return to an address of the Senate to his excellency the Governor General, dated 3rd June, 1895, for a copy of all memorials, petitions, representations and correspondence addressed to the government by the harbour commissioners of Montreal, or by any other corporation or individuals, concerning the finances of said corporation, the cost of works in progress or proposed for the enlargement of the harbour of Montreal, as well as of the modifications suggested in the said works. Also a copy of all memorials, plans, reports, petitions and correspondence relating to the construction of an inland basin and of a dry dock in the eastern part of the harbour of Montreal. Also a copy of all resolutions on this subject passed by the Montreal harbour commissioners. Also a copy of the order in council appointing a commission of engineers to inquire into the nature and cost of the works now being executed in the harbour of Montreal, together with a copy of the instructions given by the government to this commission. Also a copy of all evidence, or summary of evidence, given in the course of the inquiry held by the said commission. Also a copy of the report of the said commission, and of any special report by any of its members, and of all plans and statements of cost accompanying such reports. Presented 19th July, 1895.—*Hon. Mr. Desjardins*..... *Not printed.*
102. Return to an order of the House of Commons, dated 29th April, 1895, for copies of all petitions, correspondence and reports in regard to making Point Tupper the terminus of the Cape Breton Railway on the Strait of Canso, and with respect to the construction of a branch line of the government railway to Hawkesbury. Presented 22nd July, 1895.—*Mr. Cameron*..... *Not printed.*

 VOLUME 11—*Concluded.*

- 103.** Return to an order of the House of Commons, dated 17th June, 1895, for a return of all correspondence, petitions, memorials, reports or documents, relative to the extension of the railway system in the province of Prince Edward Island. Presented 22nd July, 1895.—*Mr. Macdonald (Huron)*
Not printed.
- 103a.** Return to an address of the Senate to his excellency the Governor General, dated 3rd July, 1895, for copies of all petitions praying for railway extension in Prince Edward Island. Also the chief engineer's report thereon, showing the estimated cost, working expenses and probable earnings of said proposed branch railway; and also the estimated increased earnings on the Prince Edward Island Railway which will be effected by the operations of the said proposed branches. Presented 22nd July, 1895.—*Hon. Mr. Prowse**Not printed.*
- 104.** Return to an order of the House of Commons, dated 10th June, 1895, for a return giving copies of all lumber and timber supplied, under contract or otherwise, upon the Welland canal, from 1st January, 1885, to 1st January, 1895; the names of the contractors, the quantities supplied and the prices paid, either under contract with the government or by purchase. Presented 22nd July, 1895.—*Mr. Lowell**Not printed.*
- 105.** Return to an address of the Senate to his excellency the Governor General, dated 17th June, 1895, calling for certain papers in connection with the Baie des Chaleurs scandal. Presented 12th July, 1895.—*Hon. Mr. Landry**Not printed.*

58 Victoria.

Sessional Papers (No. 9.)

A. 1895.

CANADA

REPORT

OF THE

MINISTER OF PUBLIC WORKS

ON THE WORKS UNDER HIS CONTROL

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1894

Submitted in accordance with the Provisions of Chapter 36, Section 37, of the Revised Statutes of Canada.

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1895

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Department of Public Works.

To the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen; Viscount Formartine, Baron Haddo, Methlic, Tarves and Kellie, in the Peerage of Scotland; Viscount Gordon of Aberdeen, in the Peerage of the United Kingdom; Baronet of Nova Scotia, &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to lay before Your Excellency the Report of the Department of Public Works, for the fiscal year ended 30th June, 1894.

Respectfully submitted,

J. ALD. OUMET,
Minister of Public Works.

OTTAWA, 20th May, 1895.

Department of Public Works.

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Nyanza	Wharf	x	15, 66
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Old Man's River	Bridge		20, 180
Onion Lake	Mounted police barracks		7
"Ontario"	Dredge	iv	133, 135, 149
Orangeville	Post office	xii	5, 11, 38, 259
Orillia	Post office, &c.	xii	5, 11, 38
Oromocto Shoals	Dam, &c.		16
Ottawa	Bank of Ottawa buildings		5, 259
"	Central Experimental Farm	xii	5, 11, 39
"	Central Chambers rent		5, 259
"	Civil Service examination		5
"	Examining warehouse		5, 259
"	Geological Museum	xii	5, 259
"	Government House, Rideau Hall	xii	6, 12, 38, 259
"	Major's Hill Park		5, 41
"	Parliament buildings	xii	5, 11, 38, 259
"	" grounds	xii	5, 41
"	Post office		5
"	Printing Bureau	xii	5, 11, 41
"	Public building, &c.	xii	5, 11, 38, 259
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"	Departmental buildings	xii	5, 11, 38, 259
"	Victoria Hall, Art Gallery	i, xii	5, 217
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" Grounds	"	xiii	5, 41
Partridge Island	St. John, N. B., quarantine station, &c.	viii	4, 29
Peléé Islands	Telegraph lines, &c.	xvii	21, 193, 205
Pembroke	Post office, &c.		6, 11, 259

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Peterborough.....	Custom-house and postoffice.....		5, 11, 259
"	Slide repairs.....	xvii	169
Petewawa River.....	Dams, slides, booms, &c.....		20, 164
Petrolia.....	Post office, &c.....	xii	5, 11, 42, 259
Philipsburg	Pier.....		17
Pictou, N. S.	Custom-house.....	x	3, 9, 27, 256
"	Harbour dredging, &c.....	xviii	98
"	Marine hospital, &c.....	x	3, 27, 256
"	Navigation opens, &c.....	vii	248
"	Post office, &c.....	x	3, 27
"	Quarantine station.....	x	3, 27
"	Wharfs.....	x	15, 66
Pictou, Ont.....	Post office, &c.....		6
Piers.....	Below Quebec.....		17
Pointe du Chêne.....	Wharf, re-construction.....	vii	16, 71
Portage du Fort.....	Bridge.....		20, 179
Port Albert.....	Dredging, etc.....	xi	18, 93
Port Arthur.....	Post office, &c.....	xii	6, 11, 42, 259
"	Harbour dredging, &c.....		18, 132
"	Navigation opens, &c.....	vii	248
Port Colborne.....	Post office.....		6, 11, 259
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Port Dover.....	Navigation opens, &c.....	vii	248
Port Elgin.....	Dredging.....		19
Port George.....	Repairs to wharf.....		15
Port Hope.....	Pier, &c., repairs and dredging.....	i	18 19 93 132
"	Post office, &c.....		6, 11, 259
"	Navigation opens, &c.....	vii	248
Portland.....	Post office.....	viii	3, 9, 257
Port Maitland.....	Wharf.....		15
Port Medway.....	Harbour improvements.....	x	15, 66
Port Rowan.....	Landing pier.....	xi	18, 94
Port Selkirk.....	Pier, reconstruction.....		16
Port Stanley.....	Navigation opens, &c.....	vii	248
"	Extension of piers.....		19, 133
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" Priestman ".....	Dredge.....	vii	141, 142, 157
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"	Crown land and other offices.....	ix	7, 13, 46
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" Prince Edward ".....	Dredge.....	xiii	19 101 106 166
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"	Citadel buildings.....	xiv	4, 10
"	Clerk of Works office.....		10, 33, 257
"	Culler's office.....	xiv	4, 10, 33, 257
"	Custom house.....	xiv	19, 128
"	Dredging.....	xv	4, 10, 33, 257
"	Examining warehouse.....	xiv	16, 19
"	Harbours generally.....		4, 10, 33, 257
"	Immigrant building.....	xiv	248
"	Navigation, opening and closing of.....	vii	4, 10, 33, 257
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"	Post office, wing, &c.....	xv	4, 256
"	Public buildings generally.....		4, 10, 257
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"	Quarantine station, Princess Louise embankment.....	xv	4, 34
"	Signal Service Inspector's office.....		4, 257
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Regina	Barracks, &c.	ix	7, 46
"	Post office	ix	7, 13, 46, 261
"	Court-house, &c.	ix	7, 13, 46, 261
"	Gaol and asylum		13
"	Governor's residence, new and old	ix	7, 13, 46, 261
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Rideau Fall	Ottawa	xii	6, 12, 38, 259
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" du Lièvre	Removing boulders	xiv	17, 87
" du Loup	Post office, &c.		4, 10, 258
" "	Repairs to wharf	xiv	17, 87
" L'Assomption	Clearing channel	xiv	14, 17, 87
" Madawaska	Improvement to navigation	xiv	17, 87
" Noire	Clearing channel	xiv	17, 88
" Ottawa (at Mille Isles)	Channel, removing boulders, &c.	xiv	17, 88
" Saguenay	Dredging		17, 128
" St. Anne de la Pérade	"		17
" St. John	Improvements to navigation	viii	16, 71
" St. Lawrence	Ship channel		17, 122
" " above Brockville	"		18, 94
" St. Louis	Repairs to feeder, &c.	xiv	17, 88
" "	Bridges		20
" St. Maurice	Dredging &c.	xiv	17, 89
" St. Pierre	Dredging	xv	19, 129
" St. Placide	"	xv	19, 129
" Thames	"		19
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Rocher Capitaine	Station, Ottawa River slides		164
Rondeau Harbour	Dredging		18, 19, 133
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Shawenigan	Slide station		167
Shediac (Point du Chêne)	Repairs		16, 71
" "	Navigation opens	vii	249
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Somas River	Improvements	iii	18, 97
Sorel	Navigation opens, &c.	vii	249
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Southampton.....	Pier, repairs.....	xi	18, 94
South Sydney.....	Post office, &c.....	x	3, 9, 27, 256
".....	Quarantine station.....	x	3, 28
St. Albert.....	Barracks.....		7
St. Alphonse.....	Repairs to pier.....	xiv	17, 89
St. Anicet.....	Wharf, repairs.....	xiv	17, 89
St. Anne du Saguenay.....	Improvements.....	xiv	17, 90
St. Ann's, C. B.....	Navigation opens.....	vii	249
St. Catharines.....	Post office.....	xii	6, 12, 42, 259
St. Francis River.....	Improvements.....		16
St. François.....	Repairs to wharf.....	xiv	17, 90
St. Henri.....	Post office.....	xv	4, 34
St. Hyacinthe.....	".....	xv	4, 10, 34, 258
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St. Jean, Isle of Orleans.....	Wharf repairs.....	xiv	17, 90
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".....	Post office.....	xv	4, 10, 35, 258
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".....	Dominion buildings.....	vi	3, 9, 30, 257
".....	Engineers' office.....	vi	3, 9, 257
".....	Examining warehouse.....		4, 257
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".....	Navigation opens, &c.....	vii	249
".....	Partridge Island quarantine station.....	viii	4, 16, 29
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".....	Post office.....	viii	4, 9, 30, 257
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St. Stephen, N. B.....	Post office, &c.....		4, 9, 30, 257
St. Thomas.....	".....	xii	6, 12, 43, 259
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"	Dominion buildings		6, 12
"	Drill hall	xii	6, 43
"	Engineer's office		6, 260
"	Examining warehouse		6, 12, 260
"	Harbour works	xi	18, 94
"	Inland Revenue office		6, 12
"	Post office	xii	6, 12, 260
"	Savings Bank		6, 260
"	Steamboat Inspection office		6, 260
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Touchwood	Mounted Police barracks		7
Tracadie, N.B.	Wharf and leper hospital	viii	4, 16, 31, 75
Trenton	Post office	xii	6, 12, 43, 260
Trois Pistoles	Repairs to pier		17
Truro	Public building	x	3, 9, 28, 256
Union Bridge, Ottawa	Repairs	xv	20, 164
Valleyfield	Post office		4, 10, 254
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Victoria, B.C.	Public buildings	ii	8, 14, 47, 261
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White Mud River	Dredging	vii	20, 146
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"	Inland Revenue office		6, 264
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"	Clerk of works office		14
"	Crown Timber and Inland offices, &c.	vii	6, 12, 44, 262
"	Custom-house	vii	6, 12, 44, 260
"	Drill hall	vii	6, 40
"	Examining warehouse		6, 12, 264
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do.....	Dredging.....	x	15, 99
York Factory.....	Navigation opens, &c.....	vii	249
York Bridge.....	Staff, &c.....		20
Yorkton.....	Dominion Lands office.....		13

Department of Public Works.

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, 22nd April, 1895.

To the Honourable

JOSEPH ALDRIC OUMET,

Minister of Public Works,

Ottawa.

SIR,—I have the honour to submit the report of this department, for the fiscal year ended 30th June, 1894.

The report contains a brief record and review of the works carried out by, and under the supervision of, the department during the year.

There are fourteen appendices attached to the report; these appendices were prepared by the chief officials of the several branches of the department, and contain detailed statements of the expenditure, for all purposes, and extended and precise descriptions of the nature and extent of the services performed, in the construction, repair and improvement of harbour and river works, the erection, repair and maintenance of public buildings, government telegraph lines, slides and booms, and other works therein enumerated.

The works specially under the control of the department are:—

BUILDINGS (PUBLIC), their construction and maintenance.

DREDGING AND DREDGE VESSELS.

HARBOURS AND PIERS, their construction and maintenance.

ROADS AND BRIDGES.

SLIDES AND BOOMS, and the collection of revenue therefrom.

TELEGRAPHS.

WORKS ON NAVIGABLE RIVERS.

For convenience of reference this report, and also the principal appendices, are arranged alphabetically.

ACTS OF PARLIAMENT.

LAWS:—The titles of such laws as were enacted by Parliament at its last session, having any bearing on the conduct or operations of the department, are shown in Appendix No. 13, page 253.

ART GALLERY—NATIONAL.

The following additions to the collection on exhibition in the gallery, were received and placed in position during the year, viz. :—

Oil painting, "Twilight," by F. S. Challener, A.R.C.A.

do Bass Rocks, Gloucester, J. M. Barnsley.

do "Across the Lea," J. S. Graham.

do "A Brolles Interior," A. C. Williamson.

The above were purchased and presented to the National Art Gallery by the Royal Canadian Academy.

Oil painting, "Evening," W. R. Tholen.
do Landscape, J. M. Barnsley.
Water colour do J. H. Wiessenbruck.

The latter were purchased by the Government.

The collection of coins, pottery and antiquities from Cyprus, presented to the Gallery by Col. Warren, have for the most part been placed in suitable cases.

The subjoined list shows the number of persons who registered their names in the visitors' book, kept for signature at the gallery, since it was inaugurated, viz. :—

1882-83.....	8,261
1883-84	9,928
1884-85.....	11,893
1885-86.....	8,792
1886-87.....	11,943
1887-88.....	16,593
1888-89.....	14,241
1889-90.....	18,048
1890-91.....	21,289
1891-92.....	20,026
1892-93.....	16,717
1893-94.....	13,366

The decline in the attendance during last year, cannot fairly be attributed to a decrease in the interest taken in Art in Canada, or in this city, as it was in excess of what it was in any previous year, when the gallery, alone, was the sole attraction in the premises.

As noticed in my report of last year, the Fisheries Exhibit, which was housed on the first floor of the building on O'Connor Street, wherein the gallery is kept, was not placed on view to the public during the year, and consequently visitors went thither to view the gallery alone.

The report of the Curator for the fiscal year is annexed in Appendix No. 6, page 217.

BRITISH COLUMBIA.

BUILDINGS :—The following is a summary of the work carried out in connection with the maintenance, etc., of the public buildings in the province, during the year, viz. :—

- Agassiz experimental farm.—Water supply system provided, also fencing and minor works.
- Nanaimo post office.—Fittings re-modelled, floors, etc., renewed and repaired.
- New Westminster post office, etc.—Grounds improved, furniture, etc., supplied.
- Victoria custom-house.—Furniture supplied and minor improvements effected.
- Victoria new drill hall.—Electric light installed, and other necessaries supplied.

Department of Public Works.

Victoria marine hospital.—Fence built, and plumbing repaired.

Victoria post office, etc.—General repairs to plumbing, locks, glazing, fittings, etc.

Victoria resident engineer's office—Furniture, fixtures, etc., supplied.

William's Head quarantine station.—The buildings described in my report of last year were completed, equipped with the best appliances, and occupied.

(See Appendix No. 1, pages 8 and 14, and Appendix No. 2, page 47.)

HARBOURS AND RIVERS:—Operations, chiefly for the improvement of inland and river navigation, were carried on in the Pacific province, as follows, viz. :—

Columbia River, above Golden.—Removal of obstructions.

Columbia River, below Revelstoke.—Building wing dam and removal of obstructions.

Columbia River, below Kootenay.—Building wing dam and removal of obstruction.

Fraser River, mouth of.—Jetty works.

Fraser River, Garry Bush.—Protection works.

Fraser River, Miller's Landing.— do

Okanagan.—Improvements to navigation.

Skeena River.—Removal of obstructions.

Somas River.— do do

Williams' Head, Quarantine Station.—Construction of wharf and water supply.

Victoria Harbour.—Removal of rocks.

(See Appendix No. 3, pages 95 and 141.)

CONTRACTS.

APPENDIX No. 10, page 236, is a statement which contains particulars of contracts entered into, property purchased and sold, and properties leased by, or to, the department during the last fiscal year.

CORRESPONDENCE.

APPENDIX No. 11, page 245, is a statement wherein is shown the number of official letters sent and received by the respective branches of the department during each fiscal year since 1867.

DOMINION BUILDINGS, Etc.

ACCOUNTANT'S STATEMENT:—Appendix No. 1, from pages 3 to 22, is the statement of the accountant, showing the expenditure incurred by the department during the year, for all the services under its control.

APPENDIX No. 14 contains details of the expenditure necessary during the year for the maintaining, repairing and furnishing of the various public buildings throughout the country, which this department provides for.

Observations by the Chief Architect of the department, on the heating, lighting and water supply, and also on the care and management of the public buildings, are contained in Appendix No. 2, page 48.

DREDGES AND DREDGING PLANT.

DREDGING OPERATIONS:—The report of the chief engineer of the department on the work performed by the dredging plant during the year is very full and explicit; it is contained in Appendix No. 3, pages 97 to 146.

DREDGING PLANT:—The following is a list of the plant owned by the department, and operated in the various sections of the Dominion, viz.:—

In the Maritime Provinces.

The steam hopper dredge "St. Lawrence."
do do do "Canada."
The dipper dredge "New Dominion" and 4 scows.
do do "Prince Edward," 3 scows and 1 water scow.
do do "George McKenzie," 3 scows and 1 water scow.
One stone scow, boiler, engine and grips.

In Quebec and Ontario.

The dipper dredge "Queen," 2 scows and tug "Ottawa."
do do "Nipissing," 2 scows and tug "St. Paul."
do do "St. Louis," 2 scows, coal scow and tug "Sensation."
The elevator dredge "No. 9," 3 scows and tug "Delisle."
The dipper dredge "Challenge," 2 scows and tug "Trudeau."
do do "Ontario," 3 scows and tug "Sir John."
Stone lifters, Nos. 1 and 2.

In Manitoba.

The dipper dredge "Winnipeg," tug "Sir Hector," 2 scows and 1 coal barge.
Dredge "Priestman," tug "Victoria," 2 scows.

In British Columbia.

The elevator dredge "Pacific," scows and tug "Princess."
The snag boat "Samson."
The dipper dredge "Mud Lark" and 3 scows.

Ship Channel, River St. Lawrence.

Four elevator dredges, tugs "John Pratt," "St. James," "St. Francis," "C. J. Brydges," "M. F. Parsons," "Cartier," 2 stone lifters, 2 coal barges, 12 dump scows of 80 yards capacity, 2 scows of 150 yards capacity, 1 sounding scow, and 2 coal scows, and 2 winch scows.

NEW DREDGING PLANT:—There is in course of construction for the department, as noticed in my report of last year, a new powerful steam elevator dredge, a description of which appears in Appendix No. 3, at page 156. This craft, named

Department of Public Works.

the "Laval," is built after the latest and most improved designs, as regards hull and machinery, and is expected to render very efficient service, combining, as she will, adaptability, convenience and power.

REPAIRS TO DREDGING PLANT:—The cost of repairs necessary to keep up the efficiency of the dredging plant during the fiscal year is shown in Appendix No. 3, page 157.

ENGINEERS, ENGINEMEN, FIREMEN, CARETAKERS, ETC.

EMPLOYEES:—A list of persons employed in various capacities in the public buildings under the control of the department is annexed. It shows the date of birth, position occupied, date of appointment and salary of each employee.

(See Appendix No. 8, page 224.)

EXPENDITURE.

The usual annual statement by the accountant of the department is commenced at page 3 of Appendix No. 1. It contains the record of expenditures incurred for all services pertaining to the department, such as harbour and river improvements by dredging or otherwise; public buildings, slides and booms, telegraphs, interprovincial bridges, etc., etc.

This statement of expenditure may be summarised as follows, viz. :—

Public buildings—Construction, repairs, staff etc...	\$ 998,260.21
do do —Engineers, supplies, heating, light etc.....	180,061.69
Harbours and breakwaters—Construction, repairs and improvement.....	737,420.70
Harbours and breakwaters—Dredging including cost of new plant	120,840.81
Slides and booms—Construction, repairs, staff and maintenance	67,856.24
Slides and booms—Collection of dues, etc.....	4,699.26
Roads and bridges—Construction and repair.....	17,421.16
Telegraph lines—Construction, repair, operation, etc.....	52,927.09
Miscellaneous.....	135,334.51
Total expenditure.....	\$2,315,021.67

A detailed statement showing the expenditure for various repairs, and other sundry services in connection with the public buildings, which was also prepared by the same officer, is added in Appendix No. 14, page 256.

GRAVING DOCKS.

There are at present four graving docks in Canada, for the accommodation of ocean ships, and inland shipping; of these, three are owned and controlled by the government, through this department, viz., the "Lorne," at Lévis, P.Q.; the "Kingston," at Kingston, Ont.; and the "Esquimalt," at Esquimalt, near the city of Victoria, B. C. The Halifax, N. S., graving dock, built by the Halifax Graving Dock Co. (Limited) 1886-89, was subsidized by the Dominion (under Act 45 Vic., chap. 17), by the Imperial Government and by the city of Halifax.

The dimensions of these docks are as follows:—

THE LORNE—Commenced by the Harbour Commission of Quebec in 1878, was assumed and completed by this department in 1889:—

	Feet
Length.....	445
Width at coping level.....	100
do bottom.....	73
do entrance.....	62
Depth of water on sill at high water ordinary spring tides....	26½
do do do neap tides.....	20½

THE KINGSTON—was built by this department, having been completed in 1892:—

	Feet
Length on the floor.....	*280
Width do	47
Width at coping level.....	79
Depth	20½
Depth of water on sill at low water..	16
Width of entrance.....	55

(The level of Lake Ontario has a range of 3½ feet.)

*This length can be increased 13 feet, by placing the caisson on the apron line.

THE ESQUIMALT—completed by this department in 1887:

	Feet
Length over keel blocks.....	430
Width at bottom.....	41
do coping level.....	90
do entrance	65
Depth of water on sill at high water ordinary springs.....	26½

(Spring tides rise 7 to 10 feet, neaps 5 to 8 feet.)

THE HALIFAX—was built under agreement with and subject to the approval of this department, completed 1889:—

	Feet
Length	585
Width at coping level.....	102
do bottom... ..	72
do entrance.....	89½
Depth of water on sill at ordinary spring tides.....	30

(Spring tides rise 6 feet, neaps 3 feet.)

A more extended description of the graving docks operated by the department, and an account of the year's business, will be found in Appendix No. 3, page 157.

OFFICIALS:—A list of the graving dock officials and employees, with age, date of appointment, salary, etc., is contained in Appendix No. 9, page 231 of this report.

Department of Public Works.

MANITOBA.

BUILDINGS:—Repairs, alterations and improvements were effected as follows, viz. :—

- Brandon, Post Office, etc.—Furniture and fittings supplied and drainage completed.
- Winnipeg, Post Office.—Painted, kalsomined and repaired generally.
- do Crown Timber and Indian Offices.—Hot water heating and other improvements supplied.
- do Fort Osborne Barracks.—Electric light installed and other improvements provided.
- do Hospital and Barrack building.—Mess room fitted up and heating apparatus improved.
- do Officers' Mess.—A stone foundation and cement floor provided and heating apparatus placed in position.
- do Barrack Mess Room.—Electric light installed.
- do Stables.—Foundation renewed, and other repairs effected.
- do Drill Hall.—General repairs to fencing, roofing, drainage, etc., were effected.
- do Custom-house.—Sill replaced by brick, and other repairs done.
- do Immigration Hall—General improvement, etc., effected.

(See Appendix No. 2, pages 6 and 12.)

DREDGING:—Two dredges, the "Winnipeg" and "Priestman," were employed in the province during the past season; the work of improving the navigation of the Red River in the vicinity of West Selkirk, and the entrance to Lake Winnipeg was continued by the former, and the latter was again this year engaged in the White Mud River and Lake Manitoba. Full particulars of the work done may be found by reference to the report of the chief engineer of the department, Appendix No. 3, page 140.

MAJOR'S HILL PARK.

The character of this popular resort, for neatness, taste and attractiveness, was fully maintained during the last fiscal year. (See Appendix No. 2, page 41.)

NAVIGATION—OPENING AND CLOSING OF.

DATES:—The department is again under obligations to the customs officials at various ports for the promptness with which they supplied the information contained in Appendix No. 12, page 247, as will appear by reference thereto. This is a continuation of a record kept by the department since 1867, showing the period, if any, during which the principal ports of Canada were closed to navigation, owing to the formation of ice.

NEW BRUNSWICK.

BREAKWATERS AND PIERS:—During the fiscal year, works of construction, repair and improvements to breakwaters, wharfs and piers were executed as follows, viz.:—

Campbellton, Restigouche Co.—Extension of ballast wharf and ferry landing.
 Cape Tormentine, Westmoreland Co.—Wharf improvements.
 Fort Dufferin, St. John.—Repairs to retaining wall.
 Gray's Island, Albert Co.—Repairs to breakwater.
 Lower Neguac, Northumberland Co.—New wharf.
 Negro Point, St. John Co.—Repairs to breakwater.
 Pointe du Chêne, Westmoreland.—Reconstruction of breakwater.
 Quaco, St. John Co.—Repairs to west breakwater.
 River St. John.—Improvements.
 Shippegan, Gloucester Co.—Repairs to breakwaters.
 Tracadie, Gloucester Co.—New landing pier.

(See Appendix No. 3, page 67.)

BUILDINGS:—Necessary repairs, replacements and improvements were made to the public buildings at the following places, viz.:—

Bathurst post office,	Portland post office,
Chatham do	St. John custom-house,
Dalhousie do	do post office,
Fredericton do	do savings bank,
Moncton do	St. Stephen's public buiding,
Newcastle do	Sussex do
Patridge Island quarantine stn.	

In order to accommodate and isolate the colony of lepers, residing at Tracadie, the construction of the new Lazaretto authorized by Parliament, was placed under contract, and the work commenced.

The building will have stone walls, with floors, partitions and roof of wood, and will comprise a main portion $190\frac{1}{2}$ x 39 feet, and three projecting wings, 38 x 39 feet, 25 x 12 feet, and $32\frac{1}{2}$ x 16 feet, respectively. It will have a basement, ground, first and attic floors, excepting in the $32\frac{1}{2}$ x 16 feet wing, which will only be built as high as the ground floor.

(See Appendix No. 2, pages 29 to 31, and No. 1, pages 3 and 9.)

DREDGING:—Operations for the removal of shoals and other obstacles to navigation, were carried on during the season in the following localities, viz.:—

Bathurst,	Kennebecasis River,
Gagetown Creek,	Miramichi River,
Grimross (St. John River)	Nashwaak.

(See Appendix No. 3, page 100.)

Department of Public Works.

NORTH-WEST TERRITORIES.

BUILDINGS:—Works in connection with the public buildings in the North-west Territories were performed during the year as follows, viz.:—

- Calgary court-house.—Repairs to roof, etc.
- do immigration building.—Kitchen, etc., erected.
- do post office.—Building completed.
- do police barracks.—Additions and improvements.
- Edmonton land registration and crown timber office.—Building completed, fitted up and furnished.
- Lethbridge public building.—Approaching completion.
- Moose Jaw court-house and police barracks.—Building completed, fitted up and occupied.
- Prince Albert land and registration office.—Building completed, fitted up and occupied.
- Red Deer industrial school.—Completed and occupied.
- Regina barracks.—Improvements to water supply.
- do governmenthouse.—General improvements to building and outhouses.
- do court-house.—Approaching completion.
- do post office.—Heating, etc., improved.
- Wolseley court-house.—Under construction.

(See Appendix No. 1, pages 7 and 13, and No. 2, page 45.)

NOVA SCOTIA.

BREAKWATERS, PIERS, WHARFS, ETC.:—The following is a summary of the works carried out in connection with harbour works in Nova Scotia during the year, viz.:—

- Arisaig, Antigonish Co.—Repairs to breakwater and pier.
- Avonport, King's Co.—Removal of mud and gravel.
- Babin's Cove, Richmond Co.—Construction of wharf.
- Bayfield, Antigonish Co.—New wharf and repairs to breakwater.
- Blue Rock, Antigonish Co.—Repairs to breakwater.
- Boularderie Island, Cape Breton Co.—Construction of wharf.
- Broad Cove, Inverness Co.—Repairs to wharf.
- Canada Creek, King's Co.—Extension of wharf.
- Chipman's Brook, Inverness Co.—Repairs to breakwater.
- Coal Mine Point, King's Co.—Extension of breakwater.
- Cribbin's Point, Halifax Co.—Protection of works.
- Crooked Channel, Digby Co.—Boat channel.
- D'Escousse, Richmond Co.—New wharf.
- Devil's Island, Halifax Co.—Repairs to breakwater.
- Digby, Digby Co.—Reconstruction of pier.
- Five Islands, Colchester Co.—Renewals to wharf.
- Fox Island, Halifax Co.—Protection work.
- French River, Victoria Co.—Repairs to breakwater.
- Grand Etang, Inverness Co.—Harbour works.
- Halifax, Halifax Co.—Quarantine wharf.

Hall's Harbour, King's Co.—Repairs to pier.
 Harbour au Bouche, Antigonish Co.—Harbour improvements.
 Johnson's Harbour, Richmond Co.— do
 L'Ardoise, Richmond Co.—Repairs to breakwater.
 Lismore, Pictou Co.—Repairs to wharf.
 Mabou, Inverness Co.—Harbour improvements.
 Maitland, Hants Co.—Repairs to wharf.
 Meteghan Cove, Digby Co.—Repairs to wharf.
 McNair's Cove, Antigonish Co.—Repairs to breakwater
 New Haven, Victoria Co.—Improvements.
 Nyanza, Victoria Co.—Construction of wharf.
 Pictou Island, Pictou Co.—Extension and repairs of wharfs.
 Port Medway, } Queen's Co.—Removal of rocks.
 Dock Cove, }
 South Ingonish, Victoria Co.—Construction of wharf.
 Three Islands Cove, Richmond Co.—Harbour improvements,
 White Point, Queen's Co.—Repairs to wharf.

(See Appendix No. 1, page 15, and No. 3, page 54.)

BUILDINGS:—The following are brief references to the works performed for the preservation and repair, etc., of public building in this province during the year, viz.:—

Amherst, public building.—Water supply provided and general repairs.
 Annapolis, public building.—Winter sashes provided and other repairs.
 Antigonish, public building.—Floors renewed, repairs and painting done.
 Baddeck, public building.—Platform, etc., provided.
 Dartmouth, post office.—Building was completed, fitted up and occupied.
 Halifax, examining warehouse.—Basement re-floored, etc.
 do Dominion building.—Repairs to roof, etc,
 do immigration building.—Floor laid, new stoves, etc., supplied.
 Lawlor's Island, quarantine station.—Disinfecting apparatus and entire establishment placed in efficient condition.
 Lunenburg, post office building.—Nearly completed.
 Pictou, custom-house.—General repairs to masonry, etc.
 do marine hospital.—Repairs, painting, cleaning, etc.
 do post office.—Site purchased and building under construction.
 do quarantine station.—Painting, whitewashing, etc., done.
 Sydney, public building.—Painting done, storm sashes provided and drains, etc., improved.
 Sydney, quarantine station.—Baths renewed, painting and minor repairs done.
 Truro, post office, etc.—Masonry repaired, drainage improved and general repairs done.
 Windsor, post office, etc.—Sanitary improvements, and general repairs effected.
 Yarmouth, public building.—Improvements, alterations and repairs were made.

(See Appendix No. 1, pages 3 and 9; No. 2, page 25.)

Department of Public Works.

DREDGING:—The plant available for dredging operations in the province during the year, was engaged at the undermentioned places, viz.:—

Bayfield,	Salmon River,
East River of Pictou,	Yarmouth.
New Glasgow,	

(See Appendix No. 1, page 18, and No. 3, page 99.)

OFFICIALS.

APPENDIX No. 7, page 221, is a list of the chief officers who served, or are now serving in the department. It contains the names and dates of appointment from 1841 down to the present time.

ONTARIO.

BREAKWATERS, PIERS, WHARFS, ETC.:—The subjoined list shows the localities and nature of work performed, in connection with harbour works, during the fiscal year in the province of Ontario:—

Beaverton, Ontario Co.—Repairs to pier.
Burlington Canal, Wentworth Co.—Repairs to pier and ferry scow.
Cobourg, Northumberland Co.—Repairs to piers.
Collingwood, Simcoe Co.—Repairs to works.
Colpoys' Bay, Bruce Co.—Extension of pier, etc.
Goderich, West Huron Co.—Extension of piers.
Kingston, Frontenac Co.—Removal of Point Frederick shoal.
Kingsville, Essex Co.—Repairs to works.
Meaford, Grey Co.—Repairs to protection works, etc.
Port Albert, Huron Co.—Extension of piers.
Port Hope, Durham Co.—Repairs.
Port Rowan, Norfolk Co.—Construction of landing piers.
Southampton, Bruce Co.—Repairs to works.
Toronto, York Co.—Construction of harbour works.

Extended reports on these works will be found by referring to Appendix No. 3, page 92, and the expenditure in Appendix No. 1, pages 6 and 11.

BUILDINGS:—The works executed under the supervision of the department during the fiscal year, for the preservation and repair of the public buildings of Ontario, may be briefly stated as follows, viz.:—

Almonte, public building.—Customs office fitted up and finished, etc.
Amherstburg, post office, etc.—Brickwork repaired and pointed and entrance doors varnished.
Barrie, post office, etc.—Repairs to roof and floor.
Belleville, post office, etc.—Repairs, renewals and general improvements.
Berlin, post office, etc.—Building connected with town water service, general repairs and improvements done and conveniences supplied.

- Brampton, post office, etc.—Masonry, brickwork and plumbing were repaired.
- Brantford, post office, etc.—Lobby floor was relaid and promiscuous repairs effected.
- Cornwall, post office, etc.—General repairs and improvements, both outside and inside, were attended to, and the old sanitary appliances replaced.
- Carleton Place, post office, etc.—Floor of basement levelled and window shades supplied.
- Chatham, post office, etc.—Roof was repaired and masonry pointed.
- Cobourg, post office, etc.—General repairs of a minor nature.
- Dundas, post office, etc.—Some castings and blinds were supplied.
- Galt, post office, etc.—Retaining wall rebuilt, cement floor laid in furnace room, etc.
- Gananoque, customs-house—New sanitary system supplied.
- Goderich, post office, etc.—Some minor repairs, etc., were done.
- Guelph, post office, etc.—Roof was recovered with galvanized iron, and other extensive repairs done, and requirements supplied.
- Napanee, Post Office, etc.—Fire escape and other improvements provided.
- Orangeville, post office.—Repairs to roof.
- Orillia, public building.—Completed and occupied.
- Ottawa, government house.—General repairs, alterations and improvements.
- Ottawa, parliament buildings.—General repairs and improvements to fixtures, etc.
- Ottawa, central experimental farm.—Necessary repairs, etc., were done.
- Ottawa, western block.—Wear and tear generally, made good.
- Ottawa, eastern block.—General repairs to plumbing, gas fitting, stone work, etc.
- Ottawa, Langevin block.—Repairs and improvements.
- Ottawa, dynamo station,—Brick work and machinery repaired.
- Ottawa, work shops, Wellington street.—Hose, etc., provided.
- Ottawa, geological museum.—Precautions taken against settling of structure from weight of specimens, etc.
- Ottawa, printing bureau.—Extensive repairs and improvements.
- Petrolia, post office, etc.—Building finished, furnished and occupied.
- Port Arthur, public building.—Completed, fitted up, and occupied.
- Prescott, post office, etc.—Minor repairs.
- Prescott, custom house.—Minor repairs.
- Smith's Falls, public building.—Under construction.
- St. Catharines, public buildings.—General repairs.
- St. Thomas, public building.—Furnaces re-set, etc.
- Stratford, public building.—Damage by fire being restored.
- Toronto post office.—Repairs to heat and light apparatus, etc.
- Toronto custom house.—Steam boilers, etc., repaired.
- Toronto drill hall.—Building nearly completed.
- Trenton, post office, etc.—Minor repairs and improvements.
- Walkerton, post office, etc.—Minor repairs.
- Windsor, public building.—Repairs to stone work, etc.

Department of Public Works.

PARLIAMENT HILL GROUNDS.

CONTRACT:—The contractor maintained the usual neatness, and general appearance of the grounds, during the year, in a satisfactory manner.

(See Appendix No. 2, page 41.)

PRINCE EDWARD ISLAND.

BREAKWATERS, PIERS, WHARFS, ETC.:—The following is a list of the works conducted by the department during the last fiscal year, viz. :—

Belfast Pier, Queen's Co.—Repairs to pier.
Brae, Prince Co.—Repairs to breakwater.
Chapel Point, King's Co.—Repairs to pier.
Georgetown, Kings Co.—Repairs to wharf.
Hickey's Pier, Queen's Co.—Repairs to wharf.
Lambert's Pier, Kings Co.—Construction of retaining wall and repairs.
Miminegash, Prince Co.—Extension of north pier, &c.
Nine Mile Creek, Queen's Co.—Repairs to piers.
North Cardigan, King's Co.—Repairs to pier.
Rustico (North), Queen's Co.—Repairs to breakwater.
Souris, King's Co.—Harbour works.
Stephen's Pier, King's Co.—Improvements.
Sturgeon, King's Co.—General repairs to piers.
St. Mary's Bay, King's Co.—General repairs to pier.
St. Peter's Bay, King's Co.—Extension of protection work.
Wood Islands, Queen's Co.—Reconstruction and repair of eastern breakwater.

(See Appendix No. 3, pages 75 and 101.)

The dredging operations in this province during the year were performed in the following places, viz. :—

Cape Traverse,
Grand River.

Murray Harbour—south,

PUBLIC BUILDINGS, OTTAWA.

MAINTENANCE:—The heating, lighting, bell and water service, in connection with the parliament and other public buildings in the capital, were maintained as usual and such repairs as were necessary for their preservation and usefulness, were effected, due regard being had to improvement and economy.

(See Appendix No. 1, pages 5 and 11; No. 2, page 38.)

QUEBEC.

BREAKWATERS, PIERS, WHARFS, ETC.—Necessary works of repairs and improvements were effected as follows, viz. :—

Anse St. Jean, Saguenay Co.—Repairs to wharf.
Bay St. Paul, Charlevoix Co.—Extension of and repairs to wharf.
Bic, Rimouski Co.—Repairs to wharf.
Cacouna, Temiscouata Co.—Construction of wharf.

Cap à l'Aigle, Charlevoix Co.—Repairs to wharf and shed.
 Carleton, Bonaventure Co.—Repairs to wharf.
 Chicoutimi, Chicoutimi Co.—Wharf improvements.
 Etang du Nord, Gaspé Co.—Repairs to breakwater.
 Grand Pabos do —Entension of wharfing.
 Ile Verte, Temiscouata Co.—Repairs to wharf.
 Lake Megantic, Compton Co.—Repairs to pier.
 Les Ecureuils, Portneuf Co.—Repairs to wharf.
 Les Eboulements, Charlevoix Co.—Repairs to wharf.
 Laprairie, Laprairie Co.—Extension of retaining wall.
 Longueuil, Chambly Co.—Wharf improvements.
 Matane, Rimouski Co.—Extension of wharf.
 Murray Bay, Charlevoix Co.—Repairs to wharf freight shed.
 New Carlisle, Bonaventure Co.—Repairs to wharf.
 Rimouski, Rimouski Co.—Sheathing of retaining pier.
 River Blanche, Rimouski Co.—Repairs to wharf.
 River du Lièvre.—Improvements.
 Rivière du Loup, Temiscouata Co.—Repairs to wharf.
 Rivière l'Assomption.—Improvements to navigation.
 River Madawaska.— do
 Rivière Noire, Charlevoix Co.—Construction of breakwater.
 River Ottawa at Mille Isles, Laval Co.—Improvements to navigation.
 Rivière Ouelle, Kamouraska Co.—Repairs to wharf.
 River St. Louis, Beauharnois Co.—Bridges.
 River St. Maurice.—Improvements to navigation.
 River Yamaska, Yamaska Co.—Repairs to lock and dam.
 Roberval, Chicoutimi Co.—Wharf accommodation.
 St. Alphonse, Chicoutimi Co.—Repairs to wharf.
 St. Anicet, Huntingdon Co.—Renewal of wharf.
 Ste. Anne du Saguenay, Chicoutimi Co.—Removal of boulders.
 St. François, Montmorency Co.—Repairs to wharf and shed.
 St. Jean do —Repairs.
 St. Laurent do —Improvements to wharf.
 St. Michel, Bellechasse Co.—Repairs to wharf.
 St. Siméon, Charlevoix Co.—Repairs to block.
 St. Thomas, Montmagny Co.—Repairs to wharf.
 St. Zotique, Soulanges Co.—General repairs and improvements.
 Tadousac, Saguenay Co.—Wharf improvements.
 Yamachiche, St. Maurice Co.—Construction of pier.

BUILDINGS:—Improvements, repairs, additions, extensions, or works necessary for their care and preservation, were effected to the following structures during the fiscal year, viz. :—

Aylmer post office,	Quebec citadel,
Grosse Isle quarantine station,	do custom house,
Lachine post office,	do cullers' office,
Montreal custom house,	do examining warehouse,
do examining warehouse,	do immigration building,—
do inland rev. building,	do Princess Louise embankment,
do post office,	do Marine agency,—Queen's wharf,

Department of Public Works.

Quebec observatory, do post office, do quarantine, Richmond public building, Sherbrooke post office, etc., Sorel post office, etc., St. Henri post office,	St. Hyacinthe post office, etc., St. Jerome public building, St. Johns post office, etc., St. Vincent de Paul penitentiary, Three Rivers post office, West Farnham post office.
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(See Appendix No. 1, pages 4 and 10; No. 2, page 33.)

DREDGING :—The following is a list of the places where dredging was carried on during the fiscal year, viz. :—

River St Lawrence, ship channel between Montreal and Quebec, Berthier (<i>en haut</i>), Charlemagne, Chateauguay, Chicoutimi,	Grenville, Longueuil, Louise Basin, Quebec, Port St. Francis, River St. Pierre, St. Placide.
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(See Appendix No. 3, page 122.)

REVENUE.

The following is a summary of the revenue accrued, from works under the control of the department, during the last fiscal year, viz. :—

SLIDES AND BOOMS.

Ottawa district.	\$64,376 89
Newcastle district.....	5,088 62
Saguenay do	523 81
St. Maurice do	14,544 55
Total from slides and booms	\$84,533 87

GRAVING DOCKS.

Lévis.....	\$13,310 94
Kingston	7,453 01
Esquimalt	10,786 70
Total from graving docks	\$31,550 65

TELEGRAPH LINES.

Gulf of St. Lawrence and Maritime Provinces	\$5,944 66
Ontario, Pelée Island	138 79
North-west Territories.....	1,573 20
British Columbia.....	961 27
Total from telegraph lines ..	\$8,617 92

RIVER WORKS.

River Yamaska.....	\$222 49
River du Lièvre	532 59
Total for river works.....	\$755 08

Total amount of revenue accrued.....\$125,457 52

ROADS AND BRIDGES.

BRIDGES:—During 1893–94 repairs were made under the supervision of the department, to the following bridges, viz.:—

- Grand River bridge, at York, Ont.
- Ottawa City bridges, at Ottawa, Ont.
- Des Joachims bridge, River Ottawa.
- Portage du Fort bridge, River Ottawa.
- Belly River bridge, at Lethbridge, N. W. T.
- Old Man's River bridge, at Macleod, N. W. T.

Details of the nature of the work will be found in Appendix No. 3, page 179, and of the expenditure No. 1, page 20.

SLIDES AND BOOMS.

THE COLLECTOR OF DUES' REPORT—The report of the collector is very satisfactory. He states that not a dollar remained due on the year's business on the 21st of November, the date of his report.

Every effort has been made to collect all arrears but with little success, as the claims, though carried forward from year to year, are nearly all outlawed and worthless as explained in the collector's report, Appendix No. 3, page 170.

This report is accompanied with eight statements.

No. 1. Refers to the Ottawa River slides and the timber, etc., that passed through them.

No. 2. Statement shows the dues accrued on each of the undermentioned Government slides and works on the River Ottawa and its tributaries during the fiscal year ended 30th June, 1894.

No. 3. Statement of slide and boom dues accrued from the Ottawa River works since 1st July, 1889, outstanding on 30th June, 1894, remaining uncollected on 30th September, 1894.

No. 4. Statement of slidage and boomage from Ottawa slides and works accrued prior to 1st July, 1889, outstanding 30th June, 1894, and remaining uncollected on 30th September, 1894.

No. 5. Statement of outstanding slide dues, Ottawa district, bonds for which were sent to Quebec for collection.

No. 6. Statement of slide and boom dues from the St. Maurice slides and works, outstanding on 30th June, 1894, and remaining uncollected on the 30th September, 1894.

No. 7. Statement of slide and boom dues accrued at the Saguenay outstanding on 30th June, 1894, and remaining uncollected on the 30th September, 1894.

No. 8. Statement of slide and boom dues accrued from the Newcastle and Trent District River works, outstanding on 30th June, 1894, remaining uncollected on the 30th September, 1894.

Department of Public Works.

NEWCASTLE DISTRICT:—The report of the superintendent of the Trent and Newcastle District works, is contained in Appendix No. 3, page 168. It describes the repairs which were made to the works at the several stations, and is accompanied by a statement showing the quantity of timber, etc., that passed through each of the slides and locks during the fiscal year. The amount of dues accrued, etc., can be found by referring to the collector's report, Appendix No. 3, page 171.

OTTAWA DISTRICT:—The Ottawa River works include the supervision, not only of the slides and booms on that river itself, but also many works on its tributaries, as well as interprovincial bridges, etc., in the vicinity of Ottawa, all of which are described in the superintending engineer's report in Appendix No. 3, page 162.

SAGUENAY DISTRICT:—The report of the engineer in charge is annexed hereto in Appendix No. 3, page 167.

ST. MAURICE DISTRICT:—A description of the works, which were considered necessary, for the preservation and usefulness of this work, will be found in the acting superintendent's report, Appendix No. 3, page 166.

STAFF EMPLOYED:—A list of the slides and booms employees, showing together with the names, the date of birth, when employed, date of appointment, and salary of each one, is given in Appendix No. 4, page 183.

SURVEYS AND EXAMINATIONS.

During the fiscal year covered by this report, surveys and examinations were made by officers, under instructions from the department, at ninety-eight different localities, in the several provinces as follows:—

British Columbia.....	6
Manitoba.....	2
New Brunswick.....	8
North-west Territories.....	1
Nova Scotia.....	39
Ontario.....	14
Prince Edward Island.....	13
Quebec.....	15

These surveys and examinations were directed and made, in order to obtain reliable and accurate information, from the report of experienced officers, touching the possibility, practicability and utility, of recommending, or undertaking, the construction of works, in the public interest, which are either strongly recommended to, or strenuously urged upon, the consideration of the Government.

The names of the localities which were visited for this purpose, last year, will be found in Appendix No. 3, page 180.

TELEGRAPHS.

This service where established by the Government, both in the Atlantic and Pacific provinces, was maintained during the year without any serious mishaps or continued interruption.

The report of the acting superintendent at page 191 of Appendix No. 5, contains full and interesting particulars of the work done during the year. For the information of the public, the tariff rates for messages of ten words and each additional word, in the various districts, is subjoined to his report.

WORKS—APPLICATIONS TO CONSTRUCT.

Forty-five separate applications, by private individuals or corporations, for permission to construct certain works, across harbours or rivers, etc., or to obtain other privileges, were dealt with by the department during the year. (See Appendix No. 3, page 183.)

I have the honour to be, sir,

Your obedient servant,

A. GOBELL,

Deputy Minister.

APPENDIX No. 1

STATEMENT OF EXPENDITURE

BY THE

DEPARTMENT OF PUBLIC WORKS

DURING THE FISCAL YEAR ENDED 30TH JUNE, 1894

O. DIONNE, Accountant.

Department of Public Works.

(Reference No. 158346.)

APPENDIX No. I.

STATEMENT showing the amount expended by the Department of Public Works,
Dominion of Canada, during the fiscal year ended 30th June, 1894.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
PUBLIC BUILDINGS.				
GENERALLY.....			941 36	941 36
<i>Nova Scotia.</i>				
Amherst post office, &c.....		289 16		289 16
Annapolis do.....		376 41		376 41
Antigonish do.....		16 37		16 37
Baddeck do.....		23 92		23 92
Dartmouth do.....	3,386 89			3,386 89
Halifax Assistant Receiver General's office—rent.....			1,200 00	1,200 00
do Dominion building.....		3,637 77		3,637 77
do drill hall.....	17,978 80			17,978 80
do examining warehouse—rent, &c.....		81 80	1,000 00	1,081 80
do immigrant shed.....		834 64		834 64
do Lawlor's island quarantine station.....	20,077 93			20,077 93
do penitentiary.....		0 24		0 24
Lunenburg post office, &c.....	10,136 31			10,136 31
Nappan experimental farm.....		47 55		47 55
New Glasgow post office, &c.....		6 70		6 70
North Sydney do.....		575 92		575 92
Pictou custom-house.....		545 62		545 62
do marine hospital.....		179 10		179 10
do post office, &c.....	216 70			216 70
do quarantine station.....		258 50		258 50
Sydney post office, &c.....		63 65		63 65
do quarantine station—Keating point.....	374 75			374 75
Truro post office, &c.....		892 10		892 10
Windsor do.....		343 12		343 12
Yarmouth do.....		197 03		197 03
<i>Prince Edward Island.</i>				
Charlottetown Dominion building.....		1,643 19		1,643 19
Montague post office, &c.....		80 81		80 81
Summerside do.....		799 69		799 69
<i>New Brunswick.</i>				
Bathurst post office, &c.....		306 05		306 05
Carleton (St. John) post office, &c.....		245 40		245 40
Chatham do.....	10,226 11			10,226 11
Dalhousie do.....		560 86		560 86
Fredericton do.....		31 00		31 00
Moncton do.....		1,393 14		1,393 14
Newcastle do.....		264 25		264 25
Portland do —rent.....			130 90	130 90
St. John custom-house—rent, &c.....		99 15	44 00	143 15
do do —temporary (rent).....	250 00		3,000 00	3,250 00
do do —new.....	113,011 65			113,011 65
do engineer's office—rent, &c.....		125 00	500 00	625 00
Carried forward.....				
	175,659 14	13,918 14	6,816 26	196,393 54

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
PUBLIC BUILDINGS—Continued.				
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	175,659 14	13,918 14	6,816 26	196,393 54
<i>New Brunswick—Concluded.</i>				
St. John examining warehouse—rent.....			250 00	25 00
do marine hospital.....		342 70		342 70
do Partridge island quarantine station.....	1,167 38			1,167 38
do penitentiary.....		30 00		30 00
do post office.....		3,057 90		3,057 90
do savings bank.....		1,086 93		1,086 93
St. Stephen's post office, &c.....		47 87		47 87
Sussex do.....		179 75		179 75
Tracadie leper hospital.....	6,778 22			6,778 22
Woodstock post office, &c.....	112 58	5 00		117 58
<i>Maritime Provinces.</i>				
GENERALLY.....			3,208 96	3,208 96
<i>Quebec.</i>				
Aylmer post office, &c.....		102 28		102 28
Coaticook do.....		4 75		4 75
Dundee custom-house.....		121 50		121 50
Grosse Isle quarantine station.....	14,613 15	343 00		14,956 15
Hull post office, &c.....		45 95		45 95
Joliette do.....		88 67		88 67
Lachine do.....	100 00	82 60		182 60
Laprairie do.....		572 31		572 31
Lévis immigrant building.....		2 00		2 00
Montreal custom-house.....		4,333 65		4,333 65
do examining warehouse.....		2,080 16		2,080 16
do inland revenue office.....		139 46		139 46
do post office—improvements, &c.....	11,871 30	3,514 27		15,385 57
do public buildings, generally.....			259 00	259 00
Quebec citadel buildings.....		1,917 43		1,917 43
do clerk of works office.....		44 05		44 05
do custom-house.....		2,633 57		2,633 57
do do —old.....		187 70		187 70
do examining warehouse.....		1,311 90		1,311 90
do immigrant building.....		1,089 49		1,089 49
do observatory.....		765 00		765 00
do post office, new wing.....	9,988 55	1,255 41		11,243 96
do public buildings, generally.....			663 31	663 31
do quarantine building, Princess Louise embankment.....	9,406 66			9,406 66
do Queen's wharf building.....		21 25		21 25
do signal service inspector's office.....		76 75		76 75
Richmond post office, &c.....	3,219 75			3,219 75
Rivière du Loup (Fraserville) post office, &c.....		340 47		340 47
Sherbrooke post office, &c.....		1,440 16		1,440 16
Sorel do.....		64 94		64 94
St. Henri do.....	10,355 07			10,355 07
St. Hyacinthe do.....	2,303 24	8 00		2,311 24
St. Jérôme do.....		19 40		19 40
St. Johns do.....		722 40		722 40
St. Vincent de Paul penitentiary.....	28,184 96			28,184 96
Three Rivers custom-house.....		315 37		315 37
do post office.....		418 76		418 76
Valleyfield do &c—rents.....		1 25	405 00	406 25
West Farnham do.....	4,500 36			4,500 36
Carried forward.....	278,260 36	42,732 19	11,602 53	332,595 68

Department of Public Works.

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
PUBLIC BUILDINGS—Continued.				
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	278,260 36	42,732 19	11,602 53	332,595 08
<i>Ontario.</i>				
Almonte post office, &c.....	25 00	173 00		198 00
Amherstburg do.....		476 00		476 00
Barrie do.....		171 28		171 28
Belleville do.....		1,314 55		1,314 55
Berlin do.....		648 42		648 42
Brampton do.....	12 00	158 81		170 81
Brantford drill hall.....	5,030 00			5,030 00
do post office, &c.....		520 59		520 59
Brockville do.....		328 31		328 31
Carleton Place post office, &c.....		33 05		33 05
Cayuga do.....		12 63		12 63
Chatham do.....		290 50		290 50
Clifton do.....		3 00		3 00
Cobourg do.....		136 27		136 27
Cornwall do.....		1,384 45		1,384 45
Dundas do rent, &c.....		22 95	500 00	522 95
Dunnville canal office.....		102 00		102 00
Galt post office, &c.....		333 87		333 87
Gananoque custom house.....		388 97		388 97
do post office.....		12 00		12 00
Goderich do.....		84 23		84 23
Guelph do.....		206 52		206 52
Hamilton custom house.....		320 87		320 87
do post office.....		340 90		340 90
do do old.....		75 32		75 32
Kingston custom house.....		1,157 99		1,157 99
do immigration building.....		45 70		45 70
do post office, &c.....		1,084 50		1,084 50
Lindsay do.....	188 00	166 15		354 15
London custom house.....		78 10		78 10
do military school.....		15 30		15 30
do post office.....		94 37		94 37
Napanee do &c.....		107 13		107 13
Orangeville do do.....		71 30		71 30
Orillia do do.....	1,417 63			1,417 63
Ottawa—Bank of Ottawa building (rent).....			1,000 00	1,000 00
do do (lighting).....			65 64	65 64
do Central chambers (rent).....			83 33	83 33
do civil service examination office (rent).....			137 52	137 52
do examining warehouse (rent).....			850 00	850 00
do experimental farm.....	3,234 04	359 75		3,593 79
do do (lighting).....			79 00	79 00
do geological museum.....		553 87	330 00	883 87
do do (lighting).....			763 05	763 05
do national art gallery.....		33 60	1,188 69	1,222 29
do post office.....		732 42	2,744 21	3,476 63
do printing bureau (heating).....	250 00	631 52		881 52
do do (lighting).....			916 00	916 00
do public buildings, electric light extension, &c.....	2,424 50	114,268 63		116,693 13
do do gas and electric light.....			13,547 33	13,547 33
do do grounds.....			5,994 65	5,994 65
do do heating.....			75,191 80	75,191 80
do do Langevin block.....		2,109 77		2,109 77
do do do (lighting).....			1,286 65	1,286 65
do do do (remov. snow).....			415 00	415 00
do do Major's Hill park.....			3,983 15	3,983 15
do do removal of snow.....			1,725 36	1,725 36
do do supreme court (lighting).....			67 20	67 20
Carried forward.....	290,841 53	171,780 78	122,471 11	585,093 42

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
PUBLIC BUILDINGS—Continued.				
Brought forward.....	290,841 53	171,780 78	122,471 11	585,093 42
<i>Ontario—Concluded.</i>				
Ottawa—public buildings, telephonic service.....			3,455 46	3,455 46
do do translators' rooms, Sussex street (rent).....			240 00	240 00
do do translators' rooms, Sussex street (lighting).....			84 80	84 80
do do water.....			15,163 26	15,163 26
do do workshops (rents, &c.).....		72 48	975 00	1,047 48
do do do (lighting).....			534 15	534 15
do do street & bridges (lighting).....			2,983 00	2,983 00
Pembroke post office.....		13 00		13 00
Peterborough custom house.....		6 92		6 92
do post office.....		22 71		22 71
Petrollea do &c.....		616 07		616 07
Picton do.....	3,523 05			3,523 05
Port Arthur do.....	4,631 05	363 60		4,994 65
do Colborne do.....		169 40		169 40
do Dalhousie custom house.....		19 00		19 00
do Hope post office, &c.....		801 94		801 94
Prescott custom house.....		129 20		129 20
do post office.....		414 60		414 60
Public buildings generally.....			939 57	939 57
Rideau Hall.....		14,999 88		14,999 88
do fuel and light (allowance).....			8,000 00	8,000 00
do removal of snow.....			359 61	359 61
Smith's Falls post office, &c.....	3,918 90			3,918 90
Stratford do (rent).....	283 00	733 70	35 00	1,051 70
Strathroy do.....		100 00		100 00
St. Catharines do.....		80 70		80 70
St. Thomas do.....		114 95		114 95
Toronto civil service examination office.....		69 50		69 50
do custom house.....		1,799 27		1,799 27
do drill hall.....	67,297 17			67,297 17
do engineer's office.....		35 00		35 00
do examining warehouse.....		3,892 18		3,892 18
do inland revenue office.....		708 76		708 76
do military school.....		10 20		10 20
do post office.....		4,223 20		4,223 20
do savings bank.....		33 60		33 60
do steamboat inspectors' office.....		60 00		60 00
Trenton post office, &c.....		68 56		68 56
Walkerton do.....		66 75		66 75
Windsor do.....		427 71		427 71
<i>Manitoba.</i>				
Brandon Dominion lands office.....		66 05		66 05
do experimental farm.....	2,256 64			2,256 64
do immigration building.....		53 55		53 55
do industrial school.....	16,095 10			16,095 10
do post office.....		433 03		433 03
Public buildings generally.....			3,504 32	3,504 32
Winnipeg architect's office.....		107 69		107 69
do crown timber and Indian offices.....		222 00		222 00
do custom house.....		54 17		54 17
do Dominion lands office.....		587 91		587 91
do drill hall.....	1,958 75			1,958 75
do examining warehouse.....		28 18		28 18
do Fort Osborne.....	16,939 75			16,939 75
do immigration office.....		814 73		814 73
do inland revenue office.....		33 00		33 00
Carried forward.....	407,744 94	204,233 97	158,745 28	770,724 19

Department of Public Works.

APPENDIX No. 1—Continued

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
PUBLIC BUILDINGS—Continued.				
Brought forward.....	407,744 94	204,233 97	158,745 28	770,724 19
<i>Manitoba—Continued.</i>				
Winnipeg military buildings generally.....			1,049 70	1,049 70
do do store building.....	163 31			163 31
do mounted police barracks.....		47 60		47 60
do post office.....		1,048 77		1,048 77
do steamboat inspection office.....		34 50		34 50
<i>North-west Territories.</i>				
Banff mounted police barracks.....		355 20		355 20
Battleford do do.....		1,789 49		1,789 49
Calgary court-house, &c.....		102 21		102 21
do Dominion lands office.....		40 00		40 00
do immigrant building.....		227 50		227 50
do mounted police barracks.....		1,491 55		1,491 55
do post office, custom-house, &c.....	24,675 71			24,675 71
Canmore mounted police barracks.....		21 80		21 80
Duck Lake do do.....		116 48		116 48
Edmonton immigrant building.....		70 00		70 00
do mounted police barracks.....		439 55		439 55
do registry office.....	1,040 00			1,040 00
Estevan mounted police barracks.....	585 00	88 55		673 55
Fort Macleod do do.....		1,901 60		1,901 60
Fort Saskatchewan mounted police barracks.....		3,180 89		3,180 89
Indian Head experimental farm.....	617 72	928 88		1,546 60
Kootenay mounted police barracks.....		2 00		2 00
Lethbridge custom and court-houses.....	7,107 22			7,107 22
do Dominion lands office.....		66 00		66 00
do mounted police barracks.....		459 59		459 59
do post office.....		4 00		4 00
Macleod court-house (rent).....	262 50	87 00	166 66	516 16
Maple Creek mounted police barracks.....		991 68		991 68
Medicine Hat court-house.....	1,137 30	99 40		1,236 70
do mounted police barracks.....		7 24		7 24
Moose Jaw court-house.....	3,309 00	58 40		3,367 40
Moosomin do.....	164 18	50 85		215 03
do mounted police barracks.....		5 75		5 75
Mounted police buildings generally.....			464 47	464 47
North Portal mounted police barracks.....	760 00			760 00
Onion Lake do do.....		30 00		30 00
Prince Albert court-house.....	270 25	418 50		688 75
do mounted police barracks.....		498 18		498 18
do registry office, Dominion lands, &c.....	2,394 90			2,394 90
Public buildings generally.....			469 26	469 26
Qu'Appelle fishery inspection office.....		99 50		99 50
Red Deer industrial school.....	2,029 75			2,029 75
Regina clerk of works' office.....		8 00		8 00
do court-house, land and registry office.....	19,998 05	68 37		20,066 42
do Dominion lands office.....		44 10		44 10
do Lieutenant Governor's residence (new).....		186 86		186 86
do do do (old).....		267 97		267 97
do mounted police barracks.....	6,285 70			6,285 70
do post office.....		52 70		52 70
St. Albert mounted police barracks.....		18 00		18 00
Touchwood do do.....		25 00		25 00
Wolsley court-house.....	1,721 99			1,721 99
Wood Mountain mounted police barracks.....		52 70		52 70
Carried forward.....	480,267 52	219,720 33	160,895 37	860,883 22

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
PUBLIC BUILDINGS—Continued.				
	\$ cts.	\$ cts.	\$' cts.	\$ cts.
Brought forward.....	480,267 52	219 720 33	160,895 37	860,883 22
<i>British Columbia.</i>				
Agassiz experimental farm	2,268 95	113 59		2,382 54
Albert Head quarantine station.....		31 00		31 00
Nanaimo post office, &c.....		1,505 15		1,505 15
New Westminster custom-house.....		32 50		32 50
do post office.....		270 34		270 34
Public buildings generally.....			192 51	192 51
Vancouver post office, &c.....	12,992 72	686 67		13,629 39
Victoria appraisers' office.....		4 75		4 75
do barracks.....		3 00		3 00
do custom-house.....		117 86		117 86
do drill hall.....	3,482 14	46 98		3,529 12
do engineer's office (rent, &c.).....		170 95	751 00	921 95
do inland revenue office.....		124 50		124 50
do marine hospital.....		374 30		374 30
do military buildings.....	1 65			1 65
do post office (new).....	75,060 40			75,060 40
do do (old).....		1,118 80		1,118 80
do public buildings generally.....			44 00	44 00
do savings bank.....		13 45		13 45
William's Head quarantine buildings.....	37,849 78			37,849 78
DOMINION QUARANTINE BUILDINGS GENERALLY.....			170 00	170 00
Carried forward.....	611,923 16	224,284 17	162,052 88	998,260 21

Department of Public Works.

APPENDIX No. 1—Continued.

Name of Work.			Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
PUBLIC BUILDINGS—Continued.			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....			611,923 16	224,284 17	162,052 88	998,260 21
EXPENDITURE ON ACCOUNT SERVICES MENTIONED.	Salaries of Engineers, &c.	Supplies for Engineers, &c.	Heating.	Lighting.	Water.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Nova Scotia.</i>						
Amherst post office	366 63	2 69	234 38	218 34	20 00	842 04
Annapolis do	366 63	18 30	147 60	22 80	40 00	595 33
Antigonish do	366 63	4 59	100 58	56 30	60	528 70
Arichat do			4 00			4 00
Baddeck do	183 37	5 20	105 00	11 00		304 57
Dartmouth do	6 72	4 10			5 25	16 07
Halifax Assist. Receiver General's office.....				62 00	36 00	98 00
do Dominion building.....	1,884 13	25 75	945 03	3,016 05	530 78	6,401 74
do examining warehouse.....	458 37	17 50	184 72	112 20	149 76	922 55
do immigrant shed.....			176 10	440 00		616 10
New Glasgow post office..	366 63	9 16	158 77	365 40	100 00	999 96
North Sydney do	366 63	1 50	113 20	312 48		793 81
Pictou custom house.....	366 63		137 40			504 03
Sydney South post office..	366 63	31 89	246 00	83 94	22 10	750 56
Truro do	366 63	13 90	169 80	269 76	30 00	850 09
Windsor do	366 63	4 10	162 00	193 18	50 00	775 91
Yarmouth do	366 63		210 52	417 60	84 00	1,078 75
<i>Prince Edward Island.</i>						
Charlottetown Dominion building.....	1,730 90	78 46	541 08	1,334 30	225 00	3,909 74
Montague post office.....	146 63	2 96	2 50	39 75		191 84
Summerside do	366 63	22 24	297 17	60 31		746 35
<i>New Brunswick.</i>						
Bathurst post office.....	416 63	5 31	382 40	25 00		829 34
Carleton, St. John, post office	91 63	50	39 47	225 00	13 00	369 60
Chatham post office.....	119 13	6 07	127 23	52 20		304 63
Dalhousie do	366 63	3 50	235 20	23 40	2 25	630 98
Fredericton do	366 63	4 00	313 02	388 80	40 00	1,112 45
Moncton do	366 63		199 80	489 95	134 00	1,190 38
Newcastle do	366 63	24 45	348 72	280 50		1,020 30
Portland do			37 84			37 84
St. John custom house ..	658 37	28 49	2,181 20	203 67		3,071 73
do engineers' office.....			2 50			2 50
do inland revenue office.....			4 63	3 48		8 11
do penitentiary	450 00		35 17			485 17
do post office.....	1,236 77	37 55	476 67	3,303 80	451 30	5,506 09
do savings bank		9 83	230 93	122 76	19 43	382 95
St. Stephen's post office..	366 63		175 50	515 40	64 00	1,121 53
Sussex do	366 63	2 80	237 34	19 33		626 10
Woodstock do	471 96	2 10	245 00	200 00	34 00	953 06
Carried forward.....	14,087 32	366 94	9,208 47	12,868 70	2,051 47	38,582 90

898,260 21

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
PUBLIC BUILDINGS—Continued.				
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	611,923 16	224,284 17	162,052 88	998,260 21

EXPENDITURE ON ACCOUNT SERVICES MEN- TIONED—Continued.	Salaries of Engineers, &c.	Supplies for En- gineers, &c.	Heating.	Lighting.	Water.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	14,087 32	366 94	9,208 47	12,868 70	2,051 47	38,582 90
<i>Quebec.</i>						
Aylmer post office.....	91 63	3 30	193 06	42 93		330 92
Coaticook do.....	366 63	18 60	205 50	207 00	40 00	837 73
Grosse Isle quarantine station.....	597 26				340 00	937 26
Hull post office.....	137 50	12 00	247 24	375 36	108 00	880 10
Joliette do.....	366 63	11 61	229 50	69 45	108 00	785 19
Lachine do.....	110 80	22 80	135 29	104 06	40 28	413 23
Laprairie do.....		8 48	153 48	49 41	27 08	238 45
Levis immigrant building.			21 73			21 73
Montreal custom house....	1,345 00	164 40	712 97	474 17	356 05	3,052 59
do Dominion public building.....	1,650 00					1,650 00
do drill hall.....	495 00					495 00
do examining ware- house.....	1,180 00	612 43	1,917 02	753 96	590 01	5,053 42
do inland revenue office.....	515 00	88 90	192 25	235 91	108 70	1,139 86
do post office.....	2,757 02	367 68	870 31	4,531 18	1,786 63	10,312 82
Quebec citadel buildings. do clerk of works office	103 75		155 00	196 92		455 67
do cullers' office.....	48 00					48 00
do custom house.....	495 00		311 38			806 38
do examining ware- house.....	495 00	2 00	1,048 32	47 50	408 33	2,001 15
do immigrant build- ing.....	1,254 78	83 01	829 81	64 80	600 00	2,832 40
do observatory.....			233 68	544 64		778 32
do post office.....		19 30	415 42	1,209 99	42 00	1,644 71
do Queen's wharf building.....			287 50		273 80	561 30
Rivière du Loup post office	229 13	46 03	322 27	23 80		621 23
Sherbrooke post office....	396 63	83 79	321 14	646 00	50 00	1,497 56
Sorel do.....	409 97	16 56	458 52	254 25	250 00	1,389 30
St. Hyacinthe post office.	264 12	56 79	370 69	101 75	75 00	868 35
St. Jérôme do.....	366 63	15 52	401 01	138 00	59 02	980 18
St. John's do.....	320 76	29 50	170 00	250 00	40 00	810 26
St. Vincent de Paul peni- tentiary.....			583 46			583 46
St. Roch, Quebec, postoffice			78 00			78 00
Three Rivers custom-house do post office....	550 00	15 72	457 88	22 10	72 00	1,117 70
Valleyfield do.....	366 63	27 40	222 50	2 55	60 00	679 08
West Farnham do.....	12 00		58 47	34 80	54 00	159 27
			30 17			30 17
<i>Ontario.</i>						
Almonte post office.....	366 63	2 53	173 25	37 92	75 00	655 33
Amherstburg do.....	366 63	33 75	245 57	62 71	30 00	738 66
Carried forward.....	29,745 45	2,108 14	21,260 86	23,349 86	7,645 37	84,109 68

Department of Public Works.

APPENDIX No. 1—Continued.

Name of Work.		Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
PUBLIC BUILDINGS—Continued.						
Brought forward.....		611,923 16	224,284 17	162,052 88	998,260 21	
EXPENDITURE ON ACCOUNT SERVICES MENTIONED—Continued.						
	Salaries of Engineers, &c.	Supplies for Engineers, &c.	Heating.	Lighting.	Water.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	29,745 45	2,108 14	21,260 86	23,349 86	7,645 37	84,109 68
<i>Ontario—Continued.</i>						
Barrie do	366 63	9 60	264 00	250 00	50 00	940 23
Belleville do	550 00	22 76	413 50	453 38	82 50	1,522 14
Berlin do	366 63	2 50	265 04	294 20	45 50	973 87
Brampton do	366 63	18 36	178 56	33 40	49 75	646 70
Brantford do	550 00	26 61	342 79	414 45	30 40	1,364 25
Brockville do	366 63	22 22	369 00	670 35	170 00	1,598 20
Carleton Place do	275 00	38 87	101 95	47 30	.....	463 12
Cayuga do	45 76	33 84	75 00	30 00	.....	184 60
Chatham do	816 63	25 88	261 25	329 00	20 00	1,452 76
Clifton do	366 63	13 20	353 25	325 00	35 00	1,093 08
Cobourg do	366 63	.....	256 00	165 80	45 50	833 93
Cornwall do	441 63	47 50	219 70	362 51	66 69	1,138 03
Dundas do	.....	.....	25 00	76 50	.....	101 50
Galt do	366 63	4 35	175 25	295 20	51 75	893 18
Gananoque custom-house do	.....	.....	152 60	94 00	.....	246 60
do post office.....	.....	.....	103 10	141 00	.....	244 10
Goderich do	366 63	44 94	221 40	16 48	195 00	844 4
Guelph do	366 63	6 68	229 56	282 40	37 44	922 71
Hamilton custom-house do	550 00	8 64	541 59	65 15	.....	1,165 38
do drill shed.....	315 00	.....	.....	.....	.....	315 00
do post office.....	772 90	1 50	637 00	1,639 80	1,000 00	4,051 20
Kingston custom-house do	95 63	.....	470 28	133 00	70 80	769 71
do examining ware house	.....	.....	.....	.....	12 00	12 00
do inland revenue office.....	.....	.....	.....	54 40	97 08	151 48
do military college do	1,320 00	.....	.....	.....	.....	1,320 00
do post office.....	132 25	1 50	277 32	510 00	56 26	977 33
Lindsay do	366 63	10 75	264 21	111 31	.....	752 90
London custom-house do	916 63	21 50	675 42	376 55	140 00	2,130 10
do post office.....	550 00	32 64	670 12	722 00	100 00	2,074 76
Napanee do	416 63	7 35	241 25	170 52	69 44	905 19
Orangeville do	366 63	14 90	123 70	153 68	.....	658 91
Orillia do	178 84	69 93	189 55	8 60	.....	446 92
Ottawa experimental farm do	.....	.....	884 30	.....	.....	884 30
do Govt. printing bureau.....	3,119 25	.....	.....	.....	.....	3,119 25
do Parliament building.....	853 00	.....	.....	.....	.....	853 00
do supreme court do	418 75	.....	.....	.....	.....	418 75
Pembroke post office.....	366 63	11 65	303 08	272 00	.....	953 36
Peterboro' custom-house do	.....	.....	119 82	.....	.....	119 82
do post office.....	499 92	.....	190 06	412 40	56 25	1,158 63
Petrolia do	123 80	13 95	69 55	3 65	.....	210 95
Port Arthur do	227 30	31 90	172 80	.....	3 60	435 60
do Colborne.....	240 00	53 40	.....	161 25	.....	454 65
do Hope.....	400 00	27 30	270 25	202 60	.....	900 15
Carried forward.....	47,953 93	2,732 36	31,368 11	32,627 74	10,130 33	124,812 47
			11			998,260 21

APPENDIX No. 1—Continued.

Name of Work.	Construction and Improvements.		Repairs.	Staff and Maintenance.	Total.									
	\$	cts.	\$	cts.	\$	cts.								
PUBLIC BUILDINGS—Continued.														
Brought forward.....	611,923	16	224,284	17	162,052	88	998,260	21						
EXPENDITURE ON ACCOUNT SERVICES MENTIONED—Continued.														
	Salaries of Engineers, &c.	Supplies for Engineers, &c.	Heating.	Lighting.	Water.	Total.								
	\$	cts.	\$	cts.	\$	cts.	\$	cts.						
Brought forward..	47,953	93	2,732	36	31,368	11	32,627	74	10,130	33	124,812	47		
Ontario—Concluded.														
Prescott custom-house.....			109	00							109	00		
do post office.....	505	00	16	03	230	50	146	79	4	80	903	12		
Rideau Hall, Ottawa.....	502	50									502	50		
Stratford post office.....	650	00	32	60	437	50	292	00	63	00	1,475	10		
Strathroy do.....	400	00	25	30	147	37	27	60	2	88	603	15		
St. Catharines.....	400	00	12	80	340	47	281	75	57	00	1,092	02		
St. Thomas.....	400	00			420	80	519	90	25	28	1,365	98		
Toronto civil service examination office.....	13	40									13	40		
do custom-house.....	600	00	82	32	436	35	125	80	133	21	1,377	68		
do Dominion public buildings.....	866	66							784	60	1,651	26		
do examining warehouse.....	3,787	50	175	48	888	73	66	68	113	87	5,032	26		
do inland revenue office.....	600	00	2	75	300	10	405	73	56	88	1,365	46		
do post office.....	1,006	00	25	96	912	55	3,064	92	434	42	5,443	85		
Trenton.....	450	00	5	75	217	50	248	75			922	00		
Walkerton.....	400	00	6	71	294	48	92	50	20	00	813	69		
Windsor.....	1,000	00	12	00	581	90	521	28	96	00	2,211	18		
Manitoba.														
Brandon Dominion lands office.....							91	95			91	95		
do custom-house.....							60	00			60	00		
do experimental farm.....					186	75					186	75		
do immigrant building.....					136	60					136	60		
do inland revenue office.....							60	00			60	00		
do post office.....	473	37	76	40	775	50	546	15	82	20	1,953	62		
Deloraine Dominion lands office.....					6	25					6	25		
Minnedosa do do.....					130	00					130	00		
Winnipeg clerk of works office.....			5	00							5	00		
do crown timber office.....			1	85	109	80			7	50	119	15		
do custom-house.....			4	00	601	60	339	12	94	80	1,039	52		
do Dominion lands office.....			80		91	50	63	18			155	48		
do examining warehouse.....					393	45	12	96			406	41		
do immigrant shed.....			8	25	939	90	435	69	156	25	1,540	09		
do post office.....	2,280	00	152	57	3,007	90	1,885	14	687	50	8,013	11		
Carried forward..	62,288	36	3,378	93	43,064	61	41,915	63	12,950	52	163,598	05	998,260	21

Department of Public Works.

APPENDIX No. 1—Continued.

Name of Work.		Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.	
PUBLIC BUILDINGS—Continued.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Brought forward		611,923 16	224,284 17	62,052 88	998,260 21	
EXPENDITURE ON ACCOUNT SERVICES MEN- TIONED—Continued.	Salaries of Engineers & c.	Supplies for En- gineers, & c.	Heating.	Lighting.	Water.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	62,288 36	3,378 93	43,064 61	41,915 63	12,950 52	163,598 05
<i>North-west Territories.</i>						
Battleford Dominion lands office.....			38 50			38 50
do Registry office.....			26 25			26 25
Calgary barracks.....					1,500 00	1,500 00
do clerk of works office.....			33 75			33 75
do court-house.....		56 92	286 50		375 00	718 42
do Dominion lands office, &c.....			22 50			22 50
do immigrant build- ing.....			130 22			130 22
do mines office.....			30 00			30 00
do registry office.....		16 25	226 25			242 50
Edmonton registry office.....			20 50			20 50
do Dominion lands office, &c.....			156 50			156 50
do immigrant shed.....			140 00			140 00
Indian Head experimental farm.....			232 11			232 11
Macleod custom-house.....			99 93			99 93
do court-house.....	102 06	3 15	30 72			135 93
Moosomin court-house.....	400 00	41 19	422 80	64 84		928 83
Prince Albert barracks.....				8 00		8 00
do court-house.....	400 00	20 46	104 50	19 58	1 00	545 48
do Dominion lands office, &c.....			8 25			8 25
do immigrant shed.....			17 50			17 50
do registry office.....	307 50		88 50			396 00
Red Deer Dominion lands office.....			108 90			108 90
Regina court-house.....		85 78	783 53	10 60	25 20	905 11
do Dominion lands office.....			77 25	28 00		105 25
do jail and lunatic asylum.....	480 00					480 00
do immigrant build- ing.....			64 00			64 00
do Lieut. - Governor's residence.....		22 00				22 00
do post office.....		6 50	282 76			289 26
do registry office.....			234 99			234 99
Wetaskiwin Dominion lands office.....			20 40			20 40
Yorkton Dominion lands office.....			110 35			110 35
Carried forward...	63,977 92	3,631 12	46,862 07	42,046 65	14,851 72	171,369 48

APPENDIX No. 1—Continued.

Name of Work.	Construction and Improvements.		Repairs.	Staff and Maintenance.	Total.									
	\$	cts.	\$	cts.	\$	cts.								
PUBLIC BUILDINGS—Continued.														
Brought forward	611,923	16	224,284	17	162,052	88	998,260	21						
EXPENDITURE ON ACCOUNT SERVICES MENTIONED.—Concluded.	Salaries of Engineers &c.	Supplies for Engineers, &c.	Heating.	Lighting.	Water.	Total.								
	\$	cts.	\$	cts.	\$	cts.	\$	cts.						
Brought forward	63,977	92	3,631	12	46,862	07	42,046	65	14,851	72	171,369	48		
<i>British Columbia.</i>														
Agassiz experimental farm			35	76							35	76		
Bella Bella Indian school			48	75							48	75		
Kamloops Dominion lands office			80	85							80	85		
Cowichan Indian office			16	00							16	00		
Metlakatla Indian school			68	25							68	25		
do post office			101	25							101	25		
Nanaimo post office	600	00	167	34		275	10		45	00	1,087	44		
New Westminster post office	600	00	253	00		274	25		182	17	1,309	42		
Vancouver post office	279	54	902	54		484	75		226	45	1,893	28		
Victoria appraiser's office			12	69		5	85		12	00	30	54		
do barracks			25	94							25	94		
do custom-house			178	70		55	20		56	12	290	02		
do drill hall		24	50	189	63		312	75			526	88		
do engineers office						8	45				8	45		
do Indian office			60	00							60	00		
do Indian school			8	78		3	35				12	13		
do Indian post office	600	00	253	48		1,023	90		40	60	1,917	98		
do weights and measures office			18	55					12	00	30	55		
William's Head quarantine station			428	00							428	00		
<i>Miscellaneous.</i>														
Dominion public buildings generally			720	72							720	72		
Totals	66,057	46	3,655	62	50,432	30	44,490	25	15,426	06	180,061	69	180,061	69
Carried forward							611,923	16	224,284	17	342,114	57	1,178,321	90

Department of Public Works.

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND BREAKWATERS				
Brought forward.....	611,923 16	224,284 17	342,114 57	1,178,321 90
<i>Nova Scotia.</i>				
Arisaig pier.....		1,830 25		1,830 25
Avonport pier.....		83 75		83 75
Babin's Cove pier.....	994 07			994 07
Bayfield breakwater.....		3,699 69		3,699 69
do wharf (new).....	18,888 23			18,888 23
Blue Rock breakwater.....		999 96		999 96
Boularderie Island breakwater : s. side Monday Point	132 56			132 56
Broad Cove Marsh pier.....		300 00		300 00
Canada Creek pier.....		431 31		431 31
Cape Sable Island breakwater : s. side Donald's Head	828 80			828 80
Chipman's Brook pier.....		50 00		50 00
Cribbin's Point pier.....		72 64		72 64
Crooked Channel—boat passage—La Have Islands to West Dublin shore.....	923 73			923 73
D'Escousse wharf.....	4,232 50			4,232 50
Devil's Island breakwater.....		87 96		87 96
Digby pier (old).....		16,811 81		16,811 81
Five Islands pier.....		370 38		370 38
Fox Island—beach protection.....	412 96			412 96
French river pier.....		250 03		250 03
Grand Etang harbour.....	4,962 04			4,962 04
Great Village wharf.....		27 86		27 86
Halifax graving dock (subsidy).....	10,000 00			10,000 00
do Lawlor's Island quarantine wharf.....	5,202 50			5,202 50
Hall's Harbour.....		100 08		100 08
Havre au Boucher.....		38 68		38 68
Ingonish (South) breakwater.....	1,443 73			1,443 73
Johnston harbour.....	759 76			759 76
L'Ardoise breakwater.....		2,160 00		2,160 00
Lismore pier.....		99 50		99 50
Mabou pier.....		2,499 07		2,499 07
do coal mines wharf.....	1,999 67			1,999 67
Maitland wharf* (Hants County).....		592 90		592 90
do (Port Maitland).....	273 75			273 75
Meteghan Cove pier.....		2,627 54		2,627 54
Morden pier.....		49 91		49 91
McNair's Cove pier.....	3,212 97			3,212 97
New Haven—boat landing.....	635 12			635 12
Noel pier.....		186 57		186 57
Nyanza wharf.....	178 58			178 58
Pictou Island wharves.....	1,111 92			1,111 92
Port Georges wharf.....		112 46		112 46
Port Medway do.....	200 00			200 00
Salmon River.....		799 99		799 99
Three Islands Cove wharf.....	271 45			271 45
West Arichat wharf.....		10 80		10 80
West Chezzetcook breakwater.....	2,220 97			2,220 97
White Point breakwater.....		349 56		349 56
Yarmouth Harbour—dredging.....	7,424 18			7,424 18
<i>Prince Edward Island.</i>				
Bay Fortune harbour.....	95 00			95 00
Belfast pier.....		60 00		60 00
Brae pier.....		99 90		99 90
Cape Traverse—dredging.....	1,272 82			1,272 82
Casumpec breakwater.....	72 00			72 00
Chapel Point do.....		145 76		145 76
Georgetown pier.....		10 00		10 00
Harbours generally.....			1,129 89	1,129 89
Carried forward.....	679,672 47	259,242 53	343,244 46	1,282,159 46

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND BREAKWATERS—Con.				
Brought forward.....	679,672 47	259,242 53	343,244 46	1,282,159 46
<i>Prince Edward Island—Concluded.</i>				
Hickey's pier		500 00		500 00
Lambert's pier.....		100 25		100 25
Miminigash breakwater.....	999 66	544 60		1,544 26
Nine Mile Creek pier.....		884 00		884 00
North Cardigan do.....		7 23		7 23
North Rustico breakwater.....		1,191 32		1,191 32
Port Selkirk.....		848 00		848 00
Souris breakwater—reconstruction.....	19,915 80			19,915 80
Stephen's pier.....		249 98		249 98
Sturgeon wharf.....		1,400 02		1,400 02
St. Mary's Bay breakwater.....		150 00		150 00
St. Peter's Bay do.....		886 60		886 60
Wood Islands breakwaters.....		4,046 03		4,046 03
<i>New Brunswick.</i>				
Campbellton—improvements to ferry landing.....	1,150 52			1,150 52
do ballast wharf.....	1,585 00			1,585 00
Cape Tormentine.....	5,656 33			5,656 33
Colwell's Point pier.....	300 00			300 00
Gardner's Creek—New wharf.....	173 07			173 07
Grande-Anse breakwater.....		182 17		182 17
Gray's Island.....		400 04		400 04
Lower Neguac wharf.....	3,361 46			3,361 46
Oromocto Shoals—Shear Dam—repairs.....		846 94		846 94
Quaco breakwater.....		999 88		999 88
River St. John.....	1,490 77			1,490 77
Shediac harbour—Pointe du Chêne—new breakwater.....	17,732 69			17,732 69
Shippegan breakwater.....		1,600 00		1,600 00
Starkey's pier.....	174 50			174 50
St. Francis river.....	500 00			500 00
St. John harbour—Fort Dufferin.....	1,249 46			1,249 46
do do Negro Point breakwater.....		1,398 71		1,398 71
do do Partridge Island wharf.....		29 40		29 40
Tobique river.....	592 75			592 75
Tracadie wharf.....	3,615 96			3,615 96
Whitehead pier.....	215 00			215 00
Young's Cove pier.....	500 00			500 00
Harbours Maritime Provinces generally.....			4,223 56	4,223 56
<i>Quebec.</i>				
Agnès pier—Lake Mégantic.....		300 19		300 19
Anse à l'Eau pier, or Tadousac.....	2,700 00			2,700 00
Anse St. Jean pier.....		100 00		100 00
Baie St. Paul wharf at Cap aux Corbeaux—extension.....	6,367 12			6,367 12
Belœil piers and booms.....			120 00	120 00
Bic wharf.....		197 50		197 50
Cacouna pier.....	999 56			999 56
Cap à l'Aigle pier.....		299 38		299 38
Charleton pier.....	81 20	292 48		373 68
Chicoutimi pier.....	1,999 60			1,999 60
Etang du Nord breakwater—Isle aux Goélants.....	539 84			539 84
Grand Pabos—improvements, entrance of river.....	1,999 53			1,999 53
Grande Rivière—harbour of refuge.....	185 73			185 73
Grosse Isle quarantine wharves.....		855 16		855 16
Harbours generally.....			2,507 48	2,507 48
Ile aux Coudres pier.....		1,199 44		1,199 44
Ile aux Grues pier—compensation for land.....	200 00			200 00
Ile Verte pier.....		998 28		998 28
Carried forward.....	753,958 02	279,750 13	350,095 50	1,383,803 65

Department of Public Works.

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
HARBOURS AND BREAKWATERS—Con.				
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	753,958 02	279,750 13	350,095 50	1,383,803 65
<i>Quebec—Concluded.</i>				
Laprairie ice piers.....	2,387 39			2,387 39
Les Eboulements pier.....		999 65		999 65
Les Ecureuils pier.....		398 45		398 45
Lévis graving dock.....			7,967 07	7,967 07
L'Islet pier.....		21 55		21 55
Longueuil pier.....	2,948 70			2,948 70
Malbaie pier.....	5,675 35	151 20		5,826 55
Matane pier—extension.....	679 75			679 75
New Carlisle pier.....		166 70		166 70
Philipsburg pier.....	108 42			108 42
Piers below Quebec.....			3,670 30	3,670 30
Rimouski pier.....		2,024 52		2,024 52
Rivière Blanche pier.....		294 59		294 59
do du Lièvre—removal of boulders at Long Rapids	1,244 94	102 65	768 21	2,115 80
do du Loup (en bas) pier.....		27 45		27 45
do L'Assomption.....	385 71			385 71
do Madawaska.....	1,196 62			1,196 62
do Noire.....	354 91			354 91
do Ottawa—channel at Mille-Iles.....	401 70			401 70
do Ouelle pier.....		728 40		728 40
do Saguenay—dredging below Chicoutimi.....	1,326 46		75 00	1,401 46
do Ste. Anne de la Pêrade.....	300 00			300 00
do St. Lawrence ship channel.....	90,594 34			90,594 34
do St. Louis—head gates.....		11 88	126 00	137 88
do St. Maurice—channel between Grand Piles and Latuque.....	3,142 70			3,142 70
do Yamaska—lock.....		291 54	708 14	999 68
Roberval pier—Lake St. John.....	4,960 62			4,960 62
St. Alphonse (Bagotville) pier.....		1,200 00		1,200 00
St. Amicet pier—reconstruction and building shed.....	1,725 35			1,725 35
St. Anne du Saguenay pier.....		99 30		99 30
St. François pier (Ile d'Orléans).....	1,705 62			1,705 62
St. Irénée pier.....	79 99			79 99
St. Jean pier (Ile d'Orléans).....		1,981 62		1,981 62
St. Laurent pier (Ile d'Orléans).....		665 47		665 47
St. Michel de Bellechasse pier.....		509 78		509 78
St. Simon pier.....		498 29		498 29
St. Thomas de Montmagny pier.....		227 11		227 11
St. Zotique pier—reconstruction.....	2,490 73			2,490 73
Trois Pistoles pier.....		14 15		14 15
Yamachiche pier.....		1,169 55		1,169 55
<i>Ontario.</i>				
Beaverton harbour.....	560 00	148 97		708 97
Belleville do.....	5,001 99			5,001 99
Burlington channel.....	1,416 38	1,563 52	692 71	3,672 61
Cobourg harbour—repairs to breakwaters.....		1,004 11		1,004 11
Collingwood harbour.....		245 12		245 12
Colpoys Bay wharf—extension.....	600 00			600 00
Goderich harbour—extension of piers.....	15,147 63			15,147 63
Hamilton do dredging.....	4,239 68			4,239 68
Harbours generally.....			1,727 90	1,727 90
Kaministiquia river.....	5,025 30			5,025 30
Kingston graving dock.....	782 97		6,607 46	7,390 43
do harbour.....	3,885 64			3,885 64
Kingsville do.....	1,842 00			1,842 00
Little Current.....	766 50			766 50
Carried forward.....	914,935 41	294,295 70	372,438 29	1,581,669 40

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND BREAKWATERS—Con.				
Brought forward.....	914,935 41	294,295 70	372,438 29	1,581,669 40
<i>Ontario—Concluded.</i>				
Mattawa wharf.....		46 44		46 44
Meaford harbour.....	1,670 92			1,670 92
Midland—dredging.....	4,997 50			4,997 50
Owen Sound harbour—channel.....	6,388 41			6,388 41
Port Albert—dredging.....	1,191 35			1,191 35
Port Arthur do.....	3,484 25			3,484 25
Port Hope harbour.....	2,468 96			2,468 96
Port Rowan wharf.....	5,700 44			5,700 44
Port Stanley—extension of piers, &c.....	173 59			173 59
Rainy river.....	77 85			77 85
River St. Lawrence—above Brockville.....	1,198 34			1,198 34
Rondeau harbour.....		24 00		24 00
Southampton harbour.....		439 99		439 99
Thornbury do.....	3,889 03			3,889 03
Toronto do —eastern and western entrances.....	79,525 73			79,525 73
<i>Manitoba.</i>				
Harbours generally.....			525 41	525 41
<i>North-west Territories.</i>				
Harbours generally.....			15 60	15 60
<i>British Columbia.</i>				
Columbia river—improvements above Golden.....	4,497 93			4,497 93
do do below Kootenay.....	1,196 70			1,196 70
do do between Revelstoke and Arrow Lake.....	1,498 22			1,498 22
Esquimalt graving dock.....			10,075 59	10,075 59
Fraser River—improvements of channel at mouth.....	29,719 10			29,719 10
do do channel, &c., south bank of river at Miller's Landing and Sumas.....	7,444 77			7,444 77
do protection of works at Garry Bush.....	11,990 45			11,990 45
Harbours generally.....			3,559 00	3,559 00
Okanagan river—improvements.....	1,340 05			1,340 05
Skeena river.....	2,926 89			2,926 89
Somas river—removal of snags.....	499 80			499 80
Victoria harbour—dredging inner harbour.....	9,954 60			9,954 60
do do outer do.....	11,870 48			11,870 48
William's Head—quarantine wharf.....	7,265 19			7,265 19
HARBOURS AND RIVERS GENERALLY.				
Dredge vessels—repairs.....		34,757 71		34,757 71
Dredging plant generally.....	50,746 44			50,746 44
Dredging plant—new dredge B. C. ("Mudlark").....	27,919 37			27,919 37
DREDGING.				
(REFERENCE No. 152891.)				
<i>Nova Scotia.</i>				
Bayfield harbour (Antigonish) \$.....	3,992 20			
East river (Pictou).....	7,405 82			
New Glasgow harbour (Pictou).....	1,423 04			
Salmon river (Halifax).....	1,812 65			
	\$ 14,633 71			
Carried forward.....	14,633 71	1,194,571 77	329,563 84	391,066 9) 1,915,742 60

APPENDIX No. 1—Continued.

Name of Work.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
DREDGING—Continued.				
Brought forward.....	\$ 14,633 71	1,194,571 77	329,563 84	391,606 99
<i>Prince Edward Island.</i>				
Grand river (King's).....	\$ 946 03			
Murray harbour do	8,676 81			
	9,622 84			
<i>New Brunswick.</i>				
Bathurst harbour (Gloucester)	\$ 3,566 10			
Gagetown Creek (Queen's)...	1,571 73			
Grimross Middle ground (Q's)	2,716 96			
Kennebecasis river (King's)...	1,792 88			
Miramichi river (Northumberland):—				
Horse Shoe.....	\$ 4,858 49			
Outer bar.....	2,726 34			
	7,584 83			
Nashwaah (York).....	361 05			
	17,593 55			
GENERALLY.....	16 60			
Total, Maritime Provinces.....	\$ 41,866 70			
<i>Quebec.</i>				
Berthier (en haut).....	\$ 2,193 00			
Chateauguay	1,962 38			
L'Assomption (Charlemagne).	898 36			
Longueuil harbour.....	2,328 59			
Nicolet do	562 50			
Port St. François.....	961 50			
Rivière St. Maurice.....	32 00			
Rivière St. Pierre.....	1,019 00			
St. Placide harbour (Ottawa River).....	1,327 45			
	\$11,284 78			
Generally.....	3,959 63			
	\$ 15,244 41			
<i>Ontario.</i>				
Amherstburg harbour.....	\$ 1,989 10			
Bowmanville do	389 90			
Cobourg do	1,544 21			
Collingwood do	1,962 52			
Goderich do	5,739 79			
Kaministiquia river.....	5,192 00			
Kincardine harbour.....	797 00			
Meaford do	5 65			
Northport do	20 00			
Port Elgin do	1,155 04			
Port Hope do	355 34			
Port Stanley do	1,611 15			
River Thames.....	1,000 00			
Rondeau harbour.....	2,040 78			
Saugeen river.....	777 00			
Thornbury harbour.....	1,813 10			
Wingfield basin.....	1,093 03			
	\$27,485 61			
Generally.....	2,500 42			
	\$ 29,986 03			
Carried forward.....	87,097 14	1,194,571 77	329,563 84	391,606 99
				1,915,742 60

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.	
DREDGING—Concluded.					
Brought forward.....	\$ 87,097 14	1,194,571 77	329,563 84	391,606 99	1,915,742 60
<i>Manitoba.</i>					
Red river.....	\$10,405 80				
White Mud river.....	2,485,12				
	12,890 92				
<i>British Columbia.</i>					
Fraser river.....	\$ 4,738 40				
Victoria harbour—inner har- bour.....	10,440 77				
	15,179 17				
GENERALLY (including \$268.70 River Thames).....	5,673 58	120,840 81			120,840 81
SLIDES AND BOOMS.					
Saguenay District.....		2,006 20	942 00		2,948 20
St. Maurice do.....		1,206 73	8,386 96		9,593 69
Ottawa do.....			24,773 55		24,773 55
Ottawa River.....	\$ 5,537 11	1 30			1 30
Gatineau do.....	1,285 78				
Madawaska do.....	6,259 85				
Coulonge do.....	1,503 34				
Black do.....	17 50				
Petewawa river.....		8,682 19			14,603 58
Newcastle District.....		5,127 11	2,116 17		8,682 19
Rivière des Prairies (Sault au Récollet).....		10 45			7,243 28
					10 45
ROADS AND BRIDGES.					
<i>Quebec.</i>					
Portage du Fort bridge.....		499 37			499 37
River St. Louis (Boyer bridge).....		893 28			893 28
River St. Louis (St. Etienne bridge).....		2,030 35			2,030 35
<i>Ontario.</i>					
Des Joachims bridge.....		576 92			576 92
Dundas and Waterloo road.....			51 55		51 55
Ottawa city bridges and approaches thereto:—					
Chaudiere bridge.....	\$ 3,781 82				
Dufferin do.....	13 84				
Maria Street do.....	51 12				
Sappers' do.....	19 19				
Union do.....	3,413 59				
Wellington Street.....	1,721 15				
		9,000 71			9,000 71
York bridge.....			340 00		340 00
<i>North-west Territories.</i>					
Battleford bridge.....	\$ 215 19				
Belly river do.....	2,493 68				
Old Man's river bridge.....	1,120 11				
		3,828 98			3,828 98
BRIDGES GENERALLY.....			200 00		200 00
Carried Forward.....		1,330,859 13	362,584 46	428,417 22	2,121,860 81

Department of Public Works.

APPENDIX No. 1—Continued.

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
TELEGRAPH LINES.				
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	1,330,859 13	362,584 46	428,417 22	2,121,860 81
<i>Novu Scotia.</i>				
Cape Sable.....\$ 393 44				
Cheticamp..... 943 56				
Low Point..... 50 00				
Meat Cove..... 2,861 34				
\$ 4,248 34				
Meat Cove and White Point.....	42 68			42 68
<i>Prince Edward Island.</i>				
Prince Edward Island and Mainland—(subsidy).....			1,946 66	1,946 66
<i>New Brunswick.</i>				
Bay of Fundy.....\$ 1,113 96				
Escuminac..... 503 93				
\$ 1,617 89				
<i>Quebec.</i>				
Anticosti Island.....\$ 2,614 45				
Grosse Isle quarantine station 612 14				
Magdalen Islands..... 4,242 70				
North Shore—east Bersimis.. 4,291 38				
do —West do .. 3,122 38				
14,883 05	527 20			527 20
<i>Newfoundland.</i>				
Cape Rae..... 250 00				
GENERALLY..... 2,965 75				
Total, Telegraph Lines, Lower St. Lawrence, &c.....			23,865 03	23,865 03
<i>Ontario.</i>				
Peléé Island.....			750 37	750 37
<i>North-west Territories.</i>				
Telegraph Lines.....			14,114 72	14,114 72
<i>British Columbia.</i>				
Cape Beale.....\$ 5,028 26				
Cariboo..... 2,969 50				
Nanaimo to Comox..... 1,994 21				
9,991 97				
TELEGRAPH SERVICE GENERALLY.....			1,688 46	1,688 46
MISCELLANEOUS.				
Agent and contingencies, B. C.....			1,859 89	1,859 89
Surveys and inspections.....			16,144 71	16,144 71
Monument to the late Sir John A. Macdonald.....	1,307 11			1,307 11
Sévère Dumoulin—late collector St. Maurice District, retiring allowance.....			100 00	100 00
Carried forward.....	1,332,736 12	362,584 46	498,879 03	2,194,199 61

APPENDIX No. 1—*Concluded.*

Name of Work.	Con- struction and Im- provements.	Repairs.	Staff and Main- tenance.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
MISCELLANEOUS—<i>Concluded.</i>				
Brought forward.....	1,332,736 12	362,584 46	498,879 03	2,194,199 61
R. Steckel—compensation for services <i>re</i> Larkin and Connolly, Quebec harbour.....			500 00	500 00
Extra clerks—Secretary's branch..... \$ 31,853 19				
Chief Engineer's branch... 53,881 39				
Chief Architect's do .. 27,658 22				
Telegraph Service do .. 2,230 00			115,622 80	115,622 80
COLLECTION OF SLIDE AND BOOM DUES.				
Saguenay District..... \$ 80 00				
St. Maurice do 701 77				
Ottawa do 2,671 78				
Newcastle do 195 09			3,648 64	3,648 64
Ottawa District—Upper Ottawa Improvement Co.— Allowance <i>re</i> logs thro' Chenaux boom, 1893-94.....			1,050 62	1,050 62
Totals.....	1,332,736 12	362,584 46	619,701 09	2,315,021 67

O. DIONNE,
Accountant.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 20th February, 1895.

Department of Public Works.

APPENDIX No. 2

REPORT

ON

PUBLIC BUILDINGS

THROUGHOUT THE DOMINION

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1894

BY THE

CHIEF ARCHITECT

APPENDIX No. 2.

REPORT OF THE CHIEF ARCHITECT.

DEPARTMENT OF PUBLIC WORKS,
CHIEF ARCHITECT'S OFFICE,
OTTAWA, 20th November, 1894.

SIR,—I have the honour to inclose herewith the annual report of this branch of the department, for the year ended the 30th June, 1894.

I have the honour to be, sir,
Your obedient servant,
THOMAS FULLER,
Chief Architect.

E. F. E. Roy, Esq.,
Secretary, Public Works Department.

PROVINCE OF NOVA SCOTIA.

AMHERST.

PUBLIC BUILDING.

The drain was extended to the town sewer, the town water supply connected, the plumbing overhauled, the stonework of building pointed, broken glass in delivery circle replaced, vestibule and lobby floors and roof repaired, and two bulletin boards supplied.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

ANNAPOLIS.

PUBLIC BUILDING.

Winter sashes were provided, the drain extended, repairs were made to plastering, and some of the offices and ceilings whitened and walls tinted.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

ANTIGONISH.

PUBLIC BUILDING.

The flooring of post office and lobby and verandah was renewed, also the front outside steps and rear eaves cornice; the outside woodwork was repaired and painted, and the furnace also repaired; a new bulletin board was supplied.

Work was inspected by J. E. Turnbull, clerk of works, St. John, N.B.

BADDECK.

PUBLIC BUILDING.

A crib-work to retain street was built along the front; a wood platform was put down at front entrance, and the box inclosed by picket fence.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

DARTMOUTH.

POST OFFICE.

This building, which was described in my preceding report is completed, fitted up, furnished, supplied with a hot water heating apparatus, water-closets, and drainage to town sewers, and was occupied as a post office on 1st May last.

Plans, &c., prepared by this department.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

Contractors for building and fittings: Rhodes, Curry & Co., Amherst, N.S.

Contractor for heating apparatus: John Barton, Halifax, N.S.

HALIFAX.

EXAMINING WAREHOUSE.

The basement was refloored, the skylight sashes were renewed, the flag-staff was taken down, and new hose and connections were supplied.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

DOMINION BUILDING.

Repairs were made to the copper covering of roof and dome and eaves-gutters, also to the slating, chimneys, copings, gables, plastering, floors, heating apparatus, office furniture, carpets, &c.; all the ceilings and walls of office and corridors were cleaned, the ceilings whitened and the walls tinted, papered or painted; all the exterior and interior woodwork was painted, and a few articles of furniture supplied.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

IMMIGRATION BUILDING.

An additional floor on two layers of paper, was laid in all the office, some new stoves and pipes were supplied, repairs were made to dining room furniture, and a new water pipe put in.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

LAWLOR'S ISLAND.

QUARANTINE STATION.

The disinfecting apparatus with its shelter building and the detention buildings, referred to in my report of last year, were completed. A tower 30 ft. in height was erected on the wharf, surmounted by a wrought iron tank, with a capacity of 20,000 gallons, for use as a bi-chloride of mercury drench. A shed 30x44 ft. for passengers' shelter was built on the wharf-end of the apparatus shelter building, and also to the rear of abutting on the harbour side, four bath-houses and two water-closets. A platform 6 ft. in width was built along the shore side, and extended beyond the rear end, 26 ft. and 16 ft. in width. Eaves gutters convey the rain water from the roof to a cylindrical wrought iron tank 9 feet in diameter by 12 feet high. A one story baggage room of wood battened, 45 feet 8 in. long by 17 ft. 3 in. wide, was built on wharf to store disinfected baggage, also a coal shed of similar construction 22 ft. by 30 ft. A wooden building 15 ft. by 18 ft., with a stone cesspit, containing 4 closets, was provided for the first-class passengers. A well 30 feet in depth was sunk on the hill between the second-class detention building and the shelter building, and also a cement frost-proof storage tank with a capacity of 6,000 gallons, is connected with the apparatus storage tank and boiler in shelter building. The first-class detention building and the second-

Department of Public Works.

class detention building, have each a well 30 ft. in depth, the former connected with a pump in kitchen. Ladders, fire buckets, &c., have been provided.

Plans, &c. prepared, and work supervised by this department.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

Contractors for disinfecting apparatus: Messrs. Carrier, Lainé & Co., Levis, P.Q.
Contractors for shelter building, baggage sheds, &c: Samuel Brookfield, Halifax, N.S.
Contractors for 1st class detention building and drench tower: Archibald McKinnon, Sydney, N.S. Contractors for 3rd class detention buildings: Rhodes, Curry & Co., Amherst, N.S.

LUNENBURG.

POST OFFICE BUILDING.

A description of this building is contained in my report of last year. The works of construction are now approaching completion. Contracts have been entered into for a hot water heating apparatus and fittings for the post office.

Plans, &c., prepared by this department.

Clerk of works, Joseph Morash, Lunenburg, N.S.

Contractors for construction of building and fittings: The Oxford Furniture Co. Oxford, N.S. Contractors for heating apparatus: Frank Powers, Halifax, N.S.

PICTOU.

CUSTOM HOUSE.

The masonry and brick-work were repaired and pointed, new stone steps are provided at entrance, repairs were made to fencing, slates, broken glass, sash lines, &c., and the brick-work, metal-work and wood-work of the exterior of the building painted throughout.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

MARINE HOSPITAL.

The ceilings and walls were cleaned and whitened, the brick-work repaired and pointed, and the brick walls and wood-work throughout painted.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

POST OFFICE.

On 30th January last the Arnison lot at the corner of George and Water streets was obtained for a site, plans and specifications were prepared and tenders received for the construction of the building. The building, 43 ft. x 45 ft. is to be of stone, consisting of two stories, basement and attic, and measuring 43 ft. by 45 ft. on plan. The ground floor will be for the post office, and the upper two floors will be divided into five rooms each. The basement for fuel and heating furnaces.

Plans, &c., prepared by this department.

QUARANTINE STATION.

The plaster of the hospital building was repaired and cleaned, the ceilings whitened, the walls tinted, and the wood-work of the first floor, one room on ground floor inside, and of all the building outside, painted.

Work inspected by J. E. Turnbull, clerk of works.

SYDNEY.

PUBLIC BUILDING.

The windows were supplied with storm sashes, drains were put in and fall pipes connected therewith, and all the exterior brick-work, wood-work and metal-work painted.

Work inspected by J. E. Turnbull, clerk of works, St. John N.B.

QUARANTINE STATION.

Copper lined baths were put in hospital and some paintings and minor repairs done.

TRURO.

POST OFFICE, ETC., BUILDING.

The brick-work and the masonry were repaired and pointed, the fences and the outside of the building painted, alterations were made in the drainage, concrete catchpans were provided at foot of drainpipes and repairs were done to block pavement, lobby and vestibule floors, &c.

Work inspected by J. E. Turnbull, clerk of works, St. John, N.B.

WINDSOR.

POST OFFICE, ETC., BUILDING.

Improved sanitary water closets were put in, ceilings of the rooms and passages whitened, a new platform was laid in the customs examining warehouse, repairs were made to brick work, plastering, lobby door thresholds, and the post office box screen was cleaned and varnished.

Work inspected by J. E. Turnbull, clerk of works, St. John, N. B.

YARMOUTH.

PUBLIC BUILDING.

New granite steps were put in at front entrance, alterations made to vestibule, the post office box screen extended, and minor repairs to glass, etc., of building, and to the sidewalk made.

Work inspected by J. E. Turnbull, clerk of works, St. John, N. B.

PROVINCE OF PRINCE EDWARD ISLAND.

CHARLOTTETOWN.

PUBLIC BUILDING.

Repairs were made to roof, lock boxes, plaster, painting, etc. Cleaning, tinting and painting was done, and ordinary and usual repairs and renewals, and ground sodded.

Work superintended by W. C. Harris, architect, Charlottetown.

MONTAGUE.

PUBLIC BUILDING.

The floor of the post office was repaired, and the walls and ceilings, were cleaned and whitened.

SUMMERSIDE.

PUBLIC BUILDING.

The wood-work and plastering of interior throughout were repaired, the wood-work painted and the heating apparatus altered and repaired.

Department of Public Works.

PROVINCE OF NEW BRUNSWICK.

BATHURST.

POST OFFICE.

The plastering was repaired and cleaned, the ceilings whitened and the walls tinted, iron bars were placed in examining warehouse windows, new glass clock faces were put in, new storm sashes were provided, the delivery screen was cleaned and varnished, and repairs done to roof, sidewalk, door, frames, etc.

Work inspected by J. E. Turnbull, clerk of works, St. John, N. B.

CHATHAM.

POST OFFICE BUILDING.

The construction of the building which was described in my preceding report is nearly completed; a hot water heating apparatus is being put in, and fittings and furniture for the offices are in course of preparation.

Plans, &c., prepared by this department.

Clerk of works, Wm. Lawlor, Chatham, N. B.

Contractor for building and fittings, Jos. Treen, North Sydney, C. B.

Contractor for heating apparatus, Thos. Campbell, St. John, N. B.

DALHOUSIE.

POST OFFICE.

The retaining crib-work of ground was raised, the yards graded, gravelled and surrounded by fences furnished with gates, and painted.

Work inspected by J. E. Turnbull, clerk of works, St. John, N. B.

FREDERICTON.

POST OFFICE BUILDING.

New outside steps were provided, the lock boxes were repaired, and some furniture supplied.

Work inspected by J. E. Turnbull, clerk of works, St. John, N. B.

MONCTON.

PUBLIC BUILDING.

Further repairs to chimneys, copings and heating furnace were made.

Work inspected by J. E. Turnbull, clerk of works, St. John, N. B.

NEWCASTLE.

PUBLIC BUILDING.

A new asphaltum sidewalk was laid along the street fronts, and the roof was repaired.

Work inspected by J. E. Turnbull, clerk of works, St. John, N. B.

PARTRIDGE ISLAND.

QUARANTINE STATION.

Both hospitals and the disinfecting house were lime-washed outside, and the dressings painted. The old dilapidated gas house, near the battery, was removed and used for fuel, for the fog alarm.

Department of Public Works.

Works carried out under the supervision of Mr. W. J. McCordock, of this department, St. John, N.B.

PORTLAND (ST. JOHN).

POST OFFICE.

A new stove and stovepipes were supplied.

ST. JOHN.

CUSTOM HOUSE.

The works referred to in my preceding report were completed, and the building occupied on the 1st April last.

Plans, &c., prepared by this department.

Works carried out by Samuel Adams, clerk of works of this department.

SAVINGS BANK.

The tubes of the heating boiler being unsafe were removed, and a new set of tubes provided. The banking rooms and Assistant Receiver General's rooms were cleaned, the ceilings whitened and the walls and woodwork painted. Gas jets were fitted up in vault. Some new furniture and a lawn mower were supplied and a new water-closet put in basement. Repairs were made to vault, combination door locks, closets, urinals, furnaces, gas, water pipes, sewer pipes and electric bells.

Works carried out under supervision of W. J. McCordock, of this department, St. John, N. B.

POST OFFICE.

The works referred to in my preceding report as in progress, were completed. The electric incandescent light has been installed throughout the building and outside the public entrances. The letters carriers' quarters were enlarged and improved and some furniture supplied. The walls and ceiling throughout the building were cleaned, the ceilings whitened and the walls and the joinery painted, excepting boiler and fuel rooms which were whitened. A stove was put in for the use of the charwomen, the window pulleys of the post office flat being worn out were replaced by new ones, a standing desk and a pigeon hole case were supplied for the Inspector, and a new maple top was supplied to sorting table. Repairs were made to metal covering and flushings of roof, heating apparatus, plumbing, speaking tubes, hoist, clock, windows furnitures and fittings.

Works carried out under the supervision of W. J. McCordock of this department, St. John, N. B.

ST. STEPHEN.

PUBLIC BUILDING.

Some minor general repairs were executed, principally to heating apparatus and plumbing.

Work superintended by J. E. Turnbull, Clerk of Works St. John, N.B.

SUSSEX,

PUBLIC BUILDING.

The public room on 1st floor was cleaned, papered and painted, the external wood and metal work of the building were painted and the floors of the post office and public lobby repaired.

Work superintended by J. E. Turnbull, clerk of works, St. John, N.B.

Department of Public Works.

TRACADIE.

NEW LAZARETTO.

On the 17th January, 1894, a site containing 12 acres, adjoining the Convent and Lazaretto grounds, having frontages of 300 feet, and 350 feet respectively, on Village Main Road and shore, and 11,622 feet on road to shore, was purchased from the Religieuses Hospitalières de St. Joseph, and on 1st May, 1894, a contract for the construction of the building was entered into. The building consists of basement, ground, first and attic floors. It will have walls of stone, and floors, partitions and roof of wood, and will comprise a main portion 190 feet, 6 in. by 39 feet, and three projecting wings, 38 feet by 39 feet, 25 feet by 12 feet and 32 feet 6 in. by 16 feet respectively. The last mentioned not being carried above the ground floor story; the basement is for the heating apparatus, kitchens, dining room, laundries, bakery, dairies, stores, pantry, cellars, closets, baths, and lepers' work-room. On the ground floor are to be the male ward for bad cases, nurses' room, dining and smoking room, chapel, vestry, choir, surgery, library, mortuary chapel, closets and baths as well as rooms for recreation, meetings, receptions, superintendent, porter, secretary and waiting. The first floor is to contain a female ward, bad case ward, dining and sitting room, nurses' ward, infirmary, rooms for novitiate, male servants and closets, &c., and the attic is to contain the nurses' dormitories, female servants' dormitories, work and store rooms.

Plans, &c., prepared by this department.

Clerk of works, James Davidson, Tracadie, N. B.

Contractor, Wm. Stewart, Ottawa, Ont.

PROVINCE OF QUEBEC.

AYLMER.

POST OFFICE.

A new wooden porch was provided, the tower clock was altered and improved, some repairs done to windows, frames, glazing, &c., and an office clock was provided.

GROSSE ISLE.

QUARANTINE STATION.

The works in progress at the date of my preceding annual report are completed, The ss. "Challenger" was cleaned and repaired. A wooden one-storey cook-house for the intermediate passengers was erected at the western division and furnished with a range, dressers, &c.

Plans, &c., prepared by this department, and work carried out under the superintendence of this department.

Clerk of works, J. H. Ellis, of this department, Ottawa.

Contractor for cook-house, F. Poitras, Quebec, P. Q.

LACHINE.

POST OFFICE.

The galvanized iron covering of roof was repaired, weather strips were provided for doors and windows, the wood-work of tower was covered with galvanized iron, a new supply and waste was put into sinks and minor repairs to plastering, wood-work, &c., done.

MONTREAL.

CUSTOM HOUSE.

A new maple floor was laid in the landing waiters' office, inside hall, weigher and gauger's office, and warehouse office and register office, and a new pine floor on gallery of second flat. The plaster was repaired, the ceilings painted three coats and decorated, and the walls two coats, of the landing waiters' office, front hall and stairway, weighers' and gaugers' office and two of the apartments of the engineers. Two coats of paint were given to the general walls and ceilings of the liquor-testing room, outside hall and tide surveyor's office. Two coats of paint were given to the ceiling of the statistical office, and the ceilings of two of the caretakers' offices and of the inside hall, also to the walls of the warehouse office, and the register's office. Three coats of paint were given to the walls of the chief locker's office. One coat paint and one of tinting to ceilings of hall and stairway, two coats of tinting to ceiling of warehouse office, register's office and chief locker's office. Eight of the caretakers' apartments were cleaned and tinted, and six of the engineers' apartments painted. Two of the engineer's apartments and three of the caretaker's were papered. The varnishing and graining throughout the building, including fittings were cleaned off and renewed. Extensive repairs were done to plastering, especially to ceiling of rotunda. A new hardwood counter with drawers, &c., was supplied to chief locker's office and some repairs done to furniture. A new steam coil was put in one of the offices, a new steel smoke stack for boilers was provided, a new return main was connected with No. 2 boiler, a number of gaseliers and gas brackets were put in, alterations and improvements were made to plumbing and minor changes made in steam-fitting.

Works carried out under the supervision of Ed. Guilbault, clerk of works Montreal.

EXAMINING WAREHOUSE.

Two new coils were put up, one in the labourer's room, and the other in the assistant appraiser's office, the brick work of No. 2 boiler was partially rebuilt and some alterations made to boiler, the express hoist was furnished with new ropes and gate bolts, the store hoist and the hardware hoist were overhauled and repaired, new hatches were made for fancy goods hoist, repairs and minor renewals were made to heating, plumbing and gas fitting, and a portion of steam mains were covered with magnesia sectional covering. The walls of the offices were tinted, the remainder of the walls as well as the ceiling throughout were whitened, and the ironwork, woodwork and roof covering were painted. General repairs were made to plastering, woodwork, &c.

Works done under the supervision of Ed. Guilbault, clerk of works, Montreal, P.Q.

INLAND REVENUE BUILDING.

Repairs were made to roofs, furnaces, drains, water closets and gas mains, under the supervision of this department.

POST OFFICE.

Two electric elevators running from ground floor to second floor were put in, as well as an iron stairway from public lobby, ground floor to first floor. The money order, savings banks and registered letter branches were removed from ground to first floor, and additions to and alterations and renewals of furnitures and fitting made. New hoisting sheaves were put in, and new wire cables supplied for freight elevator, the machinery and letter hoist were repaired, new grate bars were supplied to furnaces and brickwork of same repaired, alterations to gas, steam and water pipes were made in consequence of the putting in of electric elevators.

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Works executed under the supervision of this department.
Supervising architects, A. Raza and J. Nelson.
Clerk of works, Ed. Guilbault, Montreal.

QUEBEC.

CITADEL.

Governor General's Quarters.

The usual annual cleaning, painting and preparations for His Excellency's annual visit was done.

Works done under the supervision of an officer of this department.

CUSTOM-HOUSE.

The wooden sidewalks were thoroughly repaired. The metal roof covering exclusive of the chimneys were renewed, the chimneys repaired and covered with galvanized iron and the skylights re-glazed. Check-springs were supplied to outside doors, and minor repairs to plumbing, &c., effected.

Works done under the supervision of this department.

CULLERS' OFFICE.

Repairs and additions were made to heating apparatus, and a new chimney cap and draft pipe for furnace for chimney flue supplied.

EXAMINING WAREHOUSE.

New sanitary water closets were substituted for those previously in use and connected with 6 inch cast iron soil pipe, new window blinds were supplied to the offices, repairs were made to the wood work of the offices and the plastering of the caretaker's rooms. A new set of pulley gears and boxes were supplied for elevator; repairs and additions were made to the engine and heating apparatus, and new hose and flag-halyards supplied. The stone pavement of roadway which had been disturbed by alteration of course of soil pipe was made good.

Works done under the supervision of an officer of this department.

IMMIGRATION BUILDING—PRINCESS LOUISE EMBANKMENT.

The electric incandescent light was installed throughout the building and premises. An iron coal bin was supplied.

MARINE AGENCY—QUEEN'S WHARF.

The sidewalk along the street front was repaired.

OBSERVATORY.

The tile soil pipe was taken out and replaced by one of cast iron, and the plumbing was improved. The woodwork was repaired throughout and painted.

Work inspected by an officer of this department.

POST OFFICE.

The metal covering of deck of roof was renewed and the covering of slopes repaired. The tile pipe, drain and cesspool in basement were removed and a 6 inch cast iron soil pipe with breathing pipe put in, and the main pipe carried up through roof. The plumbing throughout was taken out and replaced by modern sanitary closets, sinks, fittings and connections, and the water storage tank placed

on the second floor. A portion of the second floor was divided into apartments for the use of the caretaker, and two rooms for the Civil Service Examiners. Plans for alterations of and additions to the heating apparatus are prepared, and tenders are to be asked by public advertisement. Some furniture and carpets were supplied. Repairs and renewals were made to gas and electric lighting, registered letter wickets, newspaper drawers and woodwork generally.

Work done under the supervision of this department.

QUARANTINE—LOUISE EMBANKMENT.

A steam disinfecting plant consisting of one steam disinfecting chamber of steel, having luggage cars, 40 horse power steel boiler, vacuum pump, supply pump, storage tank, soapstone tank, dioxide of sulphur blast and other appurtenances, similar in all respects to those at Grosse Isle and Lawlor's Island Stations, was set up and connected in the Immigration shed at the front of the embankment and used during the season of navigation for disinfection of steerage luggage.

Plans, etc., prepared and works superintended by the Department.

Contractors for disinfecting plant, Carrier, Lainé & Co., Levis, P. Q. Contractor for alteration of shed, E. T. Nesbitt, Quebec, P. Q.

RICHMOND.

PUBLIC BUILDING.

On the 13th June, 1894, a site was purchased consisting of part of lot 10 forming a part of lot 16, Range 14, Township of Cleveland, having a frontage of 46 feet on Main St. and a triangular piece of land. Lot 12 forming a part of lot 17 of the same range and township. Plans are in course of preparation for a building to be erected thereon.

SHERBROOKE.

POST OFFICE, ETC., BUILDING.

The stone work was repointed, the slate and metal covering of roof was repaired, two new water closets were put in, some linoleum and cocoa matting were supplied and minor repairs executed.

Work carried out under the supervision of the Caretaker.

SOREL.

POST OFFICE, ETC., BUILDING.

Some of the walls were pointed, roof valleys were repaired, new ventilators made in window, some additions were made to plumbing. Four new blinds were provided, a new top and steps for Inland Revenue counter.

ST. HENRI.

POST OFFICE.

Building completed and fitted up with a hot water apparatus.

Plans, etc., prepared by this department.

Superintending architect, A. Raza, Montreal,

Contractors for building, Viau & Lachance, Hull, P. Q. Contractor for heating apparatus, Jos. Giroux, Montreal, P. Q.

ST. HYACINTHE.

POST OFFICE, ETC., BUILDING.

Building completed, fitted up, furnished and occupied.

Department of Public Works.

ST. JEROME.

PUBLIC BUILDING.

A new branch drain was put in from the closets to the main drain. Repairs were made to heating apparatus and plumbing and some ladders were supplied.

ST. JOHNS, P. Q.

POST OFFICE, ETC., BUILDING,

The metal roof covering was repaired and new chimney cap provided. The post office floor and that of the examining warehouse were repaired and the arrangement of the post office fittings altered and added to. The front stone steps were reset and repaired and a coal chute built in front basement wall. The fencing being dilapidated, was repaired and painted. The outside wood-work of the building was repaired, repainted and a new floor laid in cellar.

ST. VINCENT DE PAUL.

PENITENTIARY.

Two hundred and eighty feet of boundary wall, 27 feet in height, was built of stone faced with ashlar and also the north gate and two lodges. The new piers were built to the tramway bridge and one thousand old ties replaced. The heating apparatus was extended to the entire building excepting the dormitories. A double rough plate glass ceiling was put in dome. A fuel shed of wood, 60 feet by 30 feet was built. The roof covering of guards, cottages and lodgings were renewed. Two hundred feet of ornamental fencing was put up at the engineer's quarters and a hundred and twenty-five feet of temporary fence, eighteen feet in height, during construction of wall.

Works superintended by Elz. Daignault, St. Vincent de Paul, P. Q.

THREE RIVERS.

POST OFFICE.

A new safe and some furniture were provided for the postmaster, and repairs done to woodwork, plastering and post office lock boxes.

Work superintended by O. Z. Hamel, architect, Three Rivers, P. Q.

WEST FARNHAM.

POST OFFICE.

This building which was described in my report of the preceding year is nearly completed, and is being supplied with post office fittings and a hot water apparatus. Plans, etc., prepared by this department. Clerk of works, John Foster, West Farnham, P. Q.

Contractor for building and fittings, O. Lefebvre, Laprairie, P. Q.

Contractor for heating apparatus, Eusèbe Monbleau, St. Johns, P. Q.

PROVINCE OF ONTARIO.

ALMONTE.

PUBLIC BUILDING.

The customs offices were fitted up and finished. A wire screen was put in office in post office.

AMHERSTBURG.

POST OFFICE, ETC., BUILDING.

The exterior stone work and brick-work were repaired and pointed, the area wall in rear was raised two feet in height and the three entrance doors were re-grained and varnished.

Work carried out under the supervision of the caretaker.

BARRIE.

POST OFFICE, ETC., BUILDING.

Repairs were made to roof covering and to hardwood floor of post office.

BELLEVILLE.

POST OFFICE, ETC., BUILDING.

A water closet for caretaker was put in attic, a new floor in public lobby and one in basement, the boiler house floor and drain were renewed, and repairs were done to pointing of walls and plumbing.

Work superintended by Joseph Power, architect, Kingston, Ont.

BERLIN.

POST OFFICE, ETC., BUILDING.

The masonry and brick walls were cleaned and repaired, and the joints raked out and repainted. A new gutter was formed to offset of tower and the stone sills throated. The town water service was connected with the building, four water closets, three sinks and all necessary plumbing in connection therewith were put in and connected with town water service and sewer. The wooden privies in yard were taken out and the ground made good, plain glass was substituted for tinted in the post office windows.

Work done under the supervision of the caretaker.

BRAMPTON.

POST OFFICE, ETC., BUILDING.

The masonry and brickwork were repaired and repointed. The leaks in the roof were stopped, and the plumbing improved and repaired.

Work done under the supervision of the caretaker.

BRANTFORD.

POST OFFICE, ETC., BUILDING.

A new hardwood floor was laid in public lobby, iron air bricks were placed in basement wall to provide means of ventilation, and repairs were made to flag-pole, chimneys, fences and gates, fall-pipes, hoist and glazing.

Work done under the supervision of the caretaker.

CORNWALL.

POST OFFICE, ETC., BUILDING.

All the masonry of the building, gates, etc., were repointed and some of the coping re-set; five new water closets and one urinal, with all ventilation pipes, soil pipes, supplies, connections, and wood partitions and plumbing were put in, the

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attic plaster cleaned and tinted and the woodwork painted, the plastering and flooring of the examining warehouse were removed and replaced by new materials, part of the post office lobby floor was renewed, an iron railing was placed on fence wall to prevent damage from snow slide from roof, hose for washing windows and step-ladders were supplied and repairs done to carpentering, roof covering, glazing, etc.

Work done under the supervision of the caretaker.

CARLETON PLACE.

POST OFFICE, ETC., BUILDING.

Window shades were supplied and the rock floor of basement filled in and levelled.

CHATHAM.

POST OFFICE, ETC., BUILDING.

New window blinds were supplied, the roof was repaired, and the steps and other masonry of entrance pointed.

Work supervised by the caretaker.

COBOURG.

POST OFFICE, ETC., BUILDING.

Repairs were made to roof-covering, eaves, gutters, fence and drainage.

Work done under the supervision of the caretaker.

DUNDAS.

POST OFFICE.

Two new venetian blinds and some stove castings were supplied.

GALT.

POST OFFICE, ETC., BUILDING.

The retaining wall was rebuilt in Portland Cement, a cement floor was laid in furnace room, the floor of public lobby was repaired, as also the entrance gates and cords of window sashes.

Work done under the supervision of the caretaker.

GANANOQUE.

CUSTOMS HOUSE.

The drains and plumbing were taken out, and a new sanitary system of drainage and plumbing substituted. Cylinders were supplied to pump and repairs and renewals made to chimneys, sidewalks and roof.

GODERICH.

POST OFFICE, ETC., BUILDING.

Loaks in roof were stopped, a black-board supplied for public lobby of post office, a shelf to protect coil in lobby put up; the floor of passage, first floor, was painted; the front steps pointed, and the door springs were provided for entrance door.

Works done under the supervision of the caretaker.

GUELPH.

POST OFFICE, ETC., BUILDING.

The roof was recovered with galvanized iron, with new gutters and fall pipes; a new flag pole was put up and the whole of external wood and metal work painted. The flooring of the first floor passage and a part of the post-office floor and lobby were repaired and relaid. The windows and door frames, the chimney and the cut stone of doorway were pointed in cement. A cowl was provided for furnace chimney, door springs for lobby doors and wire screen and wooden cover for coal chute. A bag rack for 44 bags, a registered letter case and a customs parcel cupboard were provided, as well as new ladders and slat walk for roof.

Work done under the supervision of the caretaker.

ORANGEVILLE.

POST OFFICE.

Repairs were made to roof.

NAPANEE.

POST OFFICE, ETC., BUILDING.

A fire escape was provided, a portion of the masonry pointed, and the wood work of office painted and varnished and some repairs made to drain, door springs, glazing, etc.

Work done under the supervision of the caretaker.

ORILLIA.

PUBLIC BUILDING.

This building is completed and occupied. Plans, etc., prepared and work supervised by this department.

Clerk of works, W. H. Croker, Orillia, Ont.

Contractors for heating apparatus, McGuire & Bird, Toronto, Ont.

OTTAWA.

GOVERNMENT HOUSE.

At the hall ridge hipboards, plastering and shingling were renewed, the rear wall of house was painted, a new firebrick hearth was laid in kitchen, a skylight for His Excellency's water closets was put in, the main verandah floor and foundations of posts were renewed, the bath and water closet in No. 10 were taken out and replaced by two new water closets and a steel clad bath and the old bath put up and connected; in basement bath room a door way was opened through brick outside wall to connect house with chapel; the boot room was changed to No. 3 furnace room and the lamp room to No. 2 furnace room, and the walls were wainscoted and tables fitted up. A quantity of shelving was supplied at various points; the green house flooring was replaced by one of cedar and a portion of the plant tables and stands renewed. At the fuel sheds the roof covering were renewed. At the stables and coach house the stable floor was repaired, some block paving was laid, two loose boxes were changed to four stalls; a stall was fitted up in the shed for the goats; the hearth and flooring of the coach-house were renewed. The toboggan slides were repaired, the band shelter was put up and renewed and a new flight of steps built to refreshment room. At the laundry the ironing tables were taken down and refitted and some general alterations made; the drains were overhauled and partly removed, an English revolving washing machine was supplied, an old stove replaced

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by a new one, and a concrete floor was put in to replace a decayed wooden one. The kitchen ranges at the hall and the cottage were repaired. The sidewalk on Bay Road was repaired and raised to suit electric railroad track grade. Repairs were made to drains, a 9 inch tile trap was supplied, a tile drain was built from gate lodge water closet to old drain, and a box drain laid down the cliff to the bay. A large quantity of condemned picket, board and rail fence was rebuilt and some new gates provided. The gate lodge was thoroughly repaired, including painting and distemping of walls inside. At the hall, cottage and stables, a large amount of distemping and papering was done, and all broken glass of hall, cottage, green house, stables, &c., repaired where required. At the hall some new carpets, hearth rugs, linoleums and baize floor cloths were supplied, as well as a new carpet and mats for the laundry and new matting at the stables, and all other carpets, matting, etc., were taken up, beaten and relaid. New mattresses, pillows, and other bedding, bed-room furniture, window curtains and blinds, chairs and sofa covers, kitchen utensils, china, glass, crockery, cutlery, linen, etc., were supplied. Minor repairs were made throughout the buildings. The furniture, linen, pianos, ranges, racks and stoves were repaired and put in order, and the gas fittings, etc., lacquered. The snow cleaning, filling ice house and care of grounds, gardens, green houses, etc., were efficiently carried out by the contractors.

Works carried out under the supervision of this department and by the department staff.

Clerk of works, Wm. Hutchison, Ottawa.

Contractors for maintenance of grounds, etc., etc., Sorley & Sims, Ottawa.

Contractor for removal of snow, N. Cardiff, Ottawa.

PARLIAMENT BUILDINGS.

Three old Cornish steam heating boilers were taken out and replaced by an equal number of tubular boilers which were set in brick-work, additional steam coils were placed, one in room No. 12, Senate, one in Mr. Bowles, one in the room adjoining the serjeant-at-arms' office, one in room 21 and one in room 93. A gas stove, and a gas wailer and broiler were placed in the Senate kitchen, a gas plate-warmer was placed in the speaker's dining-room, a gas heater was supplied the book-binder at library, new gas fittings were put up for the clerk of the Senate as well as in rooms Nos. 2, 31, 46, 37, 49, and 29 globes provided for Senate dining-room, and tubing for rooms Nos. 2, 11, 35 and 36. Electric light shades, &c., were placed in room No. 2, speaker's drawing-room, accountant's office, Senate banqueting room, and library, and some wiring for telephone and electric bells done at various points. A quantity of shelving was put in vaults off gangways, a new skylight was built on roof of Commons and the roof repaired, and those in rear of Commons and Senate Chambers renewed. The seats for vice-regal party, in Senate, and those in public gallery of Commons were re-arranged. Several rooms were cleaned, tinted, painted, &c., and bronzing, lettering and glazing were done throughout. Repairs were effected to pointing of stone work plastering, furniture, locks, &c. The chimneys were cleaned, the double windows and blinds were taken down and put up, and the steps covered for the winter season.

Works carried out under the supervision of this department.

Mechanical engineer, W. King, Ottawa.

Clerk of works, F. Breton, Ottawa.

CENTRAL EXPERIMENTAL FARM.

The brick walls and the roof of green house were repainted and the wood and plaster of walls, ceilings of offices, green houses and poultry building were cleaned, tinted and painted. The plumbing of the five official residences was overhauled and put in good repairs, and a new watercloset was put in the residence of the horticulturist. A new set of grates was put in one of the greenhouse furnaces, the dairy engine and boiler was overhauled and a new fire brick furnace is also being put in, an additional steam heating circulation was put in, the thresher engine and boiler

were repaired and put in order and 1,000 feet lineal of iron chicken run, provided and erected.

Works done by the departmental staff.

PUBLIC BUILDINGS, REPAIRING STREETS, ETC.

Scraping, cleaning, repairs were done to the roadway of East and West Canal Streets and on both sides of locks, Nepean Point roadway, Wellington, Bank, Metcalfe, Elgin and St. Patrick Streets, Major's Hill roadway, Little Sussex Street, also the yards of the Printing Bureau, museums, Post-Office and old Pump House. The sidewalks and crossings of Wellington Street, Cartier Square, St. Patrick Street and at the museums were repaired, the boulevard on Wellington Street was also repaired, the grass at the Geological Museum and Cartier Square was kept clipped, and the ashes removed from the Langevin Block, Museums and Printing Bureau. The various roadways, sidewalks, footpaths, roofs and yards were kept clean of snow during the winter.

Work done by the department staff.

Contractor for the removal of snow, Wm. Kilt, Ottawa.

WESTERN BLOCK, DEPARTMENTAL BUILDINGS.

New steam radiators were placed, one in office of commissioner of customs, in the office of the Hon. the Minister of this department, in Nos. 163, 106 and the tower room attic floor. Gas fitting was done in rooms Nos. 12, 13, 10, 198, 23, 26, 163, 74, 57, 64 and 66. Electric bell work was done in 127 and 54, plumbing in 108 and telephone wiring and minor works of plumbing, gas-fitting, &c. done throughout the building. General repairs were made to the plastering, pointing of stone work, furniture, locks and keys, roof covering and skylights, the chimneys were cleaned, double windows taken down and put up and the steps covered for the winter and the snow cleaning, ice supply and fuel supply attended to under the supervision of this department.

Works done by this department staff.

Mechanical engineer, Wm. King, Ottawa, Ont.

Clerk of works, F. Breton, Ottawa, Ont.

EASTERN BLOCK—DEPARTMENTAL BUILDING.

A new steam coil was placed in the office of the Privy Council, gas fixtures were fitted in Nos. 51, 54, 128, 81, 83, 85, 5 and in room of the keeper of records, Secretary of State Department; the electric bells of 85 and the Privy Council office generally were re-arranged and some general repairs made to plumbing, gasfitting, steamfitting, &c.

Rooms for the Privy Council office records, etc., were fitted up in attic over the Council chamber and cleaned, tinted and painted, and new windows and window frames, were provided in the Secretary of State, registrar's and private secretary's room as well as in the tower room in the same department. Repairs were made to pointing, stonework, roof covering and skylights, plastering, glazing, furniture, locks and keys, furniture was renewed, the chimneys were cleaned, the double windows and blinds taken down and put up and the outside steps covered for the winter.

Works carried on by the departmental staff, under the supervision of this department.

Mechanical engineer, Wm. King, Ottawa, Ont.

Clerk of works, F. Breton, Ottawa.

LANGEVIN BLOCK.

The elevators were overhauled and put-up in repairs and some renewals made to them. The hot water coils in Patent branch library were taken out and replaced, books shelves and furniture and some hot water mains covered in the Patent office

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department, two new wash basins were supplied, one in the Patent branch and one in the Patent office long room, a new sink in the basement and electric bells hanging done in the Indian Affairs and Post office Departments. The library for the Patent branch was fitted up with book shelves and furniture. The sub-basement was whitewashed. Some furniture was supplied, double windows taken off and put on.

Works done by the departmental staff under the supervision of this department.

Mechanical engineer, Wm. King, Ottawa.

Clerk of works, F. Breton, Ottawa, Ont.

PARLIAMENT GROUNDS.

The 3 inches and 2 inches iron water mains for watering the grass were extended, and the lamps renewed in parts throughout. The snow was removed and the ice stored and delivered. The grounds, &c., were maintained to the satisfaction of the department.

Contractors for maintenance of grounds, &c., N. Robertson, Ottawa, Ont.

Contractors for removal of snow, F. Guy, Ottawa, Ont.

MAJOR'S HILL PARK.

A new fence was put up around greenhouse and the wire fence repaired, the sheds were shingled and the green house, &c., repaired and some repairs done to woodwork and heating. The grounds were maintained to the satisfaction of the department.

Contractor, L. Garelo, Ottawa.

DYNAMO STATION (OLD PUMP HOUSE).

Repairs were made to the brick work of boilers and ordinary usual repairs to machinery, by the department staff.

Mechanical engineer, Wm. King, Ottawa.

Clerk of works, F. Breton, Ottawa.

NEW GOVERNMENT WORKSHOPS, WELLINGTON STREET.

Main pipes, hose connections and hose were placed for use as protection against fire, by the departmental staff, under the supervision of Wm. King, mechanical engineer of this department.

GEOLOGICAL MUSEUM.

Posts and bracing, &c., were put in to provide against possibility of settlement from weight of specimens in museum endangering the stability of the building. ventilating pipes were placed on the gas store and gasfitting done in rooms Nos. 13, 14, 20, 40, the director's room and the accountant's room.

Works done by the department staff, under the supervision of this department.

Mechanical engineer, Wm. King, Ottawa.

Clerk of works, F. Breton, Ottawa.

GOVERNMENT PRINTING BUREAU.

The yards were laid with 3 in. plank, new porches with galvanized roof covering were built in back yards, and a new galvanized iron roof covering put on front porch. The masonry was repaired, repairs were made to brick walls in rear of building, brickwork of boilers, roofs and drains, iron grates were supplied to windows and the water closets cleaned, tinted and painted. Renewals to carpentry, painting, plastering, glazing, &c., were made in consequence of a fire which occurred in the building rooms. The closet fixtures throughout were vented and general repairs made to the plumbing, a new wash basin was supplied the proof-readers.

The feed water heater was retubed, a hot water supply service for charwoman was put in, a new cable was furnished the hoist, some additional electric lights were installed and electric bells hung and usual and ordinary renewals to locks, valves, &c., made. Some articles of furniture were supplied, snow removed, winter sashes put up and taken down, &c.

Works done by the department staff, under the supervision of this department.

Mechanical engineer, Wm. King, Ottawa, Ont.

Clerk of works, F. Breton, Ottawa, Ont.

PETROLEA.

POST OFFICE, ETC., BUILDING.

This building has been completed, fitted up, furnished and occupied.

Plans prepared and works supervised by this department.

Clerk of works, J. Sinclair, Petrolea.

Contractor for building, Joshua Garrett, Petrolea.

Contractors for heating apparatus, Maguire & Bird, Toronto.

PORT ARTHUR.

PUBLIC BUILDING.

This building was completed, fitted up, furnished and occupied.

Clerk of works, Wm. Powley, Port Arthur.

Contractors for building, Tobin & O'Keefe, Ottawa.

Contractors for heating apparatus, Purdy, Mansell & Mashinter, Toronto.

PRESCOTT.

POST OFFICE AND EXCISE BUILDING.

The masonry and brick work were painted, blinds were supplied and a new sink with all necessary plumbing, &c., for the same. Work done under the supervision of the caretaker.

CUSTOM HOUSE.

The masonry and brickwork were painted and some minor ordinary repairs effected under the supervision of the caretaker.

SMITH'S FALLS.

PUBLIC BUILDING.

On 5th November, 1892, a site 60 x 90 feet at the corner of Russell and Market Streets was purchased and on the 9th, October 1893, a contract for the construction of the building was entered into. The main building, 44 by 64 feet is to have two stories, basement and attic, and the wing 41 by 17 feet one story, with stone walls, and floor partitions and roof of wood, the roofs covered with metal. The basement of the main building is for furnace and fuel, the ground floor for the post office, the 1st floor for the customs and the attic for the caretaker. A brick vault for the use of the post office is provided on the ground floor.

Plans, &c., prepared by this department.

Clerk of works, Wm. Corbett, Smith's Falls, Ont.

Contractor, Robert Cameron, Almonte, Ont.

ST. CATHARINES.

PUBLIC BUILDING.

Repairs were made to roof covering, heating apparatus, storm sashes, floor, &c., and a part of the stone work was pointed.

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ST. THOMAS.

PUBLIC BUILDING.

The heating furnaces were reset in brick and some new castings and pipes were supplied them.

STRATFORD.

PUBLIC BUILDING.

On the 20th April last, the attic story of the public building was destroyed by fire, the plastering of the building destroyed and the fittings, furniture, painting, &c., damaged by water.

Plans for an additional story on building and clock tower and the renovating of the building, fittings, &c., are being prepared by this department and tenders are to be advertised for at an early date.

TORONTO.

POST OFFICE.

The two steam heating boilers were retubed, the smoke pipe altered, a new circulation put in mailing room and repairs were made to heating, plumbing and lifting.

CUSTOM-HOUSE.

Two steam boilers was re-tubed and a steam heating circulation put in one of the offices.

DRILL HALL.

This building is nearly completed, is being fitted up with a heating and ventilating apparatus and will be furnished with arm racks, lockers, &c.

Plans, &c., prepared by this Department.

Supervising architect, A. C. Windover, Toronto.

Contractor for building, John Stewart, Ottawa.

Contractors for heating and ventilating, Bennett & Wright, Toronto, Ont.

TRENTON.

POST OFFICE, ETC., BUILDING.

One of the dials of tower clock was renewed, the cockloft was floored with rough boards, drip rail were put on sashes, the outside gates were painted and the stonework pointed. Work done under the supervision of the caretaker.

WALKERTON.

POST OFFICE, ETC., BUILDING.

Pneumatic springs were provided for entrance doors, black boards for public lobby and repairs made to woodwork and glazing under the supervision of the caretaker.

WINDSOR.

PUBLIC BUILDING.

Some pointing was done to stonework, repairs were made to sorting case and fittings for post office.

PROVINCE OF MANITOBA.

BRANDON.

POST OFFICE, ETC., BUILDING.

Some furniture and fittings were supplied to the land office. Water-closets and basins were put in and connected with town sewer.

Work superintended by D. Smith, clerk of works, Winnipeg, Man.

WINNIPEG.

POST OFFICE.

The elevator was supplied with steel cut pinion wheel and a steel cable. The post office was painted and kalsomined and the usual and ordinary repairs and renewals done.

Work superintended by D. Smith, clerk of works, Winnipeg.

CROWN TIMBER AND INDIAN OFFICES.

A hot water heating apparatus was put in, new eaves troughs and fall pipes were put on, a new stairs to, and windows in basement were provided, the masonry was repaired, the ground around building levelled, and a platform built in front and rear of building.

Works superintended by D. Smith, clerk of works, Winnipeg, Man.

Contractors for hot water heating, The Canadian Plumbing Co., Winnipeg, Man.

FORT OSBORNE BARRACKS-HOSPITAL AND BARRACK BUILDING.

French drain and a cement floor in basement were put in, the electric light was installed, the mess rooms were fitted up and furnished, and some changes made in the heating apparatus.

OFFICERS' MESS.

A stone foundation was put in, a cement floor in basement, weeping drains, a hot water heating apparatus, and a hot water supply system and the walls and ceilings kalsomined.

BARRACK MESS ROOM.

The electric light was installed.

STABLES.

The building was raised, a stone foundation built under the walls and stone piers under the stall posts, the stalls were repaired with Douglas fir; and a vent shaft, iron feed boxes, hay racks, stall posts and saddle racks supplied.

DRILL-HALL.

General repairs were made to roofing, fencing, drainage and some grading and levelling done.

Works superintended by D. Smith, Winnipeg, Man.

IMMIGRATION HALL.

The plastering was cleaned and kalsomined, and additional sanitary plumbing and heating furnace put in, under the supervision of D. Smith, clerk of works, Winnipeg, Man.

CUSTOM-HOUSE.

The wooden sill of the building was removed and replaced by brickwork, eaves troughs were supplied and minor usual and ordinary works done.

Work superintended by D. Smith, clerk of works, Winnipeg, Man.

Department of Public Works.

NORTH-WEST TERRITORIES.

CALGARY, ALTA.

COURT-HOUSE.

Repairs were made to metal roof covering of deck and to the court-room plastering, where injured by leaks in roof, and a book case was provided for the use of the judge in chambers.

Work superintended by H. D. Johnson, clerk of works, Calgary, Alta.

IMMIGRATION SHEDS.

A wooden one story summer kitchen 12 ft. x 12 ft., with a brick chimney, was built for the caretaker's use, and the latrines were changed to dry earth closets.

Work superintended by H. D. Johnson, clerk of works, Calgary, Alta.

POST OFFICE, ETC., BUILDING.

This building which was described in my preceding annual report, is completed, and is being fitted up, and furnished with a hot water heating apparatus.

Plans, &c., prepared by this department.

Clerk of works, H. D. Johnson, Calgary, Alta.

Contractor for building and fittings, Walter Alford, Belleville, Ont.

Contractor for heating, C. & W. Plaxton, Winnipeg, Man.

POLICE BARRACKS.

A wooden addition to the guard room, 26 ft. x 24 ft. 6 in., was built, and comprises a guard room extension divided from original guard room by iron grille, the iron lined cells, a kitchen, a tool house and a latrine. A high board fence was erected, inclosing the exercise yard. The barrack rooms on ground floor of south wing were partitioned off, plastered and kal-omined for the use of the orderly and clerk.

Repairs were made to plastering, plumbing, hardware, &c.

Work superintended by H. D. Johnson, clerk of works, Calgary, Alta.

EDMONTON, ALTA.

LAND REGISTRATION AND CROWN TIMBER OFFICE.

This building which was described in my preceding annual report, has been completed, furnished and fitted up, a hot air heating plant put in and the electric light installed.

Plans, &c., prepared by this department.

Clerk of works, H. D. Johnson, Calgary, Alta.

Contractor for building, Walter Alford, Belleville, Ont.

Contractors for hot air apparatus, Wilson Bros., Winnipeg.

Contractor for fittings, J. T. Blowey, Edmonton, Alta.

LETHBRIDGE, ALTA.

PUBLIC BUILDING.

The contract for this building which was described in my preceding annual report was entered into on 5th of June, 1893, since which date the work has been in progress, and it is expected to be completed this autumn.

Plans, &c., prepared by this department.

Clerk of works, Wm. Cluston, Lethbridge, Alta.

Contractor for building, Wm. Oliver, Lethbridge, Alta.

MOOSE JAW, ASSA.

COURT-HOUSE AND POLICE QUARTERS.

This building which was described in my preceding annual report is completed and occupied.

Furniture, stones, fencing and footpaths have been supplied, a stone foundation built and cellar excavated.

Plans, &c., prepared by this department.

Clerk of works, D. Smith, Winnipeg, Man.

Contractor, John Lymands, Regina, Assa.

PRINCE ALBERT, SASK.

LAND AND REGISTRATION OFFICE.

This building described in my preceding annual report is completed, fitted with a hot air heating apparatus and occupied.

Plans, &c., prepared by this department.

Clerk of works, Lestock Reid, Prince Albert, Sask.

Contractor for building, Thos. E. Baker, Prince Albert, Sask.

Contractors for heating, The Gurney-Tilden Co., Winnipeg, Man.

RED DEER, ALTA.

Industrial school completed and occupied.

REGINA, ASSA.

BARRACKS.

A quick-steaming boiler, connected with a steam pump, having suction to well, and supply pipe to tank, was set up to complete the water supply of the fire protection service.

Work superintended by D. Smith, clerk of works, Regina.

Contractors for machinery, &c., Garth & Co., Montreal.

GOVERNMENT HOUSE.

Basement drains repaired and ventilation improved, roof of stable reshingled, new floor in hay loft, green house overhauled and repaired and coach shelters closed in.

Work superintended by D. Smith, clerk of works, Winnipeg, Man.

POST OFFICE.

Some additions to fittings were made, the delivery wicket altered and the heating improved.

Work superintended by D. Smith, clerk of works, Winnipeg, Man.

COURT-HOUSE.

This building which was described in my preceding annual report is expected to be completed before the close of the calendar year.

Plans &c., prepared by this department.

Clerk of works, Chs. Brass, Regina.

Contractor, Chas. Willoughby, Regina.

WOLSELEY, ASSA.

COURT-HOUSE.

Block No. 2, Drill's addition was obtained on 28th June, 1893, by free grant from Dill as a site and a contract for the construction of the building entered into on 1st

Department of Public Works.

Nov., 1893. The building is nearing completion and is 52 feet by 42 feet on plan and comprises a stone basement containing a mess room two bed rooms two cells, a spare room, a furnace room, and a fuel room ; and a brick upper story containing the Court room and a room each for judge, jury, sheriff and clerks.

Plans &c., prepared by this department.

Clerk of works, Chas. Taylor.

Contractors, E. A. Banbury, and R. A. Magee.

PROVINCE OF BRITISH COLUMBIA.

AGASSIZ.

EXPERIMENTAL FARM.

A water supply system was put in and some fencing and minor works effected.

NANAIMO.

POST OFFICE, ETC.

The post-office fittings were remodelled and replaced in altered position and a new screen of cedar substituted for the original one ; the wooden sidewalk, being unsound, was renewed and a wooden approach laid from the wharf to the customs entrance the safe formerly used by the savings bank was moved into the post office and the flooring was repaired.

Work superintended by F. C. Gamble, C. E., Victoria, B. C.

NEW WESTMINSTER.

POST OFFICE, ETC., BUILDING.

Some grading was done to the lot, the fence was partly renewed and painted and some stoves, blinds and furniture supplied.

Works superintended by F. C. Gamble, C. E., Victoria, B. C.

VICTORIA.

CUSTOM-HOUSE.

Sundry repairs were made to wash basins, gutters, wood work and glazing and some furniture supplied to the Inland Revenue Offices.

Work superintended by F. C. Gamble, C. E., Victoria, B. C.

NEW DRILL HALL.

A wooden floor was laid over the area of the hall, stoves, lockers and rifle racks were put in the armouries, and the electric incandescent light was installed.

Work superintended by F. C. Gamble, C. E., Victoria, B. C.

Contractors for flooring, racks and lockers, Christie, Thompson & Co., Victoria, B. C.

MARINE HOSPITAL.

A rough inclosure fence was built, the picket front fence was painted and some minor repairs made to plumbing.

Work superintended by F. C. Gamble, C. E., Victoria, B. C.

POST OFFICE, ETC., BUILDING.

Some new lock boxes were supplied and some office furniture.

Repairs were made to carpentry, plumbing, locks, glazing, gas fitting, cement sidewalks, &c. Work superintended by F. C. Gamble, C. E., Victoria, B. C.

RESIDENT ENGINEER'S OFFICE.

Gas fixtures, an electric call bell and office furniture were supplied for the use of the resident Engineer of the department, F. C. Gamble, C. E., Victoria, B. C.

WILLIAM'S HEAD.

QUARANTINE STATION.

The buildings described in my preceding annual report are completed and occupied. The dioxide of sulphur blast was taken from the steamer and placed in a shelter building erected therefor on the wharf. A cottage was built for the caretaker and also a stable and a coal shed, the storage tank and flag staff were set up; and a look out and tank house constructed. Baths, closets, urinals, and wash basins were put in and connected in first cabin passengers, ward of hospital.

Repairs were made to ranges and plumbing.

Work superintended by F. C. Gamble, C. E., Victoria, B. C.

DOMINION BUILDINGS.

FUEL.

Tenders were invited by public advertisements, for the supply of coal at 134 of the public buildings, and coal and wood supplied to over 180 buildings in all.

LIGHTING DOMINION BUILDINGS.

The lighting of the various Dominion buildings is under the control of this branch of the department. Of these buildings 69 are lighted by gas, 45 by incandescent electric light, 2 by gasoline, 2 by natural gas, and the remainder by coal oil. At several of the last mentioned, the entrance is illuminated by an arc light, outside.

WATER FOR DOMINION BUILDINGS.

The water supply for the various public buildings, excepting the penitentiary and military buildings, is controlled by this branch of this department. 90 buildings at 53 localities have water services connected with the water supply of the local waterworks companies, the remainder being in general supplied with wells, pumps, and tanks.

ENGINEERS, FIREMEN AND PUBLIC BUILDINGS.

The various engineers, firemen and caretakers, 235 in number, including employees at Parliament and Departmental Buildings, Ottawa, and the heating apparatus of Dominion Public Buildings, with the exception of those at the various penitentiaries and the military buildings, are under the control of this branch of this department.

GENERALLY.

Repairs and alterations have been executed and sundry articles of furniture, &c., provided, cleaning, painting and other improvements carried out in connection with a number of buildings, not herein referred to.

Department of Public Works.

APPENDIX No. 3

REPORT

ON

HARBOURS AND RIVERS, DREDGES, DREDGING AND SURVEYS

THROUGHOUT THE DOMINION

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1894

Department of Public Works.

APPENDIX No. 3.

DEPARTMENT OF PUBLIC WORKS OF CANADA,
CHIEF ENGINEER'S OFFICE,
OTTAWA, 12th December, 1894.

SIR,—I have the honour to transmit herewith for the information of the Honourable the Minister of Public Works, the following report upon the works under my charge during the fiscal year 1893-94.

The duties of the Chief Engineer of the Department of Public Works, and of the staff attached to his office, consist in :

I. The superintendence of the construction of, and repairs to the wharfs, piers and breakwaters built in the Dominion of Canada by the Federal Government, as well as the superintendence of works of improvement in rivers to facilitate navigation, such as lock work, jetty work, removal of obstructions otherwise than by dredging, etc.

II. The superintendence of dredging operations in the ports and navigable rivers of the Dominion, including the maintenance of the dredging fleet, and the construction of new dredges, tugs and scows.

III. The construction and administration of graving docks.

IV. The maintenance and administration of slides and booms in the Ottawa, the St. Maurice and the Saguenay Rivers, and in the Trent and Newcastle districts.

V. The construction and maintenance of interprovincial bridges, and of bridges in the North-west Territories.

VI. The making of hydrographic surveys, and examinations required for the preparations of plans and estimates.

VII. The preparation of reports on the proposed construction by private enterprise, of all works in or over navigable waters.

These duties necessitate the employment of a large staff and a large expenditure, but it is my conviction that no expenditures are so profitable to the people of the country, as those made for public works of value to commerce, such as building up harbours, removing obstructions from navigable water-ways, and connecting by canals these water-ways; and that, therefore, the expenditures required for these purposes should not be curtailed to the detriment of the country at large.

WHARFS, PIERS AND BREAKWATERS.

During the fiscal year 1893-94, works on wharfs, piers and breakwaters were carried out in the following localities :

Nova Scotia.

Arisaig	Antigonish Co.....	Repairs to breakwater and pier.
Avonport	King's Co.....	Removal of mud and gravel.
Babin's Cove.....	Richmond Co.....	Construction of wharf.
Bayfield.....	Antigonish Co.....	New wharf and repairs to breakwater.
Blue Rock.....	do	Repairs to breakwater.
Boularderie Island,		
Monday Point	Cape Breton Co.....	Construction of wharf.
Broad Cove	Inverness Co.....	Repairs to wharf.
Canada Creek.....	King's Co.....	Extension of wharf.
Chipman's Brook	King's Co.....	Repairs to breakwater.
Coal Mine Point	Inverness Co.....	Extension of breakwater.

Cribbin's Point.....	Antigonish Co.	Protection of works.
Crooked Channel.	Lunenburg Co.	Boat channel.
D'E-cousse.....	Richmond Co.	New wharf.
Devil's Island... ..	Halifax Co.....	Repairs to breakwater.
Digby.....	Digby Co.....	Reconstruction of pier.
Five Islands.....	Colchester Co.....	Renewals to wharf.
Fox Island.....	Halifax Co.....	Protection work.
French River.....	Victoria Co.	Repairs to breakwater.
Grand Etang.....	Inverness Co.....	Harbour works.
Halifax.....	Halifax Co.....	Quarantine wharf.
Hall's Harbour.....	King's Co.....	Repairs to pier.
Harbour au Bouche.....	Antigonish Co.....	Harbour improvements.
Johnson's Harbour.....	Richmond Co.....	do
L'Ardoise	do	Repairs to breakwater.
Lismore	Pictou Co.....	Repairs to wharf.
Mabou	Inverness Co.....	Harbour improvements.
Maitland.....	Hants Co.....	Repairs to wharf.
Meteghan Cove	Digby Co.....	do
McNair's Cove.....	Antigonish Co.....	Repairs to breakwater.
New Haven.	Victoria Co.....	Improvements.
Nyanza	do	Construction of wharf.
Pictou Island.....	Pictou Co.....	Extension and repairs of wharfs.
Port Medway.....	} Queen's Co.	Removal of rocks.
Dock Cove.....		
South Ingonish	Victoria Co.	Construction of wharf.
Three Island Cove	Richmond Co.....	Harbour improvements.
White Point.....	Queen's Co.....	Repairs to wharf.

New Brunswick.

Campbellton.....	Restigouche Co.....	Extension of ballast, wharf and ferry landing.
Cape Tormentine.....	Westmoreland Co.....	Wharf improvements.
Fort Dufferin.....	St. John.....	Repairs to retaining wharf.
Gray's Island.....	Albert Co.....	Repairs to breakwater.
Lower Neguac.....	Northumberland Co.....	New wharf.
Negro Point.....	St. John Co	Repairs to breakwater.
Pointe du Chêne	Westmoreland Co.....	Reconstruction of breakwater.
Quaco.	St. John Co	Repairs to west breakwater.
River St. John.....	Westmorland Co.....	Improvements.
Shippegan.....	Gloucester Co.....	Repairs to breakwaters.
Tracadie	do	New landing pier.

Prince Edward Island.

Belfast Pier	Queen's Co	Repairs to pier.
Brae.....	Prince Co.....	Repairs to breakwater.
Chapel Point.....	King's Co	Repairs to pier.
Georgetown	do	Repairs to wharf.
Hickey's Pier.....	Queen's Co	do
Lambert's Pier	King's Co.....	Construction of retaining wall and repairs.
Miminegash	Prince Co.....	Extension of north pier, &c.
Nine Mile Creek.....	Queen's Co.....	Repairs to pier.
North Cardigan.....	King's Co.....	do
Rustico (north).....	Queen's Co.....	Repairs to breakwater.
Souris.....	King's Co.....	Harbour works.
Stephen's Pier.....	do	Improvements.

Department of Public Works.

Sturgeon.....	King's Co.....	General repairs to pier.
St. Mary's Bay.	do	do
St. Peter's Bay.....	do	Extension of protection work.
Wood Islands.....	Queen's Co.....	Reconstruction and repair of eastern breakwater.

Quebec.

Anse St. Jean.....	Saguenay	Repairs to wharf.
Bay St. Paul.....	Charlevoix Co.....	Extension of and repairs to wharf.
Bic.....	Rimouski Co.....	Repairs to wharf.
Cucouna.....	Temiscouata Co.....	Construction of wharf.
Cap à l'Aigle.....	Charlevoix Co.....	Repairs to wharf and shed.
Carleton.....	Bonaventure Co.....	Repairs to wharf.
Chicoutimi.....	Chicoutimi Co.....	Wharf improvements.
Étang du Nord.....	Gaspé Co	Repairs to breakwater.
Grand Pabos.....	do	Extension of wharfing.
Ile Verte.....	Temiscouata Co.....	Repairs to wharf.
Lake Mégantic	Compton Co. . . .	Repairs to pier.
Les Ecureuils	Portneuf Co	Repairs to wharf.
Les Eboulements.....	Charlevoix Co.....	Repairs to wharf.
Laprairie.....	Laprarie Co.....	Extension of retaining wall.
Longueuil.....	Chambly Co.....	Wharf improvements
Matane.....	Rimouski Co.....	Extension of wharf.
Murray Bay.....	Charlevoix Co.	Repairs to wharf, freight shed.
New Carlisle.....	Bonaventure.....	Repairs to wharf.
Rimouski.....	Rimouski Co.....	Sheathing of retaining pier.
River Blanche.....	do	Repairs to wharf.
River du Lièvre.....	.....	Improvements.
Rivière du Loup.....	Temiscouata Co.....	Repairs to wharf.
Rivière l'Assomption.....	.....	Improvements to navigation.
River Madawaska.....	.....	do
Rivière Noire.....	Charlevoix Co.....	Construction of breakwater
River Ottawa at Mille.....	.....	.....
Iles.....	Laval Co.....	Improvements to navigation.
Rivière Ouelle.....	Kamouraska Co.....	Repair to wharf.
River St. Louis.....	Beauharnois Co	Bridges.
River St. Maurice.....	.....	Improvements to navigation.
River Yamaska	Yamaska Co.....	Repairs to lock and dam.
Roberval.....	Chicoutimi Co.....	Wharf accomodation.
St. Alphonse.....	do	Repairs to wharf.
St. Anicet.....	Huntingdon Co	Renewal of wharf.
Ste. Anne du Saguenay.....	Chicoutimi Co.....	Removal of boulders.
St. François.....	Montmorency Co.....	Repairs to wharf and shed.
St. Jean.....	do	Repairs.
St. Laurent.....	do	Improvements to wharf.
St. Michel.....	Bellechasse Co	Repairs to wharf.
St. Siméon.....	Charlevoix Co.....	Repairs to block.
St. Thomas.....	Montmagny Co.....	Repairs to wharf.
St. Zotique	Soulanges Co	General repairs and improvements.
Tadousac.....	Saguenay Co	Wharf improvements.
Yamachiche.....	St. Maurice Co.....	Construction of pier.

Ontario.

Beaverton.....	Ontario Co ..	Repairs to pier.
Burlington Canal	Wentworth Co.....	Repairs to pier and ferry scow.
Cobourg.....	Northumberland Co..	Repairs to piers.
Collingwood.....	Simcoe Co.....	Repairs to works.

Colpoys's.....	Bruce Co.....	Extension of pier, etc.
Goderich.....	West Huron Co.....	Extension of piers.
Kingston.....	Frontenac Co.....	Removal of Point Frederick shoal.
Kingsville.....	Essex Co.....	Repairs to works.
Meaford.....	Grey Co.....	Repairs to protection works, etc.
Port Albert.....	Huron Co.....	Extension of piers.
Port Hope.....	Durham Co.....	Repairs.
Port Rowan.....	Norfolk Co.....	Construction of landing piers.
Southampton.....	Bruce Co.....	Repairs to works.
Toronto.....	York Co.....	Construction of harbour works.

British Columbia.

Columbia River.....	Above Golden.....	Removal of obstructions.
Columbia River.....	Below Revelstoke.....	Building wing dam and removal of obstructions.
Columbia River.....	Below Kootenay.....	Building wing dam and removal of obstructions.
Fraser River.....	Mouth of.....	Jetty works.
Fraser River.....	Garry Bush.....	Protection works.
Fraser River.....	Miller's Landing.....	do
O'Kanagon.....	.....	Improvements to navigation.
Skeena River.....	.....	Removal of obstructions.
Somas River.....	.....	do
Williams Head.....	Quarantine Station.....	Construction of wharf and water supply.
Victoria Harbour.....	.....	Removal of rocks.

I—WHARFS, PIERS AND BREAKWATERS.

PROVINCE OF NOVA SCOTIA.

ARISAIG.

Arisaig, Antigonish County, is situated on the southern shore of St. George's Bay, 15 miles to the eastward of Merigomish, the nearest harbour.

A pier commenced by the Government of Nova Scotia some years prior to confederation, came under the charge of the Federal Government in 1870, being at that time an old and somewhat dilapidated structure. During 1873 it was thoroughly repaired, and small amounts were expended in 1880 and 1881, in repairing damages caused by the ice during previous winters.

Extensive repairs to the pier having been found to be necessary, a contract was made in 1886 for their execution, and also for the construction of a breakwater on the western side of the harbour. The whole of these works were completed in 1888, and at that date the pier was 440 feet in length, consisting of an approach and an outer portion of 195 feet in length and varying from 40 to 44 feet in width. There was, at extreme low water, a depth of only one foot from the outer end, and over the area sheltered by it the depth of water did not exceed 3 feet.

The breakwater is 300 feet in length and 20 feet in width on top, with an L at the outer end 40 feet in length, the depth at the outer end, at extreme low water being 6 feet.

During 1889-91 the pier was extended a distance of 100 feet, and a portion of the northern or seaward face was protected by a deposit of heavy stone. This extension was founded on a bottom dredged to a depth of 8 to 10 feet at extreme low water, and a channel or basin was dredged for a length of 130 feet along the pier, and for a width of 70 feet, to a depth at extreme low water varying from 10 feet at the outer end, to 3 feet at the inner end.

Department of Public Works.

In December, 1889, the pier was damaged, and during the great gale of December, 1890, further damage was done to the superstructure, a portion of the seaward face was carried away, and the side-walls and top of the approach were also much damaged, and during 1891-92 extensive repairs, including the reconstruction of 50 feet of the outer end of the pier, and an extension of the stone talus or slope on the seaward side were made.

During 1893-94 the sum of \$1,830.25 was expended on refastening the covering of the head of the breakwater, on the western side of the harbour, and in completing the repairs to the pier proper, commenced in 1891-92, which consisted of renewing the covering, cap-timbers, upper face-timbers, floor-stringers, and upper cross-ties, over one-half of the width of the pier for a length of 75 feet, and filling the same with ballast to a depth of 2 feet. The approach for a length of 140 feet was repaired, and an embankment of stone was made extending along 250 feet of the inner face. About 100 cubic yards of large stone were placed against the outer face, at the junction between the old pier and the extension built in 1889.

It is reported that since the completion of the repairs described above, further damage has been done to the seaward face and repairs will be required.

Soundings taken in 1892 show that the dredged channel or basin has filled, except near the outer end of the pier. The approach to the inner side of the pier is obstructed by a barge loaded with iron ore, which foundered during a gale in September, 1893. Spring tides rise 5 feet.

AVONPORT.

Avonport, King's County, is a small farming village, with a population of about 250, situated at the mouth of the Avon River, at this point two miles wide, and on the Windsor and Annapolis Railway, about midway between Windsor and Kentville.

There is here an old and somewhat dilapidated public wharf, built by the Provincial Government before confederation, and subsequently and to some extent repaired by the department.

In June, 1894, the sum of \$83.75 was expended in the removal of a quantity of mud and gravel, from alongside and the end of the wharf, to enable vessels to come to a berth, for the purpose of receiving their cargo.

BABIN'S COVE.

Babin's Cove, Richmond County, is on the northern side of Arichat Harbour, Ile Madame, and nearly opposite its western entrance.

In December, 1893, a contract was entered into for the construction of a wharf at this place for winter service, which included the grading of a road and rock cutting 410 feet in length; an embankment of stone, 12 feet in length; and a block and span, consisting of an inner block 20 by 20 feet dimensions on top, and an outer one 25 by 40 feet on top, with an opening or span of 17½ feet.

During 1893-94, the road embankment and rock cutting were about one-half completed; the stone embankment was finished, and the inner block was in place, and built up half tide and ballasted; the expenditure to 30th June, 1894, amounting to \$994.07.

BAYFIELD.

Bayfield, Antigonish County, is on the south coast of St. George's Bay, 8 miles east from Antigonish Harbour, and 15 miles west from the entrance to the Strait of Canso. The harbour is formed by Pomquet Island and outlying reefs.

Pomquet Island is about three-quarters of a mile long, and is separated from Pomquet Point on the mainland by a strait 1,850 feet wide, with a depth of 4 feet at low water in a channel 400 feet wide.

Wharf.

In 1857 a wharf was commenced by a joint stock company, on the west side of the harbour, a quarter of a mile south from Pomquet Point. It was handed over to the Provincial Government, and completed in 1873. When it came under the charge of the Federal Government in 1887, it was a block and span structure, extending 402 feet, to 9 feet at extreme low, or to 13 feet at extreme high water. In 1887-88 the two outer and adjoining blocks were raised, repaired and close-piled; the central block and the shore block were cut down to low water, and a continuous work constructed between the outer blocks and the shore.

By the great gale of the 1st December, 1890, the work was carried away down to from 6 feet below low water, at the outer end, to 3 feet above low water, 112 feet from the inner end.

During the fiscal year 1892-93 a contract was entered into for the construction of a new wharf. The work under contract includes grading of highway and approach; a shore abutement of rubble masonry, 33 feet long; block and span open faced crib-work, 25 feet wide and 319 feet long; and outer end and head of close-faced crib-work, 30 feet wide and 90 feet in length along the centre line, made up in 2 blocks, each sixty by 30 feet, placed at right angles.

The substructure of the open-faced crib-work and of the outer close-faced work, is built of creosoted North Carolina yellow pine, and the superstructure of native timber.

During the fiscal year the work under contract was brought to completion; and the approach to the wharf was improved by one of the departmental dredges.

Breakwater.

A breakwater, 400 feet in length, was constructed in 1879, and extended 310 feet in 1888. The work consisted of a crib-core, 18 feet in average width, covered with stone, sloping on the seaward side 3 to 1, and on the inner side $1\frac{1}{2}$ to 1. It continued undisturbed until the occurrence of the gale of the 1st December, 1890, when the stone covering was stripped off nearly to high water level to within 160 feet of the inner end.

During 1892-93 operations were carried on in repairing this breakwater and in the commencement of a further length of the structure, and in 1893-94 the sum of \$3,699.69 was expended. The work done includes the completion of the extension, 70 feet in length, with an L or return at the outer end 40 feet long; and the reconstruction of the top work and covering over a length of 475 feet, from the extension to within 220 feet of the inner end. The covering on a distance of 170 feet from the extension inwards, is new from top to bottom, and from high water mark up, over the remainder.

Further repairs are required to complete the work. Spring tides rise 5 feet.

BLUE ROCK.

Blue Rock, Antigonish County, is on the southern coast of St. George's Bay, $2\frac{1}{2}$ miles to the eastward of Tracadie Harbour.

A breakwater extending 226 feet in a south-westerly direction from Blue Cape, was completed in 1888; the depth at the outer end at extreme low water being 12 feet, and over the area sheltered from the north-east, from 12 to 5 feet.

It having been ascertained that the face timbers below the line of low water had been weakened, and in places destroyed by the teredo, and that the ballast had settled five feet below the upper ballast floor on the seaward side, and two feet on the inner side for a distance of 140 feet from the outer end; repairs were undertaken in 1892-93, and the sum of \$496.99 was expended in close-piling the outer end, and for a distance of 65 feet on the seaward side, and 15 feet on the inner side from the outer end; and in placing large stones on the seaward side for a distance of 60 feet beyond high water mark.

During the fiscal year, 1893-94 the sum of \$999.96 was expended in continuing the work commenced the previous year. The outer end over a length of 115 feet,

Department of Public Works.

was rebalasted, and a stone protection work sloping one and a half to one from a height of three feet above low water mark, was carried along the seaward face and along the outer end.

Since the first of July last the slope of the protection work on the seaward side and around the outer end has been increased, and stone sloping one to one from high water mark has been placed along the inner face for a distance of 40 feet from the outer end.

Spring tides rise 4 feet.

BOULARDERIE ISLAND—MONDAY POINT.

Monday Point, Cape Breton County, is on the southern side of Boularderie Island, and $3\frac{1}{2}$ miles to the westward from the Little Bras d'Or bridge.

A contract was entered into in April, 1894, for the construction of a wharf at this place, 160 feet in length, consisting of a stone embankment, 20 feet wide on the top, the sides having a slope of one and a half to one, and a crib-work head 22 by 44 feet.

Though framing the substructure portion of the crib-work was commenced in June, no part or portion of the work had been put in place at the close of the month.

BROAD COVE.

Broad Cove Marsh, Inverness County, is on the Gulf of St. Lawrence, 12 miles north from Margaree Harbour.

The wharf at this place was completed in 1888. It was 400 feet in length and 25 feet in width on top, and was constructed in separate blocks up to a little above low water, with continuous superstructure. The outer block and the block next it, were, respectively, 56 and 68 feet in length. The depth at the outer end at extreme low water, was 12 feet 10 inches.

In 1890 slight repairs were made to the covering and cap-timbers near the outer end, and several of the outer pockets on the east side were re-ballasted.

In December, 1890, the work was badly damaged; the superstructure was destroyed over a distance of 100 feet from the outer end, and the top broken up for a further distance of 60 feet. The outer block went down four or five feet below low water, and the second block to low water over 44 feet of its length; ballast went out of the face chambers on the east side to within 160 feet of the inner end.

During the years 1891-92-93 the work was reconstructed to within 56 feet of the outer end, and the face chambers on the east side were rebalasted.

Of the amount available for this work during 1893-94, the sum of \$91.00 was expended in the settlement of payment due for the completion of the ballasting of the outer end in 1892-93; and the balance \$209.00 was applied to close-fendering about 170 feet of the outer end, with materials which had been procured for that purpose, during the preceding year.

During the autumn of 1893, and again in January, 1894, this wharf sustained serious damage, through the loss of ballast which was washed out through openings at the bottom on the northern side, or—as reported by the wharfinger, “there is a space 80 feet in length, $27\frac{1}{2}$ feet wide (which is the average width of the work), and 15 feet deep, embracing 30 chambers completely gutted.”

The cost of the repairs required, it is estimated, will involve an expenditure of \$1,200.00.

Spring tides rise 4 feet 5 inches.

CANADA CREEK.

Canada Creek, also called “Black Rock,” King's County, is a small fishing and farming settlement on the southern shore of the Bay of Fundy, 60 miles to the eastward from Digby Gut, 8 miles west of Hall's Harbour, and nearly opposite Cape D'Or on the Cumberland coast. The harbour, which is dry at low water—spring

tides rising 39 feet, and neaps 32 feet—is formed by two piers or breakwaters, built one on either side of the mouth of a small stream, many years since by the residence of the locality, assisted by grants from the Provincial Government.

In 1874 the department expended the sum of \$2,000 in repairing the existing works. During 1878-79 a breakwater 150 feet in length was constructed on the eastern side of the entrance. In 1884-85 the western pier, which had received damage during a storm, was repaired, and a block, 55 feet in length, and 10 feet wide on top, was built on the seaward side at the inner end, to protect the old work at that point. In 1886, the eastern pier was repaired and repairs were made to the western pier in 1887. During 1891-92 the sum of \$250 was expended in protecting the damaged end of the west pier and in 1893-94, a block of crib-work was built in extension of the western pier, to prevent the gravel from washing into the harbour, at a cost of \$431.31.

CHIPMAN'S BROOK.

Chipman's Brook, King's County, is situated on the southern side of the Bay of Fundy, midway between Hall's Harbour and Canada Creek, about 3 miles from each place.

The harbour works were originally constructed many years ago by the residents of the locality, assisted by grants at different periods from the local government, and they consisted of a pier dry at low tide, and a retaining wall.

In 1877 a length of 60 feet was added to the pier by the department. In 1884 portions of the retaining wall were rebuilt, and repairs were executed on the outer portion of the pier. During 1886 and 1887 a quantity of rock was removed from the bed of the brook alongside the pier, and general repairs were executed.

During the winter of 1892-93 about 100 feet in length of the middle portion of the breakwater, which was originally 175 feet in length, was totally destroyed by a violent gale and the remains of the work were protected with close-sheathing during October 1893, since which date the remains of the outer block have been completely demolished and the breakwater is now only some 50 or 60 feet long and but of little use.

COAL MINE POINT.

Coal Mine Point, Inverness County, is situated on the Gulf of St. Lawrence, three-quarters of a mile north-east of the entrance to Mabou harbour.

During 1893 a work known as "the breakwater wharf," built by the Mabou Coal and Gypsum Company to protect a small shipping wharf, was extended at a cost of \$1,999.67.

The work done consisted of two blocks of crib-work each 35 feet by 20 feet, placed in from $7\frac{1}{2}$ to 9 feet, at extreme low tide, the superstructure being continued over the whole length.

During a north-easterly gale in November, 1893, the whole of the superstructure, and the block down to half tide mark, were carried away and the remains now stand one foot above extreme low water, and but very little remains of the superstructure of the older work.

CRIBBIN'S POINT.

Cribbin's Point, Antigonish County, is on the western side of St. George's Bay, 8 miles to the southward from Cape George, and 5 miles to the northward of the entrance to Antigonish harbour.

During 1890-91 the construction of a wharf and an approach thereto was commenced at this place, and both were brought to completion during the following year.

The wharf extends a distance of 300 feet, in a southerly direction from the point, and is 20 feet in width on top for a distance of 120 feet from the shore end, and 30 feet in width over the remaining 180 feet. For a distance of 50 feet from the shore the work consists of a stone embankment, the balance having been con-

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structed of close faced timber work, fully ballasted and protected by sheathing and fenders.

The approach, consists partly of side cutting and embankment with a stone retaining wall and partly of a through cutting, 18 feet wide at the bottom, the sides having a slope of one and a half to one.

During the fiscal year, a small amount (\$72.64) was expended on works to prevent damage by water to the roadway and slopes. These included: re-opening the drains in the through cutting for a length of 100 feet; the removal of clay from the side cutting and slopes; making a drain 20 feet in length in rock-cutting and opening a ditch 2 feet in width at the bottom and of an average depth of 3 feet for a distance of 250 feet.

The wharf is in fair condition, but additional ballast is required and repairs to the cap-timbers and covering should be made. The depth at the outer end at extreme low water is 11 feet. Spring tides rise 4 feet.

CROOKED CHANNEL.

Off the coast of the southern part of the county of Lunenburg, and opposite to, and to the southward of the mouth of the La Have River, are from 30 to 40 islands, varying in size from a few square yards to about a square mile.

Most of the larger islands are inhabited, their aggregate population being some two or three hundred people, who are engaged in fishing and farming. The islands are distant from the mainland from one-half to three miles, and they are all more or less connected to each other and to the mainland, by shallow banks and mud flats covered at high water, ordinary spring tides, but bare or nearly so at low water. In and about the flats are numerous channels and deep holes, but boat navigation is intricate, and in many cases very circuitous.

The principal boat channel through the archipelago lies approximately east and west, and is appropriately known by the name of "Crooked Channel," its landward end being in Green Bay, to the southward of the end of Petite Rivière Beach, a long and narrow spit or bar of sand, projecting about a mile and a quarter from the main shore—it gave no direct or easy access to the village of West Dublin, lying about two miles to the northward.

To give the inhabitants of the larger islands, viz., Bushe's and Bell's, more direct communication with the village on the mainland, where they resort for a market, the department in September and October, 1893, dug a boat channel 2,300 feet long, 40 feet wide, and from three to four feet deep at low water, ordinary spring tides, in a northerly direction from the main crooked channel on the south, to deep water on the north between the extremity of the Petite Rivière Beach and Bushe's Island. The work was all done by hand, at low water, at a cost of \$923.73.

D'ESCOUSSE.

D'Escousse, Richmond County, is a thickly populated district of Ile Madame, situated on the southern side of Lennox Passage, a strait separating the island from the mainland and connecting St. Peter's Bay with the Strait of Canso.

During 1892-93 a contract was entered into for the construction of a wharf at this place, consisting of an approach 315 feet in length, a stone embankment 107 feet in length, and creosoted pile extension 120 feet in length, and the work was completed in January, 1894. The expenditure during 1893-94 amounted to \$4,232.50.

DEVIL'S ISLAND.

Devil's Island is a small low island about 2,000 feet in length by 1,000 feet wide, with its highest point about 15 feet above high water springs, situated about 8 miles to the south-east of the city of Halifax, and one-third of a mile from the mainland off Hartland Point, to which it is connected by a reef, covered with three feet of sand, and having three feet of water over it at low water.

The island is permanently inhabited by about 100 people, wholly dependent upon fishing for their livelihood.

During 1892 a breakwater 300 feet in length, 15 feet in width, with an L at the outer end, 30 feet in length, at which there is a depth of five feet at low water spring tides, was constructed, at a cost of \$1,941.18.

In September, 1893, the sum of \$87.96 was expended in close-sheathing 100 feet in length of the western or seaward face of the breakwater, in order to prevent the sea from washing the gravel under the ballast floor and obstructing the berth for boats on the eastern side. The sheathing is composed of round spars, flatted on three sides, to a thickness of six to eight inches, and is well secured to the longitudinal face timbers with iron bolts, three-fourths inch diameter.

DIGBY.

The town of Digby is situated at the western end of the Annapolis Basin and was, until the construction of the "missing link," the eastern terminus of the Western Counties Railway.

In 1890 a contract was entered into for the construction of a new pier 780 feet long, 50 feet wide on top, and extending into 10 feet of water at low tide, to be built on the north side of the Racquet, about one mile to the north of the present pier and town of Digby. A large quantity of timber and iron had been procured, the former being boomed, principally in the Racquet, and the latter stored in a warehouse at Digby.

Owing to numerous delays, the death of the contractor, etc., the intention of constructing a new wharf was abandoned, and in lieu, thereof, it was decided to reconstruct and repair the present pier, utilizing as much as possible the timber, etc., belonging to the estate of the deceased contractor, the proposed reconstruction and repairs being as follows:—

The renewing of the whole of the pile-work section from the head of the inclined landing to the shore, a distance of 560 feet, the inner 430 feet to be 30 feet wide on top and the outer 110 feet, 45 feet wide.

The bents to be placed 10 feet apart, the inner portion having six and the outer eight bearing piles in each bent. Fender or guard piles to be placed on both sides of the work at each bent, sheet piling to be driven over the whole length of the northern face and two sets of walings, placed on the inner and outer face of same.

The crib-work block forming the head of the inclined landing to be removed down to the foundation and a new block built; this block to be 80 feet long, with an average width of about 37 feet, of round logs, open crib-work.

The seaward face of the inclined landing, from the end of the new block outward, to be sheet piled for its entire length and new covering and floor stringers placed on the inclined landing, over a length of 78 feet.

The old warehouse and office to be removed, and a new landing erected, 72 feet long, and 20 feet wide, with a covered driveway 15 feet wide, along the whole south side, the whole of the work having been brought to completion in November, 1893.

In April, 1894, a length of 330 feet of the close-piling on the northern side was destroyed during a violent storm, together with the caps and walings, and about 90 feet of the outside bearing and fender piles. In order to save the remainder of the structure from the scouring action of the undertow set up by the sheet piling, the rest of it was immediately cut out, and salvage was made of the timber cut adrift.

During May and June, 1894, the sum of \$1,410.03 was expended in making good the damage caused by the April storm. The sheet piling was not replaced, but about 90 new heavy piles were driven, and thoroughly braced and bolted.

FIVE ISLANDS.

Five Islands, Colchester County, is a village situated on the northern side of the Basin of Minas, at the extreme western end of the county, and 15 miles to the eastward from Parrsboro.

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During 1885 a wharf 75 feet long and 40 feet wide was built by the department at "Narrow Beach" (so called). In July, 1893, the sum of \$370.38 was expended in placing an entirely new floor, with stringers and guard timbers; the raising of the outer end of the wharf, about two feet, which had settled to that extent; and the construction of an inclined ramp, or shoot, in the end of the wharf for the purpose of loading deals on the decks of schooners lying dry after the tide had fallen.

FOX ISLAND.

Fox Island, Halifax County, is situated on the Atlantic coast of Nova Scotia, about 15 miles to the eastward of the city of Halifax. It lies about 800 feet distant from the mainland to which it is connected by a bar of shingle and gravel.

The island is about three acres in extent, and in the summer is used as a fishing station, being then occupied by fishermen and their families.

To protect the neck of beach, the department built crib-work protection 935 feet in length, in the year 1886-87.

During 1892 a further length of 252 feet was constructed, and during the fiscal year a length of 120 feet of the older work was rebuilt at a cost of \$412.96, and the whole is now in good order.

FRENCH RIVER.

French River, Victoria County, is on that part of the east or Atlantic coast of Cape Breton Island, known as the "north shore," midway between the harbour of St. Ann's and South Ingonish.

A contract entered into in 1890-91 for the construction of an isolated break-water 50 feet in length, 27 feet in width on top, in from six to 7 feet at extreme low water, was completed the following year; it is of square timber, and it is close fendered at the sides and outer end.

Shortly after the completion of the work, the ballast went out of the face chambers on the east side, and subsequently the work settled to within one foot of extreme high water, at the north-east angle, and the ballast went out of about half the face chambers on the west side.

During 1892-93 the work was reballasted and large stones were placed over brush on the eastern side, to prevent scouring.

Up to the 30th of June, 1894, the sum of \$250.03 was expended in placing ballast in one pocket on the western side, and several in the eastern side of the work; and in replacing and bolting the cap timbers on the eastern side, and in placing boulders over brush at each end and over the stone placed in 1892-93.

GRAND ETANG.

Grand Etang, Inverness County, is situated on the Gulf of St. Lawrence, about midway between the harbours of Margaree and Cheticamp.

In December, 1893, a contract was entered into for the construction of works designed to improve the entrance to a large pond, and thus make it available for the use and shelter of fishing boats and small vessels. The works consist of two piers placed 87 feet apart, except at the entrance, where the distance between them is narrowed to 44 feet. Each pier consists of brush and stone work, 135 feet in length; brush and stone work with inside slopes of 3 to 1, 130 feet in length; open-faced crib-work 100 feet in length; and a close-faced crib-work head 30 by 40 feet, the sub-structure of which is built with creosoted timber. The area between the piers and occupied by them has been excavated to 1 foot below low water.

At the close of the fiscal year the work was being prosecuted vigorously, the expenditure to that date amounting to \$4,962.04.

HALIFAX QUARANTINE STATION.

Wharf at Lawlor's Island.

Lawlor's Island, the quarantine station for the port of Halifax, is situated five miles in a direct line south-east from the city. It is $1\frac{1}{2}$ miles long, $\frac{1}{2}$ mile wide

its highest point about 80 feet above high water, and it lies midway between the southern end of MacNab's Island and the mainland on eastern passage, in the southeastern part, or entrance to Halifax Harbour. It is well wooded and conveniently situated, and is admirably adapted for a quarantine station.

During the year 1892-93 the small landing wharf, 105 feet long by 15 feet wide, on the east side of the island, was repaired by day-work, at a cost of \$247.29. The repairs consist of a few new piles and caps and an entire new floor.

Owing to the necessity for enabling ocean steamers to land passengers on the island, conveniently, and undergo disinfection before proceeding to dock, a contract was entered into for the construction of a wharf on the north-west point of the island, which was brought to completion in November, 1893.

It is a pile structure throughout, 280 feet in length, with a head at its outer end 400 feet in length and 40 feet in width, having a depth of 27 feet along its face at low water, ordinary spring tides.

The pile bents in the stem, which is 30 feet in width, are 10 feet apart, and are composed of eight piles each, including brace and fender piles, the vertical bearing piles being 5 ft. 10-in. apart, centre to centre. The bents in the head of the wharf are also 10 feet apart, and have ten piles each, the vertical piles being 6 ft. 6 ins. apart between centres. All the bents, both in the stem and the head, are double cross-braced above low water, ordinary spring tides, with four 6-in. by 10-in. braces. The floor beams over the whole of the work correspond in number and spacing with the piles, and are 8-in. by 12-in. in section lapping a clear foot on, and well bolted to the 12-in. by 12-in. caps, and they are covered with a flooring of hemlock plank, 3 inches in thickness. Around the whole of the wharf a guard timber, 10-in. by 12-in. dimensions, has been placed and bolted at intervals of five feet, $\frac{1}{2}$ -inch bolts. For mooring purposes 11 ring bolts and 13 mooring posts have been provided, and on the south-eastern side of the head, an easy flight of steps has been placed, reaching from extreme low water mark to the floor, which stands 7 feet above high water, ordinary spring tides, which rise 6 feet, and neap tides 5 feet. Expenditure during the year, \$5,202.50

HALL'S HARBOUR.

Hall's Harbour, King's County, is one of the number of high water harbours which have been constructed on the southern coast of the Bay of Fundy. It is situated about 65 miles to the eastward from Digby Gut, and 12 miles to the westward from Scot's Bay. It is about 12 miles north-west from Kentville, the shire town of King's, and the chief station on the Windsor and Annapolis Railway.

During 1885 and 1886 repairs were made to the western pier which acts as a breakwater, and in 1891-92 the face of the retaining wall on the eastern side of the harbour was rebuilt.

In November, 1893, the sum of \$100.00 was expended in a few much needed repairs, consisting of a new piece of "break" 25 feet long, and 7 feet wide; a few new hook-knees on the outer end of the wharf, and the sheathing of a small breach about 20 feet in length, in the west side, near the shore.

HARBOUR AU BOUCHE.

Harbour au Bouche, Antigonish County, is situated on the southern shore of St. George's Bay, between Cape Jack and the northern entrance to the Strait of Canso. It is a small but convenient harbour, which offers shelter to small vessels waiting a leading wind through the strait. Originally there was but 4 feet at low water in the entrance, and in 1877-78 the sum of \$2,498.48 was expended deepening and widening the channel by dredging.

During 1893-94 the sum of \$38.68 was expended in placing an anchor, chain and buoy inside the entrance for the purpose of warping vessels to a place of safety in the harbour during unfavourable weather.

The depth in the harbour at low water ranges from 12 to 13 feet. Spring tides rise 4 feet.

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JOHNSON'S HARBOUR.

Johnson's Harbour (formerly called Hay Cove), is an inlet of the Great Bras d'Or Lake, distant from the St. Peter's Canal 10 miles, and from the head of East Bay 20 miles.

In 1881 the residents of the district built a wharf, 40 feet in length and 21 feet in width, on the eastern side of the cove, which in 1883-84 was raised by the department a height of 3 feet, and a block 27 by 20 feet placed against the southern face.

During 1886-87 fender piles were driven along the side and channel faces; and the space intervening between the south block and the shore was filled in.

In 1893-94 the sum of \$759.76 was expended in cutting down the older portion of the structure for a distance of 20 feet from the channel face, in the construction of a cross-wall of crib-work 10 feet wide, and pier work extending 10 feet beyond the original face; and in filling between the crib-work cross-wall and the shore.

The depth at low water level at the outer face of the extension varies from 8 to 12 feet, increasing to about 15 feet, at 10 feet beyond the outer face.

L'ARDOISE.

Lower L'Ardoise, Richmond County, is situated on the eastern side of St. Peter's Bay, near its entrance from the Atlantic and about 6 miles from the southern entrance to St. Peter's Canal.

During 1876-77 an isolated breakwater, 400 feet in length, was built off Martin's Point, in from 5 to 10 feet at low water; but owing to its exposed position it met with constant damage, and in 1883 was almost entirely destroyed.

During 1891 a contract was entered into for the reconstruction of this breakwater and the work was completed in August, 1893. The new work consisted of a timber core 400 ft. in length and 20 ft in width, placed on the remains of the former structure, in from 1 to 4½ feet at low water, its top standing one foot above high water, the whole being covered with stone, sloping 3 to 1 on the seaward side and ends, and 2 to 1 on the inner side. The whole of the surface of area above low water mark is covered with stones of not less than 15 cubic feet in capacity, the spaces between the stones above the line of high water being filled with cement concrete.

Soon after completion the work received damage during a southerly gale. The covering stones on the seaward side between low and high water marks were more or less disturbed, and at the outer end of the inner slope, about 50 cubic yards of ordinary ballast and 50 of the covering stones were carried away.

Subsequently more stone was carried away from the outer end of the inner slope and its covering stones were disturbed for a distance of about 125 feet from the outer end. The work of repairing this damage is being vigorously prosecuted, the expenditure during the year being \$2,160.00.

LISMORE.

Lismore, Pictou County, is on the Strait of Northumberland, 10 miles to the eastward of the entrance to the harbour of Merigomish station on the eastern extension of the Intercolonial Railway.

A wharf, 197 feet in length and 20 feet in width, was commenced in 1886-87 and completed during the following year. In 1890-91 and 1891-92 it was extended a distance of 181 feet, thus making its total length, 378 feet. The structure has been built of round timber, is fully ballasted, and is protected by close fendering.

During the fiscal year it was found that the outer 37 feet, which had been built as a separate block, had moved outwards some 2 feet, leaving a space of 5 feet between the cross-ties. The repairs executed consisted in tying this block to the remainder of the work with square timber placed on each side over the close fendering above the lines of low water, and stringers over the upper cross-ties, the whole being securely bolted. The 2 feet openings on each side were filled with timbers placed verti-

cally and secured, and the space between the cross-ties was filled with brush and stone. The cost of these repairs amounted to \$99.50.

The depth at the outer end at extreme low water is 3 feet 9 inches. Spring tides rise 4 feet 6 inches.

MABOU.

Mabou Harbour, Inverness County, is on the west coast of Cape Breton Island, 6 miles north-east from Port Hood.

The entrance was formerly at the southern extremity of a range of sand hills, by an intricate channel obstructed by a bar, over which there was a depth of only 4 feet at low water.

In 1870 a survey was made and a report submitted, on the project of opening a new channel through the sand hills at their northern extremity, and closing the existing channel.

The work was commenced in 1872, a pier, on the south side of the new channel, 753 feet in length was completed in 1876, and the same year the old channel was closed. Expenditures have been made nearly every year since 1876, in constructing a brush and stone dam on the side near the outer end of pier; constructing and repairing a breast-work on the north side of the channel; repairing and close piling the pier; and, since 1885, in constructing a work of brush and stone, in shoal water, on the south side of the channel.

In December, 1890, a portion of the pier 290 feet in length, 90 to 380 feet from the outer end was carried away, and the remaining 90 feet, more or less damaged. The breast-work on the north side of the channel was destroyed several years ago.

In 1890-91 a dam of brush and stone, 250 feet in length and 10 feet in width on top, was constructed between the pier head and the sand hills; and the brush and stone work, then extending 1,087 feet beyond the head of the pier, was raised nearly to high water level from end to end.

In 1891-92 a large amount was expended in extending and raising the brush and stone work on the south side of the channel, and in constructing groynes on the north side, to collect sand and thus form a natural protection to an exposed clay bank. The brush and stone work was extended 600 feet in from 6 to 9 feet at low water, the inner end being left a little above, and the outer end about 2 feet below low water; a work of brush and stone 60 to 20 feet in width and 5 feet in average height was built, extending in 380 feet from the original head of the pier, and out, over the existing brush and stone work, 120 feet; the remains of the head of the pier were removed, and 4 groynes respectively 55, 40, 45 and 55 feet long, 5 feet in width and 5 feet in height, were constructed on the north side of the channel. The groynes were made by driving piles in pairs, 5 feet apart, filling in with brush, and securing with cross-caps at each pair of piles.

In 1892-93 the groynes on the northern side of the channel were extended, two of them 20 feet, and two 40 feet; and a new groyne 45 feet in length was constructed.

During 1893-94 the sum of \$2,499.07 was expended in raising the brush and stone work on the southern side of the channel, and in repairing and extending the groynes on the northern side; the brush and stone work being raised 2 feet over a distance of 500 feet, commencing at a point 100 feet distance from the original head of the pier, and from 2 to 3 feet over a further distance of 400 feet. Two of the groynes were extended 15 feet each; 3 piles were driven at the outer ends of each of the 4 outer groynes; and the brush replaced several times in the outer 50 or 60 feet of each of the 3 outer groynes.

MAITLAND.

Maitland, Hants County, is a village situated on the western side of the mouth of the Shubenacadie River, which empties into the southern side of the head of Cobequid Bay, the eastern extension of the Basin of Minas.

In May, June and July, 1893, the sum of \$592.90 was expended in effecting thorough and much needed repairs to the public wharf, which was constructed some-

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20 years ago by the department. The work done consists of a new floor over the whole of the structure, including new floor-stringers, and a number of new top longitudinal cross-ties; and about 20 new fenders.

METEGHAN COVE.

Meteghan Cove, Digby County, is on the south side of St. Mary's Bay, about 20 miles north of Yarmouth, and 40 miles south-west of Digby, the County Town, the works consisting of a public wharf, with a breakwater to the westward for its protection.

In the past fiscal year the sum of \$2,627.54 was expended in making thorough repairs to the wharf, consisting in the reballasting and face-fendering the outer block 50 feet long; building a new top and back, 8 feet thick to the next length of 160 feet; and thoroughly re-fendering and capping the remainder of the work, a length of 260 feet.

M'NAIR'S COVE.

McNair's Cove, Antigonish County, is on the western shore of St. George's Bay, 2 miles south of Cape George.

A breakwater 400 feet in length was built on the north side of the cove in 1872-73. In 1875 the outer end, which had settled, was built up to the original height. In 1878 repairs were made and a new block was placed at the outer end.

In 1879 the work was carried away by drift ice to within 100 feet of the shore end, down to from 6 to 3 feet below low water. During the summer of 1883 70 feet was rebuilt, and during the winter of 1884 the work was extended to 94 feet.

The 94 feet extension was badly damaged by drift ice in April, 1884, and was subsequently carried away.

A contract, entered into in 1887, for the reconstruction of 160 feet of the breakwater, was completed in 1888.

The new work is 32 feet in width on top, and has a faced sloping, one to one above low water, on the seaward side and at the outer end. It was founded on a bottom dredged to from 12 feet at low water at the outer end, to 6 feet at the inner end.

The seaward and outer end faces were protected by close piling. In 1890-91, the covering and floor-stringers over about 70 feet of the inner portion of the breakwater were renewed, and 125 piles were procured for replacing the close-piling of the outer work, but were not used.

During the year 1892-93 the sum of \$1,299.62 was expended in placing a talus of quarried stone on the seaward side of the 160 feet extension over a distance of 110 feet from the inner end, or to within 50 feet of the outer end.

During the fiscal year the sum of \$3,212.37 was expended in increasing the talus on the seaward side of the outer 160 feet, which was commenced in 1892-93; in cutting down and reconstructing with vertical faces, a length of 20 feet of the outer end of the work; and in driving 43 out of the 75 creosoted piles procured for close-piling the outer 20 feet. A further sum of \$487.35 was expended in completing the sheath piling, and in procuring about 400 lineal feet of squared timber for the construction of a break, to prevent sand from being carried across the work at the inner end.

Spring tides rise 4 feet.

NEW HAVEN.

New Haven, Victoria County, is a fishing station at the head of a small cove on the east or Atlantic coast of the northern extremity of Cape Breton, about midway between Ingonish Bay and Aspy Bay.

During the fiscal year 1893-94 the sum of \$635.12 was expended in widening and improving a landing for fishing boats, which was constructed by the Government of Nova Scotia in 1873-74; and in reconstructing and extending the protection work on the southern side.

NYANZA.

Nyanza, Victoria County, is a settlement between Middle and Baddeck Rivers, on Indian Bay, a reach of the Bras d'Or Lake known as St. Patrick's channel and 7 miles from Baddeck, the *chef lieu* of the county, and 11 miles from Whyccomagh.

In November, 1893, a contract was made for the construction of a brush wharf to extend 136 feet into 12 feet at low, or 13 feet at high lake level, and at the close of the fiscal year the contractor having procured his materials was about ready to commence construction.

PICTOU ISLAND.

Pictou Island, in the Strait of Northumberland, and about 10 miles north-east of the entrance to Pictou Harbour, is 5 miles long and $1\frac{1}{2}$ miles wide.

There are two wharfs on the south side of the island, one near the west end, and one known as the "East Wharf," near the centre.

The west wharf was commenced by the Provincial Government. It was repaired and strengthened by the department in 1880, and extended 62 feet 6 inches in 1887-88. In 1891-92 a 50-foot extension was completed, with the exception of placing the covering, a small quantity of ballast and a few fenders.

The east wharf was commenced by the department in 1882-83, and extended 100 feet in 1887-88. In 1891-92 the outer end was partially repaired and a 60-foot extension was placed and built up to within 6 feet of finished height.

During the fiscal year 1893-94 the sum of \$1,111.92 was expended in completing the extensions to the east and west wharfs, 60 and 82 feet respectively, the materials having been procured during the previous fiscal year.

Repairs were also made on the east wharf, which included raising, renewing the ballast, and removing and replacing the covering and cap-timbers, over a length of 68 feet adjoining the new extension.

The depth of water at low tide at the outer end of the east and west wharfs, is respectively 4 feet 6 inches, and 4 feet 9 inches.

Spring tides rise 6 feet.

PORT MEDWAY, OR DOCK COVE.

Dock Cove, Queen's County, is a small cove at the mouth of the Medway River, situated about $2\frac{1}{2}$ miles above the village of Port Medway, and at the extreme head of navigation. In the cove is a small wharf and warehouse, the property of the Nova Scotia Wood Pulp and Paper Company, where the pulp from their mill, about 4 miles above, is shipped.

During the past fiscal year the sum of \$200 was granted to aid in the removal of a few of the worst reefs and boulders in the approach to the cove, in order to lessen, in some degree, the risks to which vessels approaching or leaving the wharf were exposed.

SOUTH INGONISH.

Ingonish Bay, Victoria County, lies on the north-east coast of Cape Breton, midway between Sydney Harbour and Cape North. It is divided into North and South Bays, by Middle Head, a narrow rocky and precipitous peninsula over 2 miles in length. At the head of South Bay, there is an extensive pond separated from the sea by a shingle beach, through which there formerly existed a comparatively shallow channel, through which fishing boats could only pass at high water.

In 1873 the department commenced works for the improvement of this channel, deepening it to 15 feet at low water, widening it from 60 to 200 feet, and protecting the northern side with a crib-work structure 700 feet in length, thus giving access for vessels to the pond, which has an area of about 400 acres and affords a safe and commodious harbour.

Owing to the very exposed position of the locality the crib work breakwater received much damage during heavy gales, a portion of it having been swept away

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and the channel has suffered as well, the width having decreased to 100 feet, but a depth of 13 feet 6 inches is found at low water.

During the year 1893-94 the sum of \$1,443.73 was expended on the construction of a wharf near the entrance of the harbour, consisting of a block of crib work 31½ feet wide on top and 37½ feet in length, with an approach of brush and stone 45 feet in length and 20 feet in width on top.

The depth at the outer end at extreme low water is 8 feet 6 inches and at a distance of 10 feet beyond the end, 16 feet 3 inches. Spring tides rise 5 feet.

THREE ISLAND COVE.

Three Island Cove, Richmond County, is situated on the eastern side of Chedabucto Bay, 2 miles to the eastward from the entrance to St. Peter's Bay.

The entrance to the cove is blocked by a bar, 400 feet in width, of clay covered with gravel, which is dry in patches at extreme low water.

During the year 1893-94 the sum of \$271.45 was expended in making a cutting 20 feet in width through the bar, except over about 40 feet at the outer side, where it is 12 feet wide, a depth of 1½ feet at extreme low water being maintained over the whole length.

To complete this channel to a width of 20 feet throughout, and to increase its depth to 2 feet at extreme low water will cost about \$200.00.

Spring tides have an ordinary rise of from 4 to 5 feet.

WHITE POINT.

White Point is a small fishing settlement on the Atlantic coast of the County of Queen's, about 6 miles south of Liverpool, the county town. At this place a breakwater was constructed over 25 years ago by the inhabitants, assisted by grants from the local government, and affords the only protection to fishing boats in the neighbourhood and is a small structure of stone filled crib-work 180 feet in length, from 10 to 20 feet wide and about 13 feet in height at the outer end.

In 1878 an expenditure was made by the department in lengthening the structure and in the removal of a number of large granite boulders from the area sheltered, and in 1879 the work was strengthened and repaired.

During 1882-83 the outer portion of the old work which had been completely demolished during a storm, was rebuilt and repairs were executed on other parts of the structure, and in 1884 further expenditure was made on repairs.

In 1886, it was found that the outer blocks had been carried away, and the ballast they contained, as well as a portion of the stone slope on the seaward side, had been carried into and deposited over the area sheltered by the breakwater, and the sum of \$470.53 was expended in its removal and in closing in the damaged end of the work; and a further expenditure was made during the ensuing year for the same purpose.

During 1888-89 the sum of \$2,499.46 was expended in excavating a dock, or landing place for boats, 100 feet in length and extending inwards 60 feet from original high water mark

In November, 1893, the sum of \$349.56 was spent in a practical rebuilding of about 10 feet in length, of the outer south corner, and refilling with ballast, placing and spiking about 12 feet in length of close sheathing on the outer side, laying a few new floor timbers and planking and placing about 70 tons of heavy rip-rap along the outer side of the work, to break the force of the heavy seas.

PROVINCE OF NEW BRUNSWICK.

CAMPBELLTON.

Ballast Wharf.

Campbellton is situated on the southern side of the Restigouche River about 15 miles west of Dalhousie, the shire-town of Restigouche County, where the river enters the Baie des Chaleurs. It is an important station on the line of the Inter-

colonial Railway, as well as a thriving town, from which an extensive business in the shipment of lumber is carried on. Practically it is at the head of navigation, although the tide flows up the river some 9 miles further, but shoals, and the crooked nature of the channel prevent the passage of vessels of any size. Except on the "Traverse," about 4 miles below Campbellton, where the depth is only $12\frac{1}{2}$ feet, a depth of 18 feet of water at low water "springs" can be carried up to the town, which, with the rise of $10\frac{1}{2}$ feet at "springs" and 7 feet at "neaps," affords a good depth of water for the class of vessels engaged in trading to and from the port, which are generally barks of from 400 to 1,100 tons. The greater number of these arrive in ballast, the disposal of which was found to be a matter of serious inconvenience, owing to there being no convenient place of deposit. To remedy this, a contract was entered into 23rd April, 1889, for the construction of a "ballast wharf," the structure being an isolated block, 140 feet in length by 35 feet in width on top, and having a maximum depth of 18 feet at low water spring tides, and this work was completed 30th August, 1890.

It having been found desirable to connect this ballast wharf with the lower, or eastern end of "Ferguson's wharf" (so called), and thus effect a junction with the shore and gain access to the Intercolonial Railway, a branch of which extends to Ferguson's wharf, a contract was entered into 22nd June, 1892, for the construction of work 110 feet in length, and 35 feet in width at top, which was brought to completion 13th October, 1893. This extension is built of close faced crib work, all the outer bays of which have been fully ballasted, the inner ones—except for a height of 3 feet from bottom, being left vacant, as places of deposit for vessels arriving in ballast; suitable traps, and an opening in the flooring having been provided for that purpose.

FERRY LANDING.

Towards providing a landing and approach for the ferry steamers plying between Campbellton and Cross Point, on the Quebec, or northern shore of the River Restigouche, a site was selected and provided by the town council, and a length of 116 feet of the proposed landing was constructed by the department in 1889-90.

During 1891-92 this landing was extended a distance of 250 feet, the work executed consisting of 4 crib-work blocks, respectively, 50, 20, 20 and 100 feet in length; and three spans or openings between them of 20 feet each, which are crossed by 4, 10 by 12 inch stringers, the work being covered by 4 inch planking. The first three blocks and all the spans are 20 feet in width, outside measurement, the fourth, or outer block, for a distance of 40 feet being 30 feet wide, and the remainder, or 60 feet, forming an "incline" is 20 feet in width.

For the improvement of this landing, the "incline" was extended during the past fiscal year a distance of 40 feet; and a protecting pier or mooring block, 80 feet in length, was constructed on the western side, at a cost of \$1,150.52.

Ordinary spring tides rise 9 feet; neaps 6 feet.

CAPE TORMENTINE.

The works at Cape Tormentine, Westmoreland County, constructed between 1886 and 1892 for purposes of interprovincial traffic, form an artificial harbour at the extremity of a peninsula, which is the nearest point in Canada to Prince Edward Island. They comprise a straight pier 2,500 feet in length, with a head and return—each 400 feet in length—inclusing a basin about 24 acres in area, having an extreme depth of 15 feet at low water, or 22 feet 8 inches at high water, spring tide. For a distance of 1,500 feet from the shore, the pier is a rubble mound, 20 feet wide on top, with pitched slopes of 2 to 1; the remaining 1,200 feet is close cribwork, 30 feet wide. The head and return are of similar cribwork, but the width from the base up to low water is 40 feet, decreasing to 30 feet at the finished top, which is 4 feet above high water, presenting a sloping face, sheathed with hardwood, to the north and east. A branch railway, 30 miles long, connects the pier with the Intercolonial Railway at Sackville.

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It being found that, although secure on the cribwork the rails were liable to be swept off the stone embankment in severe gales, during the fiscal year 1893-94 these rails were raised 2 feet, the top planked, and connection made with the cribwork by means of a ramp 200 feet long. A freight shed 30 by 15 feet, with crib-work foundation 40 feet long and 5 feet high was built, a landing slip constructed and ladders placed on the inside of the harbour, the shed and slip being protected from high waves by a timber "break" 4 feet in height, fendered and braced with heavy knees.

The tops of the cribs receiving the foot of the hardwood sheathing composing the sloping face having been destroyed by the teredo, the planks overhang, and are open below to the action of the sea. About one hundred lineal feet of this face was re-laid, and a similar length of loosened slope secured, as far as possible, with additional fastenings.

The expenditure during the year amounted to \$5,656.33

FORT DUFFERIN.

Fort Dufferin, St. John County, is situated on Negro Point, at the western entrance to the harbour of St. John, and from which (the point) "Negro Point Breakwater" has been built.

The point is about 60 feet in height above high water mark, and on it some years ago a battery was built by the British Government, which has since been maintained by the Dominion. Owing to the formation of the point, a mixture of clay, sand and stones, its base was undermined by the sea during easterly gales, and slides took place, some of them serious enough to endanger the fort, for the protection of which the department constructed in 1882 a timber retaining wall 430 feet in length, extending eastwardly to the shore end of the breakwater, the glacis being re-sloped and improvement made in the drainage of the fort inclosure. During 1883 and 1890 further extension of this retaining wall, for a distance of 403 feet was undertaken, and in 1887 a length of 205 feet of the original work that had been damaged was rebuilt. During the past fiscal year the sum of \$1,249.46 was expended in the reconstruction and widening of a further length of 90 feet of the original work, and in repairs generally to the whole of the existing structure, consisting in replacing timber and ballast where washed out and broken away; in refastening pile fendering, sheathing, break, etc., and in placing additional knees. The work is in a fairly good and safe condition, although further ballasting is required; and the construction of a further extension for 150 feet eastward is desirable for the protection of property, etc.

GRAY'S ISLAND.

Gray's Island, Albert County, is situated on the western bank of the river Petitcodiac, about 2 miles to the northward of the village of Hillsboro'. Properly it is not an island, being a hill of gravel on the bank of the river, rising some 20 feet above the general level of the surrounding marsh lands.

An extensive shipping business is carried on from this locality, it being provided with good wharfs which are approached by a public highway, and by a branch line extending from the Albert County Railway.

The wharfs, however, at times, are difficult and dangerous for the approach or departure of large vessels, and great difficulty being experienced in holding them to the wharfs during the ebb tide, which sets very strongly against them.

The construction of a breakwater, 300 feet in extreme length, and placed at a point some 2,000 feet above the wharfs, was decided on, and during 1891-92 the work was completed.

The first 100 feet, or inner end of the work, is merely ordinary "clay dyking" 5 feet wide on top, sloping one to one on the sides. The next 100 feet outwards is of round logs, open crib work, 15 feet wide on the top, sloping 1 to 4 on the sides. The next 50 feet has its upper 30 feet built in a similar manner to that last described, excepting that the upper or northern face, has the outer longitudinal face built of

square timber, which is close-sheathed with square spars, flatted to 6 inches in thickness, the bottom portion being built plumb, and its northern face protected by close-piling. The outer 50 feet is 25 feet wide on top, and its upper 30 feet, is built to a batter of 1 in 4 on the northern side, 1 in 12 on the end, and 1 in 2 on the southern or down-stream side, the bottom portion being built plumb, and having both the sides and the end protected by close-piling, and the upper portion by close-sheathing of spruce and hardwood. Ballast floors were placed at the specified heights, and sufficient ballast provided to about one half fill the structure.

During July, 1893, the sum of \$400 was expended in restoring a portion of the "clay-dyking" damaged during high tides by the wash of the sea, and protecting the whole northern face with sheathing; and where settlement in the breakwater had taken place owing to the soft nature of the foundation, the work was raised to its original level.

LOWER NEGUAC.

Neguac, Northumberland County, is situated near the northern entrance to Miramichi Bay, about 35 miles east from Newcastle, and some 20 miles south from Tracadie. Having good and safe shelter for boats and small vessels, and being in the centre of one of the best fishing grounds in the Gulf of St. Lawrence, and the district possessing excellent soil, an extensive business is carried on from the place, principally by water. A steamer of the Miramichi Steam Navigation Company, during the season of navigation makes daily trips between Neguac, Chatham, Newcastle and other points on the bay and river.

The shipping facilities at Neguac consisted of an isolated crib-work block, built some six years ago by the steam navigation company, assisted by the local government, to and from which access was gained by a plank walk, supported on trestles, necessitating the carrying of all freight by hand or boating, it to the steamer or other vessel calling for cargo. To better accommodate the large business, a contract was entered into on April 14th, 1892, for the construction of a public wharf, consisting of a shore abutment 370 feet long, nineteen "blocks" 20 feet each, and an outer block or landing pier 40 x 62 feet, making in all a length of 1,190 feet. Work was commenced July, 1892, and carried on from time to time up to 11th November, when it was discontinued until spring.

During the past fiscal year progress was made in the construction of this wharf, and it was brought to a satisfactory completion on 30th May, 1894.

NEGRO POINT BREAKWATER.

St. John Harbour, on the northern side of the Bay of Fundy, is the estuary of the River St. John and lies at the head of a small bay, the distance between Red Head on the east and Negro Point on the west being about $2\frac{1}{2}$ miles. Partridge Island, which lies three-fifths of a mile outside of a line between the points named, divides the entrance to the harbour into two channels, the eastern of which is the principal entrance. During south-easterly gales the force of the sea is broken by Inner Mispec Point (which bears south by west 2 miles from Red Head), and by the shoal water between Red Head and the eastern channel. South-westerly winds rendered it difficult for vessels to enter the harbour, as they were in danger of being driven on the "Foul ground" on the eastern side of the main channel.

During 1874-75 a thorough survey of the harbour was made by the engineers of the department, and in the spring of 1875 a commencement was made of a breakwater, 2,250 feet long, to partially close the western channel, which was completed in September, 1877. During the month of November following, it was subjected to the force of a very heavy gale, and at times was completely submerged by the waves, and an examination made after the subsidence of the storm showed that the stone forming the slopes had settled to some extent, and that some pieces of the covering timber had been washed away, and during 1878 a quantity of large stones were placed on the slopes to make good the settlement they had sustained.

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In February, 1879, after withstanding the heavy seas during a storm for 24 hours, a weak spot was found, and 1,300 feet of the wooden superstructure was swept away, down from 2 to 4 feet below high water mark. During 1880 and 1881 needed repairs were executed, and a quantity of large stones was placed on the slopes. During 1882, 1883, 1884 and 1885 the work of restoring the work was proceeded with, but in November of the latter year the work was suspended by the inability of the contractor to proceed any further. In 1886 the work was carried on in a desultory manner and it was completed and executed in January, 1887. During 1891, 1892 and 1893, the sum of \$21,851.22 was expended on repairs, principally in placing large stones on the slopes to make good the settlement which occurs during heavy storms. In 1893-94 the sum of \$1,398.71 was expended in replacing the slope around the outer end of the work, and covering the foundation of the lighthouse, which had become exposed by the action of the sea, thus endangering its safety.

POINTE DU CHÊNE.

Pointe du Chêne (Shediac Harbour), Westmoreland County, the eastern terminus of the Intercolonial Railway, and principal point of connection with ports on the Gulf of St. Lawrence and Prince Edward Island, is situated on the western side of Northumberland Strait, about midway between the entrance to Richibucto Harbour on the north and Baie Verte on the south.

For the protection of the railway wharf, which had on several occasions received much damage during easterly gales, the department, in 1875, constructed a detached breakwater, 600 feet in length, sheltering its outer end, which in 1879-80, was connected with the railway wharf by the construction of work, 200 feet in length, forming a place for the deposit of ballast and to enlarge it and protect the inner portion of the railway wharf, an extension inwards. 600 feet of the breakwater was constructed in 1881-82.

The outer 600 feet of the breakwater built in 1875, having become much weakened by the action of the sea worms, was destroyed by a storm that occurred in the fall of 1891, and a contract for its reconstruction was entered into 17th June, 1893.

The necessary materials were delivered during the ensuing fall and winter, and construction was commenced early in March, 1894, and at the close of the year about one half of the work was completed.

QUACO.

Quaco, St. John County, is on the northern coast of the Bay of Fundy, about 30 miles to the eastward of the entrance to St. John Harbour. The bay is semi-circular in shape and lies open to the south-east, between Quaco Head and Macomber Point, some two miles apart, the depth from a line between these points being about a mile. A small river discharges into the eastern end of the bay near the mouth and a harbour of refuge has been formed there by the construction of breakwaters, each 300 feet in length, one on either side of the mouth. The harbour is dry at low tide, and is only accessible for coasting vessels and schooners which come to load timber, etc., or to seek shelter for about six hours on each tide, which have a range of about 30 feet.

These breakwaters were damaged and repaired during 1892-93. In January, 1893, about 100 feet in length of the seaward face of the western break-water was carried away during a storm, and the damage done was made good in the past fiscal year, at a cost of \$1,000.00.

RIVER ST. JOHN.

The River St. John proper, 450 miles long, takes its rise from sources in the province of Quebec and state of Maine, at a reputed maximum altitude of 2,158 feet above sea level. Entering New Brunswick at the confluence of the St. Francis, a little below the borders of Quebec, it continues to be the international boundary as far as Grand Falls, and, after flowing through the province for nearly 300 miles, dis-

charges into the Bay of Fundy at St. John. Many tributaries, some of considerable magnitude, are received by the main stream. Among them are the St. Francis, the Madawaska, Green River, Grand River, Salmon River, Aroostook, Tobique, Presque Isle, Meduxnikeag, Eel River, Nackawick, Keswick, Nashwack, Oromocto, Jemseg (Grand Lake), Washademoak, Belleisle, Kennebecasis.

The total basin from source to mouth is computed to be 26,000 square miles, an area almost equal to the whole of New Brunswick, but part of the watershed lying outside, only a little more than one-half of the province is drained by the river. Observation of evaporation not being available, reliable calculations cannot be made, but the average discharge of the St. John is estimated at 2,500,000 cubic feet per minute. The river is considered navigable for vessels of 15 feet draught for a distance of 50 miles from the mouth, but no positive information on this point has been obtained. Nine feet at low water can be carried to Fredericton, 84 miles from the sea, and 6 miles from Springhill, the head of tide.

Three natural features of the river are remarkable, viz., the tidal falls, Grand Falls, and the annual floods. Although in summer the fresh water stream from Woodstock to Fredericton is 600 feet wide, expanding at the latter place after reaching tide level to half a mile, and lower down to more than a mile in breadth, yet the actual mouth, or rocky gorge 400 yards long immediately at the head of St. John's Harbour, measures but as many feet across at ordinary high water. At this point are the celebrated tide falls or rapids.

At Grand Falls, 223 miles from the sea, the whole volume of the river plunges over a perpendicular face of calcareous slate, 70 or 80 feet high, into a deep ravine 250 feet across, somewhat similar to the narrow pass at St. John. Flanked for nearly a mile by lofty rugged cliffs, the confined current dashes from the foot of the falls with excessive strength, mining deep pot holes in the rocky bottom of the channel, in the course of a further descent of 45 feet.

In the Harbour of St. John spring tides rise 26 feet. At the wharfs of the river-steamers, a mile further up, and just above the tidal falls, while summer range is but 3 feet high, flood level is 17 feet, 8 feet above low water. At Oromocto, 73 miles from the sea and 17 miles below the head of tide, where the rise is about 12 inches, the flood of 1887 reached a bridge 20 feet above low water. At Andover, 200 miles from the sea, and 106 miles above the head of tide, high floods attain an elevation of 27 feet above summer level. By contrast the Tobique and St. Francis swell but nine and six feet respectively. After the first spute due to the melting of the snow in the catchment basins of the Kennebecasis, Belleisle Bay and Washademoak, a secondary flood occurs, caused by the back water of the main river which is fed from sources further north and consequently later in thawing. The Harbour of St. John is open all the year around, but the river is closed by ice from November to April, an average period of 144 days. Usually the water begins to rise early in April, reaching flood pitch early in May, maintaining a high level for two or three weeks. The ice run takes place shortly before time of highest water. By the middle or end of July, the water has fallen to low summer level, a stage lasting with some variations dependent upon the rain fall, for about 60 or 70 days.

In addition to some coal, a considerable quantity of cord wood and the ordinary food supplies yielded by farms of the lengthy valley rich in alluvium, the trade of the river comprehends an abundance of valuable timber, fluctuating each season in amount, but equal to at least 135 million superficial feet annually. Some of the logs, floated loose down the tributaries and upper river to Fredericton, are manufactured at the provincial capital. The remainder, and the major part are towed thence to St. John in rafts, giving employment to a fleet of tugs.

For purposes of works, the river may be divided into three compartments.

1. Tidal navigation for steamers and sailing vessels from St. John to Fredericton, 84 miles, requiring 11 feet at low water. Principal obstruction, the Oromocto shoals, giving at present about 9 feet of water.

2. Inland navigation for steamers from Fredericton to Woodstock, a distance of about 65 miles, requiring $3\frac{1}{2}$ feet at low water, but little reliable information is available concerning this part of the river. The obstacles to inland navigation,

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besides boulders in a few places, are shoals of material more or less coarse according to the strength of the current, varying from sandy gravel to stones. The chief bars are Springhill and Bear Island, while Knapp's, Perley's, Coac, Nackawick, Meductic, Belvisor, Moore's, Bett's, Dibble's and Bedell's Bars constitute, according to present information minor obstructions. Dividing above Springhill into two main channels, and from a general width of 350 yards, opening to a stretch of one mile and a half between banks, with a waterway increased by one third, the river becomes dotted eyots and shallows. Two gravel shoals, known as Russell and Chapel Bars, 2,100 feet in total length, require removal. At Bear Island, 25 miles above Fredericton, in consequence of another division, but into three channels, aggregating 600 yards in breadth, a shoal of gravel and stones, 4,400 feet long, giving only 21 inches at low water, has been formed. After re-uniting below, the width of the waterway in the single channel is only 150 yards.

3. The upper river, including with the tributaries all that part above Woodstock. Though small steamers formerly ascended as far as Grand Falls, navigation, always difficult from the strength of the current, is abandoned above Woodstock, upon the opening of railways in places where that form of communication is afforded.

Division 1.

Oromocto.—Ten miles below Fredericton and 74 above St. John, the river spreads from a normal width of less than 500 yards to a total breadth of one mile and a quarter between banks. This expansion, and distribution of the waterway among three channels, collectively 1,100 yards wide, formed by Oromocto and Thatch Islands, sufficiently accounts for the presence of the shoals. The eastern and largest of the channels, 650 yards in width, is only used during floods. The middle and navigable channel, 300 yards wide, has for many years been obstructed by the sandy deposit called the Oromocto shoals, now giving 9 feet of water.

In order to improve the navigable channel, a dam 2,200 feet long was built by the department, between 1877 and 1881, from the right bank of the river to the upper end of Thatch Island, completely closing the west or narrowest channel when the water is below half flood level, and contracting the whole waterway by 150 yards. The first 100 feet of the dam, from the shore, is of brush and stone, while the remainder is of crib work sheathed on the upper side and covered with plank.

During the fiscal year a sum of \$846.94 was expended in renewing sheathing and covering over 900 feet of the dam.

Division 2.

At Eel River and Brook's Bar, 13 miles below Woodstock, the sum of \$198.34 was expended on the improvement of tow-paths. Another amount of \$299.99 was applied at Dibble's Rapids, Eel River and Gibson's Creek, in the removal of gravel, drift and boulders.

Division 3.

During the year an expenditure of \$592.75 was made on the Tobique, channels being scraped through Loup Cervier, Cuntiffe and Plaster Rock Bars, boulders removed from the river-bed between the two first named shoals, and tow-paths made over the rocky ground above Plaster Rock.

Near the mouth of the Tobique but on the main river, a further sum of \$362.99 was expended in blasting Little River rocks.

At Grand Falls a sum of \$350.14 was applied to the completion of the dam, a work designed to direct the timber over the falls. A further sum of \$279.31 was expended in blasting rocks in the gorge, and in an attempt to remove Split rock, a projecting crag in the face of the falls. On the St. Francis, a sum of \$500.00 was applied to the removal of boulders from Cross Lake, Horseback and Des Rosier's Rapids, and in improving the tow-paths cut last year.

SHIPPEGAN.

Shippegan Harbour, Gloucester County, is situated near the entrance of the Baie des Chaleurs, about 60 miles east of Bathurst.

At the southern end of Shippegan Harbour connection is made with the Gulf of St. Lawrence by "Shippegan Gully," a shoal and difficult channel, formerly used during fine weather by the smaller fishing boats and vessels of very light draught. By the use of the "gully" a saving in distance is made of from 25 to 40 miles for the fishermen going or returning to their homes, from the fishing grounds situated off this part of the shore, while the harbour is also a most desirable shelter during storms, being perfectly protected from all winds, and largely used by all the fishing vessels of the extensive fishing establishments of Caraquet, and other parts of the south shore of the bay.

To make the "gully" available for vessels of a larger class, and permit of it being entered at all times of tide, or during stormy weather, the department in 1875 commenced the construction of a breakwater to protect the entrance, and a "dam" to close an opening known as the "east gully." Difficulty was experienced with the contractors, who suspended operations at the close of the summer of 1876, and the work was re-let in December, 1877, operations being resumed April, 1878, but the second contractors about the end of February stated their inability to proceed further with the work, and it was taken over by the department. At this time the "dam" was completed, about 900 feet of breakwater was raised to its proper height, and a further length of 500 feet partly built.

In October, 1879, a storm, during which the tide rose much higher than before known, seriously injured the "dam," while the unfinished outer 500 feet of the breakwater was completely destroyed, and the inner portion much damaged. In 1880-81 the dam was repaired, raised and strengthened by piles driven 10 feet apart, connected by caps and walings. During 1882 portions of it that had again settled were raised, where deemed unsafe, and an extension of 120 feet added to the breakwater, a gap that had been made being closed, and the other portions of the structure raised.

General repairs were again made in 1884-85, when 50 feet of the outer end was close-piled, the "dam" being raised where settlement had taken place. Further close-piling and some general repairs of the work were also made in 1886-87, and during 1888-89 a length of 60 feet which had been seriously damaged the previous winter was reconstructed.

In November, 1889, a contract was entered into for the construction of an additional block of 50 feet, at the end of the eastern or existing breakwater, and the construction of a breakwater to extend 1,000 feet in a southerly direction, from the beach west of the "gully"; the whole being completed in January, 1893.

A length of 137 feet of the inner end of the work built in 1875 was reconstructed in 1892, under the direct charge of an officer of the department and other necessary works of repairs and improvements were effected.

In 1892-93, pile fenders were placed on the outer 100 feet of the eastern side of the west breakwater, and when settlement had taken place, that work was re-ballasted.

During the fiscal year 1893-94 the sum of \$1,600.00 was expended in the reconstruction of portions of the eastern breakwater, respectively 100 and 30 feet in length, the face of the new work being protected by close-piling. Where required the ballast was replaced, and the close-piling on the outer block was refastened. On the western breakwater, the outer 100 feet was close-piled, and repairs were made to the shore end for its protection, by placing stone and brush where a scouring of the sand beach was taking place.

The most favourable results have been derived from the works constructed, the direction of the channel and the greater depth of water having been of great benefit to the fishing fleet and other vessels.

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TRACADIE.

Tracadie Harbour, Gloucester County, is situated on the east coast of New Brunswick, about midway between Shippegan gully and the entrance into Miramichi Bay, and is entered from the Gulf of St. Lawrence by what is known as the "north" and, "south" and "old" gullies. The harbour is some 6 miles in length, by $\frac{1}{2}$ to one mile or more in width, but, excepting in the river channels (north and south Tracadie Rivers) and in the channels entering from the different gullies, is quite shoal being almost dry at low water spring tides.

To provide wharfrage facilities for the district, which is a large and populous one, containing fully 2,000 inhabitants, a public landing pier, 1,430 feet in length, extending to the end of the channel of the "north gully" was constructed during the last fiscal year, the materials therefor having been obtained during 1892-93.

The work consists of a stone abutment or approach, 250 feet in length, of twenty-eight blocks, 20 by 25 feet, one block 40 by 25 feet, and 29 spans or openings of 20 feet each, which are spanned by 7 floor stringers 10 by 12 inches, the entire top of the work being covered with 3 inch planking. The blocks and the shore approach are built of round logs, open crib-work, and are fully ballasted, their sides being fendered, capped, etc., the expenditure during the year amounting to \$3,615.96.

PROVINCE OF PRINCE EDWARD ISLAND.

BELFAST PIER.

Belfast Pier, Queen's County, locally known as Halliday's Wharf, is situated on the southern side of Orwell Bay, and distant $4\frac{1}{2}$ miles from Pinette Pier, 6 miles from Port Selkirk Pier, and one mile from the village of Eldon.

It was built many years previous to Prince Edward Island entering Confederation, to provide shipping facilities for the district, which is not benefited by the railway existing on the Island, and to secure the services of a steamer which plies tri-weekly to Charlottetown.

This wharf is 612 feet in length, with an L at the outer end, which makes up a frontage of 130 feet on the channel, and it extends from the face of a cliff, the top of which is 60 feet above high water mark. Nearly parallel to the face of the cliff a road 360 feet in length has been constructed. For a distance of 300 feet from the outer end, the pier is nearly level, the capping standing from 12 to 13 feet above the line of low water, the remaining portion gradually rises, and at the shore end is 23 feet above low water.

The depth of water along the face averages 5 to 4 feet at low tide. Spring tides rise 8 feet; neaps, 6 feet.

This pier is one of the number which was assumed by the Dominion in 1884, and during 1885, 1886 and 1888 repairs were made upon it, and in 1889 a portion of the eastern end of the L was removed and reconstructed, on the western end the ballast and planking were renewed, and the approach was graded and repaired. During 1890 the top of the inner portion, which was found to be weak through the natural decay of the timber, was renewed, and further expenditure in connection therewith was made in 1891.

During 1891-92 the sum of \$700.00 has been expended in making up with brush, stone and clay the roadway of the inner portion of the pier over a length of 350 feet, two tiers of timbers on each side for a length of 74 feet, or 148 feet in all also being put in; 81 feet of the planked portion of the pier was raised and new cross-ties and stringers put in, 13 pile fenders driven and secured to face; 2 span beams put in; one of the spans filled in with poles, brush and stone; 47 lineal feet of guard timbers removed and 624 square feet of new planking laid and other repairs effected.

During 1892-93 the sum of \$249.90 has been expended in putting in a new ballast floor and ballast, in the outer block, in putting in 8 new pile fenders on the eastern part of the L, in renewal of planking and other general repairs.

During the past fiscal year the sum of \$60.00 was expended in repairing the pile-fendering on the outer end and channel face.

BRAE HARBOUR.

Brae Harbour, Prince County, is situated on the northern shore of Egmont Bay, about 8 miles to the eastward from West Point, and 12 miles to the northward of Cape Egmont, the two headlands between which Egmont Bay is formed. The harbour is distant about 6 miles from Coleman station, on the Prince Edward Island Railway, this station being 36 miles northward from Summerside, the shire-town of the county.

The harbour is at the mouth of the Brae River, and is formed by the protection afforded by Brae Island, which, lying nearly parallel to the shore at a distance of from a quarter of a mile to a mile, gives complete shelter. The area enclosed is very large, but as most of it dries out at low water, spring tides, which rise only 4 feet, only a comparatively small space is available for fishing boats and small vessels.

The entrance to the harbour is about 900 feet in width, and is protected from southerly gales by a large sand bar, called in the locality the "outer bar," which lies about half a mile off the shore, breaking the seas during gales from that quarter. An "inner bar," almost dry at low water, obstructs the entrance, rendering almost useless the good anchorage and shelter that otherwise would be afforded for boats and small vessels, and preventing the shipment of produce.

For the improvement of the entrance the inhabitants of the district, in 1890, commenced the construction of a brush and stone breakwater, for the purpose of contracting the entrance, and directing the increased current formed on the bar, with the view of deepening by scour the water over it, the length of work constructed being 350 feet. During 1891-92 this work was extended a distance of 200 feet, having an extreme width of 20 feet, the lower or bottom portion consisting of layers of brush 2 feet in depth, from which point to within $2\frac{1}{2}$ feet of the top the work is constructed of small spruce spars, and the top portion of squared timber. Two ballast floors have been placed, and the whole of the structure was securely ballasted; the faces were protected by fenders placed 10 feet apart centres; and on the top, a roadway was formed by brush, stone and clay filling.

The construction of this work had the effect of increasing the velocity of the current, to such an extent, that an undermining of the outer end was feared, to prevent which and also the damage from the striking of heavy ice during the spring, close-piling or fendering was placed in 1893-94 on the outer 20 feet, at a cost of \$99.90.

This breakwater to be a benefit, should be extended beyond the point of Brae Island for a distance of at least 500 feet.

The inner portion of the work which was constructed by the inhabitants is in a bad condition, as it has not had any repairs made on it for some time, and should be put in order.

CHAPEL POINT PIER.

Chapel Point pier, King's County, is on the south side of Grand River, about three miles from its entrance into Boughton Bay, and nine miles from Cardigan Station, Prince Edward Island Railway.

The pier was constructed by the local government, and assumed by the Dominion in 1884, and consisted of an approach 205 feet in length, with a block and span at the outer end, which make the total length 249 feet, the outer end extending into 7 feet of water, at low spring tides, which have a rise of five feet.

The approach is constructed with square timber faces and filled with brush, stone and clay. The outer block is also built close-faced, but is filled with ballast, and is, as well as the span, planked over. During 1890 an additional length of 44 feet was added to the outer block, the bottom of which had been damaged during a run of ice in the previous winter and was repaired and 20 piles placed around it.

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The approach was levelled up with stone and gravel and new top face timbers, capping and one mooring post were renewed, its sides being strengthened by placing 40 fender piles.

During the past fiscal year the sum of \$145.76 was expended in general repairs to the roadway, and protecting the outer block by piling where settlement has taken place, and injury been done by running ice.

GEORGETOWN.

Georgetown, the shiretown of King's County, is situated on the western side of the Montague River, near its entrance into Cardigan Bay. The harbor is well and favourably known as being one of the best and safest on the island, it is one of the termini of the Prince Edward Island Railway, which has a deep water wharf used during the winter months by the ss. Stanley, plying between the island and the mainland. A public wharf, known as "Queen's" wharf, originally constructed by the local government, was assumed by the Dominion in 1884. It consists of a shore abutment 340 feet in length and of six "blocks" from 25 to 33 feet long, with intervening spans, the total length being 642 feet, and the width varying from 25 to 33 feet. The shore abutment and blocks are built with squared timber faces, and are filled with brush, stone and clay, the spaces between them being covered with stringers carrying a flooring of plank. At the end of the pier there is a depth of 12 feet at low water, spring tides, which have a rise of 5 feet.

In 1885 the sum of \$1,000 was expended in repairs which were found to be necessary after the wharf had been placed under the control of the department. Repairs were also effected in 1887, 1889, 1891 and 1893, and a small amount was expended during the last fiscal year in repairing the eastern portion of the roadway, and covering breaks in the planking.

HICKEY'S PIER.

Hickey's Pier, Queen's County, is situated on the south-eastern side of Hillsboro' River, about 10 miles distant from Charlottetown.

The Hillsboro' being navigable for a distance, inland, of 15 miles, is the most important river in Prince Edward Island, and Hickey's Pier, since the channel at its end and berths at its sides were dredged by the department, is the first in importance on the river. It was constructed by the local government and is 428 feet in length on its centre line and is of different widths, ranging from 22 to 29 feet, the latter being the width for a length of 180 feet at the outer end.

On its assumption by the department in 1884, the pier was almost a total wreck, but since then it has been nearly reconstructed, expenditures having been made in 1885, 1888, 1889, 1890, 1891 and 1893. During the past fiscal year, the sum of \$500.00 was expended in the reconstruction of a length of 150 feet of the inner end to heights ranging from five to ten feet. Slight repairs to other portions of the pier were also executed, placing it generally in a good and serviceable condition.

LAMBERT'S PIER.

Lambert's Pier, King's County, is at Montague Village, and is situated on the southern side of the Montague River, immediately below the highway bridge, and six miles above its entrance into Cardigan Bay, and since the deepening and widening of the channel by the department, vessels of considerable size can ascend as far as Montague Bridge, where the produce of a large and fertile tract of country is shipped.

It is one of the piers assumed by the Dominion in 1884, and its channel face has a length of 310 feet. It consists of two sections, the upper or western being 140 feet in length and 24 wide, constructed of crib-work on the inside and of pile-work on the outside; the lower or eastern section is 170 feet in length, 25 feet wide, and is constructed wholly in pile-work. A roadway extends from its upper end to the shore; and the space between the pier and the shore is used as a ballast ground.

In 1885 the pile portion, known as the "extension" of the western portions, was entirely rebuilt, and extensive repairs made to other portions of the work. In 1890 the plank flooring was renewed where required; the lower end which had settled was raised, and the crib-work retaining wall, on the inside of the outer end, was raised in height, to prevent the deposited ballast from washing out.

During the past fiscal year a crib-work retaining wall, 60 feet in length and 10 feet in width, was constructed shorewards from the eastern end, to keep ballast from being washed out and also to furnish additional wharfage space. Fender piles were driven at the inner end, some of the piles in the berths having been destroyed by the "teredo." Expenditure \$100.25.

MIMINEGASH.

Big Miminegash, Prince County, is situated on the north-east coast of the island about 15 miles from North Cape, and 18 miles from West Point.

Before its improvement, Big Miminegash was one of the numerous ponds along this coast, which empty into the Strait of Northumberland through sand beaches. Lying off the mouth of the outlet is the Miminegash Reef, a ledge of rock nearly a mile in length, extending parallel with the shore at a distance of about one-half of a mile. Between the reef and the shore there is a good channel carrying 15 feet, which is sought by fishermen during stormy weather, and as the fishing in the neighbourhood is generally good, Miminegash is made a "fishing stand" during the season.

The outlet of the pond called the "run," being through sandy soil, often changed its course; and to improve and maintain a sufficient depth in it, permanent works were commenced in 1878, and up to the close of the fiscal year 1891-92, the sum of \$9,641.57 was expended in their construction and repair.

The works consist on the north side of a solid timber pier, 417 feet in length and 150 feet of close-piling; and on the south side of a pier constructed of piles, brush and stone, 150 feet long. During 1892-93 the southern pier was extended a distance of 200 feet, the existing work was filled with brush and stone to a height of 2 feet above assumed high water spring tides, and piling was driven around the inner end. A dam of round timber crib-work, 120 feet in length and 6 feet in width was built at the inner end, and a brush and stone pier, 50 feet in length and 6 feet in width, was constructed on the south, both works being in connection with the southern pier.

In 1893-94 the sum of \$1,544.26 was expended in the further extension inwards of the southern pier a distance of 150 feet and in close-piling a length of 120 feet, the latter work being required to prevent a new channel being formed on the south side of the southern pier, the beach having changed very materially during the past two years.

The works which have been constructed have proved to be of benefit, and yearly a noticeable increase is seen in the number of fishing stages and boats, for the entrance now admits small schooners by which a constant trade in the carrying of produce, etc., is conducted during the season.

NINE MILE CREEK PIER

Is situated in Queen's County, about 5 miles west from the entrance into Charlottetown harbour, on the shallow inlet entering into the passage between St. Peter's Island and the mainland. The pier constructed many years ago by the local government to provide a shipping place for the district, has a total length on the centre line of 290 feet with an average width of 20 feet, composed of a shore approach or abutment and several "blocks and spans." The end which originally extended to the line of low water mark, has had a channel carrying 7 feet of water at low spring tides dredged to it by the department at a cost of \$6,286.46, thus admitting of the approach of good sized schooners at high water spring tides, which rise $8\frac{1}{2}$ feet. The pier, however, being in bad condition generally and requiring repair over its entire

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length, as well as being too narrow at its end for the accommodation of vessels, turning of teams, space required for shipments, etc., a contract was entered into on the 22nd August last, for the construction of a new block 35 feet in length and 20 feet wide at the outer end and the same was satisfactorily completed in February, 1893.

During the past fiscal year the older portion of the pier was thoroughly repaired at a cost of \$884.00, the entire top having been rebuilt, its sides and ends refendered and the "spans" or spaces between the blocks filled with poles and crib-work.

NORTH CARDIGAN PIER.

North Cardigan Pier, King's County (known in the locality as Newport Pier), is situated on the north side of the Cardigan River, near its entrance into Cardigan Bay, and 5 miles below Cardigan Bridge, the head of navigation, and a station on the Prince Edward Island Railway; and is also distant by road and by water $2\frac{1}{2}$ miles from Georgetown, the shiretown of the county.

The pier, which was built by the local government, is 380 feet in length, consisting of a shore approach 100 feet long, 7 "blocks" from 19 to 20 feet long, and 7 spans of from 14 to 20 feet; its width varying from 23 to $24\frac{1}{2}$ feet, excepting at the outer block where it is 33 feet wide. The approach and blocks are constructed of spruce timber, closed-faced, filled with brush, stone and clay, the roadway being formed of the latter. The two outer blocks and spans have plank coverings.

The structure being old, it has, since its assumption by the department, in 1884, required extensive repairs. During 1884-85 the two outer blocks were close-piled on three sides to prevent their falling apart. In 1885-86 the flooring of the outer block was renewed, and the tops of inner blocks and abutments levelled up. In June, 1888-89, all the span beams, flooring and capping, excepting those of the outer block, were renewed, and the shore abutment, as well as the inside blocks, were levelled up with brush, stone and clay. In 1890-91 four mooring posts were placed, and the shore abutment and inner blocks built up where settlement had taken place.

During 1891 the local government built a ferry wharf, extending from the west side of the pier, making use of about 220 feet of the pier for an approach; which wharf since its construction has been largely used as a place of shipment, greatly to the injury of the revenue of the pier, as masters of vessels and shippers of produce prefer to make use of the wharf where there are not any dues or tolls to pay.

In 1891-92 repairs were made to the outer three blocks by inserting face timbers, thus making good the damage done by the ice and the "teredo"; in renewing the covering of the outer block and placing fender piles along the end and faces of the work.

During the past fiscal year a small expenditure was made in repairing the covering of the outer span.

RUSTICO (NORTH) BREAKWATER.

North Rustico, Queen's County, nearly midway between North Cape and East Point, the two extremes of Prince Edward Island, is the most important fishing station on the northern shore.

During the years from 1881 to 1884 the department constructed breakwaters on each side of the entrance to the harbour for the purpose of concentrating the force of the ebb current upon the "bar" outside, so as to scour away the sand and thus obtain a greater depth of water over it, and the results obtained have been most satisfactory, as the depth on the bar has been increased by it 3 or 4 feet, which, added to the former depth, gives at present at low water, springs, from 9 to 10 feet of water and at high water from 12 to 13 feet.

The breakwater on the northern side of the entrance is the most important. It was originally 1,240 feet in length, but as the outer end was badly damaged it was cut off for a distance of 17 feet. The inner end for a length of 550 feet is constructed of piles, brush and stone; the outer end is close-faced timber work built plumb on the seaward side up to the height of two feet above low water, and above that level,

with a slope of one to one, the inner face is built with a batter of one to four. The top of the outer end is nine feet wide, and it—as well as the sloping face—is covered with 6-inch plank. The bottom of the sloping face is close-piled.

During 1890 the outer end was rebuilt, the close-piling on the bottom of the sloping face was replaced, and the planking on the sloping face and on the top was renewed where found to be necessary.

During the winter of 1890-91 the work was visited by a terrific gale, accompanied by an extreme high tide, and severe damage was done to a length of 120 feet at the outer end of the breakwater, on which repairs were made during 1891.

During the past fiscal year the sum of \$1,191.30 was expended in repairing and securing the outer 150 feet of the breakwater.

SOURIS HARBOUR.

Souris, King's County, is situated about 16 miles to the westward of East Point, the eastern extremity of the island. It is a very important shipping point, being the eastern terminus of the Prince Edward Island Railway, which has a deep water wharf, from where shipment can be made later in the fall and earlier in the spring than at any other port on the island. The anchorage at the place is good and safe, sheltered from all northerly winds. The department, to provide protection from southerly gales and so afford a safe harbour of refuge at all times, in 1875-76-77, constructed a breakwater from the end of that previously built by the local government off Knight's Point on the eastern side of the harbour, the work in all being 1,180 feet long.

The work being exposed to the full force of the sea during southerly gales and being much injured by the "teredo" (sea worm) which is very destructive in all the island harbours, has, since construction, required most extensive repairs.

At the close of the fiscal year 1893-94 a contract for the construction of a close-faced timber block 350 feet in length, on the seaward side of the middle section of the work, and the closing of a breach 190 feet in length, which had been made through the breakwater during a storm, was completed, the expenditure during the year amounting to \$19,915.80.

STEPHEN'S PIER.

Stephen's is one of the three piers at Montague, King's County, assumed by the Dominion in 1884-85. It is the second pier on the southern side of Montague Bridge, the head of navigation of the Montague River, which empties into Cardigan Bay. It consists of two wings about 50 feet apart, extending out from the bank of the river to the edge of the channel, where there is a pier head having a face of 100 feet. The wings are respectively 90 and 115 feet long, built of squared timber, close faced, the space between them being filled with brush, stone and gravel, while the pier head is formed of pile-bents which carry the stringers and flooring.

In 1886 the whole of the pile-work of the pier head was removed, new piles were driven, and new caps and stringers were placed and new flooring laid. General repairs were also made to the approaches and blocks, and new stringers, flooring and capping were laid over the openings. In 1891 the greater part of the pier heads and spans were replanked; fender piles were placed on the outer face of the eastern shore abutment; stone was placed against the inner face of both shore abutments, and the approaches were levelled up with broken stone. In 1893 the planking and floor stringers were repaired. During 1893-94 a "span" of 22 feet in width was filled with close-faced timber work and covered with planking, at a cost of \$249.98.

Spring tides rise 5 feet, neaps 3 feet.

STURGEON PIER.

Sturgeon Bay, King's County, is situated on the southern side of Cardigan Bay, about 6 miles south from Georgetown, the shiretown of the county, and the terminus of the Georgetown branch of the Prince Edward Island Railway.

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The pier was constructed by the local government to accommodate the shipping of produce from the locality, and was assumed by the Dominion in 1884. Its total length is 436 feet, and it is from 20 to 25 feet in width, the height at the outer end being 13 feet, with a depth of 4 feet at low water, springs, which have a rise of 5 feet. It consists of a shore abutment 250 feet in length, and four blocks of from 20 to 25 feet in length, with intervening spaces, or "spans," 25 feet wide. The faces of the approach and blocks are constructed of square timber, filled with brush, stone and clay. The two inner openings are filled with brush at the bottom, and with stone and clay at the top, the sides above the brush being of timber to retain the stone and clay. The two outer openings and the outer block are covered with plank.

From 1885 to 1891 the expenditure for repairs amounted to \$337.50.

During 1892 a cut was dredged from the channel to the wharf, 720 feet in length and 103 feet in width. A basin at the end of the wharf 169 feet wide, and berths on either side 100 feet in length and 55 feet in width, the whole carrying 12 feet at low water, spring tides, were also made.

This dredging caused a tendency of the pier to settle and slide into the newly-made cutting, to prevent which and to execute general repairs, the sum of \$1,400 was expended during 1893-94 in close-piling the outer blocks, and the work is in a good and serviceable condition.

ST. MARY'S BAY PIER.

St. Mary's Bay pier, lot 61, King's County, is situated on the southern side of St. Mary's Bay, which lies inside of Panmure Island and a long gravel beach connecting it with the main land. It was constructed by the local government, and is one of the number assumed by the Dominion in 1884. It is 407 feet in length, and for a distance of 310 feet is 21 feet wide, the outer end for 97 feet being from 28 to 29 feet in width, and is composed of a shore abutment and seven "blocks" with intervening spans.

During 1885, 1890 and 1891, general repairs were made to the structure, and in 1892 a channel 1,200 feet in length and 107 feet in width was dredged to improve the approach to the pier, and the basin, 163 feet width, was made across the outer end, and loading berths, 100 feet in length by 53 in width, were excavated along the sides.

During 1893-94 the sum of \$150.00 was expended in repairing the outer block and span, consisting in the renewal of the span beams, stringers, and flooring, in securing loose fenders, and in building up the roadway at the inner end with broken stone and gravel.

ST. PETER'S BAY.

This bay, King's County, situated on the north coast of the island, 35 miles westward of East Point, is of considerable extent, running inland some 8 miles, with an average width of three-quarters of a mile, carrying a depth of from 2 to 3 fathoms of water at low tide; its entrance, however, is obstructed by a sand bar having on it only from 6 to 7 feet at low water, thus rendering the harbour available only for vessels of small size, large numbers of which resort to this point during the fishing season.

To improve the entrance and afford better shelter and some fishing facilities for the fishermen, works were begun by the department in 1878, consisting of a breakwater 226 feet long on the western side of the mouth of the harbour, its inner end to be connected with the high land by a breast work, to prevent a channel being formed through the sand flats.

The beach protection inwards of the western breakwater, constructed of piles, brush and stone, having become weakened owing to natural decay, was destroyed by the severe storm of December 1st, 1890, when nearly all the brush and stone work was carried away, leaving only the piling driven at 10 feet centres standing. A contract for its reconstruction was entered into 23rd May, 1892, and work being

commenced 28th June was satisfactorily finished by 30th September. It consists, as formerly, of a length of 800 feet of breast work 7 feet 6 inches wide, constructed of round log open crib-work, the interior filled with brush and stone, the face-logs of the crib-work being secured to the piles remaining of the original structure.

In December, 1893, a contract was entered into for the construction of a further length of the beach protection work, to make a connection with the "Sand Hills." This work was completed at the close of the fiscal year, and cost—including inspection, etc.,—\$886.60.

WOOD ISLANDS.

Wood Islands, lot 62, Queen's County, are situated on the Strait of Northumberland, about 15 miles to the westward of Cape Bear, and are the most southerly point of Prince Edward Island. They are two in number, lie parallel with the shore, from which they are distant about half a mile, and are connected by a small sand beach, and also by another beach extending from the western end of the western island to the mainland, forming a total length of nearly a mile, a pond is thus inclosed having an area of about 300 acres, with its outlet at the south-eastern corner.

This pond is too shallow to serve even as a boat harbour, and an attempt was made to form a shelter for boats and small vessels by the construction of works extending eastwardly, from the sand spit and parallel with the shore, with the expectation that scour would be produced by the tidal outflow from the pond and a deepening of the channel so formed would take place, but the attempt resulted in failure. The work, which was constructed by the local government, was 2,530 feet in length, of varying heights and widths, and built of brush and stone for a foundation with a superstructure of timber crib-work.

During 1878-79 a breakwater 350 feet in length was constructed by the department, on the western side of the entrance, and during the same year an attempt was made to deepen the channel along the eastern breakwater, but the work had to be abandoned.

Between 1880 and 1885 the sum of \$8,871.16 was expended in extending the the western breakwater, and during 1886 the sum of \$1,000.00 was spent in effecting necessary repairs to the eastern breakwater. In December, 1893, a contract was made for the reconstruction and repair of the eastern breakwater, and at the close of the fiscal year about one-third of the work contracted for had been completed.

PROVINCE OF QUEBEC.

ANSE ST. JEAN.

Anse St. Jean is situated on the south-west bank of the Saguenay, about 25 miles from its mouth.

Some small repairs were made to the wharf, sheathing, etc., at a cost of \$100.00.

BAIE ST. PAUL.

The village of Baie St. Paul, Charlevoix County, with a population of about 1,400, is on the north shore of the St. Lawrence, 60 miles east of Quebec. The village is built on either side of the River du Gouffre, which empties into a bay $1\frac{1}{2}$ miles deep and 3 miles wide at its entrance. The bay is dry at low tide with the exception of small channels, carrying the waters of the river. The wharf is built on the eastern side of the bay at Cap aux Corbeaux, 3 miles from the village.

On 17th July, 1893, a contract was entered into for the construction of an addition to the wharf in order to reach a depth of $10\frac{1}{2}$ feet of water at low water, springs. The extension, which is 100 feet in length, 30 in width, and 34 feet high from the bottom, was commenced in August, 1893, and completed in the latter part of January, 1894, at a total cost of \$6,242.85.

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During November, 1893, the sum of \$124.27 was expended in renewing 234 planks in the flooring of the old portion of the wharf.

Spring tides rise 21 feet, neaps 14.

BIC.

Bic, in the County of Rimouski, is situated on the south shore of the St. Lawrence, 170 miles below Quebec.

The wharf is built on 22 piers, 20 feet by 20 feet, the two last 30 x 30 feet forming a total length of about 785 feet.

The work done in 1893-94 consisted in certain repairs and cost \$197.50. Spring tides rise 14.5 feet.

CACOUNA.

Cacouna, in the County of Temiscouata, is on the south shore of the River St. Lawrence, and is 5 miles to the eastward of River du Loup Point, the village being situated 3 miles north of the Intercolonial Railway.

During 1893-94 the work done on the isolated block at this place, consisted in bringing up the work to a full height of 17 feet 3 inches at the outer end, and 15 feet 9 inches at the inner end, the width on top being 24 feet and the length 103½ feet. The corner angles are well protected with four-inch rock elm extending the full height from 2 to 4 feet on each angle, and elm fenders of the same dimensions, with intermediate sheathing, were placed along the whole of the inside face to protect it from the ice. Materials for sheathing the seaward face were procured. Expenditure \$999.56.

CAP A L'AIGLE.

Cap à l'Aigle wharf, County of Charlevoix, is situated 5 miles to the eastward of the wharf at Murray Bay, on the north shore of the St. Lawrence.

During September, 1893, the flooring of the wharf was renewed and some of the floor stringers were renewed and levelled up. A 12-foot open space in the wharf was filled with stone and the roof and sides of the freight shed were painted. The work was done by day's labor at a cost of \$299.38.

Spring tides rise 20 feet, neaps 12½.

CARLETON.

Carleton, in the County of Bonaventure, is situated on the north shore of the Baie des Chaleurs, 36 miles below Campbellton, N.B.

During the fiscal year 1893-94 the sum of \$373.68 was expended in repairing the outer end of the wharf at this place, the work consisting in covering over 49 feet of the outer end with 6 inch hardwood, 18 feet long, and the return corners on each side for 8 feet, adding 4 corner straps and 7 hardwood fenders 12 by 12 inches, 22 and 24 feet in length.

CHICOUTIMI.

Chicoutimi, in the county of the same name, is at the head of navigation on the River Saguenay, 71½ miles above Tadousac.

During the fiscal year the retaining wall, 65 feet in length, was completed, the slip rebuilt, and crab winches for raising the same were procured and put in place, the expenditure amounted to \$1,999.60.

ETANG DU NORD.

Etang du Nord, is at the western end of Grindstone Island, one of the Magdalen Islands, in the Gulf of St. Lawrence. The island in question is irregular in

shape, and about $7\frac{1}{2}$ miles long by $4\frac{1}{2}$ wide. The coast is indented by small bays and coves and there are good fishing stations, the principal being at Etang du Nord. This indentation is small, but offers a safe shelter for boats in 3 to 5 feet of water at low tide.

During the fiscal year 1893-94 sheathing was put on the end of the breakwater, some of the broken-faced timbers and sheathings on the sloping face were renewed, and 27 pieces of the sheathing, which had been carried away by the ice were replaced at a cost of \$539.84.

GRAND PABOS.

The Grand Pabos River, Gaspé County, empties into Pabos Bay about midway between Cape Despair and Point Maquereau, and is 30 miles distant from Percé.

The amount appropriated for the fiscal year 1893-94 was expended in extending shorewards the low wharfing commenced in 1890 at the mouth of the river to facilitate ingress and egress.

The extension built consisted in close faced crib-work 120 feet long, 21 feet wide, and of an average height of 11 feet. At the close of the fiscal year the portion under construction was completed with the exception of the flooring, some 10 tiers of stone ballast and the outside sheathing. Expenditure, \$1,999.53.

GRANDE RIVIÈRE.

Grand Rivière is in the County of Gaspé, and is situated on the Baie des Chaleurs, 21 miles from Percé.

During 1892 a wharf 457 feet in length was constructed at Robin's Point, the width varying from 25 feet 9 inches on top to 38 at the outer end.

On the 8th May, 1894, a contract was entered into with Mr. F. B. Atkinson, of Levis, for the construction of an extension to the present wharf, but at the close of the fiscal year no work had been done thereon.

GROSSE ISLE QUARANTINE STATION.

Grosse Isle is an island on the St. Lawrence 33 miles below Quebec, and is the place where steamers and vessels on their way to Quebec report any case of infectious diseases that may be on board.

During 1893-94 the sum of \$855.16 was expended on repairs to the east and west wharfs.

ISLE AUX COUDRES.

Isle aux Coudres, Charlevoix County, is an island in the St. Lawrence on its northern shore, it is 62 miles east from Quebec. The island is 9 miles in length by 3 in breadth, and is distant from the mainland $1\frac{1}{2}$ miles, and has a population of nearly 1,500 souls.

The wharf, which is on the north side of the island, is 270 feet in length, and has a depth of water at low tide of 16 feet.

During the year the outer 50 feet of the wharf was raised 3 feet, and the planking renewed over a length of 75 feet. Forty feet on the west side, the end, and 10 feet on the east side were sheathed, ballast was put in where required, and the steps were renewed.

The expenditure amounted to \$1,199.44, and the wharf is now in good condition.

ISLE VERTE.

Isle Verte, in the County of Temiscouata, is on the south shore of the St. Lawrence, 17 miles below River du Loup. A wharf 1,750 feet in length has been built by the department at this place.

Department of Public Works.

During 1893-94 the work done consisted in sheathing the north and east sides of the outer block with rock elm 17 feet long, 4 inches thick, and from 12 to 24 inches wide, driven one foot into the clay, and fastened with 15 inch spikes. Three iron straps 4 inches wide and $\frac{5}{8}$ -inch in thickness were put on the north and east sides, and for about 10 feet on the west side. The outer block was floored, and 4 ladders fixed to the sides.

The expenditure during the year amounted to \$998.28.

LAKE MEGANTIC.

Lake Megantic is a fine sheet of water, 14 miles in length, with a width varying from one to two miles. It is the source of the Chaudière River, which flows into the St. Lawrence about three miles above Point Levis. It is part of the dividing line between the counties of Beauce and Compton.

There are six piers on the lake, all built by the department, and known as Lake Megantic, Victoria Bay, Piopolis, Lourdes, Flint's, and St. Agnes piers. The first four are in the County of Compton, the other two in Beauce.

During the year the filling in of Lake Megantic pier was completed, and some repairs were made to the sheathing and shed at a cost of \$300.19.

LAPRAIRIE.

Laprairie is situated on the south shore of the St. Lawrence, seven miles above Montreal. It is the *chef lieu* of the County of Laprairie, and is on the Champlain division of the Grand Trunk Railway. One of the steamers of the Richelieu and Ontario and Navigation Company plies between Laprairie and Montreal, making several trips every day during the season of navigation.

During the year the retaining wall was extended at a cost of \$2,387.39.

LES EBOULEMENTS.

Les Eboulements is a small village in the County of Charlevoix, and is 70 miles to the eastward of Quebec. The village itself is two miles north from the St. Lawrence and 800 feet above it, and the land in the vicinity is moderately fertile.

In 1853 a wharf was built two miles to the west of the village. The length of the structure is 890 feet and 30 feet wide, with a head 80x42 feet, on which are erected the sheds and the lighthouse. The wharf is built of close faced square timber with slips at the end and sides.

During the fiscal year 1893-94 the slip on the east side of the wharf was rebuilt on a length of 75 feet, and 60 feet of the slip on the west side was sheathed with elm. A portion of the outer end of the wharf was sheathed and the flooring temporarily repaired. The expenditure amounted to \$999.65.

LES ECUREUILS.

Les Ecureuils, in the County of Portneuf, is a small village on the north shore of the St. Lawrence, about 30 miles above Quebec. In 1881-82 a wharf 103 feet in length was built at the place.

During the month of November, 1893, the floor stringers and flooring were renewed, as well as the corner sheathing of elm. Four elm fenders 8x10 inches were placed on each side of the wharf, and ballast was put in where required. The work was done by day's labour at a cost of \$398.45.

Spring tides rise 17 feet and neaps 11.

LONGUEUIL.

Longueuil, the *chef lieu* of the County of Chambly, is situated on the south shore of the St. Lawrence, nearly opposite Montreal.

The pier built by the department has a length of 1,105 feet, the width varying from 20 to 90 feet, and has a depth of 7 feet of water at its outer end.

The outer block, which has a length of 90 feet by 40 feet, with about 180 feet of the pier, was carried, bodily, 13 feet down stream by the ice during the winter of 1892-93, and in order to prevent further damage and to save the pier from entire destruction it was widened by means of crib-work and earth filling. Additional weight was given to that portion of the pier most exposed to drift ice, with the hope of preventing further damage.

A sidewalk, for the accommodation of foot passengers, was laid the whole length of the pier, and white oak fenders were put on at the head for the protection of steamers.

The total expenditure during the year amounted to \$2,948.70.

MATANE.

The village of Matane is in the County of Rimouski on the south shore of the St. Lawrence, 240 miles below Quebec, and is distant 30 miles from St. Octave de Metis, the nearest point to the Intercolonial Railway.

During the year 1893-94 the extension of 185 feet by 30 feet in width, commenced in 1892-93, was completed; giving the wharf a total length of 245 feet, 30 feet in width, the average height is about 20 feet. The depth of water at low water, spring tides, is 5 feet.

The amount expended was \$679.75.

Spring tides rise 11 feet.

MURRAY BAY.

Murray Bay or Malbaie, Charlevoix County, is situated on the north shore of the River St. Lawrence, 90 miles to the eastward of Quebec.

The village is situated on both sides of the mouth of the River Malbaie which empties into a bay 1 mile deep and about $2\frac{1}{2}$ miles wide at the entrance. At low tide this bay is dry, with the exception of small channels through which the river discharges.

The principal work done at this place was the construction of an extension to the wharf westwardly. This extension consisted in a block 40 feet in length, 35 feet in width and 50 feet in height.

The older portion of the wharf was repaired. This consisted in painting the freight shed and waiting rooms two coats each, painting and renewing roofs, renewing the floor in the freight room.

The total expenditure during the year amounted \$5,826.55.

NEW CARLISLE.

New Carlisle is the *chef lieu* of the County of Bonaventure, and is on the north shore of the Baie des Chaleurs and 65 miles from Campbellton, N. B.

During the fiscal year the sum of \$166.70 was expended in effecting general necessary repairs to the flooring of the wharf.

RIMOUSKI.

Rimouski, the *chef lieu* of the county of the same name, is situated on the south shore of the St. Lawrence, 185 miles below Quebec.

During the year 1893-94 the sheathing was completed on the west side of the wharf for a length of 400 feet and the roadway was repaired.

The wharf has a total length of 2,130 feet, the width varying from 20 to 50 feet, the height at the outer end being 27 feet and depth of water at low water, spring tide, is 9.4 feet. At the outer end of the wharf there is an L of 100 feet by 30 feet, with a return of 125 feet by 30 feet, thus forming a basin.

The amount expended in 1893-94 was \$2,024.52.

Spring tides rise 14 feet.

Department of Public Works.

RIVER BLANCHE.

The River Blanche flows through the County of Rimouski, and empties into the St. Lawrence on the south shore, about 26 miles east of Metis and nine miles west of Matane.

In 1893-94 the sum of \$294.59 was expended on repairs to the wharf. The total length of wharf is 574 feet by a width of 20 feet. At the outer end of the wharf there is a T 110 feet in length by 24 feet in width, having a total height of 18 feet.

RIVER DU LIÈVRE.

Long Rapids.

The River du Lièvre flows into the Ottawa 18 miles below the city of Ottawa. Its general course is from north to south, and its width from 25 miles above the mouth varies from 300 to 600 feet.

There was appropriated for expenditure during 1893-94 the sum of \$1,500.00 for the improvement of the channel at the Long Rapids, which had been flooded out by the construction of the lock and dam at Little Rapids. The improvements consisted in the removal of boulders to obtain a navigation of 5 feet at low water.

The expenditure amounted to \$1,244.94.

Little Rapids.

The lock and dam built by the department are situated at the Little Rapids, 12 miles above the village of Buckingham. The lock is 150 feet in length between the gates and the width 31 feet, the lift being 13 feet 9 inches at low water.

During the year some necessary repairs were made to the west abutment of the dam, and to the lower wharf at a cost of \$102.65.

RIVIÈRE DU LOUP.

Rivière du Loup, or Fraserville, in the County of Temiscouata, is situated on the south shore of the St. Lawrence, 115 miles east of Quebec.

During August, 1893, some trifling repairs were made to the flooring and slip of the wharf at a cost of \$27.45.

Spring tides rise 18 feet, neaps 12.

RIVIÈRE L'ASSOMPTION.

Les Dalles, in the Rivière L'Assomption, are situated a short distance above the junction of the Rivière Noire and the Rivière L'Assomption about 25 miles above the town of Joliette.

Les Dalles form a narrow gorge through which the river runs very rapidly, impeded by boulders and rocky points.

To improve this section of the river, the sum of \$385.71, was expended in 1893-94 in widening the lower end of Les Dalles from 12 to 20 feet.

RIVER MADAWASKA.

This river has its source in Lake Temiscouata, and running south empties into the St. John River at Edmundston, in the province of New Brunswick; it is about 30 miles in length, and its width varies from 90 to 150 yards. The Touladie, which connects Lake Temiscouata with Lake Touladie, is considered a branch of the Madawaska and is about four miles in length.

The current in the river is very swift, and long boats have much difficulty in getting up it into the lake. To improve this, the department expended, during the fiscal year, the sum of \$1,196.62 in making a channel from 30 to 40 feet wide, with

a mean depth of $2\frac{1}{2}$ feet at low water. The work consisted in the removal of boulders and other obstructions to within half a mile of Lake Touladie, and in the improvement of the tow-path.

RIVIÈRE NOIRE

Rivière Noire, Charlevoix County, empties into the St. Lawrence on the north shore, 108 miles to the eastward of Quebec and 18 miles below Murray Bay.

During September, 1893, a breakwater, 90 feet long, 12 wide and 8 feet high, was built in the mouth of the Rivière Noire to protect schooners from the strong current running down the river and through open spaces in Connolly's wharf, during spring freshets. The work is of open faced round timber, filled with boulders, taken from the beach where schooners ground at low tide, and was built by day's labour at a cost of \$354.91.

Spring tides which go 2 feet over the breakwater rise 20 feet, neaps 13.

RIVER OTTAWA CHANNEL AT MILLE ILES.

The Mille Iles are in the north branch of the River Ottawa between St. Eustache and Ste. Rose.

For the last two seasons the channel between these two places has been improved and deepened. The work done consisted in the removal of boulders at the undermentioned places, viz. :—

1. North point of Filiatrault's Island.
2. Channel between Corneille's and Kennedy's Island.
3. West point of Filiatrault's Island.
4. Upper point of Kennedy's Island.
5. End of Grande Pointe.
6. Filion's Rapids.

The expenditure during the year amounted to \$401.70

RIVIÈRE OUELLE.

The village of Rivière Ouelle is situated on the river of that name, in the county of Kamouraska, 75 miles below Quebec.

The pier is on the south shore of the St Lawrence, $4\frac{1}{2}$ miles below the village, it is built of wood and stone, and its total length is 1,219 feet by a width of 28 feet. The block at the outer end is $237\frac{1}{2}$ feet in length by a width of 50 feet, the top of the pier is 42 feet above the bottom of the river.

In 1893-94 a certain portion of the corner sheathing of the block was renewed and the roadway was repaired, at an expenditure of \$728.40

Spring tides rise 18 feet.

RIVER ST. LOUIS.

The River St. Louis flows through the county of Beauharnois into Lake St. Louis, at the head of Beauharnois Canal, by means of a feeder and canal which has a width of about 20 feet, and an average depth of $3\frac{1}{2}$ feet.

About one mile below the mouth of the feeder, a bridge known as the "Boyer Bridge," the span of which was 18 feet, was torn down and a new Queen post bridge, with a span of 40 feet, constructed at a cost of \$893.28.

The bridge at the village of St. Etienne was also torn down and a new one built, the abutments being constructed by the department, and the iron superstructure erected by the Municipality of St. Etienne.

The abutments, which are 80 feet apart, are built of concrete, the two feet thickness of face being of 4 to 1, and the hearting of 6 to 1. The tops are finished with a layer of 4 to 1, concrete 9 inches thick brought to a smooth and level surface.

The cost of the two abutments, including moulds, tearing down of old bridge, &c., was \$2,030.35.

Department of Public Works.

RIVER ST. MAURICE.

The River St. Maurice flows southward and empties into the St. Lawrence at Three Rivers.

From its outlet to Grandes Piles, a distance of 37 miles, this river is not navigable, owing to the numerous falls and rapids which follow each other without much intermission, but about Grandes Piles up to La Tuque, a distance of 75 miles, there is a good channel for vessels drawing less than 2 feet of water.

The greatest impediments to navigation are at the Rapids Manigance, the shoals at the Mekinac, Pointe à Tom, the shoal at l'Île aux Morpions, and at Pointe à Trudel near Grandes Piles.

Between 10th July and 16th October, 1893, a gang of men was employed in the removal of boulders on the upper reef on the western side of the channel in the Rapids Manigance, 644 being removed, and 61 which were too large to handle, broken up with dynamite.

The channel on the shoals at the Mekinac and at Pointe à Trudel were deepened, and the best channel at the shallowest points between Grandes Piles and La Tuque were marked out during the season of navigation.

The total expenditure on the above amounted to \$3,142.70.

RIVER YAMASKA.

The Yamaska flows through the county of Yamaska, and empties into the St. Lawrence River, 8 miles below Sorel, on the south shore of Lake St. Peter.

The lock, which is situated about $4\frac{1}{2}$ miles from the mouth of the river, has been kept in good working order. It was opened on the 2nd May, and closed on the 23rd November, 1893, during which period 103 steamboats, 108 schooners and barges, and 155 craft of various dimensions were locked through.

On the 17th August, 1893, the new regulations for the management and working of the locks were put in force, from which date to the end of the season there was collected for tolls \$156.61.

The only work of repairs or improvements carried out during the fiscal year, was the placing of some stone rip-rap around the lower section of the dam—this was rendered necessary by a great rise of the water.

The total amount of expenditure for staff and maintenance was \$708.14, and for repairs \$291.54.

ROBERVAL.

Roberval, Chicoutimi County, is the terminus, on Lake St. John, of the Quebec and Lake St. John Railway, and is distant by rail 63 miles from Chicoutimi and 190 miles from Quebec.

During 1893-94 the sum of \$4,960.62 was expended in the purchase of an existing block of cribwork, 600 feet from the shore and of the right of way, 200 feet in length, from the public road to the shore, and in connecting the block therewith, but at the close of the fiscal year the work was not completed.

ST. ALPHONSE.

St. Alphonse is at the head of Ha Ha Bay on the north-west shore of the River Saguenay, 66 miles from its mouth.

The work executed on the wharf at this place during 1893-94 consisted in sheathing a length of 260 feet with six-inch red spruce, the expenditure amounting to \$1,200.00.

ST. ANICET.

St. Anicet, in the County of Huntington, is situated on the south shore of Lake St. Francis, 56 miles south-west from Montreal.

In July, 1892, an agreement was entered into with Mr. L. N. Masson to rebuild the whole of the superstructure of the block, or wharf proper, in accordance with plans furnished him, for the sum of \$1,500.

The block in question is 100 feet in length, 35 feet in width, and 5 feet 6 inches in height above low water.

A shed was built on the wharf for the accommodation of passengers and for freight at a cost of \$225.35.

STE. ANNE DU SAGUENAY.

Ste. Anne du Saguenay, County of Chicoutimi, is situated on the River Saguenay, opposite Chicoutimi.

Some boulders, which were a source of danger to vessels, were removed from near the vicinity of the wharf at a cost of \$99.30.

ST. FRANÇOIS, ISLAND OF ORLEANS.

The Parish of St. Francois is near to that of St. Jean, and comprises the eastern extremity of the island and around the south and north to Ste. Famille.

The whole of the superstructure on an average height of 5½ feet from the outer end and 300 feet in length was rebuilt, this portion having been broken by the ice.

The slip at the outer end was raised and levelled with new flooring. Six new posts were added and 680 feet of capping replaced.

All the old elm fenders were taken off and the best portions replaced in one or two lengths, with the addition of 900 feet of new fenders. The west side of the wharf on a length of 240 feet and the full height of the wharf was sheathed with three-inch black spruce, and 70 feet of the east side was similarly protected, and the outer corner angles protected with 4 inch elm 20 feet long.

The small shed at the shore end was repaired and reshingled.

Expenditure during the year \$1,705.62.

ST. JEAN, ISLAND OF ORLEANS.

St. Jean, Montmorency County, is on the south shore of the Island of Orleans and is distant from St. Laurent 7 miles.

The work done on the wharf at this place consisted in the renewal of the face timbers, cross and longitudinal timbers of the superstructure on a length of 155 feet and height of 5 feet 9 inches, and width of 30 feet; new flooring and cap timbers were also put on. The slip on the east side of the outer block was repaired by putting in three pine stringers 12 x 12 inches, 36 feet in length, to which 300 superficial feet of 6 inch hardwood flooring was well secured. The steps leading down to the slip were repaired and ten new posts put in. Expenditure \$1,981.62.

Spring tides rise 22 feet, neaps 14.

ST. LAURENT.

St. Laurent is a prosperous village on the southern shore of the Island of Orleans, in the county of Montmorency, 10 miles east from Quebec and six miles below the western end of the island. Spring tides rise 19 feet, neaps 13 feet.

During the summer of 1893 an open shed with a small freight shed and a waiting room were built at the head of the wharf. Two hundred 3-inch planks were renewed in the flooring and slight repairs made to the landing slip. The work was done by day's labour and cost \$665.47.

ST. MICHEL DE BELLECHASSE.

The village of St. Michel, in the county of Bellechasse, is situated on the south shore of the river St. Lawrence, 15 miles to the eastward of Quebec. The place is somewhat frequented as a summer resort and the surrounding country is fertile.

Department of Public Works.

During the month of September, 1893, the north-east side of the wharf was sheathed with 3-inch planks over a length of 485 feet, the object being to prevent the sea washing through the open faced fenders against the underside of the top flooring; and the landing steps on the eastern side of the wharf were repaired, at an expenditure of \$509.78. Spring tides rise 20 feet, neap tides 13 feet.

ST. SIMEON.

St. Siméon, in the county of Charlevoix, is on the north shore of the St. Lawrence, 108 miles east of Quebec and 18 miles below Murray Bay.

During September, 1893, the isolated block which had been damaged by the ice was repaired. The work consisted in renewing eight pieces of face timbers on a length of 15 feet and protecting the east and west sides of the block with fenders. The landing steps were also repaired. The work was done by day's labour at a cost of \$498.29. Spring tides rise 20 feet, neaps 12½.

ST. THOMAS DE MONTMAGNY.

St. Thomas de Montmagny is the *chef lieu* of the county of Montmagny, and is on the south shore of the St. Lawrence, 35 miles below Quebec.

In 1879-80 an isolated block 30 feet by 30 feet, and having 5 feet of water at its outer end at low water spring tides, was built, 100 feet from the shore. In 1880-81 it was connected with the shore, forming a convenient landing place for small craft.

During 1893-94 the sum of \$227.11 was expended in general repairs and improvements to the flooring and other parts of the wharf.

ST. ZOTIQUE.

The St. Zotique pier is situated on the north shore of Lake St. Francis, and the county of Soulanges, about 2½ miles above Coteau Landing. It consists of a block or a wharf proper, 132 feet 4 inches in length by 24 feet in width, while the approach of 34 cribs placed at intervals of 20 feet, varies from 8 to 12 feet in width.

During the fiscal year 1893-94 the following works were executed, viz. :—

1. The superstructure of the block or wharf proper was rebuilt and floored with 3-inch pine plank.
2. The three piers which had been shoved by the ice and damaged were rebuilt and the stringers renewed.
3. One ice pier 15 x 20 feet was built and properly ballasted.
4. The approach, on a length of 653 feet, was covered over with 3-inch pine plank.

The expenditure during the year amounted to \$2,490.73.

TADOUSAC—OR ANSE A L'EAU.

Tadousac—or Anse à l'Eau—is situated at the mouth of the River Saguenay on its northern shore.

With the amount available an approach, 600 feet in length, 18 feet in width and 12 in height, was built during the fiscal year, the amount expended being \$2,700.

YAMACHICHE.

The village of Yamachiche is situated in the county of St. Maurice on the north shore of the River St. Lawrence, 16 miles above Three Rivers, at the foot of Lake St. Peter.

To provide wharfage facilities a contract was entered into for the construction of an isolated pier, measuring 24 feet by 48 feet at the outlet of the River Yamachiche.

At the beginning of the fiscal year work of construction was in progress, and was completed on the 11th September, 1893.

In April, 1894, two of the mooring posts were broken by the ice, and these were renewed during the month of June.

The total expenditure on this wharf during the year amounted to \$1,169.55.

PROVINCE OF ONTARIO.

BEAVERTON.

Beaverton, county of Ontario, is on the east shore of Lake Simcoe.

The outer end of the landing pier at this place having been damaged by ice it was repaired in May, 1894, the sum expended being \$148.97.

BURLINGTON CHANNEL.

Burlington Channel is a channel connecting Lake Ontario with Burlington Bay, its sides being protected with crib-work.

The old ferry scow having become nearly useless, a new scow was built and delivered in July, 1893, complete in all particulars, at a cost of \$1,446.45.

During the night of the 13th October, 1893, a heavy storm passed over Lake Ontario, the new scow drifted out into the lake and has not been recovered.

In January, 1894, repairs were made to the old scow, at a cost of \$434.80 and it was placed in use, so that traffic across the channel might not be stopped.

Extensive renewals to the stringers and flooring of the pier were made during the year, the expenditure therefor amounting to \$1,053.34.

COBOURG.

Cobourg, the shiretown of the county of Northumberland, is situated on Lake Ontario, about 96 miles west of Kingston and 72 east of Toronto.

During the fiscal year 1893-94 repairs were made on the east pier of this harbour and breaks in the ends of portions of the wharf filled in. The flooring and floor stringers over a portion of the long westerly pier were repaired and renewed, the expenditure during the year amounting to \$1,004.11.

COLLINGWOOD.

Collingwood, Simcoe County, is situated on the south-east portion of the Georgian Bay and is distant 94 miles by rail from Toronto.

During the fiscal year some repairs were made to the breakwater, and bolts were re-driven and boiler plates replaced on the "long" pier at a cost of \$245.12.

COLPOY'S.

Colpoy's, Bruce County, is situated on the west side of Colpoy's Bay, three miles north from Wiarton.

In 1880 the inhabitants of the village built a pier 123 feet in length, giving a depth of 9 feet of water at the outer end, and, in 1893, an addition of 118 feet was built by the municipality.

During the fiscal year 1893-94 the department further extended the pier by building, at the outer end, a solid block 40 by 30 by 13 feet, and repairs were made to the approach, the total expenditure amounting to \$600.00.

GODERICH.

Goderich, Huron County, is on the east coast of Lake Huron, about 63 miles from Sarnia.

On the 20th of April, 1893, a contract was entered into with Messrs. J. Brewder and McNaughton, of Ottawa, for the construction of an extension of 410 feet in length to the north pier, of 110 feet in length to the south pier, and for dredging the berths for the same.

Department of Public Works.

In March last active operations in building the crib-work had commenced, and on the 30th June the inner crib on the north side was in position, and all the other cribs were well advanced. A large quantity of stone for ballast and nearly all the fine timber for the superstructure had been delivered.

Some slight repairs were made, by day's labour, to the piers.

Total expenditure during 1893-94 \$15,147.63.

KINGSTON HARBOUR.

The city of Kingston, Frontenac County, is situated at the lower end of Lake Ontario, 172 miles above Montreal.

For some years the department has been engaged in removing the shoal in Kingston Harbour known as Point Frederick shoal, and this work continued during the fiscal year 1893-94, 1,568 cubic yards of rock being removed at a cost of \$3,885.64.

KINGSVILLE.

Kingsville, in the county of Essex, is on the north shore of Lake Erie, and is distant about 25 miles east from the mouth of the Detroit River.

During the fiscal year 1893-94 the outer crib and superstructure of the break-water—so called—was rebuilt and the landing pier repaired at a cost of \$1,842.00

MEAFORD.

Meaford is situated on the Georgian Bay, 15 miles west of Collingwood, and 20 miles to the east of Owen Sound. It is an important town in the county of Grey, and the terminus of the northern division of the Grand Trunk Railway.

The work of rebuilding the pile protection work, 500 feet in length, which was in progress at the commencement of the fiscal year was completed in November, 1893, and repairs were made to the pier, the expenditure amounting to \$1,870.92.

PORT ALBERT.

Port Albert is situated at the mouth of Nine Mile Creek, on the east shore of Lake Huron, 11 miles north of Goderich, in the township of Ashfield, county of Huron.

On the 10th March, 1893, a contract was entered into with Mr. Patrick Navin, to construct an extension of 200 feet in length to each of the piers, and to dredge berth for crib-work for same, and the work of framing timber for the cribs was commenced in June of that year.

On the 15th of September, 1893, the contractor took out the two cribs for the extension of the north pier and placed them in position, but, not having a sufficient quantity of ballast, a storm which came up the following morning carried the whole of the inner crib away, and it became a total wreck on the shore, while the upper portion of the outer crib was wrecked and carried away.

As the time for completing the work expired on the 10th of March, 1894, and as the contractor had not made any effort to go on with the work, the contract has been cancelled, and the work is being proceeded with by day's labour.

PORT HOPE.

Port Hope, Durham County, is on Lake Ontario, 7 miles west of Cobourg, and 107 from Kingston, at the foot of the lake.

The work of renewals to the harbour works and railway wharf, which was being proceeded with during 1892-93, was continued during 1893-94, and other general repairs effected at a cost of \$2,468.96.

PORT ROWAN.

Port Rowan, Norfolk County, is on the north shore of Lake Erie, in the inner bay of Long Point, and is 21 miles from the town of Simcoe.

On the 5th of December, 1892, a contract was entered into with Mr. P. Navin to build a landing pier 1,060 feet in length at this place, the structure to consist of a shore approach 535 feet in length, built of stone and gravel, the remaining 525 feet to be of 12 cribs with spans between them covered over.

The work was commenced in March, 1893, and completed in June, 1894, at a cost of \$9,497.07.

RIVER ST. LAWRENCE—ABOVE BROCKVILLE.

The attention of the department having been called to the existence of a shoal in the channel of the River St. Lawrence, at a point opposite Hillcrest, 5 miles above the town of Brockville, said shoal having at low water a depth of only from 7 to 8 feet on its shallowest parts, and Parliament having appropriated the sum of \$1,200 towards its removal to a depth of 16 feet, work was commenced on its lower end on the 18th September, and continued to the 13th October, by which time 160 cubic yards of rock had been removed, and about half the area of the shoal deepened to 16 feet. The condition of the upper portion remains unaltered, with from 7 to 8 feet of water over the shallowest parts, but the work of removing this part of the shoal will be more difficult than the lower on account of the strong current, which runs about 5 miles an hour.

The work was performed by the plant which has been used for some years past in the removal of the Point Frederick shoal in Kingston harbour, but is hardly suitable for it owing to the strength of the current. The rock should be drilled and blasted, and the fragments removed by a dredge, or dragged into deep holes.

SOUTHAMPTON.

Southampton is situated on the east side of Lake Huron, in the county of Bruce, and is the terminus of the Wellington, Grey and Bruce division of the Grand Trunk Railway.

During the fiscal year some necessary repairs were made to the breakwaters and piers at a cost of \$437.99.

THORNBURY.

Thornbury is situated on the west side of the Georgian Bay, at the mouth of the Beaver River, in the east riding of the county of Grey.

The landing pier which was much in need of repairs, was still further damaged in May, 1893, when an unprecedented rainstorm of two days' duration caused a heavy flood in the Beaver River which carried away all the mill-dams in the vicinity of Thornbury. The debris brought down by the stream and current undermined the shore end of the landing pier, and the structure, for a distance of 160 feet out, sank and fell in towards the harbour.

With the appropriation available, the landing pier was repaired as far as possible and put in a sufficiently good state to allow its use for the landing of passengers and freight.

The amount expended being \$3,889.03.

TORONTO HARBOUR.

Work at Eastern Entrance.

The works at the eastern entrance which were begun in 1889, consist in building 1,650 feet of crib-work, to partially close the Eastern Gap from Fisherman's Island, up to the new eastern channel which is to be opened by the construction of two rows of crib-work, respectively 2,420 feet in length and 2280 feet in length, 400 feet distant one from the other, and by dredging between these two rows of crib-work to a depth of 16 feet low water.

Department of Public Works.

During the fiscal year 1893-94 eight cribs were sunk on the west side of the channel, making a total of 54 cribs in position.

Eleven hundred and five (1,105) lineal feet of superstructure were constructed, making a total of 3,760 lineal feet completed; 13,812 cubic yards of stone were deposited in cribs, and 270 cubic yards of large stone delivered for a talus around the counterforts of the east pier. Nine hundred and five (905) lineal feet of superstructure were planked, making a total of 3,560 lineal feet of work covered. Six cribs were partially framed at the close of the year.

One hundred and forty-four thousand three hundred and fifty-five (144,355) cubic yards of sand were removed, making a total of 652,523 cubic yards.

PROVINCE OF BRITISH COLUMBIA.

COLUMBIA RIVER.

The Columbia takes its rise in the Rocky Mountains in lat. 50 degrees north, long. 116 degrees west, and for the first part of its course flows towards the north west till it receives its most northern tributary in about lat. 52° 30' north, after which it flows in a southerly direction across the boundary. The total length of this river is estimated at 1,200 miles.

Above Golden.—The dredge "Muskrat" operated with good results on this section of the river during the summer and autumn of 1893, and the spring of 1894. Work was commenced at Port Adela, situated in Mud Lake, the intermediate lake between the two large Columbia lakes, 113 miles above Golden, and comprised a channel 1,400 feet long by 30 feet wide by 4 feet deep, from the landing towards the mouth of the river flowing into the lower or Windermere Lake. Passing down the latter lake, a subsidiary channel or slough was closed, and the channel which was very much contracted at this point widened and deepened. Entering the lake, the channel for 1,300 feet long by 30 feet wide was deepened to 4 feet. After this was accomplished, the dredge steamed down to the salmon beds situated at the outlet of the lower lake, and remained there deepening the channel until winter set in. Work was resumed in the spring of 1894 at this point and continued until the water rose when advantage was taken of the unusually high water to take the dredge to the upper lake to deepen the approach to the canal connecting the Kootenay and Columbia Rivers.

It is estimated that in all 30,000 cubic yards of mud, sand and gravel were removed during the few months the dredge was at work, the expenditure during the year, including cost of equipment and preparation, amounting to \$4,497.73.

Below Revelstoke.—Work was resumed last winter in the narrows between the Upper and Lower Arrow Lakes and consisted in building a wing dam of crib-work filled with stone to divert the current against a bar, which occasioned an awkward bend in the river. This had the desired effect. In addition, many snags were removed from the channel between Revelstoke and the Upper Arrow Lake. The expenditure amounted to \$1,498.22.

Below Kootenay.—The sum of \$1,196.70 has been expended during the year in building a crib, filled with rock, 226 feet long, 7½ feet wide and 7½ feet in height on the left hand side about midway down the Kootenay Rapids, for the purpose of closing a pocket into which the steamer was drawn by the eddy while ascending the rapids, and in purchasing 1,200 feet of ¾ inch and 100 feet of ⅝ inch c. c. steel wire rope to assist the steamer in overcoming the Tin Cup and Kootenay Rapids. The former rapids are 2½ miles below the latter.

FRASER RIVER.

Mouth of River.—It was not deemed desirable to actively continue during the summer and autumn of 1893 the work of improving the channel through the sand heads at the mouth of the river, until further observations and soundings were taken to ascertain the results of the previous year's work; and, as it was not possible to

take soundings during the fishing season, owing to the large number of boats in the channel, nothing was done beyond extending where necessary, the protection works outward, from Garry Point, laying a few mattresses on the south jetty and preparing and arranging the plan for operations in the spring.

The result of soundings, taken late in the autumn of 1893, indicated that the channel was pushing strongly to the north outside of Garry Point, which, if allowed to continue, might jeopardise the channel. It was, therefore, decided to endeavour to prevent any further encroachments, in this direction, by commencing to sink mattresses at a point about 700 feet below Garry Point, and working inwards towards the point.

After 24 mattresses 50 feet long, 25 feet wide and 3 feet deep had been sunk side by side, making a total length of 720 feet, the summer freshet of 1894 occurred stopping all work.

The balance of the appropriation was expended in procuring necessary plant and getting everything into order, including the quarry, for the work of the present fiscal year.

The rock wharf, built for the storage of fuel and other material was repaired, and 6 mattresses were sunk in the vicinity to check and divert the strong current which set in against the land, above and in rear of the wharf.

The expenditure, including the running expenses of the snag boat "Samson" for soundings, inspections, attending tide gauge, etc., amounted to \$29,719.10.

Garry Bush.—The protection of the bank of the Fraser River at Garry Point, situated on the north side at the mouth, was resumed in July 1893. The character of the work was similar in all respects to that undertaken the previous year, viz., brush mattresses, 100 feet long, 28 feet wide and about 3 feet deep, were sunk with rock, side by side, along the bank, the upper end lying a little below high water.

The length of bank protected during the year was 840 feet and the expenditure amounted to \$11,990.43.

Miller's Landing.—Work was resumed at this point on the 14th October, 1893, and comprised the extension into the river of the dam or groyne of brush and stone designed to divert, gradually, the main channel of the river past the eddy at Miller's Landing, and thus prevent further erosion at that point. A trestle work, to convey materials, was built from the river bank over the old work.

Progress was much retarded and the cost increased by the changeable and unfavourable weather, but, by the 24th of February, 1894, 300 feet in length, 22 feet in width, of an average depth of 15 feet of work, had been successfully sunk and secured, making a total length of 814 feet of dam or groyne in place. The expenditure amounted to \$7,444.77.

The work undertaken, although not complete has had the desired effect, and will in the end be the means of restoring the river channel to its former position.

OKANAGON RIVER.

The Okanagon flows southwards and enters the Columbia River about lat. 48° 5' N., long., 119° 58' W. after a course of more than 300 miles.

During the fiscal year 1893-94 the sum of \$1,340.05 was expended in endeavouring, by removing snags from the river bed and cutting overhanging trees, to render the river navigable for small steamers between Okanagon Lake and Dog Lake, a distance of 5½ miles.

SKEENA RIVER.

The Skeena, or Simpson River, rises in Lake Connolly in the Peak Mountains, and runs westwardly into the Pacific Ocean at the head of Observatory Inlet. It forms, during part of its course, the south-eastern boundary of Alaska, is ascended by steamers from Nanaimo for nearly a hundred miles, and is one of the routes to the Ominica gold mines.

Operations were resumed on the Skeena River, last winter, the work comprising the blasting and removal of points and reefs of rock and boulders at Quina and

Department of Public Works.

Beaver Dams, about eight miles below Hazleton, as well as a point in the right hand channel at the head of Gitchilache canon. A large boulder in mid-channel at Sheep Rapids, 12 miles below Hazleton was also removed, the expenditure amounting to \$2,926.89.

SOMAS RIVER.

The Somas River empties into the upper portion of Barclay Sound, called Alberni Canal, on the west coast of Vancouver Island.

During the year 80 large snags as well as many small snags, and 18 large overhanging trees, which obstructed the navigation of this river between the mouth and the steamboat landing, were removed at a cost of \$499.80.

VICTORIA.

Work was continued during the fiscal year in removing to a depth of 14 feet below zero, on the department's gauge, the rocks known as Beaver and Dredger Rocks, situated respectively in the inner and middle basins of Victoria Harbour.

During the year to break up the rock sufficiently small to admit of dredging, 858 lineal feet of holes 2 inches in diameter were drilled and exploded with 1,166 lbs. of 75 per cent dynamite. Of the large amount so broken up 135 cubic yards were removed up to the end of June last from Beaver Rock and 57 from Dredger Rock, making a total of 192 cubic yards or 423 tons.

In addition to the work of drilling, blasting and dredging, many necessary repairs incidental to work of this nature have been made to the plant.

The total expenditure during the year amounted to \$9,954.60.

WILLIAM'S HEAD, QUARANTINE STATION, BRITISH COLUMBIA.

The deep water wharf, for quarantine purposes, fully described in the departmental reports of 1892-93 was completed early in the fiscal year of 1893-94.

The structure is of a substantial character, and there is a sufficient depth of water at mean low tide alongside the wharf to float the largest ship which at present visits this port.

The water supply, to which reference was made in the report of the previous year, has proved most satisfactory.

The expenditure during the year amounted to \$7,265.19.

II.—DREDGING OPERATIONS.

During the fiscal year 1893-94 dredging was done at the undermentioned places with the plant available:—

Nova Scotia.

Bayfield,
East River of Pictou,
New Glasgow,

Salmon River,
Yarmouth.

New Brunswick.

Bathurst,
Gagetown Creek,
Grimross,

Kennebecasis River,
Miramichi River,
Nashwaak.

Prince Edward Island.

Cape Traverse,
Grand River,

Murray Harbour—South

Quebec.

River St. Lawrence, ship channel
between Montreal and Quebec.
Berthier (*en haut*)
Charlemagne,
Chateauguay,
Chicoutimi,

Grenville,
Longueuil,
Louise Basin, Quebec.
Port St. Francis.
River St. Pierre.
St. Placide.

Ontario.

Belleville,
Bowmanville,
Cobourg,
Collingwood,
Goderich,
Hamilton,
Liverpool Market,
Meaford,

Port Arthur,
Port Hope,
Port Stanley,
River Detroit,
River Kaministiquia,
Rondeau,
Thornbury.
Wingfield Basin.

Manitoba.

Red River,

White Mud River.

British Columbia.

Victoria Harbour.

PROVINCE OF NOVA SCOTIA.

DREDGING AT BAYFIELD.

Bayfield, Antigonish county, is on the southern coast of St. George's Bay, 8 miles to the eastward of Antigonish harbour, and 15 miles from the northern entrance to the Strait of Canso, the harbour being formed by Pomquet Island and outlying reefs; and for its protection a breakwater has been built extending from the mainland and partially closing the channel or opening to westward of the island.

A public wharf has been constructed in the harbour by the department, the foundation for which was dredged by the "Geo. McKenzie," to 12 feet of low water, spring tide, requiring the removal of 1,351 cubic yards of mud, gravel and sand, at a cost of \$1,208.91.

Between the 14th May and 28th of June, 1894, the dredge "Canada," was engaged in deepening around the new wharf, and in forming a triangular shaped basin, of which the wharf occupies the apex at a distance of 275 feet from the base, which is 510 feet in length. A depth of 12 feet was obtained over the area described, by the removal of 9,810 cubic yards of mud and sand, at a cost of \$3,891.09, or 39.67 cents per cubic yard.

DREDGING IN PICTOU HARBOUR.

Pictou Harbour is an important harbour on the southern shore of the Gulf of St. Lawrence. It is situated five miles to the southward of Caribou Point, and at the bottom of a bay which has a superficies of more than two square miles, between Logan Point and McKenzie Head, and the bottom of the bay.

The town of Pictou is on the north shore of the harbour, two miles within the lighthouse, along the shore of a small bay, and the foot of a ridge which rises to a height of 200 feet above the sea. Opposite the town, the harbour expands into three large arms, at the head of which are the East, Middle and West Rivers.

Department of Public Works.

The harbour of Pictou is an important one, owing to the valuable coal mines, iron mines, and quarries, and finely settled country, in its neighbourhood; and also owing to the fact that the town of New Glasgow is only $6\frac{1}{2}$ miles up the East River, and that the channel is navigable to that town for vessels drawing eight feet of water.

The basin referred to in the report for 1892-93, as being dredged at New Glasgow, to permit the launching of a steamer, intended for ferry service of the Intercolonial Railway, between Port Mulgrave and Point Tupper on the Strait of Canso, was completed on the 11th of July, 1893, to a depth of 15 feet over its area, and a further quantity of 2,385 cubic yards of sand and mud, etc., was removed at a cost of \$2,134.18.

Further work was done between the 12th July and 20th August, and — September and 7th November, in deepening the channel of East River, but only to obtain a depth of nine feet at low water, spring tides. It is stated in the report of last year, it is the intention of the department to make this river navigable to a depth of 16 feet at low water, spring tide, but unless special appropriations are made and special plant is provided, the progress made yearly with the plant at the command of the department will be both slow and expensive. During the time engaged the dredge "Geo. McKenzie," removed 12,412 cubic yards of mud, silt, sand, etc., at a cost of \$11,106.05.

DREDGING AT SALMON RIVER.

Salmon River, Beaver Harbour, Halifax County, is a thrifty village of some three or four hundred people, who are engaged in farming, fishing, lobster-canning and gold mining; situated on the river from whence it takes its name, and falls into the harbour at the north-east end. It is distant by highway 85 miles from Halifax, and about mid-distant between Halifax Harbour and Cape Canso.

Up to twenty or twenty-five years ago the harbour, which though small is well sheltered, had a depth of 18 to 24 feet up to its extreme head, but since the establishment, about 15 years ago, of the crushing mills of the Dufferin Gold Mining Company on the river, some three or four miles from its mouth, this depth has been gradually reduced by the deposition of the refuse crushings, known as tailings, in the form of pure sand, which were passed into the river to be got rid of, until there is now only three or four feet of water at low tide. The trade of the place has in consequence suffered to no inconsiderable degree, and even small vessels have difficulty, at low tide, in approaching the lower of the two private wharfs in the upper part of the harbour. Sailing packets engaged in the coasting trade make fortnightly calls, and a steamer plying between Halifax and Charlottetown, P. E. I., via intermediate coast ports, touches at this place once, and some times twice each week.

In order, in some degree, to restore the usefulness of this harbour, the dredge "Geo. McKenzie," was engaged between the 14th and 30th June, 1894, in deepening the channel and the approaches to the wharfs, having at the close of the fiscal year removed 3,038 cubic yards of sand and mud, at a cost of \$2,718.50.

DREDGING AT YARMOUTH.

The town of Yarmouth, Yarmouth County, is situated at the western extremity of the peninsula of Nova Scotia. The harbour is joined by shingled beaches which extend from the northern end of Cape Forchu Island to the mainland, and so separates it from the Bay of Fundy. During 1876, 1877, 1878, 1886, 1887, 1888 and 1889 the channel through the harbour and in front of the wharfs was improved by dredging, the removal of boulders, the placing of a "spinale" on Sollon's Rock, and a beacon on Lobster Rock.

Between the 27th November, 1893, and 13th January, 1894, and the 16th March and 30th June, 1894, the dredge "St. Lawrence" was employed in deepening the channel to 16 feet at low water, spring tides, which have a range of 16 feet. neaps, 13 feet, from Clement's to the steamboat wharf, a distance of 690 feet, and

over a width of 64 feet at Clement's wharf to 114 feet near the steamboat wharf, increasing to 200 feet at the turn towards the Lobster Rocks, thence outwards carrying a depth of 16 feet for a distance of 2,280 feet the width at the outer turn being 160 feet. A further amount of dredging is required to complete the work proposed in this harbour. The materials removed consisted of hard pan, clay, and clay and stone, the quantity dredged amounting to 30,585 cubic yards, at a cost of \$7,605.06, or 24.86 cents per cubic yard.

PROVINCE OF NEW BRUNSWICK.

DREDGING AT BATHURST.

Bathurst Harbour at the mouth of the Nipisiguit River is two cables wide at the entrance between Alston and Carron Points.

Outside the harbour there is a bar, with only 7 feet at low water and 14 feet at high water, spring tides. The distance from the outside of the bar, in 18 feet of water to the entrance of the river, is one and a half miles; and for the whole of the distance the narrow channel is between sandy shoals.

In the entrance between the sandy points there are 18 to 34 feet of water.

Within the entrance there is an extensive and well sheltered basin, nearly three miles long and two miles wide, but nearly dry at low water, excepting the channels of the four rivers which after uniting their streams below Bathurst, flow through it to the entrance, forming by their junction what is called the main channel.

In 1892-93 the channel was deepened through the "ripple bar" near the entrance; through the "ballast bar" nearly half way in the main channel, to a depth of 10 feet; and a cut was made to a depth of 8 feet at the junction of the Tetagouche River.

During 1893-94 the channel through the "ripple bar" was increased from 400 to 500 feet in length, the middle portion, 300 feet in length, having a width of 150 feet, tapering to 0 at each end, the depth being increased from 10 to 12 feet at low water spring tides. On the "seal bar," a cut, 400 feet in length and 80 feet in width, was made. The cut at the Tetagouche River was increased from 130 to 400 feet in length, the width varying from 60 to 80 feet, the depth having been increased from 8 to 10 feet at low water, spring tides. At the "ripple bar" 5,220 cubic yards of gravel, etc., at the "seal bar" 2,790 cubic yards of sand and sawdust, and at the Tetagouche 2,970 cubic yards of the same materials were removed, making a total of 10,980 cubic yards, at a cost of \$4,355.84 or 39.67 cents per cubic yard.

DREDGING AT THE MOUTH OF THE MIRAMICHI RIVER.

The Miramichi River empties into the Miramichi Bay. It is navigable for all vessels which can cross the outer and inner bars, the minimum depth over these bars being 16 feet at low water and 20 feet at high water.

The ship channel, from the Gulf of St. Lawrence to the entrance proper of the river, is very tortuous, and considerable dredging has been done by the Dominion Government both to straighten and deepen it.

The Miramichi Bay is 13 miles long from Fox and Portage Island to Sheldrake Island (where the river may be said to commence), and 7 to 8 miles wide. The depth of water across the bay is on an average 16 feet.

The distance from Sheldrake Island to the town of Chatham is 7 miles up river, and to Newcastle 12 miles. Both these towns have splendid frontage on the river, with 30 to 35 feet in depth.

The principal obstructions to deep navigation are the outer bar, the Horse-shoe shoal and the inner bar.

In the report of 1892-93 it was stated that the dredge "St. Lawrence" worked on these three bars, deepening the channel to 21 feet, but it was again filled up, and the depth reduced to 18 feet.

Department of Public Works.

During the last fiscal year dredging was continued from 1st July to 26th October, 1893, in deepening the channel through the Horse-shoe shoal, from 14 to 19 feet to 21 feet, low water, spring tides, over a length of 1,530 feet, and a width of 180 feet. A cut 480 feet long and 200 feet wide, was made through a lump in the outer bar, the depth being increased from 17 to 21 feet at low water, spring tides, except in a part of the central portion where there is but 20 feet. From the Horse-shoe shoal 24,325 cubic yards of sand, and from the outer bar 13,650 cubic yards of the same material were removed, at a cost of \$9,442.01, or 24.86 cents per cubic yard.

DREDGING AT MOSS GLEN.

Moss Glen, King's County, is situated on the northern side of Kennebecasis Bay, about 10 miles from its entrance from the River St. John.

During 1892-93 a local wharf was repaired and improved at the joint expense of the local government and the department.

In 1893-94 dredging was done by the "New Dominion" in improving the approach to this wharf, and in deepening around its sides, and 7,945 cubic yards of sand and clay were removed at a cost of \$2,161.09, or 27.2 cents per cubic yard.

DREDGING IN THE RIVER ST. JOHN.

Between the 10th August and 9th October, 1893, the dredge "New Dominion" was employed in opening a cut through an obstruction in the steamboat channel known as the "Middle Ground," situated at the foot of Grimross Island, in the county of Queen's. A depth of 13 feet at summer level was obtained over a length of 560 feet and a width of 70 feet, and 12,040 cubic yards of sand and gravel were removed at a cost of \$3,274.99 or 27.2 cents per cubic yard.

Many years ago an opening locally known as the Grimross canal, was made by the local government through the peninsula called Grimross Neck, with the view of permitting steamers and craft plying on the St. John to pass to Gagetown Creek, an arm of the St. John, situated at its western side, and thus effect a saving of several miles in the distance between St. John and Fredericton. Soundings taken in the canal during September, 1893, showed that the distance from a depth of 12 feet on the St. John, to the same depth in the creek is 1,950 feet, and that the average depth was 9 feet, though a least depth of 7½ feet was found. Between the 10th October and 9th November, when the plant had to be placed in winter quarters, the dredge "New Dominion" deepened a length of 485 feet at the river cut, to 13 feet at summer level, over a width of 48 feet, removing 6,965 cubic yards of clay and sand at a cost of \$1,894.52.

At the close of the fiscal year the "New Dominion" was engaged in the removal of an obstruction in the navigable channel of the St. John, known as "Fisher's Lump," near the mouth of the Nashwaak and opposite the city of Fredericton, 1,600 cubic yards of sand having been removed at a cost of \$435.22.

PROVINCE OF PRINCE EDWARD ISLAND.

DREDGING AT ANNANDALE.

The wharf at Annandale is situated on lot 56, King's County, on the northern side of the Grand River near its entrance into Boughton Bay. During the latter part of the fiscal year the dredge "Prince Edward" was engaged in deepening and improving at and around the side and end of the wharf, and in the channel leading thereto, a depth of 12 feet at low water, spring tides, having been obtained, by the removal of 5,625 cubic yards of gravel and sand, at a cost of \$1,037.73, or 18.45 cents per cubic yard.

DREDGING AT CAPE TRAVERSE.

Cape Traverse, lot 28, Prince County, is situated on the south-west coast of Prince Edward Island, and is the nearest point of the island to the mainland at Cape Tormentine, New Brunswick.

The Prince Edward Island Railway has one of its termini at Cape Traverse, where some years ago a wharf 1,479 feet in length was built by the Local Government. At Cape Tormentine, N.B., a harbour has been formed, with a view of facilitating the passage between Prince Edward Island and New Brunswick.

During 1892-93 dredging was carried on by the dredge "Canada" in deepening the water at the wharf, and a portion of a channel, 80 feet in width, was opened from the line of 12 feet at low water, springs, to the wharf, the same depth being carried along the wharf.

During the last fiscal year the opening of this channel was continued until the 27th July, 1893, up to which date, 4,320 cubic yards of sand and clay were removed at a cost of \$1,713.76, or 39.67 cents per cubic yard.

DREDGING AT MURRAY HARBOUR.

Murray Harbour is on the east coast of Prince Edward Island. At its entrance is a dangerous sand bar, over which 10 feet can be carried at low water in ordinary spring tides, but strong easterly winds send in a heavy sea, which makes the bar impassable.

The dredge "Prince Edward" was employed between the 1st July and 28th November, 1893, in continuing operations for the improvement of the channel from the main channel or roadstead, to the wharfs in the harbour. The channel from Prowse & Sons' wharf, a short distance below the highway bridge out towards the main channel, was straightened and deepened to 80 feet in width and 12 feet in depth, out to the "long turn." Points at the entrance were widened and deepened, thus facilitating the passage of vessels to the wharfs; 51,591 cubic yards of sand, mud and clay were removed at a cost of \$9,517.75, or 18.45 cents per cubic yard.

Department of Public Works.

CLASSIFICATION OF Disbursements of the Dredge "St. Lawrence" during the Year ending 30th June, 1894.

Items.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Grand Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages.....	508 33	505 52	507 60	508 33	503 04	507 17	502 23	483 33	492 85	508 33	503 34	508 33	6,038 40
Coal.....	836 05	237 80	312 95	196 00	209 05	135 96	74 04	171 55	171 55	145 48	172 70	333 24	2,824 82
Provisions.....	390 12	153 97	265 84	129 10	192 66	175 36	163 46	115 19	128 23	163 50	143 53	197 20	2,218 17
Stores.....	276 87	30 00	81 07	139 22	63 30	22 00	.....	.....	121 54	7 40	10 00	55 00	551 88
Equipment.....	.....	.....	.....	34 90	.....	.....	5 40	.....	29 88	.....	.....	451 91	706 43
Water.....	.....	.....	.....	109 72	.....	63 75	35 04	.....	4 49	1,211 36	.....	15 30	85 48
Repairs.....	.....	585 76	128 02	126 41	76 35	52 00	26 00	91 82	28 00	50 00	54 00	78 69	2,308 65
Pilchage.....	365 00	135 00	130 00	.....	.....	.....	.....	.....	.....	.....	.....	52 00	1,094 76
Towage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 00	5 00
Wharfage.....	.....	.....	.....	10 00	15 30	.....	.....	.....	6 51	.....	.....	.....	.....
Contingencies.....	10 85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 01	46 67
Totals.....	2,387 23	1,648 05	1,425 48	1,253 68	1,059 70	956 24	806 17	690 34	983 05	2,086 07	883 57	1,700 68	15,880 26
Working expenses.....	2,387 23	1,062 20	1,297 46	1,143 96	1,059 70	892 49	771 13	598 52	978 56	874 71	883 57	1,621 99	13,571 61
Repairs, ordinary.....	Nil.	13 75	128 02	Nil.	Nil.	63 75	35 04	Nil.	4 49	Nil.	Nil.	78 69	323 74
do extraordinary.....	Nil.	572 01	Nil.	109 72	Nil.	Nil.	Nil.	91 82	Nil.	1,211 36	Nil.	Nil.	1,984 91
Totals.....	2,387 23	1,648 05	1,425 48	1,253 68	1,059 70	956 24	806 17	690 34	983 05	2,086 07	883 57	1,700 68	15,880 26

CLASSIFICATION of Disbursements of the Dredge "Canada" during the Year ending 30th June, 1894.

ITEMS.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Wages.....	420	33	418	70	419	60	420	33	420	33	413	41	395	33	370	33	370	33	359	65	342	88	420	33	4,771	55
Coal.....	57	50	578	91	153	75	135	38	28	75	87	87	67	19	39	30	67	57	85	16	201	38	58	83	1,212	50
Provisions.....	146	53	155	85	102	00	1	95	148	82	87	87	67	19	39	30	67	57	85	16	71	57	123	11	1,096	92
Stores.....			5	65	2	80			4	95											20	37	247	33	33	77
Equipment.....			21	00																					268	33
Water.....																									1,395	02
Repairs.....	92	93	108	39			29	20							98	56	301	49	75	09	689	36	60	00	330	00
Pilotage.....	52	50	72	50	65	00	65	00	25	00											10	00				
Towage.....																										
Wharfage.....							76	64	9	04	4	00	10	00											89	68
Contingencies.....			6	48			17	86	7	28															56	88
Totals.....	769	79	1,365	48	743	15	746	36	644	17	505	28	472	52	508	19	739	39	519	90	1,335	56	924	86	9,274	65
Working expenses.....	676	86	1,257	09	743	15	717	16	644	17	505	28	472	52	469	63	437	90	Nil.	Nil.	646	20	735	50	7,245	46
Repairs, ordinary.....	92	93	Nil.		Nil.		Nil.		Nil.		Nil.	Nil.	Nil.	Nil.	Nil.		Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	92	93
do extraordinary.....	Nil.		108	39	Nil.		29	20	Nil.		Nil.	Nil.	Nil.	Nil.	98	56	301	49	519	90	689	36	189	36	1,936	26
Totals.....	769	79	1,365	48	743	15	746	36	644	17	505	28	472	52	508	19	739	39	519	90	1,335	56	924	86	9,274	65

Department of Public Works.

CLASSIFICATION OF DISBURSEMENTS OF THE DREDGE "New Dominion" during the Year ending 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Total.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Wages.....	493	96	497	75	494	50	494	50	434	54	155	00	157	50	151	97	157	50	148	31	203	50	339	67	3,728	70	
Coal.....			259	53	210	00			5	88												189	47	475	41		
Provisions.....			15	37	9	15			2	65	17	33											213	00	257	50	
Stores.....																								30	00	30	00
Equipment.....																											
Water.....																											
Repairs.....	25	07																									
Pilotage.....																											
Towage.....	252	00	450	00	312	00	312	00	196	00																	
Wharfage.....																											
Contingencies.....			4	00							4	76															
Totals.....	771	03	1,226	65	1,025	65	856	50	639	07	177	09	178	00	179	33	163	98	353	50	237	55	1,419	82	7,228	17	
Working expenses.....	745	96	1,226	65	1,025	65	856	50	639	07	177	09	178	00									1,056	05	5,904	97	
Repairs, ordinary.....	25	07																									
do extraordinary.....																											
Totals.....	771	03	1,226	65	1,025	65	856	37	639	07	177	09	178	00	179	33	163	98	353	50	237	55	1,419	82	7,228	17	

CLASSIFICATION of Disbursements of the Dredge "Prince Edward" during the Year ending 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Wages.....	490 01	457 75	494 50	494 50	491 14	491 14	249 72	157 50	157 50	157 50	152 00	224 58	490 00	490 00	224 58	490 00	224 58	490 00	152 00	152 00	224 58	490 00	490 00	490 00	4,009 70	
Coal.....	100 63	151 80	22 25	22 25	94 88	94 88	48 38	65 55	15 34	15 34	48 38	65 55	157 50	157 50	150 00	150 00	129 88	129 88	152 00	152 00	129 88	46 96	46 96	46 96	545 90	
Provisions.....			4 49	97 94	15 34	15 34	48 38	65 55	15 34	15 34	48 38	65 55	157 50	157 50	150 00	150 00	129 88	129 88	152 00	152 00	129 88	46 96	46 96	46 96	545 90	
Stores.....			4 49	97 94	15 34	15 34	48 38	65 55	15 34	15 34	48 38	65 55	157 50	157 50	150 00	150 00	129 88	129 88	152 00	152 00	129 88	46 96	46 96	46 96	545 90	
Equipment.....	50 00	80 50	39 00	39 00	37 50	37 50	65 55	15 34	15 34	15 34	48 38	65 55	157 50	157 50	150 00	150 00	129 88	129 88	152 00	152 00	129 88	46 96	46 96	46 96	545 90	
Water.....	55 50	80 50	39 00	39 00	37 50	37 50	65 55	15 34	15 34	15 34	48 38	65 55	157 50	157 50	150 00	150 00	129 88	129 88	152 00	152 00	129 88	46 96	46 96	46 96	545 90	
Repairs.....	18 22	700 00	35 79	35 79	15 00	15 00	625 00	625 00	600 00	600 00	625 00	625 00	36 00	36 00	50 75	50 75	43 10	43 10	50 80	50 80	43 10	16 00	16 00	16 00	324 14	
Pilotage.....			625 00	625 00	600 00	600 00	625 00	625 00	600 00	600 00	625 00	625 00	36 00	36 00	50 75	50 75	43 10	43 10	50 80	50 80	43 10	16 00	16 00	16 00	324 14	
Towage.....	625 00	700 00	625 00	625 00	600 00	600 00	625 00	625 00	600 00	600 00	625 00	625 00	36 00	36 00	50 75	50 75	43 10	43 10	50 80	50 80	43 10	16 00	16 00	16 00	324 14	
Wharfage.....																										36 00
Contingencies.....																										36 00
Totals.....	1,339 36	1,390 05	1,187 99	1,314 48	1,253 86	1,253 86	363 65	363 65	193 50	193 50	363 65	363 65	193 50	193 50	200 75	200 75	200 60	200 60	203 30	203 30	200 60	662 03	662 03	662 03	9,828 55	
Working expenses.....	1,321 14	1,390 05	1,187 99	1,278 69	1,238 86	1,238 86	363 65	363 65	193 50	193 50	363 65	363 65	193 50	193 50	200 75	200 75	200 60	200 60	203 30	203 30	200 60	662 03	662 03	662 03	8,810 90	
Repairs, ordinary.....	18 22		35 79	35 79	15 00	15 00																				85 01
do extraordinary.....																										932 64
Totals.....	1,339 36	1,390 05	1,187 99	1,314 48	1,253 86	1,253 86	363 65	363 65	193 50	193 50	363 65	363 65	193 50	193 50	200 75	200 75	200 60	200 60	203 30	203 30	200 60	662 03	662 03	662 03	9,828 55	

Department of Public Works.

CLASSIFICATION of Disbursements of the Dredge "Geo. McKonzio," during the Year ending 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Total.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Wages.....	625	34	587	18	494	50	622	25	617	39	221	23	157	50	150	00	257	84	633	20	660	12	484	75	5,511	30	
Coal.....	86	71	14	38	85	10	27	28	12	90													20	68	247	05	
Provisions.....	193	10	29	96					19	40													113	32	355	78	
Stores.....	32	29																					333	17	365	46	
Equipment.....	39	39	33	66	13	50	5	79	6	00			1	00									35	00	134	34	
Water.....	720	31	112	44			97	02	41	72							204	16	5	35	1,005	19	583	11	2,769	30	
Repairs.....	1,225	00	1,175	00	891	27	607	50			100	00	925	75									35	00	35	00	
Pilotage.....																											
Towage.....																											
Wharfage.....																											
Contingencies.....																											
Totals.....	2,922	14	1,952	62	1,484	37	1,369	84	697	41	321	23	1,090	67	150	00	462	00	638	55	1,710	24	2,412	92	15,211	99	
																									*837	50	
																									16,049	49	
Working expenses.....	2,201	83	1,840	18	1,484	37	1,145	07	498	06	221	23	1,090	67							283	36	1,521	72	10,286	49	
Repairs, ordinary.....	42	36																							42	36	
do extraordinary.....	677	95	112	44			224	77	199	35	100	00			150	00	462	00	638	55	1,426	88	891	20	4,883	14	
Totals.....	2,922	14	1,952	62	1,484	37	1,369	84	697	41	321	23	1,090	67	150	00	462	00	638	55	1,710	24	2,412	92	15,211	99	
																									837	50	
																									16,049	49	

*Chequed at Ottawa on account T. Robley's contract.

CLASSIFICATION and Quantities of Material removed by the following Dredges during the year ending 30th June, 1894.

“ST. LAWRENCE.”

Description of Material dredged.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Grand Totals.
	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
Hard-pan.....						700	925		1,000	1,250			3,875
Boulders and logs.....						50			15	10		50	135
Gravel.....													
Clay.....						4,900	1,000		2,150	4,262	5,525		17,837
Clay and stone.....					438						2,000	6,300	8,738
Sand—ordinary.....													
Sand—very fine.....	14,000	10,500	9,625	3,850									37,975
Mud.....													
Totals.....	14,000	10,500	9,625	3,850	438	5,650	1,925		3,165	5,522	7,535	6,350	68,560

“CANADA.”

Description of Material dredged.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Grand Totals.
	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
Hard-pan.....													
Boulders.....													
Gravel.....													
Clay.....													
Clay and stone.....													
Sand—ordinary.....	4,320	3,060	3,510	3,690	720						1,000	4,100	16,680
Sand and clay.....											710	4,000	4,710
Mud.....													
Totals.....	4,320	3,060	3,510	3,690	720						1,710	8,100	25,110

DETAILS Dredging for the Maritime Provinces

Dredge.	Locality.	County.	New Brunswick.		
			Quantity cub. yards.	Cost of each work.	Total cost.
				\$ cts.	\$ cts.
"New Dominion"	Kennebecasis River, N. B.	King's	7,945	2,161 09	
	Grunross, Middle ground.	Queen's	12,040	3,274 99	
	Gagetown Creek	do	6,965	1,894 52	
	Nashwaak	York	1,600	435 22	7,765 82
"Canada"	Cape Tr�averse	Prince			
	Bathurst	Gloucester	10,980	4,355 84	4,355 84
	Bayfield	Antigonish			
"Prince Edward"	Murray Harbour South	King's			
	Grand River, P. E. I.	do			
"St. Lawrence"	Horseshoe, Miramichi	Northumberland	24,325	6,048 50	
	Outer Bar do	do	13,650	3,394 11	9,442 61
	Yarmouth	Yarmouth			
"Geo. McKenzie"	East River	Pictou			
	Bayfield	Antigonish			
	Salmon River	Halifax			
	New Glasgow	Pictou			
			77,505	21,564 27	21,564 27

Dredge.	New Brunswick.		Nova Scotia.	
	Quantity.	Cost.	Quantity.	Cost.
	c. yds.	\$ cts.	c. yds.	\$ cts.
"New Dominion"	23,550	7,765 82		
"Canada"	10,980	4,355 84	9,810	3,891 69
"Prince Edward"				
"St. Lawrence"	37,975	9,442 61	30,585	7,605 06
"Geo. McKenzie"			19,186	17,168 24
	77,505	21,564 27	59,581	28,664 99

Department of Public Works.

for the Year ending 30th June, 1894.

Nova Scotia.			Prince Edward Island.			Quantity by each Dredge.	Total Expenditure.
Quantity cub. yards.	Cost of each work.	Total Cost.	Quantity cub. yards.	Cost of each work.	Total Cost.		
	\$ cts.	\$ cts.		\$ cts.	\$ cts.	c. yds.	\$ cts.
						28,550	7,765 82
			4,320	1,713 76	1,713 76		
9,810	3,891 69	3,891 69				25,110	9,961 29
			51,591 5,625	9,517 75 1,037 73	10,555 48	57,216	10,555 48
						68,560	17,047 67
30,585	7,605 06	7,605 06					
12,412	11,106 65						
1,351	1,208 91						
3,038	2,718 50						
2,385	2,134 18	17,168 24				19,186	17,168 24
59,581	28,664 99	28,664 99	61,536	12,269 24	12,269 24	198,622	62,498 50

Prince Edward Island.		Total Quantity.	Expenditure Dredging.	Superintendence.	Total Expenditure.	Cost per Cubic Yard.
Quantity.	Cost.					
c. yds.	\$ cts.	Cub. yards.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
		28,550	7,228 17	537 65	7,765 82	0 27 200
4,320	1,713 76	25,110	9,274 65	686 64	9,961 29	0 39 6707
57,216	10,555 48	57,216	9,828 55	726 93	10,555 48	0 18 4484
		68,560	15,880 26	1,167 41	17,047 67	0 24 8655
		19,186	16,049 49	1,118 75	17,168 24	0 89 4832
61,536	12,269 24	198,622	58,261 12	4,237 38	62,498 50	0 31 4660

EXPENDITURE for Dredging in Nova Scotia for the Twenty-two Years ended 30th June, 1894.

County.	Locality.	Total for the Twenty-one Years ended 30th June, 1893.				For the Year 1893-94.				Total Quantities.	Total Cost.	Cost for each County.
		Quantity.		Cost for County.		Quantity.		Cost for County.				
		c. yds.	\$ cts.	\$ cts.	\$ cts.	c. yds.	\$ cts.	\$ cts.	\$ cts.			
Antigonish.	Antigonish.....	22,025	3,649 15							22,025	3,649 15	35,072 69
	Harbour au Bouche.....	10,568	2,498 48							10,568	2,498 48	
	Tracadie.....	12,245	3,530 29							12,245	3,530 29	
	McNair's Cove.....	11,265	10,085 68							11,265	10,085 68	
	Bayfield.....	1,710	4,005 19			11,161	5,100 60			12,871	9,505 79	
Annapolis	Arisaig.....	3,540	3,853 30	29,372 09						3,540	3,853 30	
	Annapolis.....	2,825	1,635 68	1,635 68						2,825	1,635 68	
Cape Breton	Lingan.....	22,267	9,275 56							22,267	9,275 56	
	Sydney.....	54,600	17,781 54							54,600	17,781 54	
	Little Glace Bay.....	46,450	16,936 02							46,450	16,936 02	
	Port Caledonia.....	17,413	8,242 21							17,413	8,242 21	
	Benacadie Pond.....	20,800	5,993 90							20,800	5,993 90	
	Christmas Island.....	19,045	3,364 98							19,045	3,364 98	
	Cow Bay.....	3,255	1,892 32							3,255	1,892 32	
	Main à Dieu.....	4,680	2,720 76	66,207 29						4,680	2,720 76	
	Tatamagouche.....	65,480	20,373 07	20,373 07						65,480	20,373 07	
	Cumberland	Parrsboro'.....	42,595	12,804 68							42,595	12,804 68
Wallace.....		60,835	14,573 49	27,378 17						60,835	14,573 49	
Digby	Digby.....	12,585	5,056 20							12,585	5,056 20	
	Weymouth.....	88	28 62	5,084 91						88	28 62	
Guysboro'	Guysboro'.....	5,400	1,413 53							5,400	1,413 53	
	Larry's River.....	26,230	6,546 70							26,230	6,546 70	
	Port Mulgrave.....	3,532	1,749 78							3,532	1,749 78	
	Sherbrooke.....	1,260	496 49	10,206 50						1,260	496 49	
Halifax.	Chezetcook.....	3,920	2,593 71							3,920	2,593 71	
	Halifax Ferry.....	6,177	2,063 38							6,177	2,063 38	
	Herring Cove.....	12,111	8,015 05							12,111	8,015 05	
	Ketch Harbour.....	2,980	985 59							2,980	985 59	
	Richmond Wharf.....	792	182 53							792	182 53	

Department of Public Works.

Rochie's Wharf.....	1,750	620 28				620 28
Halifax Railway Terminus	19,290	6,187 38				6,187 38
Jeddore.....	21,515	4,958 56				4,958 56
North-west Arm.....	7,350	2,970 39				2,970 39
Cunard's Wharf.....	1,400	530 04				530 04
Salmon River.....			3,038	2,718 50	2,718 50	2,718 50
Inverness.....	19,760	3,491 31				3,491 31
Whycomagh.....	4,940	872 83				872 83
Campbell's Pond.....	270	190 37				190 37
Port Hastings.....	147,190	45,712 73				45,712 73
Cheticamp.....	116,617	46,140 72				46,140 72
Port Hood.....	4,353	1,258 92				1,258 92
Lunenburg.....	70,510	22,194 57				22,194 57
Malone Bay.....	21,844	5,958 65				5,958 65
Vogler's Cove.....	11,610	5,075 53				5,075 53
Pictou.....	11,500	3,887 61				3,887 61
Acadia Coal Co.'s Wharf.....	9,475	2,181 25				2,181 25
Albion Mines.....	130,465	36,066 63	12,412	11,106 65		47,173 28
East River.....	1,650	359 90				359 90
Halifax Coal Co.'s Wharf	7,020	1,634 82				1,634 82
Pictou Public Wharf.....	78,250	21,687 04				21,687 04
do Market Wharf.....	32,164	9,959 34				9,959 34
do Railway Wharf.....	7,345	2,880 01				2,880 01
do Landing Wharf.....	1,395	682 15				682 15
Vale Colliery Wharf.....	85,173	22,243 98				22,243 98
River John.....	25,110	10,707 59				10,707 59
Granton.....	33,060	9,661 61				9,661 61
New Glasgow.....	15,060	4,984 40				4,984 40
Middle River.....			2,385	2,134 18	13,240 83	
Dwyer's Wharf.....	720	283 22				283 22
Queen's.....	12,940	4,762 38				4,762 38
Liverpool.....						140,460 38
Richmond.....	20,410	9,227 94				9,227 94
D'Escousse.....	90,830	27,435 95				27,435 95
St. Peter's Canal.....	7,150	2,407 41				2,407 41
Grand Goulet.....	23,584	5,570 49				5,570 49
River Bourgeois.....	18,920	4,468 87				4,468 87
Marine Slip.....	320	56 53				56 53
Lockeport.....	34,048	10,591 41				10,591 41
Barrington.....	24,580	10,085 07				10,085 07
Yarmouth.....	105,524	38,951 26	30,585	7,605 06	7,605 06	46,556 32
Hants.....	5,450	1,627 60				1,627 60
Victoria.....	3,820	1,569 95				1,569 95
Dredge "C.B.".....						762 98
Losses.....						762 98
	1,731,074	565,597 64	59,581	28,664 99	28,664 99	594,262 63
		565,597 64				594,262 63

EXPENDITURE for Dredging in New Brunswick for the Twenty-two Years ended 30th June, 1894.

County.	Locality.	Total for the Twenty-one years ended 30th June, 1893.			For the Year 1893-94.			Total Quantity.	Total Cost.	Cost for each County
		Quantity.	Cost.	Cost for County.	Quantity.	Cost.	Cost for County.			
Gloucester	Bathurst	c. yds. 87,657	\$ 24,739 95	\$ cts. 24,739 95	c. yds. 10,980	\$ 4,355 84	\$ cts. 4,355 84	c. yds. 98,637	\$ 29,095 79	\$ cts. 29,095 79
Kent	Richibucto	101,048	34,940 07					101,048	34,940 07	
	Coxagne	27,180	9,601 45					27,180	9,601 45	
	Buctouche	13,005	4,934 24					13,005	4,934 24	
	do Priest's Point	3,510	1,110 70					3,510	1,110 70	
Northumberland	do Chapel Point	4,140	1,310 07					4,140	1,310 07	
	do Robertson's Wharf	45	14 23	51,910 76				45	14 23	51,910 76
	Horse Shoe, Miramichi	173,367	47,137 33		24,325	6,048 50		197,692	53,185 83	
Queen's	Outer Bar	13,475	4,101 40		13,650	3,394 11		27,125	7,495 51	
	Grand Dune	37,975	10,121 67					37,975	10,121 67	
	Gordian Flats	22,425	4,403 95	65,764 35		9,442 61		22,425	4,403 95	75,206 96
	Grand Lake	98,555	16,372 96					98,555	16,372 96	
Restigouche	do do McMami's Cove.	20,440	4,622 82					20,440	4,622 82	
	Jenneg	61,305	12,117 74					61,305	12,117 74	
	Wasashademack	48,975	6,340 83					48,975	6,340 83	
	Grinross Mid-ground.				12,040	3,274 99		12,040	3,274 99	
St. John	Gagetown Creek			39,354 35	6,965	1,894 52	5,169 51	6,965	1,894 52	44,523 86
	Dalhousie	22,301	6,543 08					22,301	6,543 08	
Sunbury	Traverse	29,400	9,008 64	15,551 72				29,400	9,008 64	15,551 72
	I. C. Ry. Terminus	139,810	37,130 01					139,810	37,130 01	
	Navy Island	25,294	9,296 79					25,294	9,296 79	
	Marble Cove	29,925	4,374 40					29,925	4,374 40	
	Murray's Mills	23,880	3,441 65					23,880	3,441 65	
	Indiantown Wharf	1,615	192 83					1,615	192 83	
	Long Wharf	7,137	2,680 24					7,137	2,680 24	
	Adam's Wharf	7,513	3,247 29					7,513	3,247 29	
	Miller & Woodman	9,275	1,090 42					9,275	1,090 42	
	Hayford, Stetson & Co	8,015	942 29					8,015	942 29	
	International Wharf	450	52 90					450	52 90	
	Anchor Line Wharf	4,695	996 81	63,445 63				4,695	996 81	63,445 63
Oromocto		253,848	49,025 53	49,025 53				253,848	49,025 53	49,025 53

Department of Public Works.

	69,700	21,125 92	21,125 92	21,125 92	21,125 92	21,125 92	21,125 92
Westmoreland... / Point du Chêne.....	69,700	21,125 92	21,125 92	21,125 92	21,125 92	21,125 92	21,125 92
York.....	39,395	7,699 15	7,699 15	7,699 15	7,699 15	7,699 15	7,699 15
Fredericton.....	15,570	6,827 36	6,827 36	6,827 36	6,827 36	6,827 36	6,827 36
St. Mary's Ferry.....	30,395	4,379 52	4,379 52	4,379 52	4,379 52	4,379 52	4,379 52
Gibson.....	1,600	435 22	435 22	435 22	435 22	435 22	435 22
Nashwaak.....							
King's.....	60,170	8,156 76	8,156 76	8,156 76	8,156 76	8,156 76	8,156 76
Bellisle Point.....	108,325	17,920 74	17,920 74	17,920 74	17,920 74	17,920 74	17,920 74
Kennebecasis River.....		7,945	2,161 09	2,161 09	2,161 09	2,161 09	2,161 09
	1,594,815	375,901 74	375,901 74	375,901 74	375,901 74	375,901 74	375,901 74
		77,505	21,564 27	21,564 27	21,564 27	21,564 27	21,564 27
		1,672,320	397,466 01	397,466 01	397,466 01	397,466 01	397,466 01

EXPENDITURE for Dredging in Prince Edward Island for the Twenty-two Years ended 30th June, 1894.

County.	Locality.	Total for the Twenty-one Years ended 30th June, 1893.			For the Year 1893-94.			Total Quantity.	Total Cost.	Cost for each County.
		Quantity.	Cost.	Cost for County.	Quantity.	Cost.	Cost for County.			
		c. yds.	\$ cts.	\$ cts.	c. yds.	\$ cts.	\$ cts.	c. yds.	\$ cts.	\$ cts.
King's	Grand River	46,110	8,963 97		5,625	1,037 73		51,735	10,001 70	
	Montague River	132,480	22,819 11					132,480	22,819 11	
	Murray Harbour South	47,862	8,120 98		51,591	9,517 75		99,453	17,638 73	
	Sturgeon	16,026	6,066 27					16,026	6,066 27	
	St. Mary's Wharf	21,963	4,752 55					21,963	4,752 55	
	Georgetown Railway Wharf	1,002	408 32	51,131 20			10,555 48	1,002	408 32	61,686 68
	Charlottetown R.y. Wharf.	46,253	12,342 08					46,253	12,342 08	
	do Pownal Wharf.	5,673	1,728 47					5,673	1,728 47	
	do Ferry	4,045	670 61					4,045	670 61	
	do Steam Nav. Co	7,668	4,904 15					7,668	4,904 15	
do Connolly's Whf	5,343	3,417 17					5,343	3,417 17		
do Peake Bros do	5,365	3,424 85					5,365	3,424 85		
Crapaud	89,782	27,493 03					89,782	27,493 03		
Pownal Bay	41,970	9,197 62					41,970	9,197 62		
Rocky Point	91,440	14,661 16					91,440	14,661 16		
Vernon River	17,860	6,326 72					17,860	6,326 72		
Wood Islands	2,780	548 00					2,780	548 00		
Nine Mile Creek	31,650	6,286 46					31,650	6,286 46		
Hickey's Wharf.	750	150 51					750	150 51		
Carr's Point	12,165	2,441 28					12,165	2,441 28		
Pinetie	3,825	756 24					3,825	756 24		
Fort Augustus	3,195	631 68					3,195	631 68		
South Port Ferry	33,015	5,528 75					33,015	5,528 75		
Red Point	7,151	3,879 60					7,151	3,879 60		
North Rustico	13,536	4,775 38					13,536	4,775 38		
South Rustico	11,649	4,109 67					11,649	4,109 67		
Gauthier Creek	17,847	8,305 50	121,578 93				17,847	8,305 50	121,578 93	
Summerside	29,396	8,013 37					29,396	8,013 37		
Hurd's Point Pier	41,070	7,289 95					41,070	7,289 95		
Tignish	11,387	13,005 45					11,387	13,005 45		
Cascompec	1,157	538 42					1,157	538 42		
Cape Traverse	12,420	3,392 13	32,239 32	4,320	1,713 76	1,713 76	16,740	5,105 89	33,953 08	
		813,885	204,949 45	204,949 45	61,536	12,269 24	12,269 24	875,371	217,218 69	217,218 69
Prince										

Department of Public Works.

EXPENDITURE for Dredging in Quebec for the Twenty-two Years ended 30th June, 1894, from Appropriations Maritime Provinces.

County.	Locality.	Total for the Twenty-one Years ended 30th June, 1093.				For the Year 1893-4.				Total Quantity.	Total Cost.	Cost for each County.
		Quantity.		Cost for County.		Quantity.		Cost.				
		c. yds.	\$ cts.	\$ cts.	\$ cts.	c. yds.	\$ cts.	\$ cts.	\$ cts.			
Magdalen Islands, Co. Gaspé.....	Houise Harbour									6,800	2,392 92	\$ cts.
	Amherst Harbour									495	242 05	2,634 97
Témiscouata.....	River du Loup									2,587	825 47	825 47
Rimouski.....	Rimouski									8,123	3,997 59	3,997 59
										18,005	7,458 03	7,458 03

STATEMENT of Dredging, showing Quantities removed in each Province, and cost of each Work for the Twenty-two Years ended 30th June, 1894.

Fiscal Year.	NEW BRUNSWICK.		NOVA SCOTIA.		QUEBEC.		PRINCE EDWARD ISLAND.		Total Quantity.	Total Expenditure.	Cost per cubic yard.
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.			
	c. yds.	\$ cts.	c. yds.	\$ cts.	c. yds.	\$ cts.	c. yds.	\$ cts.	c. yds.	\$	cts.
1872-73.	38,060	13,240 50	23,260	8,422 70	6,800	2,392 92	18,655	9,892 89	61,320	21,653 20	0 35 328
1873-74.	57,725	14,395 57	18,600	6,545 61			58,283	10,891 80	121,294	23,334 10	0 28 071
1874-75.	78,223	17,325 05	24,416	13,238 83			74,460	12,758 27	230,192	40,456 77	0 33 354
1875-76.	79,935	17,040 52	91,974	21,885 90			82,840	12,011 18	299,935	49,818 22	0 21 642
1876-77.	97,690	23,161 90	127,785	34,846 74			46,490	9,164 07	270,787	70,766 91	0 23 594
1877-78.	81,070	23,323 92	106,857	29,697 94			36,390	12,674 98	295,352	64,831 88	0 23 983
1878-79.	132,555	27,400 22	116,307	28,267 59			47,325	9,298 53	228,379	64,396 69	0 28 197
1879-80.	63,540	16,581 79	127,684	34,765 84	765	374 08	46,335	9,298 53	180,085	45,439 46	0 25 232
1880-81.	44,315	12,365 85	87,118	23,061 64	2,317	693 44	68,535	11,980 37	216,531	61,347 15	0 28 331
1881-82.	79,640	18,626 87	89,566	33,363 71			79,750	13,355 05	260,716	67,500 00	0 25 890
1882-83.	48,565	13,422 70	143,616	42,996 93			55,075	8,668 01	284,368	79,509 01	0 27 959
1883-84.	47,068	17,103 38	157,560	49,050 58			17,137	10,349 66	268,369	62,376 68	0 23 242
1884-85.	128,997	24,460 35	76,164	25,250 73	8,123	3,497 59	6,137	6,214 74	142,432	46,706 34	0 32 792
1885-86.	68,505	14,874 63	56,790	21,482 05			3,775	5,899 90	128,977	43,288 79	0 33 056
1886-87.	69,440	11,452 86	53,400	25,621 19			2,240	15,502 95	138,102	45,000 00	0 32 058
1887-88.	50,152	9,252 50	84,175	29,847 60			31,422	11,085 30	146,783	64,798 03	0 27 029
1888-89.	63,683	16,598 08	56,910	32,697 00			19,064	8,843 32	177,273	54,451 87	0 30 071
1889-90.	86,003	20,544 93	59,763	22,821 55			31,382	12,788 34	177,280	53,605 55	0 30 023
1890-91.	96,588	20,375 09	61,698	24,386 57			66,585	15,112 83	188,398	60,757 25	0 32 249
1891-92.	75,023	20,592 85	81,993	27,376 08			61,536	12,269 74	215,454	56,980 67	0 26 044
1892-93.	108,035	23,743 26	40,834	18,125 58					198,622	62,498 50	0 31 046
1893-94.	77,505	21,564 27	59,581	28,664 99					198,622	62,498 50	0 31 046
	1,672,322	397,467 09	1,746,071	582,327 35	18,005	7,458 03	875,376	217,219 19	4,313,774	1,204,470 11	0 27 092

Department of Public Works.

STATEMENT of Dredging, showing Quantities removed by hand in each Province, and cost of each Dredging for the Twenty-two Years ended 30th June, 1894.

Fiscal Year.	NEW BRUNSWICK.		NOVA SCOTIA.		QUEBEC.		PRINCE EDWARD ISLAND.		Total Quantity. c. yds.	Total Expenditure. \$ cts.	Cost per cubic yard. \$ cts.
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.			
	c yds.	\$ cts.	c. yds.	\$ cts.	c. yds.	\$ cts.	c. yds.	\$ cts.			
1878-79.....			245	555 13					245	555 13	2 26 58
1879-80.....			12,370	3,666 90					12,370	3,666 90	0 29 64
1880-81.....			11,140	2,560 25					11,140	2,560 25	0 22 98
1881-82.....			10,640	2,560 00					10,640	2,560 00	0 24 90
1882-83.....			8,190	2,500 00					8,190	2,500 00	0 30 52
1883-84.....			5,460	2,500 00					5,460	2,500 00	0 45 78
1884-88.....			Nil	Nil					Nil	Nil	Nil
1888-89.....			Nil	Nil					Nil	Nil	Nil
1889-90.....			Nil	Nil					Nil	Nil	Nil
1890-91.....			Nil	Nil					Nil	Nil	Nil
1891-92.....			Nil	Nil					Nil	Nil	Nil
1892-93.....			Nil	Nil					Nil	Nil	Nil
1893-94.....			Nil	Nil					Nil	Nil	Nil
			48,046	14,432 28					48,045	14,432 28	0 30 03

STATEMENT of Dredging in the Maritime Provinces, showing quantities removed by and expenditure of each dredge during the Twenty-two Years ended 30th June, 1894.

Dredge.	Total Quantities and Cost for Twenty-one Years ended 30th June, 1893.				1893-94.				Total for Twenty-two Years ended 30th June, 1894.														
	Total Quantity.		Cost.		Per Cubic Yard.		Quantity.		Cost.		Per Cubic Yard.		Total Quantity.		Total Cost.		Cost per Cubic yd.						
	Yds.		\$	cts.	Yds.	Cts.	Yds.	Cts.	\$	cts.	Yds.	Cts.	Yds.	\$	cts.	Yds.	Cts.						
"New Dominion"	905,253		170,164	83	0	18	79	28,550		7,765	82	0	27	200		933,803		177,930	65	0	19	05	
"Canada"	600,259		204,808	22	0	34	11	25,110		9,961	29	0	39	670		623,369		244,769	51	0	34	34	
"Cape Breton"	534,938		139,074	33	0	25	99														0	25	99
"Prince Edward"	812,250		203,308	25	0	25	03	57,216		10,555	48	0	18	448		869,466		213,863	73	0	24	59	
"St. Lawrence"	811,708		252,316	31	0	31	08	68,560		17,047	67	0	24	865		890,286		269,363	98	0	30	59	
"Geo. McKenzie"	437,161		165,802	10	0	37	92	19,186		17,168	24	0	89	483		456,347		182,970	34	0	40	09	
	4,101,569		1,135,474	04	0	27	68	198,622		62,498	50	0	31	466		3,765,271		1,068,898	21	0	28	12	

Department of Public Works.

STATEMENT of Dredging performed by hand in the Maritime Provinces, showing quantities removed and Expenditure at each locality for Twenty-two Years ended 30th June, 1894.

Locality.	Total Quantity.	Total Cost.	Per Cubic yard.
	Yds.	\$ cts.	Cts.
Parrsboro', N. S.	42,595	12,804 68	0 30 06
Windsor, N. S.	5,450	1,627 60	0 29 86
	48,045	14,432 28	0 30 03

PROVINCE OF QUEBEC.

SHIP CHANNEL, RIVER ST. LAWRENCE, BETWEEN MONTREAL AND QUEBEC.

The work of dredging the ship channel, between Montreal and Quebec, to the depth of $27\frac{1}{2}$ feet at low water, spring tide, was carried on at the following places during the fiscal year 1893-94, namely, Grondines, Nicolet, Varennes, Force Shoal, Cap à la Roche, Iron Shoal, Pointe du Lac, Pointe Citrouille, Contrecoeur and Barre à Boulard.

Grondines.

At the commencement of the fiscal year dredge No. 8 was engaged in continuing the work of dredging the channel through Horseback Bar, commenced in 1890. The work was completed on the 21st October, the dredge having during the year removed 32,848 cubic yards of clay and imbedded boulders, at a cost of \$11,792.64, or $35\frac{9}{10}$ cents per cubic yard.

Dredge No. 13 worked at this point for 36 days in conjunction with No. 8, completing its portion of the work on 14th August, 1893.

Nicolet.

After completing the work at Grondines, dredge No. 8, on 23rd October, 1893, commenced widening the Nicolet curve, completing the work to be done in 18 days, during which period, 5,340 cubic yards of hardpan were removed, at a cost of \$2,211.12, or $41\frac{41}{100}$ cents per cubic yard.

Varennes.

On 16th April, 1894, dredge No. 8 commenced the widening of the Varennes curve, and was so engaged up to 26th May, 24,645 cubic yards of clay and boulders being removed, at a cost of \$4,422.24, or $17\frac{94}{100}$ cents per cubic yard.

Dredge No. 12 also worked on this curve, from 1st October until the close of the season, making an average width of cut of 6 feet, and removing 22,740 cubic yards of soft clay, at a cost of \$2,560.86, or $11\frac{26}{100}$ cents per cubic yard.

Force Shoal.

Between 28th May and 27th June dredge No. 8 worked on this shoal, and removed 11,866 cubic yards of hardpan, at a cost of \$3,316.68, or $27\frac{95}{100}$ cents per cubic yard.

Dredge No. 11 also worked on this shoal for 38 days, removing 12,587 cubic yards of hardpan and boulders, at a cost of \$6,794.78, or $54\frac{14}{100}$ cents per cubic yard.

Cap à la Roche.

Rock dredge No. 11 worked for 41 days at this place, between 1st July and 17th August, 1893, the work done being the completion of the dredging of the channel from 24 to $27\frac{1}{2}$ feet at lowest water.

The quantity of hard shale rock removed amounted to 15,782 cubic yards, at a cost of \$7,331.21, or $46\frac{45}{100}$ cents per cubic yard.

Department of Public Works.

Iron Shoal.

On the completion of the work at Cap à la Roche dredge No. 11 was removed to the Iron Shoal, where it worked for 45 days, between the 19th August and 12th October, in widening the channel.

Hardpan and imbedded boulders, aggregating 15,240 cubic yards, were removed, the work costing \$8,046.45, or $52\frac{7}{100}$ cents per cubic yard.

Pointe du Lac.

The continuation of the widening of the bend at this place was commenced by dredge No. 12 on the 1st July, and was completed in 80 days, during which time 121,380 cubic yards of soft clay were removed, at a cost of \$11,381.60, or $9\frac{3}{100}$ cents per cubic yard.

Pointe Citrouille.

On the 4th October, 1893, dredge No. 12 commenced the removal of light sand which had silted the channel at this point of the river, and at the end of the same month had removed 10,680 cubic yards, at a cost of \$3,129.94, or $29\frac{3}{100}$ cents per cubic yard.

Contrecœur.

Dredge No. 12 commenced the cleaning up of this channel and the widening of the bend above the "Bell Mouth" on the 24th May, 1894, continuing the same until the close of the fiscal year, up to which date 53,730 cubic yards of soft clay and stones had been removed, the expenditure amounting to \$4,695.91, or $8\frac{7}{100}$ cents per cubic yard.

Barre à Boulard.

On the 19th August dredge No. 13 commenced on the Barre à Boulard, Richelieu Rapids, in order to test the practicability of doing this most difficult work. It continued working until the 21st October, or the close of the season, removing 6,752 cubic yards of boulders imbedded in hardpan, at a cost of \$6,556.68, or $97\frac{1}{100}$ cents per cubic yard.

The following table gives further particulars and details of work done:—

PUBLIC WORKS

STATEMENT showing Classification of Cost of Dredging on the Ship Channel,

Vessel.	Cost of Building.	Fuel.	Wages.	Board.	Stores and Materials.	Rebuilding and Repairs.	General Expenses.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dredge No. 8.....		1,856 90	2,855 86	997 18	193 80	2,207 81	1,629 60
do No. 11.....		1,312 50	2,203 09	705 08	215 55	4,283 39	1,857 67
do No. 12.....		2,316 90	2,659 54	979 72	190 63	2,710 52	1,617 55
do No. 13.....		901 60	2,112 29	566 62	114 03	281 99	798 90
Stone lifter No. 1.....		40 50	284 96	47 83	48 24	96 58	104 06
do No. 2.....		93 00	343 50	63 67	51 65	106 54	132 18
Tug "John Pratt".....		1,432 90	1,634 08	655 63	430 55	1,292 73	1,093 91
do "St. James".....		690 00	1,629 27	495 52	145 26	866 68	768 68
do "St. Francis".....		1,462 50	1,834 73	694 42	98 95	422 47	906 76
do "M. F. Parsons".....		1,038 00	1,512 36	501 12	184 71	1,177 56	886 58
do "C. J. Brydges".....		1,050 00	1,117 16	414 75	139 89	236 92	594 23
do "Victor".....		196 50	692 76	78 67	43 34		203 11
60 yds. D. Scows.....						3,911 61	785 75
150 " do.....						1,172 93	235 45
Coal do.....						936 03	188 03
<i>New Dredge Plant.</i>							
Tug "Cartier".....	55,295 98						
Dredge "Laval".....							3,001 83
New Dredge.....							
	55,295 98	12,391 30	18,879 60	6,200 21	1,856 60	19,703 76	14,804 29

Department of Public Works.

OF CANADA.

between Montreal and Quebec, for the Fiscal Year ended 30th June, 1894.

Survey, Salaries and Official Expenses.	Total Cost.	Stone Lifter Service.	Tug Service.	Total Cost of Dredge and Plant.	Number of Working Days.	Cost per Day.	Number of Cubic Yards Dredged.	Cost per Cubic Yard.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.		\$ cts.
3,368 27	13,109 42	453 56	8,547 33	22,110 31	180	122 84	76,109	29 $\frac{25}{100}$
3,644 86	14,222 14	400 65	7,550 16	22,172 95	124	178 81	43,609	50 $\frac{84}{100}$
3,641 19	14,116 05	385 53	7,265 25	21,766 83	153	142 27	208,530	10 $\frac{44}{100}$
1,651 10	6,426 53	226 78	4,273 68	10,926 99	90	121 42	19,967	54 $\frac{73}{100}$
23 70	645 87							
30 11	820 65							
249 00	6,788 80							
174 97	4,770 38							
206 40	5,626 23							
201 82	5,502 15							
135 29	3,688 24							
46 24	1,260 62							
178 86	4,876 22							
53 61	1,461 99							
42 83	1,166 80							
683 26	58,981 07							
14,331 51	143,463 25	.....	.....	.....	.....	.....	.....	.....

ABSTRACT of work done in deepening the Ship Channel in the St. Lawrence

Vessel.	Locality of Dredging.	Time of Service.		Nominal working time 10 hours.		Dredging machinery in motion.		Quantity Dredged, in cubic yards, scow measurement.		
		Days.	Total days.	Hours.	Total hours.	Hours.	Total hours.	Earth.	Rock.	Total.
Dredge No. 8.	Grondines.....	96		960		551		32,848		
	Nicolet.....	18		180		120		5,340		
	Force Shoal.....	27		270		127		11,866		
	Varenes.....	36		360		282		24,645		
	Louis Basin.....	3		30		14		1,410		
			180		1,800		1,094			76,109
Dredge No. 11.	Cap à la Roche...	41		410		258			15,782	
	Iron Shoal.....	45		450		275		15,240		15,782
	Force Shoal.....	38		380		275		12,587		
			124		1,240		808			27,827
Dredge No. 12.	Pointe du Lac ...	80		800		512		121,380		
	Pointe Citrouille.	22		220		142		10,680		
	Varenes.....	18		180		120		22,740		
	Contreccœur.....	33		330		263		53,730		
			153		1,530		1,037			208,530
Dredge No. 13.	Grondines.....	36		360		281		13,215		
	Lotbinière.....	54		540		226		6,752		
			90		900		507		19,967	
								332,433	15,782	348,215

Department of Public Works.

River between Montreal and Quebec, for Fiscal year ended 30th June, 1894.

Character of Soil.	Quantity dredged, in cubic yards, in each locality.										
	Grondines.	Nicolet.	Cap à la Roche.	Iron Shoal.	Force Shoal.	Pointe du Lac.	Pointe Citrouille.	Varenes.	Lotbinière.	Contrecoeur.	Louis Basin.
Clay and boulders.	32,848										
Hard-pan.....		5,340									
do					11,866						
Clay and boulders.											
Sand							24,645				1,410
Hard shale rock...			15,782								
Hard-pan.....				15,240							
do					12,587						
Stiff clay.....						121,380					
Sand and clay.....							10,680				
Clay and stones.....								22,740			
do										53,730	
Clay and boulders.	13,215										
do									6,752		
	46,063	5,340	15,782	15,240	24,453	121,380	10,680	47,385	6,752	53,730	1,410

DREDGING AT BERTHIER EN HAUT.

The village of Berthier (*en haut*) is on the north shore of the St. Lawrence, 45 miles to the eastward of Montreal, and opposite Sorel at the mouth of the River Richelieu.

Between the 21st of October and 25th November, 1893, the dredge "St. Pierre" made a cutting, 650 feet in length and 100 feet in width, to a depth of 8½ feet at low water summer level, at the head of Isle au Foin, from the north channel (so called) to the main channel of the St. Lawrence, and removed 8,772 cubic yards of soft clay and sand.

DREDGING AT CHARLEMAGNE.

Charlemagne, in the county of L'Assomption, is a small village on the river L'Assomption, and opposite the lower or eastern end of the island of Montreal, and distant from the city of Montreal 16 miles.

For some years the department has been engaged in dredging at this place, and between the 18th of October and 25th November, the dredge "St. Louis" made one cut, 25 feet wide and five feet deep, between the boat landing on Petite Isle towards the brick yards, a distance of 1,790 feet, removing 4,870 cubic yards of clay, sand, boulders and hard-pan.

DREDGING AT CHATEAUGUAY.

Chateauguay basin is at the mouth of the Chateauguay River, 5 miles from Caughnawaga, and 14 miles from Montreal.

The dredge "St. Louis," was at the close of the fiscal year 1892-93, engaged in improving the steamboat channel between Lake St. Francis and the basin, and continued at work until the 28th July, 1893, when the plant was removed to the River St. Pierre, returning on the 20th September and remaining until 14th October, up to which last date *two* cuts of 200 feet in length, and a total width of 75 feet were made at the mouth of the river to a depth of 6 feet; and *two* cuts of 600 feet, and *one* of 300 feet, each 25 feet in width and 7 feet in depth, were made between the basin and the river outlet, a total quantity of 6,330 cubic yards of clay, sand, gravel hard-pan and boulders having been removed.

DREDGING AT CHICOUTIMI.

Chicoutimi, in the county of Chicoutimi, is at the head of navigation on the Saguenay, and 71½ miles above Tadousac at the junction of the St. Lawrence.

Between the 9th and 30th June, 1894, the dredge No. 11 was engaged in deepening the channel below Chicoutimi, having removed at the close of the fiscal year 10,580 cubic yards of hard-pan, sand, clay and stone, and boulders.

DREDGING AT GRENVILLE.

Grenville in the county of Argenteuil, is on the River Ottawa, 56 miles from Montreal and 60 from Ottawa.

Between the 21st and 26th July, 1893, the dredge "Nithsdale" was employed in removing old crib-work which formed an impediment to navigation, taking out 1,023 cubic yards of clay and stones and 217 cubic yards of ordinary sand, or a total of 1,240 cubic yards.

DREDGING AT LONGUEUIL.

Longueuil is the *chef lieu* of the county of Chambly, and is situated on the south shore of the River St. Lawrence, nearly opposite the city of Montreal.

Between the 3rd October and the 18th November, 1894, the dredge "Nithsdale" was engaged at the wharf built by the department, rendering assistance to admit of repairs being made thereto; as well as in deepening the bed of the river alongside. The materials dredged were taken off the scows by a derrick, and deposited in the wharf, the total amount being 10,054 cubic yards, consisting of boulders, clay and stones, and a large proportion of hard-pan.

Department of Public Works.

DREDGING IN THE LOUISE BASIN, QUEBEC HARBOUR.

On the 28th June, dredge No. 8 of the ship channel fleet, commenced work in the Louise Basin, Quebec Harbour, and was so engaged at the close of the fiscal year, up to which date 1,410 cubic yards of sand had been removed, at a cost of $26\frac{13}{100}$ cents per cubic yard.

DREDGING AT PORT ST. FRANCIS.

Port St. Francis, in the county of Nicolet, is situated on the south shore of the St. Lawrence, near the foot of Lake St. Peter.

The dredge "St. Pierre" was engaged from the 10th to the 27th October, 1893, in deepening a basin 300 feet in length and from 50 to 70 feet in width, in front of the wharf, to a depth of 10 feet below zero, removing 3,840 cubic yards of sand.

DREDGING AT RIVER ST. PIERRE.

The River St. Pierre empties into the St. Lawrence on its north shore above Point St. Charles.

Between the 30th July and 19th September, 1892, and the 21st and 30th June, 1894, the dredge "St. Louis," deepened the channel over a length of 800 feet and to a width of 75 and depth of 5 feet, also made *two* cuts 50 and 60 feet long to a depth of 5 feet off the end of the wharf, removing a total of 2,965 cubic yards of clay, boulders and hard-pan.

DREDGING AT ST. PLACIDE.

The village of St. Placide, county of Two Mountains, is on the north bank of the River Ottawa, about 18 miles above its juncture with the St. Lawrence and 9 miles from St. Andrews.

Between the 12th and 20th July, and the 28th July and the 30th September, 1893, the dredge, "Nithsdale" was engaged in making a cut 26 feet wide alongside the wharf, extending shorewards a distance of 200 feet and to a depth of 7 feet below zero at summer level. *Three* cuts of a total width of 78 feet and a length of 800 feet were made in the steamboat channel to a depth of 8 feet, 25,530 cubic yards of clay and 500 yards of boulders, or a total of 26,030 cubic yards, having been removed.

PROVINCE OF ONTARIO.

DREDGING AT BELLEVILLE.

Belleville, the shire town of the county of Hastings, is situated on the Bay of Quinté, at the mouth of the River Moira, 43 miles west of Kingston. There are several important industries carried on at this place, and the harbour is a good one, though lacking in depth. During the past few years the department has executed a large amount of dredging, and much improvement has been effected.

The dredge "Queen" worked in the harbour during the whole of the fiscal year, and between the 1st July and 25th November, 1893, and the 19th May and 30th June, 1894, made two cuts, 300 and 350 feet in length, the depth sloping from 10 to 5 feet, in front of the wharves on the eastern side of the harbour. Two cuts, 520 feet long and a total width of 50 feet, were made on the western side of the harbour, and leading up to Lazier's wharf with a depth of 10 feet. Three cuts of 120, 100 and 75 feet in length were made to a total width of 75 feet, and a depth of 10 feet, below the railway wharf. Two cuts were made at the old ferry slip, 92 and 94 feet in length, to a depth of 5 feet. Two cuts were made on the western side of Mill Island, 260 and 270 feet in length, with a total width of 50 feet and a depth of 9 feet. Between the lighthouse and Mill Island two cuts, 890 and 637 feet in length, were made to a total width of 50 feet, and a depth of 10 feet.

In the River Moira four cuts, of 630, 630, 570 and 150 feet in length, each cut being 25 feet wide, were made to a depth of from 6 to 8 feet; the material removed consisting principally of debris from the solid rock produced by blasting.

The quantities of material removed are as follows:—

	Cubic yds.
Clay and stone.....	14,904
Gravel.....	9,757
Boulders.....	3,073
Ordinary sand.....	701

amounting to a total of 28,495 cubic yards.

DREDGING AT BOWMANVILLE.

The harbour of Bowmanville, or Port Darlington, Durham County, is on the north shore of Lake Ontario, 40 miles east of Toronto. It is an artificial one, being formed by two parallel piers built at the mouth of a creek and extending out into the lake. This harbour having become much silted up, a dredge was placed at the work on the 20th July, 1892, and continued working until 8th August, during which period 18,400 cubic yards of sand were removed, and a depth of 12 feet obtained.

During 1892-93 further dredging to the extent of 12,570 cubic yards was done.

Between the 1st and 11th July, 1893, the dredge "Nipissing" completed the second cut of 1,200 feet between the entrance piers, to a depth of 14 feet below zero, removing 4,440 cubic yards of ordinary sand.

DREDGING AT COBOURG.

Cobourg, the shiretown of the county of Northumberland, is situated on the northern shore of Lake Ontario, about 72 miles to the eastward from Toronto.

Between the 1st August and 8th October, the dredge "Nipissing" was engaged in dredging a portion of the harbour to a depth of 12 feet below zero; removing 13,260 cubic yards of ordinary sand; 1,620 cubic yards of mud; 2,580 cubic yards of clay and 1,200 cubic yards of gravel; or a total of 18,660 cubic yards.

DREDGING AT COLLINGWOOD.

Collingwood, county of Simcoe, is on the Nottawasaga Bay, on the south shore of the Georgian Bay, and is one of the termini of the Grand Trunk Railway. It is 94 miles distant from Toronto. The harbour is a large and commodious one, being protected on the north and east sides by extensive breakwaters, and to facilitate shipping, the Department has for several years had a dredge at work deepening the channel leading to the wharfs and at the wharfs themselves.

At the commencement of the fiscal year the dredge "Challenge" was engaged on work in this harbour, and remained until the 10th August, 1893, and it returned on the 25th June, 1894, remaining at work until the close of the fiscal year. Between the dates mentioned, a cut 300 feet in length and 28 feet in width, was made to 14 feet below zero, through the hard-pan bar outside the western breakwater. Two cuts, respectively 372 and 100 feet in length and 25 feet wide each, were made in the channel in the harbour between the "pier" and "range" lights; and two cuts of 400 and 140 feet in length, and 25 feet wide each were made in the harbour to the northward of the "Town dock;" all the cuts mentioned being made to a depth of 15 feet below zero.

The total quantity of material removed amounted to 5,610 cubic yards, of which 2115 cubic yards were hard-pan, the remainder being clay.

DREDGING AT GODERICH.

Goderich is situated on the southern side of the mouth of the River Maitland, on the east coast of Lake Huron, 68 miles to the northward of Sarnia. The harbour

Department of Public Works.

is an artificial one, having an entrance between piers from the lake; the river which formerly flowed through the harbour having been diverted to flow directly into the lake. Owing to the position of the piers in the lake, the flow of the current which has a constant set to the southward in the lake, much of the sand and detritus brought by the Maitland during freshets, lodges directly off the mouth, or entrance to the harbour, shoaling the water to such an extent that almost constant dredging has had to be done to give sufficient water for the class of vessels frequenting the harbour.

During 1892-93 dredging to the extent of 239,240 cubic yards was executed by dredge "No. 9" which remained and operated between the 14th July and 12th November, 1893, and the 18th to 30th June, 1894. Commencing work on the lake making a channel through the shoal in line with the piers 612 feet in length, and 200 feet in width, to a depth of 20 feet below zero; after which a cut 1333 feet in length, 100 feet in width, giving 18 feet in depth, was made between the piers. Operations were then renewed in the harbour, which has been deepened to 18 feet except in one spot opposite Messrs. Ogilvie & Hutchison's mill, where owing to the existence of rock, a depth of only 16 feet could be obtained.

On commencing work in 1894, it was found that shoaling had taken place in the channel in the lake, and between the piers, necessitating the opening of a new cut 328 feet long and 200 feet wide, outside, and one of 353 long and 200 feet wide between the piers, both cuts having been made to a depth of 19½ feet.

During 1893-94 a total of 156,600 cubic yards of sand, gravel, clay and stone, clay and hard-pan were removed.

DREDGING AT HAMILTON.

Hamilton harbour is that part of Burlington Bay which lies in front of and adjacent to the city of Hamilton.

During 1892-93 dredging was done on the shoal in front of the wharves, under a contract with W. F. B. McNamee.

Between the 13th October and 2nd December, 1893, and the 28th April and 30th June, 1894, the dredge "Nipissing" was engaged in deepening a portion of the shoal referred to and also alongside of McIlraith's and McKay's, the Hamilton Steamboat Company and Murton & Reid's wharfs, the whole to a depth of 14 feet below zero, removing 35,315 cubic yards of sand and mud.

About one-half the area of the shoal has still to be deepened to obtain 14 feet of water over it.

DREDGING AT THE KAMINISTIQUIA RIVER.

This river empties into Thunder Bay, Lake Superior, to the westward of Port Arthur, in the electoral district of Algoma.

Between the 1st July and the 27th September, Messrs. Marks & Macdonald's dredge was engaged on the bar, off the mouth of the river, in deepening and widening the channel. Five cuts were made, and the material excavated amounted to 24,503 cubic yards of cubic yards of sandy clay.

From the 28th September to the 5th October, the dredge worked in the channel in the river up to Elevator "A" of the Canadian Pacific Railway Company, removing 915 cubic yards of sandy clay.

The expenditure during the year amounted to \$5,025.30.

DREDGING AT LIVERPOOL MARKET.

Liverpool Market, formerly Frenchman's Bay or Pickering, in the county of Ontario, is on the north shore of Lake Ontario, about 21 miles east of Toronto.

Between the 12th and 18th July, 1893, the dredge "Nipissing" operated at this place in straightening the channel in the harbour, making three cuts of 400, 180 and 155 feet long, and a width of 25 feet, to a depth of 11 feet below zero, removing

3,000 cubic yards of mud and 180 cubic yards of ordinary sand; or a total of 3,180 cubic yards.

DREDGING AT MEAFORD.

Meaford is on the southern shore of Georgian Bay, and in the county of Grey, 115 miles north from Toronto.

During 1892-93 old piles were removed and the bottom prepared for new pile work inside the harbour, and a quantity of material was removed to a depth of 14 feet below zero outside the landing pier.

Between the 20th October and 6th November, the dredge "Challenge" made three cuts 112 feet in length and a total width of 75 feet on the western side of the harbour, and one cut on the eastern side 200 feet long and 25 feet wide, the whole to a depth of 13 feet. The materials removed consisting of 3,540 cubic yards of gravel, and 480 of clay, or a total of 4,020 cubic yards, which were used for the purpose of filling behind the new pile work.

DREDGING AT MIDLAND.

Midland, Simcoe county, is the Georgian Bay terminus of the Midland division of the Grand Trunk Railway.

In August, 1893, a dredge commenced work in front of the esplanade in order to give a depth of water sufficient for vessels to discharge and receive freight. The work was finished in September, 19,165 cubic yards of material having been removed at a cost of \$5,000.00.

DREDGING AT OWEN SOUND.

Owen Sound is situated in the township of Sydenham, county of Grey, and at the mouth of the Sydenham River, it is the terminus of the Canadian Pacific Railway (Toronto, Grey and Bruce Division) and of the company's line of steamers on the upper lakes.

The sum of \$5,000.00 having been voted towards completing the dredging of the new channel leading into the harbour, work was commenced in July and completed in October, 1893, during which time 39,863 cubic yards of material were removed at a cost of \$4,998.39.

DREDGING AT PORT ARTHUR.

Port Arthur, in the district of Algoma, is situated at the head of Thunder Bay, Lake Superior.

Between the 5th and 12th October, 1893, a dredge was engaged in deepening the harbour inside of the dock to 16 feet at low water, the quantity of material removed being 1,525 cubic yards of clay.

On the 13th October the dredge was moved outside the breakwater, and was employed until the 18th November in enlarging the cut through the bar, the work done being a channel 800 feet long, 135 feet wide and 18 feet deep, 8,885 cubic yards of clay were removed. The cost of the work at this place, including inspection, amounted to \$3,634.25.

DREDGING AT PORT HOPE.

Port Hope, in the county of Durham, is situated on Lake Ontario, 63 miles to the eastward from Toronto, and 102 miles above Kingston.

The harbour is an artificial one formed by piers which have been built into the lake, and, since their construction, a large amount of dredging to provide sufficient depth of water for vessels frequenting the place has been done.

During 1892, and up to the 30th June, 1893, the dredge "Nipissing" did a considerable amount of work bringing it to completion on the 31st July, 1893, having made three cuts of 550 feet in length, and each 25 feet in width, to a depth of 11 feet below zero, removing 2,940 cubic yards of mud.

Department of Public Works.

DREDGING AT PORT STANLEY.

The harbour of Port Stanley is at the mouth of Kettle Creek, in the county of Elgin, on the north shore of Lake Erie, 84 miles from Port Colborne, and 24 miles from London, and is formed by two piers extending into the lake one on each side of the mouth of the creek.

At the commencement of the fiscal year the dredge "Ontario" was engaged in the shoal outside the piers, and continued at work until the 18th August, making one cut at the mouth of the piers 275 feet in length, 23 feet in width and 14 feet in depth; two cuts respectively 300 and 125 feet in length and a total width of 46 feet, to a depth of 12 feet between the piers, and a turning basin varying from 200 to 325 feet in length, and 175 feet in width, with a depth of 12 feet below zero. The following materials were removed, 13,290 cubic yards of clay; 2,320 cubic yards of mud; and 6,630 cubic yards of ordinary sand, or a total of 22,240 cubic yards.

DREDGING IN THE RIVER DETROIT.

The River Detroit connects Lake St. Clair with Lake Erie, emptying into the latter a little below the town of Amherstburg, and 18 miles below the city of Detroit. It is an important waterway, the whole of the shipping from the upper lakes making use of it.

As stated in the annual report of 1892-93, a large amount of dredging was done in the river in front of the wharfs at Amherstburg. Between the 6th November and the 4th December, 1893, and the 16th to the 30th June, 1894, the dredge "Ontario" continued the dredging, and made one cut 435 feet in length, and a second of 315 feet, with a total width of 46 feet, and a depth of 16 feet below zero, in front of Fraser's & Wigle's wharf. A cut 600 feet in length and 23 feet in width was also made in front of the coal wharfs to a depth of 16 feet.

The quantity of materials removed amounted to 7,740 cubic yards of clay, and 300 cubic yards of boulders, or a total of 8,040 cubic yards.

DREDGING AT RONDEAU.

Rondeau is situated at Point aux Pins, on the north shore of Lake Erie, 140 miles above Port Colborne, the entrance to the Welland Canal.

Pointe aux Pins projects into the lake, and incloses a natural basin of over 6,000 acres in area. The communication between this basin and the lake is a channel which has been opened through a sand bank, the sides being protected by crib-work piers which have been placed 250 feet apart, with a depth of 15 feet of water between them.

Between the 21st August and the 5th November, 1892, the dredge "Ontario" made two cuts of 300 feet in length and one of 140 feet, with a total width of 75 feet, to a depth of 16 feet inside the harbour (so called) removing a total of 26,540 cubic yards of clay, mud, sand and gravel.

DREDGING AT THE SAUGEEN RIVER.

The Saugeen River empties into Lake Huron at the village of Southampton, 143 miles above Sarnia. The mouth of the river forms a small harbour and is much used by fishermen and small craft.

To give better accommodation a dredge worked between the 10th and 19th of July, 1893, deepening the river opposite the fishermen's wharfs and fish houses, removing 3,350 cubic yards of material at a cost of \$768.00.

DREDGING AT THORNBURY.

Thornbury is situated on the west side of Georgian Bay, at the mouth of Beaver River, in the county of Grey, thirteen miles west of Collingwood.

During the fiscal year 1892-93 a large amount of dredging was done in opening the entrance of the harbour. Between the 10th August and 25th October the dredge

“Challenge” was again employed; first, in preparing a position for the shelter of the plant engaged during storms; second, in completing two cuts 350 feet in length and 50 feet in width, inside the piers; and third in deepening between the piers over a length of 300 feet and width of 120 feet, the whole of the dredging having been done to a depth of 14 feet below zero. The total amount of materials removed was 19,210 cubic yards, consisting of 2,795 cubic yards of hard pan, 13,665 cubic yards of ordinary sand, and 2,750 cubic yards of gravel.

DREDGING AT WINGFIELD BASIN.

Wingfield Basin, Bruce County, is a natural harbour of refuge on the north-east side of the Western Peninsula, on the west side of the Georgian Bay, about forty-one miles north of Wiarton, and lies within a mile and a quarter of the track of all vessels sailing from and to all parts on the west side and south end of Georgian Bay.

The entrance to the harbour from the bay being narrow and shallow, a dredge was employed to widen and deepen the channel at the entrance, 2,624 cubic yards of material being removed at a cost of \$1,093.00.

Department of Public Works.

CLASSIFICATION and Quantities of Material removed by the following Dredges during the year ended 30th June, 1894.

" CHALLENGE."

Description of Material dredged.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Grand Totals.
	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
Hard-pan	490	1,745	2,040	480	2,520							155	4,910
Gravel		1,790	510	1,470	300								6,290
Clay	2,855	240		180								400	3,975
Sand—ordinary		7,005		6,660									13,665
Totals.....	3,345	10,780	2,550	8,790	2,820							555	28,840

" ONTARIO."

Boulders					250							50	300
Gravel		850	1,110										1,960
Clay	9,010	4,280	1,650		2,780	360						4,600	22,680
Sand—ordinary	2,030	4,600	5,300	9,180	1,400								22,510
Sand—very fine		2,150	3,350										3,500
Mud	2,320	1,110	450										3,870
Totals.....	13,360	12,080	11,860	9,180	4,430	360						4,650	56,820

" NIPISSING."

Gravel		1,200											1,200
Clay		2,580											2,580
Sand—ordinary	4,620	4,200	8,040	6,120	10,440					1,200			33,420
Sand—very fine			180			780						9,557	18,395
Mud	5,940	1,440											8,340
Totals.....	10,560	9,420	8,220	6,120	10,440	780				1,200		9,557	64,535

CLASSIFICATION and Quantities of Material removed by the following Dredges during the year ended 30th June, 1894—Continued.

“QUEEN.”

Description of Material dredged.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Grand Totals.
	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
Boulders.....	250	825	1,252	.....	160	.....	.....	.....	.....	.....	120	466	3,073
Gravel.....	314	1,472	1,255	.....	.....	.....	.....	.....	.....	.....	1,200	5,516	9,757
Clay and stone.....	2,344	2,951	2,757	2,540	3,530	.....	.....	.....	.....	.....	572	210	14,904
Sand—ordinary.....	761	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	761
Totals.....	3,669	5,248	5,264	2,540	3,690	.....	.....	.....	.....	.....	1,892	6,192	28,495

“ST. LOUIS.”

Hard-pan.....	.....	800	555	330	.....	.....	.....	.....	.....	.....	.....	400	2,085
Boulders.....	.....	120	370	120	100	.....	.....	.....	.....	.....	.....	20	730
Gravel.....	1,665	.....	.....	1,080	3,100	.....	.....	.....	.....	.....	.....	.....	1,965
Clay.....	640	760	480	1,560	200	.....	.....	.....	.....	.....	.....	.....	5,960
Sand—ordinary.....	1,455	.....	510	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,725
Totals.....	3,660	1,680	1,915	3,090	3,400	.....	.....	.....	.....	.....	.....	420	14,165

“No. 9.”

Hard-pan.....	.....	.....	.....	1,990	.....	.....	.....	.....	.....	.....	.....	.....	1,990
Gravel.....	11,600	5,550	2,950	950	.....	.....	.....	.....	.....	.....	.....	.....	20,950
Clay.....	7,200	1,500	1,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,700
Clay and stone.....	22,850	12,600	2,150	1,400	.....	.....	.....	.....	.....	.....	.....	.....	39,000
Sand—ordinary.....	4,500	21,050	6,650	2,000	.....	.....	.....	.....	.....	.....	.....	.....	34,200
Sand—very fine.....	.....	2,650	17,050	13,160	6,150	.....	.....	.....	.....	.....	.....	12,750	51,760
Totals.....	46,050	41,850	30,300	19,500	6,150	.....	.....	.....	.....	.....	.....	12,750	156,600

Department of Public Works.

CLASSIFICATION and Quantities of Material removed by the following Dredges during the year ended 30th June, 1894—Concluded.

"No. 11."

Description of Material dredged.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Grand Totals.
	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.	c. yds.
Hard-pan.....												3,610	3,610
Boulders.....												740	740
Clay and stone.....												630	630
Sand—ordinary.....												5,600	5,600
Totals.....												10,580	10,580

"NITHSDALE."

Hard-pan.....				6,450	2,414								8,864
Boulders.....	500			925	495								1,920
Clay.....	2,622	11,910	11,098										25,530
Clay and stone.....	1,023				770								1,793
Sand—ordinary.....	217												217
Totals.....	4,262	11,910	11,098	7,375	3,679								38,324

"ST. PIERRE."

Clay.....					5,072								5,072
Sand—ordinary.....				3,846	3,706								7,546
Totals.....				3,846	8,772								12,618

DREDGE STATEMENT showing Material removed at different localities, total amount of Expenditure on each dredge, and average Cost per cubic yard.

DREDGE "CHALLENGE."

Location.	Hard-pan.	Boulders.	Gravel.	Clay.	Clay and Stone.	Sand, ordinary.	Sand, fine.	Mud.	Totals.
Collingwood.....	2,115			3,495					5,610
Thornbury.....	2,795		2,750			13,665			19,210
Meaford.....			3,540	480					4,020
	4,910		6,290	3,975		13,665			28,840
Total annual expenditure, \$4,778.38. Cost per cubic yard, 16½ cents.									

DREDGE "NIPissing."

Bowmanville.....						4,440			4,440
Liverpool Market.....						180		3,000	3,180
Port Hope.....								2,940	2,940
Cobourg.....			1,200	2,580		13,260		1,620	18,660
Hamilton.....						15,540	18,995	780	35,315
			1,200	2,580		33,420	18,995	8,340	64,535
Total annual expenditure, \$7,022.07. Cost per cubic yard, 10½ cents.									

DREDGE "ONTARIO."

Port Stanley.....				13,290		6,630		2,320	22,240
Rondeau.....			1,960	1,650		15,880	5,500	1,550	26,540
Amherstburg.....		300		7,740					8,040
		300	1,960	22,680		22,510	5,500	3,870	56,820
Total annual expenditure, \$6,135.79. Cost per cubic yard, 10½ cents.									

DREDGE "ST. LOUIS."

Chateauguay.....	60	60	1,665	1,020		3,525			6,330
River St. Pierre.....	1,755	450		760					2,965
Charlemagne.....	270	220		4,180		200			4,870
	2,085	730	1,665	5,960		3,725			14,165
Total annual expenditure, \$5,029.61. Cost per cubic yard, 35½ cents.									

Department of Public Works.

DREDGE STATEMENT showing Material removed at different localities, &c.—*Concluded.*

DREDGE "QUEEN."

Location.	Hard-pan.	Boulders.	Gravel.	Clay.	Clay and Stone.	Sand, Ordinary.	Sand, fine.	Mud.	Total.
Belleville.....		3,073	9,757	.....	14,904	761	.....	.....	28,495
Total annual expenditure, \$9,542.52. Cost per cubic yard, 33½ cents.									

No. "9."

Goderich.....	1,990	.....	20,950	8,700	39,000	34,200	51,760	.....	156,600
Total annual expenditure, \$10,844.69. Cost per cubic yard, 6 ⁹ / ₁₀ cents.									

"NITHSDALE." (Leased.)

Ste. Placide.....		500	.....	25,530	.....	.....	.....	.....	26,030
Grenville.....					1,023	217			1,240
Longueuil.....	8,864	1,420	.....	.....	770				11,054
	8,864	1,920	.....	25,530	1,793	217	.....	.....	38,324
Expenditure \$7,754.08. Cost per cubic yard, 20½ cents.									

"ST. PIERRE." (Leased.)

Berthier.....				6,000	.....	2,772			8,772
Port St. Francis.....						3,846			3,846
				6,000	.....	6,618			12,618
Expenditure \$3,154.50. Cost per cubic yard, 25 cents.									

No. "11."

Chicoutimi.....	3,610	740	.....	.....	630	5,600	.....	.....	40,580
Expenditure \$2,432.14. Cost per cubic yard, 22.98 cents.									

PROVINCE OF MANITOBA.

DREDGING IN THE RED RIVER AND LAKE WINNIPEG.

The Red River of the north has its source in Elbow Lake in the west of the state of Minnesota, in about lat. 47° 7' N., long. 95° 25' W., and after a course of about 665 miles, 525 of which are in the United States, it empties into Lake Winnipeg at a point 21 miles below Selkirk.

Its mouth, where dredging operations have been carried on for nearly ten years, is 21 miles north of West Selkirk, and 45 miles north-east of Winnipeg. The town of West Selkirk is considered the head of navigation for lake boats and is connected with the railway system at Winnipeg by a branch line of the Canadian Pacific Railway.

At a point 17 miles below West Selkirk the river is divided into three branches, known as the east, centre and west branches. The west branch was chosen in 1894, when dredging operations first commenced, as the best in the interests of navigation, and proved to be so up to the commencement of work in 1893.

In the spring of 1893 a careful inspection was made of the three channels, when it was found that the east channel could be improved in a shorter time than the western one, and since June 1893 dredging has been carried on in the east channel. This branch is three miles in length from the forks to the mouth of the river, and from the mouth to deep water in the lake is two and a half miles.

In July and August, 1893, the dredge "Winnipeg" and plant was working at the outer end of the east channel, during which period 43,540 cubic yards of sand and clay were removed.

In September the dredge was moved from the lake and put to work in the west slough near West Selkirk, where a cut about 2,000 feet in length was made, the quantity of material removed amounting to 23,400 cubic yards of clay, and then was placed in winter quarters in October.

The total quantity of material removed during the fiscal year amounted to 66,940 cubic yards, the cost of removal per cubic yard being 18½ cents.

DREDGING IN LAKE MANITOBA AND WHITE MUD RIVER.

The White Mud River empties into Lake Manitoba at a point nine miles due north of Westbourne, in the county of Marquette.

Westbourne is situated on the Manitoba and North-western Railway, and is the place of transshipment in connection with the lake trade. It is 17 miles distant from Portage la Prairie and 73 miles from Winnipeg.

Dredging has been carried on from 1886 until the middle of July, 1893, and consisted in dredging a channel 50 feet wide and 5 feet deep through the bar at the mouth of the river, and improving the river by removing a number of small bars at different places between Tobogan—6 miles from the mouth—and McArthur's landing. A number of boulders have also been removed from the channel.

During 1893-94 the dredge worked to the 15th July in the river, removing 2,260 cubic yards of stiff clay, on which date the plant was laid up having become unfit for further work.

Department of Public Works.

STATEMENT showing the Material removed at different Localities, the Total Annual Expenditure on each Dredge, and the average cost per cubic yard.

DREDGE "WINNIPEG."

Localities.	Hard-pan.	Boulders.	Gravel.	Clay.	Clay and sand.	Sand, ordinary.	Sand fine.	Mud.	Total.
Mouth of Red River									Cub. yds.
Man., Bar of East Channel.....					43,540				43,540
West Slough, West Selkirk—Red River....				23,400					23,400
Total				24,400	43,540				66,940

Total annual expenditure, \$12,320.58 Cost per cubic yard, 18½ cents.

DREDGE "PRIESTMAN."

White Mud River, Lake Manitoba.....					*2,260				2,260
Total annual expenditure.....									\$967.39

NOTE.—There was but fifteen days' dredging done during this year. The amount chargeable to this work, \$679.02. Quantity excavated, 2,260 cubic yards. Cost per cubic yards, 30 cents.

*In July—Plant laid up July 15th, 1893.

PROVINCE OF BRITISH COLUMBIA.

DREDGING AT VICTORIA (INNER HARBOUR).

The dredge "Pacific" was engaged from the 19th August, 1893—after the plant had been overhauled—up to June, 1894, in continuing the deepening of the inner basin in the vicinity of James Bay and in that portion lying above the railway bridge.

In James Bay 31,320 cubic yards of mud and stiff blue and brown clay were removed, while above the railway bridge 26,670 cubic yards of much the same class of material were removed, making a total for the year of 57,990 cubic yards.

DREDGING AT VICTORIA (OUTER HARBOUR).

To continue the deepening to 30 feet at mean low water, spring tides, of the outer harbour of Victoria, the dipper dredge "Mud Lark," with full working equipment and three hopper scows was purchased by the department from Messrs. R. P. Rithet & Co. for the sum of \$24,000 and taken over on the 1st September, 1893.

After some necessary repairs had been made, active operations were resumed on the 6th September and continued until the 1st December, when work ceased to permit certain repairs to be made and a surface condenser put in. On the 24th of the same month work was resumed and was carried on with but few trifling interruptions to the 30th June.

During the year 23,484 cubic yards of sand were removed, and this taking into consideration the hard compact nature of the bottom and the shallow excavation, as well as the exposed position entailing many interruptions by reason of storms and passing vessels, may be deemed a satisfactory showing. The result has been that ships drawing 25 feet can now approach and lie at the wharfs in safety.

CLASSIFICATION of Disbursements of the Dredge "Winnipeg" and Tug "Sir Hector," during the Year ended 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Total.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Wages.....	570	00	570	00	582	00	514	00	145	17	120	00	80	00	80	00	348	17	495	00	670	00	625	00	4,799	34	
Coal.....	712	05	719	41	699	29	699	29	11	44	140	70	11	44	140	70	11	44	140	70	700	00	700	00	3,671	45	
Wood.....	277	57	273	82	235	71	188	57	11	44	171	44	171	44	171	44	213	25	171	44	213	25	266	98	1,627	34	
Stores.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	00	.....	.....	200	00
Equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	461	79	10	67	.....	.....
Repairs.....	59	5	55	25	4	05	40	28	.....	.....	28	63	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pilotage.....
Towage.....
Contingencies.....	80	65	154	27	127	70	63	58	40	00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	1,699	82	1,772	75	1,648	75	806	43	196	61	148	63	80	00	80	00	348	17	1,173	11	2,581	00	1,785	31	12,320	58	
Working expenses.....	1,640	27	1,717	50	1,644	70	766	15	196	61	148	63	80	00	80	00	348	17	906	21	1,919	21	1,774	64	11,222	09	
Repairs, ordinary.....	59	55	55	25	4	05	40	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	461	79	10	67	808	49
do extraordinary.....	200	00	200	00
Totals.....	1,699	82	1,772	75	1,648	75	806	43	196	61	148	63	80	00	80	00	348	17	1,173	11	2,581	00	1,785	31	12,320	58	

Department of Public Works.

CLASSIFICATION of Disbursements of the Dredge "Priestman" and Tug "Victoria," during the year ended 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Total.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Wages.....	250 00		106 50		105 00		30 00		30 00		30 00		30 00		30 00		30 00		30 00		42 50		30 00		30 00		744 00
Coal.....																											154 06
Wood.....	104 51		13 55																								
Provisions.....																											
Stores.....																											
Equipment.....																											
Repairs.....																											
Pilotage.....																											
Towage.....	33 25		30 21																								69 33
Contingencies.....																											
Totals.....	423 76		150 26		105 00		30 00		30 00		30 00		30 00		30 00		30 00		30 00		48 37		30 00		30 00		967 39
Working expenses.....	423 76		150 26		105 00		30 00		30 00		30 00		30 00		30 00		30 00		30 00		48 37		30 00		30 00		967 00
Repairs, ordinary.....																											
do extraordinary.....																											
Totals.....	423 76		150 26		105 00		30 00		30 00		30 00		30 00		30 00		30 00		30 00		48 37		30 00		30 00		967 00

*Wages as caretaker of plant.

CLASSIFICATION OF Disbursements of the Dredge "Pacific" during the Year ended 30th June, 1894.

Items.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Grand Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages.....	126 25	63 12	368 99	565 00	565 00	565 00	565 00	565 00	565 00		1,130 00	1,257 50	6,146 49
Coal.....			75 00	138 75			243 75	225 00			464 88		1,836 75
Wood.....						2 25						1 25	3 50
Water.....		5 79				6 25					4 12		16 16
Provisions.....		9 60	112 20	129 25	82 15	104 32	148 19	134 46	120 87		221 87	238 51	1,361 52
Stores.....		5 25	20 75	17 37	3 45	49 13	23 65	21 95	28 36		64 42	50 07	284 40
Equipment.....				60 66			5 00	26 37	7 60		27 77	224 74	364 95
Repairs.....		68 53	14 02	22 15	1,346 07	12 91			21 60		175 25	632 46	2,280 08
Towage.....				550 00								364 00	914 00
Contingencies.....		1 50				1 00						10 50	13 00
Totals.....	126 25	153 79	591 26	1,483 18	1,986 67	800 86	985 59	972 78	743 13		2,088 31	2,779 03	12,720 85
Working expenses.....	126 25	85 26	577 24	1,461 03	650 60	800 86	985 59	972 78	721 53		1,913 06	2,146 57	10,440 77
Repairs, ordinary.....		18 53	14 02	22 15	1,346 07				21 60		55 25	125 07	256 62
do extraordinary.....		50 00									120 00	507 39	2,023 46
Totals.....	126 25	153 79	591 26	1,483 18	1,986 67	800 86	985 59	972 78	743 13		2,088 31	2,779 03	12,720 85

Department of Public Works.

CLASSIFICATION of Disbursements of the Dredge "Mud Lark" during the Year ended 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Totals.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Wages.....																											
Coal.....																											
Wood.....																											
Water.....																											
Provisions.....																											
Stores.....																											
Equipment.....																											
Repairs.....																											
Pilotage.....																											
Towage.....																											
Wharfage.....																											
Contingencies.....																											
Totals.....																											
Working expenses.....																											
Repairs, ordinary.....																											
do extraordinary.....																											
Totals.....																											

CLASSIFICATION OF Disbursements of the Sloop Boat "Samson" during the year ended 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Totals.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Wages.		532 25		527 10		540 00		540 00		540 00		540 00		540 00		540 00		540 00		540 00		540 00				3,759 35	
Coal.						31 25																				421 25	
Wood.																										163 75	
Water.						114 79																				18 75	
Provisions.		100 73		82 45		118 05																				872 41	
Stores.						92 00																				82 45	
Equipment.						53 30																				186 49	
Repairs.		1,279 11		5 00		204 80																				1,719 85	
Pilotage.																											
Towage.																										40 00	
Wharfage.		16 00		8 50		4 75																				40 00	
Contingencies.																										45 20	
Totals		1,928 09		737 84		839 35		264 80		839 35		6 25		1,208 76		764 36		715 69		770 97		73 39				7,309 50	
Working expenses.		648 98		732 84		786 05								1,208 76		764 36		691 61		733 30		17 50				5,589 65	
Repairs, ordinary		1,279 11		5 00		53 30																55 89				1,175 94	
do extraordinary								264 80																		1,543 91	
Totals.		1,928 09		737 84		839 35		264 80		839 35		6 25		1,208 76		764 36		715 69		770 97		73 39				7,309 50	

Department of Public Works.

FRASER RIVER SERVICE.

CLASSIFICATION of Disbursements of the Snag Boat "Samson" during the Year ended 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Totals.													
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.												
Wages.....																																						
Coal.....					540	00																																
Wood.....					30	00																																
Water.....					146	44																																
Provisions.....					11	70																																
Stores.....																																						
Equipment.....																																						
Repairs.....																																						
Pilotage.....																																						
Towage.....																																						
Wharfage.....			2	50																																		
Contingencies.....			2	50				4	00			3	75																									
Totals.....					732	14			732	14		693	77					52	47			795	71	1,504	98													
Working expenses.....																																						
Repairs, ordinary.....			2	50					732	14		693	77					52	47			795	71	1,504	98													
do extraordinary.....																																						
Totals.....			2	50				732	14			693	77					52	47			795	71	1,504	98													

CLASSIFICATION of Disbursements of the Dredge "Challenge" during the Year ended 30th June, 1894.

Items.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Grand Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages.....	395 00	395 00	395 00	395 00	290 30	31 20	30 00	35 00	325 65	30 00	40 32	367 50	2,639 97
Coal.....	243 15	331 86		209 76									784 77
Wood.....					50 06								
Provisions.....	103 40	103 40	103 40	103 58								35 00	498 84
Stores.....			55 70								21 10		76 80
Equipment.....											24 00		185 53
Repairs.....	4 85	48 25	1 25		5 65	23 97		8 16	23 00	5 50	2 20		573 48
Pilotage.....													
Towage.....													
Contingencies.....	5 35	11 07		2 57									18 99
Totals.....	751 75	889 58	555 35	710 91	256 01	55 17	30 00	43 16	348 65	35 50	87 62	1,014 68	4,778 38
Working expenses.....	746 90	841 33	554 10	710 91	250 36	31 20	30 00	35 00	130 00	30 00	61 55	564 03	3,985 38
Repairs, ordinary.....	4 85	48 25	1 25		5 65			8 16	23 00	5 50	26 07	133 59	256 32
do extraordinary.....						23 97			195 65			317 06	536 68
Totals.....	751 75	889 58	555 35	710 91	256 01	55 17	30 00	43 16	348 65	35 50	87 62	1,014 68	4,778 38

Department of Public Works.

Classification of Disbursements of the Dredge "Ontario" during the Year ended 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Totals.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Wages.....	395	00	395	00	395	00	395	00	395	00	395	52	30	00	30	00	267	69	30	00	157	72	442	07	3,092	00	
Coal.....	248	00	395	25	170	40	265	61	177	85	46	90	30	00	30	00	.....	.....	.....	.....	.....	.....	137	50	1,442	51
Wood.....	102	85	102	75	102	55	102	75	103	80	36	68	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68	22	619	00
Provisions.....	19	99	12	10	.....	.....	58	71	.....	.....	6	54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	81	36	178	70
Equipment.....	.....	.....	76	56	.....	.....	13	50	.....	.....	19	94	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	194	00	304	00
Repairs.....	10	65	24	47	50	63	15	84	2	35	357	52
Pilotage.....
Towage.....
Contingencies.....	8	20	15	97	10	59	3	73	62	00	141	46
Totals.....	774	04	1,008	28	667	95	847	16	701	12	323	94	30	00	45	84	300	07	92	00	173	09	1,172	30	6,135	79	
Working expenses.....	774	04	997	63	667	95	847	16	676	65	273	31	30	00	30	00	31	25	92	00	13	02	951	10	5,384	11	
Repairs, ordinary.....	10	65	24	47	15	84
do extraordinary.....	50	63
Totals.....	774	04	1,008	28	667	95	847	16	701	12	323	94	30	00	45	84	300	07	92	00	173	09	1,172	30	6,135	79	

CLASSIFICATION of Disbursements of the Dredge "Nipissing" during the Year ended 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Totals.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Wages.....	380 00		375 17		380 00		380 00		380 00		140 33		31 15		30 00		341 01		456 24		384 59		385 00		3,683 49	
Coal.....	218 30		281 90		211 50		217 66		263 13		50 01								114 70		235 19		285 69		1,858 08	
Wood.....																										
Provisions.....	104 94		103 00		114 97		107 64		104 94		30 88								23 33		99 45		104 94		793 99	
Stores.....			51 00		58 08						4 10															
Equipment.....																										
Repairs.....			15 65		5 24								9 80		14 53				8 65		39 81		178 90		121 81	
Photage.....																			155 40		43 16		25 61		259 59	
Towage.....																										
Contingencies.....					7 70		17 61						15 00													
Totals.....	703 24		826 72		777 49		722 91		748 07		225 22		55 95		44 53		341 01		758 32		838 40		980 21		7,022 07	
Working expenses.....	703 24		811 07		772 25		722 91		748 07		225 22		46 15		30 00		130 50		602 92		795 24		954 60		6,542 17	
Repairs, ordinary.....			15 65		5 24							9 80		14 53					155 40		43 16		25 61		269 39	
do extraordinary.....																									210 51	
Totals.....	703 24		826 72		777 49		722 91		748 07		225 22		55 95		44 53		341 01		758 32		838 40		988 21		7,022 07	

Department of Public Works.

CLASSIFICATION of Disbursements of the Dredge "Queen" during the Year ended 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Totals.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Wages.....	390	00	407	74	415	00	415	00	401	17	33	00	428	36	462	77	1,003	73	849	54	463	10	415	00	5,684	41	
Coal.....	189	50	233	04	210	60	170	07	188	36											148	53	198	80	1,338	90	
Wood.....			113	10	114	67	114	45	110	69											56	74	111	55	726	08	
Stores.....	6	72	3	20	30	10	60	34															6	98	107	34	
Equipment.....																											
Repairs.....	16	42	21	70	24	03	34	17	15	71	154	74	75	97	335	36	291	05	210	89	85	52	92	86	1,357	92	
Pilotage.....																											
Towage.....																											
Contingencies.....																											
Totals.....	707	52	778	78	799	33	794	03	715	93	187	74	504	33	798	13	1,294	78	1,060	43	919	68	981	84	9,542	52	
Working expenses.....	691	10	757	08	775	30	759	86	700	22	33	00							60	00	546	70	889	48	5,212	74	
Repairs, ordinary.....	16	42	21	70	24	03	34	17	15	71	154	74	504	33	798	13	1,294	78	1,000	43	46	30	92	86	250	69	
do extraordinary.....																					326	68			4,089	69	
Totals.....	707	52	778	78	799	33	794	03	715	93	187	74	504	33	798	13	1,294	78	1,060	43	919	68	981	84	9,542	52	

CLASSIFICATION OF DISBURSEMENTS OF THE DREDGE "St. Louis" DURING THE YEAR ENDED 30th JUNE, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Total.					
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.				
Wages.....	427	50	350	00	375	00	392	50	370	21								320	16	45	00	65	00	249	00	2,644	37			
Coal.....	192	81	36	90	131	17	96	30	119	52													84	96	661	66	661	66		
Wood.....	18	81																						41	56	18	81	18	81	
Provisions.....	92	53	92	35	94	35	92	53	85	92																499	24	499	24	
Stores.....	6	34	22	25	50	00			49	04																127	63	127	63	
Equipment.....																														
Repairs.....					374	47	30	45											55	60				21	59	965	92	965	92	
Pilotage.....			50	00			25	00																		25	00	25	00	
Towage.....			5	78	3	66	2	70																		50	00	50	00	
Contingencies.....	13	25																								25	39	25	39	
Totals.....	751	24	557	28	1,028	65	639	48	624	69								375	76	45	00	65	00	450	94	5,029	61	5,029	61	
Working expenses.....	751	24	557	28	654	18	609	03	624	69								45	00	45	00	65	00	447	11	3,798	53	3,798	53	
Repairs, ordinary.....							30	45										55	60					3	83	339	88	339	88	
do extraordinary.....					374	47												275	16							891	20	891	20	
Totals.....	751	24	557	28	1,028	65	639	48	624	69								375	76	45	00	65	00	450	94	5,029	61	5,029	61	

Department of Public Works.

CLASSIFICATION OF Disbursements of the Dredge "No. 9" during the Year ended 39th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Wages.....	677	22	1,169	90	907	64	926	25	390	50	44	50	38	75	35	00	328	91	45	40	291	86	631	17	5,487	10
Coal.....			18	79			1,014	16																	1,032	95
Wood.....									87	50													80	00	863	44
Provisions.....	170	94	175	00	175	00	175	00	42	35															129	29
Stores.....	39	87	25	97																					228	91
Equipment.....	40	00	181	86																					2,800	44
Repairs.....			1,393	96	714	86	116	12	6	05	193	80			107	95	2	25			10	40	255	05		
Pilotage.....																										
Towage.....																										
Contingencies.....	12	21	124	77			12	78	32	00															302	56
Totals.....	940	24	3,090	25	1,797	50	2,244	31	558	40	238	30	38	75	142	95	331	16	135	30	353	31	974	22	10,844	69
Working expenses.....	940	24	1,161	08	765	33	1,804	37	552	35	44	50	38	75	35	00	38	75	135	30	51	05	719	17	6,285	89
Repairs, ordinary.....			32	25	227	56	439	94	6	05	193	80			5	46	2	25			302	26	255	05	830	88
Repairs, extraordinary.....			1,896	92	804	61									102	49	290	16							3,727	92
Totals.....	940	24	3,090	25	1,797	50	2,244	31	558	40	238	30	38	75	142	95	331	16	135	30	353	31	974	22	10,844	69

CLASSIFICATION OF Disbursements of the Dredge "Nithsdale" during the year ended 30th June, 1894.

Items.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Grand Totals.			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
Wages.....	258	39	320	86	322	00	1,202	51	968	37																3,072	13	
Coal.....	125	00	175	00	36	00	100	00	71	20																507	20	
Wood.....									2	25																2	25	
Provisions.....	77	58	90	00	90	00	90	00	55	30																402	88	
Stores.....			14	30	16	00			38	07																52	37	
Equipment.....																											16	00
Repairs.....									31	09																	31	09
Pilotage.....			22	75																							22	75
Towage.....	6	45					10	05																			3,647	41
Contingencies.....																												
Totals.....	467	42	608	61	478	30	1,402	56	1,170	24	3,626	95	3,626	95												7,754	08	
Working expenses.....	467	42	608	61	478	30	1,402	56	1,170	24	3,626	95	3,626	95													7,754	08
Repairs, ordinary.....																												
do extraordinary.....																												
Totals.....	467	42	608	61	478	30	1,402	56	1,170	24	3,626	95	3,626	95													7,754	08

"ST. PIERRE."

Contingencies.....																												3,154	50
Totals.....							961	50	2,193	00																		3,154	50
Working expenses.....							961	50	2,193	00																		3,154	50
Totals.....							961	50	2,193	00																		3,154	50

Department of Public Works.

CLASSIFICATION of Disbursements of the Dredge "No. 11" during the year ended 30th June, 1894.

Items.	July	August	September	October	November	December	January,	February.	March.	April.	May.	June.	Grand Totals.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Wages.....											177 26	579 18	756 44
Provisions.....											47 33	196 17	243 50
Repairs.....											1,220 82	.....	1,220 82
Towage.....											200 00	200 00
Contingencies.....											11 38	11 38
Totals.....											1,445 41	986 73	2,432 14
Working expenses.....											224 59	986 73	1,211 32
Repairs, extraordinary											1,220 82	.....	1,220 82
Totals.....											1,445 41	986 73	2,432 14

DREDGING PLANT.

The dredging plant belonging to the department is as follows:—

In the Maritime Provinces.

The steam hopper dredge "St. Lawrence."
do do "Canada."
The dipper dredge "New Dominion" and 4 scows.
do do "Prince Edward," 3 scows and 1 water scow.
do do "George McKenzie" 3 scows and 1 water scow.
One stone scow, boiler, engine and grips.

In Quebec and Ontario.

The dipper dredge "Queen" 2 scows and tug "Ottawa."
do do "Nipissing" 2 scows and tug "St. Paul."
do do "St. Louis," 2 scows, coal scow and tug "Sensation."
The elevator dredge "No. 9," 3 scows and tug "Delisle."
The dipper dredge "Challenge" 2 scows and tug "Trudeau."
do do "Ontario," 3 scows and tug "Sir John."
Stone lifters, Nos. 1 and 2.

In Manitoba.

The dipper dredge "Winnipeg," tug "Sir Hector," 2 scows and 1 coal barge.
Dredge "Priestman," tug "Victoria," and 2 scows.

In British Columbia.

The elevator dredge "Pacific," scows and tug "Princess."
The snag boat "Samson."
The dipper dredge "Mud Lark," and 3 scows.

Ship Channel, River St. Lawrence.

Four elevator dredges, tugs "John Pratt," "St. James," "St. Francis," "C. J. Brydges," "M. F. Parsons," "Cartier," 2 stone lifters, 2 coal barges, 12 dump scows of 80 yards capacity, 2 scows of 150 yards capacity, 1 sounding scow, and 2 coal scows, and 2 winch scows.

NEW DREDGING PLANT.

Elevator dredge "Laval" in course of construction.

The "Laval," which was in course of construction at the close of the fiscal year, is a steam elevator dredge, carvel built, and will be 152 feet 6 inches in length over all, 31 feet in breadth, and 11 feet 11 inches in depth.

The boilers are two cylindrical straightway boilers, 18 feet 5 inches with a diameter of 6 feet 4 inches, and are built of $\frac{1}{2}$ inch Dalzell steel of 60,000 lbs. tensile strength.

The engines are 2 coupled vertical direct acting compound engines, high pressure cylinders 15 inches, low pressure cylinders 26 inches by 24 inch stroke.

Department of Public Works.

DREDGE VESSELS, REPAIRS.

During the year 1893-94, repairs were made to the dredging plant, the expenditure thereon being as follows:—

" St. Lawrence ".....	\$ 1,984 91
" Canada ".....	1,936 26
" New Dominion ".....	1,323 20
" Prince Edward ".....	932 60
" Geo. McKenzie ".....	4,883 99
" Challenge ".....	536 68
" Ontario ".....	287 07
" Nipissing ".....	210 51
" Queen ".....	4,089 09
" St. Louis ".....	891 20
" No. 9 ".....	3,727 92
" No. 11 ".....	1,220 82
" Winnipeg ".....	1,098 49
" Pacific ".....	2,023 46
" Mud Lark ".....	334 00
" Samson ".....	1,543 91
" No. 8 " ship channel.....	2,208 81
" No. 11 " do	4,283 89
" No. 12 " do	2,710 82
" No. 13 " do	281 99
" John Pratt " do	1,292 73
" St. James " do	866 68
" St. Francis " do	422 47
" M. F. Parsons " do	1,177 56
" C. J. Brydges " do	236 92
Stone lifters, scows, etc. ship channel.....	6,020 57

III.—GRAVING DOCKS.

The Dominion Government owns and maintains three graving docks, viz., The Lorne graving dock at Lévis in the province of Quebec; the Kingston graving dock at Kingston in the province of Ontario; and the Esquimalt graving dock at Esquimalt, near the city of Victoria in the province of British Columbia.

LÉVIS GRAVING DOCK.

The Lévis graving dock is situated at St. Joseph de Lévis, on the southern shore of the St. Lawrence, two miles east of Quebec. The general plan of the dock is a rectangular figure, 445 feet in length by 100 in breadth, with a circular head 31 feet radius, with a square offset on each side of 19 feet, forming the top and width of the timber slides and stairs which are placed in pairs side by side at either end. The width of the inner invert between the main body of the dock and the caisson berth is eight feet, making the total length of the dock inside the first meeting place of the caisson 484 feet.

The wing wall on the eastern side of the entrance, extends 150 feet from the caisson into the river, while that on the western side extends 270 feet.

The depth of water on the sill is 26½ feet at high water spring tides and 20½ feet at high water neap tides, while the width at the entrance is 62 feet.

The dock is closed by a caisson, travelling on rollers, worked by a pair of high pressure auxiliary engines of 34 horse power. These engines also work a small pump with a capacity of 900 gallons per minute which is used to clean the drainage well when the dock is in use.

The main pumps, two in number, are of the ordinary style of lift pumps, four feet in diameter with a five feet stroke and discharge 14,000 gallons per minute. They are worked by a pair of jet condensing engines, 27½ inches cylinders and three feet stroke and the horse power is 400.

Steam is supplied by three tubular boilers 14 feet 10 inches in length and 6 feet in diameter.

The dock proper is built of limestone from the Terrebonne quarries, the courses being exceptionally large and the stone of the best quality, laid in Portland cement. It is lighted with 12 arc lamps supplied from a Thompson and Houston dynamo, so that vessels can be docked at night and work carried on without interruption.

During the year the dock was kept in good working order with ordinary care to the pumping machinery and caisson, the only renewals being the vacuum and steam gauges in the engine room.

During the months of August and September, 1893, the roof of the building containing the office and shed, as well as the outside wood work of both buildings was painted.

In June, 1894, a stone foundation for a coal shed adjoining the boiler room was built and the frame raised, but the shed was not completed at the close of the fiscal year.

The following is a statement of the vessels which occupied the dock during the year:

LEVIS GRAVING DOCK.

STATEMENT of revenue collected for the fiscal year ended 30th June, 1894.

Date.	Class of Vessel.	Name of Vessel.	Tonnage.	Time in Dock.		Amount.	Remarks.
				From	To		
1893.						\$ cts.	
July 15	SS.....	Hibernian.....		July 13		200 00	Entrance fee.
Aug. 5	SS.....	do			Aug. 1	1,974 10	Bal. dockage.
do 18	SS.....	do		Aug. 10		200 00	Entrance fee.
Sept. 8	SS.....	do		do 12	Sept. 7	3,058 44	Bal. dockage.
do	Str.....	Aleides		Sept. 6		200 00	Entrance fee.
Oct. 30	Str.....	do		do 8	Oct. 28	6,149 40	Bal. dockage.
894.							
June 23	SS.....	Chatterton				200 00	Entrance fee.
do 23	SS.....	Government dredge No. 12				400 00	Winter 93-94
do 23		do do "Laval"		Apr. 21	May 5	405 00	
July 8		do do No. 11	120	May 27	June 1	324 00	
do 8	SS.....	Amarynthia	3,961	June 30		200 00	Entrance fee.
		Total				\$13,310 94	

KINGSTON GRAVING DOCK.

This dock is situated in the centre of the harbour at the foot of Union Street. It is built of stone laid in cement, has good yard accommodation, and can take in any vessel that passes through Welland Canal.

The following is a description of the property, caisson, boilers, engines &c.:

The dock is 280 feet long from the inner face of invert to the foot of the stairs. The invert is 10 feet wide, hence from the inner face of the caisson to the foot of the stairs is 290 feet. This length can be increased by 13 feet, by placing the caisson on the apron line. The width of dock at floor level is 47 feet and at coping 79 feet. The depth is 20 feet 6 inches. The rudder well commences at 10 feet from the inner face of the invert and is 3 feet wide, 12 feet deep and 24 feet long. The keel blocks extend the whole length of the dock at 5 feet centres. There are 32 bilge blocks placed at 10 feet centres. The depth of water on the sill at low water is 16 feet, and at high water 18 feet.

The caisson is 59 feet in length on long face, 57 feet on short face, 13 feet wide by 22 feet deep. It is operated by a worm gear arrangement in connection with the auxiliary engines hereinafter alluded to.

Department of Public Works.

The large steam boilers (battery of 4) are all connected and are provided with controlling valves so that one or more of them may be used at the same time. The length of shell is 14 feet, diameter 5 feet 6 inches, thickness of plates $\frac{3}{8}$ inch, 84, $3\frac{1}{2}$ flues same length as shell. Pressure of steam 100 lbs. to square inch.

The small auxiliary boiler is of the drop flue type. The shell is 9 by 4 feet, plates $\frac{3}{8}$ inch thick, has 250 drop flues $\frac{1}{4}$ by 18 inches, with circulating tubes. This boiler saves from 50 to 75 per cent of the fuel required by one of the large boilers to do the same amount of work.

The main engines, two in number, are of the vertical high pressure type. The cylinder being 18 by 18 inches. These engines operate the two main pumps.

The main pumps are of the centrifugal type, having each a 20 inch diameter discharge and jointly capable of discharging 30,000 gallons per minute against a head of 33 feet.

The auxiliary engines are of the vertical high pressure type. The two cylinders are each 12 inches by 12 inches. These engines operate the auxiliary pump and the caisson.

The fire pump was made by the Knowles Co., of Boston. The steam cylinder is 15 inches by 21 inches and the water cylinder 10 inch by 21 inches. This pump can also be used to do the duty of the auxiliary centrifugal pump, should the latter be disabled.

The pony engine and pump has two steam cylinders each 6 inches by 7 inches. The water cylinder is 4 inches by 7 inches. This pump is used for feeding the water supply to the boilers and for sprinkling purposes, and is capable of lifting 3,000 gallons per minute against a head of 32 feet.

During the fiscal year 1892-93, several material improvements were made to the dock.

A vertical boiler 4 feet in diameter by 9 feet in height was purchased.

This boiler will pay for itself, it is claimed, in one year, as it will save 40 per cent of the coal consumed in keeping the dock free from water flowing through the arterial drains while it is un-watered.

The fire pump was removed from the upper to the lower floor of the engine room. A shed for the storage of coal, the dimensions of which are 30 by 40 feet was built on the wharf south of the machinery building, also a wooden fence of the best description was built around the whole government property for a length of 868 feet, with gates on Gore and Union streets.

The dock has been kept in good working order during the fiscal year 1893-94, and 44 vessels of all kinds representing an aggregate of 19,949.34 tons were docked, the revenue accruing therefrom amounting to \$7,453.01.

The following is a statement of the vessels which entered the dock during the year.

KINGSTON GRAVING DOCK.

STATEMENT of Revenue collected for fiscal year ended 30th June, 1894.

Date.	Class of Vessel.	Name of Vessel.	Tonnage.	Time in Dock.		Amount.	Remarks.
				From	To		
1893.						\$ cts.	
July 31	Tug	"Thomson"		July 29		48 10	
Aug. 2	Steamer	"James Swift"		Aug. 1		53 18	
do 8	Barge	"Albina"		do 7		36 18	
do 9	do	"Harvest"		do 8		52 40	
do 12	Steamer	"Armenia"		do	Aug. 10	125 07	
do 16	do	"Walter Frost"		do 11	do 12	306 07	
do 25	do	"Bannockburn"		do 22	do	100 00	Account for entrance fee.
Sept. 8		"Bannockburn"				1,601 95	Balance dockage.
do 9	do	"North King"		Sept. 5	Sept. 9	320 62	
do 14	Tug	"Glide"		do 11	do 12	20 62	
do 14	do	"Bronson"		do 12	do 12	20 62	
do 14	Barge	"McCarthy"		do 12	do 13	50 80	
do 20	do	"Duluth"		do 18	do 19	67 40	
do 22	do	"Dorchester"		do 20	do 21	75 40	
do 26	do	"Stat"		do 23		64 20	
do 29	do	"Regina"		do 25	Sept. 27	118 96	
do 29	Barge	"Nebraska"		do 27		77 40	
Oct. 2	Tug	"Walker"		do 28	Sept. 29	27 72	
do 10	Barge	"Lancaster"		Oct. 9		43 80	
do 14	Ship	"Minnedosa"		do 12	Oct. 13	154 10	
do 16	Steamer	"Colonial"		do 13	do 15	377 06	
do 16	Tug	"Thompson"		do 16	do 18	62 10	
do 21	Steamer	"Margaret"		do 18	do 20	297 09	
do 30	do	"Hecla"		do 20		100 09	Account entrance fee.
Nov. 7	do	"Hecla"		do 7	Nov. 7	1,434 04	Balance dockage.
do 9	do	"Hecla"				10 80	Extra charge.
do 27	Barge	"Jennie"		Nov. 24	do 26	124 60	
do 27	do	"Cornerib"		do 26	do 29	110 64	
Dec. 1	Ship	"Minnedosa"		Dec. 1		154 10	
1894.							
April 4	Tug	"Bronson, Walker & Hall"		Mar. 26	April 1	80 80	
do 14	Barge	"McCarthy & Glengarry"		April 2	do 13	150 80	
do 16	Steamer	"B. W. Folger"	116 1/2	do 17		23 35	
do 27	Tug	"Glide"	36	do 26		54 30	
do 27	do	"Thompson"	185 5	do 27		67 40	
do 28	Barge	"Montreal"	337	do 27		172 40	
May 9	do	"Duluth"	337	May 8		123 97	
do 17	Schr.	"Plymouth"	730 68	do 7		50 97	
do 17	Tug	"Glide"	36	do 14	May 16	510 97	
do 16	Steamer	"Spartan"	1168 92	do 21	do 25	111 81	
June 1	do	"Galatin"	610	June 1		20 81	
do 9	Schr.	"Jessie Hall"	29	do 8		22 40	
do 29	Tug	"Ottawa"	46	do 6		102 28	
do 27	Barge	"Kilden"	522	do 27			
		Total				\$7,453 01	

Department of Public Works.

ESQUIMALT GRAVING DOCK.

This dock, commenced by the Provincial Government of British Columbia, was assumed by the Dominion Government, and completed and opened in July, 1887, when H.M.S. "Cormorant" was docked. It is situated in a small cove in Esquimalt Harbour, and the following is a description of the dock, engines, pumps and boilers:—

	Feet. Inches.
Length of dock over keel blocks.....	430
Width of inner invert.....	20
do caisson chamber.....	15 10
Total length of dock.....	480 10
Width of dock at coping.....	90
do do entrance.....	65
do do floor of dock.....	41 1
Radius of invert.....	16 6
Depth of water on invert at low water.....	24 6
do do do ordinary high water.....	26 6
Total depth of dock above invert.....	33 6
Height of invert above floor of dock.....	3
do keel block.....	2 10
Length of do.....	4
do caisson (inside facing).....	67
do do (outside facing reversible),.....	71
Width of do over teak meeting faces.....	15 8
2 Condensing engines, cylinders 27 inches diameter, 36 inches stroke.	
2 Lifting pumps, cylinders 48 inches diameter, 60 inches stroke.	
3 Cornish boilers, 6½ feet diameter and 14 feet in length.	
1 High pressure auxiliary engine, cylinders 16 inches diameter, 20 inches stroke.	
1 Centrifugal drainage pump, 14 inches suction, 12 inches discharge.	
1 Return tubular boiler, 5 feet 3 inches diameter, 14½ feet in length.	
1 Hauling engine for caisson, cylinder 12 inches diameter, 14 inches stroke.	
1 Centrifugal drainage pump, 6 inches suction, 5 inches discharge.	
1 Edison No. 4 dynamo, 1,600 c.p., 16 lamps around dock.	
1 Engine for dynamo, 8 inches diameter by 12 inches stroke.	
1 Iron movable stop-gate for caisson chamber.	
25 Iron bollards around dock.	
1 Wooden crane, 10 tons capacity.	
8 Hand capstans.	
6 Hydrants.	
2 Hose reels and 200 feet of canvas hose.	
1 Diving apparatus, complete.	
1 Lathe, 6 feet bed.	
1 Drilling machine.	
1 Set of taps and dies, complete.	
1 Steam box for bending planks.	
2 Iron warping buoys.	
2 Dolphins to mark channel at entrance of dock.	

During the fiscal year 1893-4 seven vessels, with an aggregate tonnage of 10,818 tons, occupied the dock, from which a revenue was derived of \$10,786.70, while the running expenses amounted to \$9,979.59.

Although the decrease in the year's running expenses is attributable in part to the few ships docked, yet it is, for the greater part, owing to the efficient repairs made whereby much pumping was avoided, to the economy effected by using washed nut coal instead of lump coal, and to the careful supervision exercised by the dock-master.

In addition to overhauling the engines and boilers, the caisson was scraped and painted, the caisson bridge folding-gear overhauled and painted, electric light wires were refitted, the steam pump, pulsometer and hand pumps were overhauled, cleaned and painted, and various other repairs and improvements made, and the present state of the dock and premises is satisfactory.

The following is a statement of the vessels which entered the dock during the year :—

ESQUIMALT GRAVING DOCK.

STATEMENT of revenue collected for fiscal year ending 30th June, 1894.

Date.	Class of Vessel.	Name of Vessel.	Tonnage.	TIME IN DOCK.		Amount.	Remarks.
				From	To		
1893.						\$	cts.
Aug. 31	Steamer	"Costa Rica"		Aug. 22	Aug. 24	837	40
Sept. 12	do	"Grandholm"		Sept. 8	Sept. 9	836	40
Oct. 31	do	do			do 9	3	40
do 31	do	"Princess Louise"		Oct. 9	Oct. 22	1,544	20
1894.							
Jan. 3	Barque.	"Harold"	1,376	Nov. 16	Dec. 23	4,555	40
do 3	do	"B. C. Stevedoring Co."		do 17	Nov. 25	3	40
March 5	SS.	"Minerva"	3,345	Feb. 5	Feb. 13	1,927	70
April 24	Steamer	"Montserrat"	1,249	April 23	April 24	500	70
do 20	do	"Quadra"	573	Mar. 19	Mar. 20	580	70
						10,786	70

IV.—SLIDES AND BOOMS.

In connection with the different systems of slides and booms owned and operated by the Dominion Government on the Ottawa River, the St. Maurice River, the Saguenay River, and in the Trent and Newcastle District, the information relative to the work performed and revenue collected during the fiscal year 1892-93 will be found in the following reports, which are respectively the reports of:—

Mr. G. P. Brophy, Superintending Engineer of the Ottawa River Works; Mr. Thos. Berlinguet, Engineer in charge of the St. Maurice River Works; Mr. Thos. Breen, Engineer in charge of Works on the Saguenay River; Mr. R. B. Rogers, Superintending Engineer of the Trent and Newcastle District Works; Mr. E. T. Smith, Collector of Slide and Boom Dues.

REPORT ON THE OTTAWA RIVER WORKS BY MR. G. P. BROPHY.

OTTAWA, 31st August, 1894.

SIR,—I have the honour to submit the following report on the works under my charge, on the Ottawa River and its tributaries, for the fiscal year ended 30th June last.

The pitch of water which prevailed during the late summer and autumn months of 1893, was rather favourable for the "drives" in the main streams, so that most of the various descriptions of timber reached the points of destination, before the season closed.

Department of Public Works.

During the low water period, the foundation of the river works were examined, and a commencement was made of such repair and reconstruction work as was required to make good the defects caused by the action of the ice and floods and by decay and ordinary wear and tear. This work was carried out to completion after navigation had closed, and may be described as follows :—

REPAIRS AT STATIONS ON THE OTTAWA RIVER (MAIN STREAM.)

At *Carillon Station* the planking of the side piers and of floor of slide was repaired; the boom fastenings overhauled, the chain connections adjusted in their tensions and new hard-wood stop-logs provided to take the place of part of a set that had worn out.

At the *Ottawa or South Chaudière Station* the lower or 4th slide had the outlet piers repaired and the planking partially renewed; additional stone filling provided; the waste gate sheeted at corners and both sides of the slide planked with elm. The side piers between the 3rd and 4th slides were strengthened by the removal of decayed timbers and the insertion of new ones, which were stone-filled. Portions of the guide booms between the 1st and 2nd slides were rebuilt where damaged by ice last spring, new timbers put in place and sections of the covering plank renewed. At the entrance to the 1st or upper slide the top timbers of two boom support piers were renewed and filled with stone, and four stop-logs were provided for the upper bulkhead. Certain small repairs were also effected at the roofs, sheds and fences of the general store-house at this station.

At *Hull or North Chaudière Station* the bottom and side planking of the sluiceway at the outlet of the lower slide had to be renewed, the bulkheads strengthened and braced, and three new stop-logs provided. At the slide entrance the bulkhead was repaired and newly planked, two new stop-logs furnished and the guide booms overhauled.

The Roadway between Ottawa and Hull was maintained by spreading a layer of broken granite near the Hull factories; the paving of the roadway approach (127 feet in length), at the southerly end of the Union Bridge, with granite blocks, was duly completed; while at the northerly end of this bridge (for a distance of 225 feet), a section of Belgian porphyry pavement was laid on the approach, and pipes provided for the weeper holes connected with the drain of surface water; the sidewalks of this roadway were removed outwards and supported by iron brackets to afford additional accommodation for vehicular traffic; iron guard rails were laid as curbing to the foot-paths; the sidewalk and railing on the easterly side between the mill tramway crossing and the Hull slide bridge renewed and a further supply of granite blocks procured for an extension of the pavement to a point further north.

BRIDGES AT OTTAWA AND HULL.

The Hull Bridge over the timber slide was strengthened, by placing new stringers under the roadway and inserting new posts and braces under the old stringers and corbels, and also by repairing the plank covering. Notwithstanding these repairs, which may be considered as of a temporary nature, a renewal of this bridge structure is now imperatively required, the principal timbers, after many years' use, having become decayed and unreliable.

The Union Bridge immediately below the Great Chaudière Falls was strengthened by placing iron suspension rods or stirrups in the superstructure and stringer timbers laid under the flooring and a coat of anti-corrosive paint applied to the iron work generally.

The Bridge over the *Chaudière* hydraulic channel and timber slide had its roadway planking repaired and an iron guard rail or curb laid for the protection of the sidewalks. The iron girders and supporting rods, received a coat of paint and the tensions on the bearings were adjusted.

At the *Dufferin and Sapper's Bridges*, over the Rideau canal in this city, certain minor repairs were executed on the roadway planking, and at the *Maria Street Bridge*, over the same water-way, the deck or plank covering was worn out and had to be renewed; and by way of improving the approaches, a quantity of road metal was laid.

In addition to the repair work above described as having been performed on the bridges, it may be borne in mind that the cleaning of snow and ice from these structures, between Ottawa and Hull, was also carried out under this management, as well as a large amount of road cleaning and the carting of the scrapings away. This thoroughfare between the Hull slide and the Union Bridge is altogether too narrow for the immense traffic it has to accommodate and no doubt will have to be widened at an early date. The granite paving commenced at the southerly, or city of Ottawa end, should be extended to Hull, as nothing of a less durable nature will stand the very heavy traffic.

Chats Station.—At this place the bulkhead piers of the slide were faced with oak plank, the bottom of the slide partially covered with elm; new apron timbers and bolts provided and both sides of the canal leading to the slide faced with timbers at the curves. The bulkhead stop-log checks were faced up anew and the hoisting and boom chains repaired and made more serviceable.

Chenault Station.—The boom mooring piers and floats at the gaps were repaired and strengthened and the mooring and boom chains adjusted.

Portage-du-Fort Station.—The main guide boom timbers where decayed and broken were removed and replaced by new ones; a support pier was built on the shore to keep the boom in position; the upper timbers of the side pier on the northerly side near the foot of the slide were renewed and the stonefilling levelled up, while the dam on the southerly side of the entrance to the slide was repaired in its timbers and planking, and stanchied as against leakage.

Calumet Station.—New plank covering had to be provided for the booms at the head of the canal; oak binders inserted in the boom timbers and new timbers and covering laid on the guide booms at the slide entrance.

Joachim Station.—The booms at the head of the slide were thoroughly strengthened by the insertion of new timbers; the main dam supported by the construction of a new pier behind it; a covering of four-inch plank spiked on the lower side of dam and the stop-log recesses lined and faced with plank. Certain other minor repairs were effected at *Mountain* and *Rocher Capitaine Station* on the Ottawa, but they were attended to by the men on the works.

REPAIRS ON TRIBUTARIES OF THE OTTAWA.

Gatineau River.—Considerable cutting of ice had to be done at this station in the spring to enable the men in charge to prepare the booms for the season's business. The old guide boom above the railway bridge, which, besides being too short, was waterlogged and unserviceable, and had to be abandoned. A new boom was therefore substituted for it, the length being 184 feet, three ply at the upper and six at the lower end, stiff throughout and well fastened with screw-bolts, nuts and washers. Some of the crib-work in the piers had also to be repaired as well as the floats and stages at the sorting gaps, and the fences around the government property near the canal reserve were strengthened up, and debris in the shape of bark and other rubbish removed from the log channels.

Madawaska River.—On this stream as formerly reported, the works were much shaken up and damaged by ice shoves and the spring floods of 1893, and later on by the spread of fire at some of the upper stations. The work of repairs therefore was more extensive than usual and consisted of the building of a glance pier, at the foot of the *Arnprior Slide* on the westerly side. At *Balmer's Island* the pier dam, for a distance of 145 feet was thoroughly overhauled, as the principal timbers had been knocked out and the stone-filling carried away.

Springtown.—The boom here was strengthened by the substitution of new pieces of timber for some lengths that had been damaged. At *High Falls* station, the

Department of Public Works.

upper bulkhead pier at the southerly entrance to the slide was dilapidated and therefore had to be rebuilt and stone-filled; the main dam stanch and repaired; the sides of pier at lower governing bulkhead faced with maple plank and the bottom and side planking of the slide renewed where required.

At *Ragged Chute*, the long dam closing the northerly channel for about 350 feet of its length was raised, on an average $3\frac{1}{2}$ feet, stone-filled and planked on top. This work was somewhat tedious owing to the difficulty experienced in removing ice and debris and the trouble of reaching the site with timber.

The bulkhead side entrance piers and other head-works of the *Chain Rapids* slide, having been destroyed by fire, it was necessary to rebuild them and also to face with hardwood portions of the sides and bottom of the slide and the glance at the outlet, as well as to provide new stop-logs for the waste-gate. At this place some of the pier timbers on the line of guide-boom supports had to be renewed, and fenders placed on the piers.

Coulonge River—The principal repair work on this stream was rendered necessary by the rock falls that took place from the almost perpendicular bluffs that skirt the slide from its head near the *High Falls*, to its outlet at the foot of the rapids, a distance of about 3,000 feet. From time to time, exposure to the weather causes large portions of this rock to become detached and it so happened in this case that one of these shoves broke and displaced about 120 feet in length of the slide in its superstructure, supports, bents, and foundation timbers, carrying the same to the brink of the gorge. This rock obstruction was removed, the break closed and a crib, well filled with stone, built as a safeguard against a further outward movement. The bottom and sides of the slide had new planks inserted where worn out; a new guard rail and foot plankway constructed where the slide structure passes through a portion of an eddying whirlpool, opposite the foot of the main fall or chute, and certain small repairs effected at the guide booms near the head.

Black River—The slide situated at a short distance from the mouth, had some of its planking repaired, spikes driven in where projecting and the boom fastenings adjusted.

WORK OF RECONSTRUCTION.

The only work done under this head was on the *Petewawa River*, where at the *first chute*, the debris, incidental to the break that took place during the spring flood of 1893, was cleared away and a new slide built on an improved site near to that occupied by the old one. The dams and piers which had sustained damage on that occasion were also overhauled and rock obstructions removed by blasting. At the *second chute*, the slide was rebuilt at the upper end and splayed out for a distance of 130 feet, in order that an improvement could be effected in the manner of feeding it. The governing dam was partially reconstructed and strengthened in the middle section and the guide booms and piers repaired.

At the *Third Chute* slide, new stop logs were provided; the planking repaired and the retaining dam rebuilt, stanch and loaded with stone in its foundations and toe-timbers, on the upper face. At the *Half Mile and Bois dur Rapids*, obstructions of rock were blasted and removed from the channels leading to the slide, at the last named station and a quantity of timber provided for the purpose of carrying out repairs at side dams and piers, at a lower stage of the water.

Traverse Station—The side piers at entrance of slide were reconstructed and stone filled; the dam timbers levelled up and replanked and the guide booms thoroughly strengthened by partial renewal. At *McDonell's Chute*, the main dam on the northerly side of the slide 133 ft. long and 10 ft. high, was, for the most part, rebuilt and a renewal effected of the bulkhead pier near the entrance; ledges of rock obstructing the outlet of the retaining boom and the approaches to the slide were blasted out and removed, and a much required retaining boom, built at a suitable place about 1,400 ft. above the slide. At *Cedar Lake* portions of the long governing dam at the outlet were removed and the damaged timbers in the piers and sluice ways replaced by new ones, the cribwork levelled up by stone filling, the face of

the dam and piers stanchied, and boulders removed by blasting from the channel below the main discharge. A section of the guide boom was also renewed and improvements made in the stop log hoisting apparatus.

By the opening of navigation, which took place at an earlier date than usual in 1894, the works were all ready for the season's business. The floods, more especially on the tributaries falling into the Ottawa from the south, soon reached their normal height in the spring and the drives were early on the move, and it may be said that the works suffered comparatively little damage from ice shoves or the action of high water. It was not long, however, before the creeks and upper feeders began to subside; and had it not been for the timely rainfalls near the head waters and in the Upper Ottawa valley, the lumbermen would not have been so successful in getting out their logs and timber to the main stream and lower rafting stations.

The following statement, which is copied from a return furnished by the collector of slide dues in your department, shows the quantities of the various descriptions of timber that passed the government works together with the accrued revenue as tolls for the fiscal year covered by this report:

Square white pine timber.....	45,279
Square red pine timber.....	1,673
Boom and dimension timber.....	61,148
Round spruce timber.....	7,645
Round and flat timber.....	9,261
Pine saw logs.....	3,201,464
Long cedars.....	4,931
Railroad ties.....	210,893
Fence posts.....	186,236
Total.....	3,728,530

— and 5,001 cords of pulpwood. The revenue accrued on the above was \$63,832.38.

In respectfully submitting the above,

I have the honour to be, sir,

Your obedient servant,

GEO. P. BROPHY,
Superintending Engineer, Ottawa River Works.

REPORT ON THE ST. MAURICE RIVER WORKS, BY F. X. THOS. BERLINGUET.

THREE RIVERS, 4th October, 1894.

SIR,—I have the honour to submit the following report on the works under my charge, on the St. Maurice River, for the fiscal year ended 30th June last.

The freshets of the season of 1893 were larger than usual. The river commenced to rise on the 9th April, and reached its maximum height on the 15th May, corresponding to 16 feet above low water, and being 3 feet 9 inches higher than the maximum of 1892.

After the 15th of May, 1893, the water commenced to recede rapidly, and reached its minimum height on the 24th August, corresponding to 2 feet 8 in. gauge at Grandes Piles.

The water level rose 6 feet 1 inch in eight days, from the 24th August to the 2nd September, giving a high pitch of water for the descent of the logs; this was the first and only good pitch of water that we had during the season.

Owing to the changes and improvements made at the different stations, I succeeded in preventing any breaks such as occurred at Ste-Anne de la Pérade and other places in the neighbourhood. At Ste. Anne alone, over 25,000 logs were lost during the rise of water above referred to.

The lumber merchants, finding that the plan of a joint drive worked well in 1892, repeated it in 1893, with satisfactory results.

Department of Public Works.

After the working season, the slides, piers and booms were examined, and in the fall the necessary work of repairs and reconstruction were executed, which may be described as follows:—

At Grandes Piles Station:—Two anchor piers (Nos. 11 and 12) were built. * Pointe à Madeleine, to retain logs on the western side of the river.

At Grand' Mère Station:—Slight repairs were made to the main boom.

At Shawenegan Station:—The bottom and sides of the slide were partially repaired by replacing the worn-out timber and planking with new material. New stop-logs were also provided, and the apron faced with hard wood, and the projecting spikes in the bottom and sides of the slides were countersunk.

At pier No. 39 some of the sheathing carried away by the ice was replaced, and piers Nos. 52, 53, 54, 57, 58, 59, 60, 61 and 62 in the Bay of Shawenegan were renewed. A telephone line has been built from Shawenegan slide to connect with that of the Laurentian Telephone Company at Grandes Piles.

At Three Rivers Station:—Slight repairs were made to the booms, to straighten them, and mooring posts were placed where necessary.

The following statement, furnished by the collector of slide and booms dues, in your department, shows the quantities of the various descriptions of timber that passed the government works, together with the amount of revenue accrued as tolls, for the fiscal year covered by this report:—

STATEMENT of the number of pieces of saw logs, &c., that passed through the Government slide and works on the St. Maurice River, during the fiscal year ended 30th June, 1894.

Saw-logs	607,096 pieces.
Railway ties	1,986 “
Total	609,082 “

Also 14,658½ cords of pulp-wood.

The revenue accrued on the above was \$14,544.55.

The amount of expenditure for staff, maintenance and repairs for fiscal year ended 30th June, 1894, was:—

Staff and maintenance expenses.....	\$7,313 89
Repairs at Grandes Piles Station	261 88
“ Grand' Mère “	243 89
“ Shawenegan “	1,261 13
“ Three Rivers “	593 53
Total expenditure for 1893-94	\$9,674 32

The revenue during the fiscal year 1893-94 exceeded the expenditure by \$4,870.23, and is the largest since the establishment of the St. Maurice works in 1854.

I have the honour to be, sir,

Your obedient servant,

F. X. THOS. BERLINGUET,
Acting Superintendent Engineer.

LOUIS COSTE, Esq.,
Chief Engineer, Department Public Works,
Ottawa.

REPORT ON THE SAGUENAY SLIDE AND BOOMS, BY MR. THOMAS BREEN.

QUEBEC, 17th September, 1894.

SIR,—I beg leave to report that during the fiscal year ended 30th June last, the appropriation of \$2,000 towards repairing the Saguenay slide and premises was spent in effecting necessary repairs of breakage and leakage, here and there, both in

bulkhead and slide generally, and particularly in the complete renewal, in every respect, of 300 feet in one continued stretch of the same in its highest part, all the timber used being of red spruce and the best of its kind.

Last May the water rose 22 feet above its normal level, and the superintendent had to raise the bulkhead to protect it from injury and the slide from imminent danger of being partly carried away.

Repairs were also made to the premises, especially the shed which had to be roofed and shingled over.

During the fiscal year 1893-94, 24,650 pieces of timber, of the undermentioned dimensions and kinds, passed through the slide:—

161	white pine logs.
23,759	spruce logs.
365	pieces of timber 25 feet long.
365	do do 30 do

I have the honour to be, sir,
Your obedient servant,

THOMAS BREEN,
Engineer in Charge.

LOUIS COSTE, Esq.,
Chief Engineer, Department of Public Works,
Ottawa.

REPORT ON THE TRENT AND NEWCASTLE DISTRICT WORKS, BY MR. R. B. ROGERS.

PETERBOROUGH, 15th November, 1894.

SIR,—I have the honour to submit the following report on the works under my charge in connection with the Department of Public Works for the fiscal year ended 30th June last.

The works on these waters are constructed for two purposes—those erected to facilitate the descent of timber, which are under the control of the Department of Public Works, and those erected for the improvement of navigation, which forms part of the system of the Trent Canal, and which is under the control of the Department of Railways and Canals. As the interests of navigation are every year becoming more important, and large expenditures of money are being made by the Department of Railways and Canals for the improvement of navigation, it is necessary that greater facilities be given the lumbermen to enable them more easily to prevent the interference of their logs with navigation. It has been difficult to induce the lumbermen to recognize the rights of navigation, but matters in this direction have much improved of late years.

The Messrs. Gilmour & Co., of Trenton, have made a new departure and now bring their logs from the Lake of Bays, in the Muskoka waters, into the Trent waters. They have erected works for this purpose of considerable magnitude, consisting of jack-ladders, sluices, etc., by means of which the logs are carried over the height of land. Another large firm, I understand, are also contemplating a similar scheme.

The water during the spring was not as high as the average, but the water for the year was of a fair average height. The following works were executed at the different stations:—

Fenelon Falls.

Two new piers were built in Cameron's Lake for the purpose of anchoring the booms of logs, prior to their running the slide. New tops were also built on eight of the old piers. A separate channel has been boomed off on both sides, from the upper piers in Cameron's Lake to the entrance of the slide, a distance of about 2,000 feet. At the slide, a three-stick boom, 210 feet, and a two-stick boom, 215 feet in length, was built, to form a glance.

Department of Public Works.

The works at this station are now in good condition, and every facility is provided for the running of logs.

Buckhorn.

The glance booms at the slide, which were broken by the ice, were repaired and a pier, also moved by the ice, was replaced.

Burleigh.

A new flat dam, 185 feet in length and 6 feet high, was built across the crest of the falls, for the purpose of drowning out the rapids above, and throwing the logs into the slide at the north side. A new slide, 18 feet wide in the throat and 90 feet long, was built to carry the logs down into Stony Lake. A single stick boom, 425 feet long, was also placed as a glance to the slide. Everything at this station is now provided to facilitate the passage of logs, and what was formerly a most dangerous and difficult undertaking, is now an easy task.

Katchewanoe Lake.

The boom was overhauled and placed in its former position, from where it had been forced by the pressure of the logs.

Peterborough.

The boom in Little Lake was repaired, and a new top built on one of the piers. Several minor repairs were executed, at the several stations along the route. At the present time the works are all in a satisfactory state for the running of timber, though, as the importance of navigation increases, further protection from the interference of logs with navigation will still be required.

I have the honour to be, sir,
Your obedient servant,

RICHARD B. ROGERS,
Superintending Engineer.

LOUIS COSTE, Esq.,
Chief Engineer, Department of Public Works,
Ottawa.

STATEMENT showing the number of pieces of Timber, &c., which passed over the different slides on the River Trent and Newcastle District Works, during the fiscal year ended 30th June, 1894.

Station.	Pine saw logs.	Boom timber.	Fence posts.	Long cedars.	Railroad ties.	Telegraph poles.
Fenelon Falls.....	158,966	3,036	33,695	7,636	73,828	.....
Bobcaygeon.....	93,635	2,668	31,098	7,636	25,230	.....
Buckhorn.....	93,635	2,668	31,098	7,636	25,230	.....
Lovesick.....	202,034	3,589	47,057	10,012	115,524	140
Burleigh Falls.....	202,034	3,589	47,057	10,012	115,524	140
Young's Point.....	202,034	3,589	47,057	10,012	115,524	140
Lakefield.....	175,239	2,870	60,989	13,010	122,176	207
Peterborough.....	94,530	2,776	46,766	12,907	41,958	140
Hastings.....	94,530	2,776	46,766	12,907	41,958	140
Heeley's Falls.....	94,530	2,776	46,766	12,907	41,958	140
Chisholm's Rapids.....	153,334	7,515	48,374	.....	44,244	144

RICHARD B. ROGERS,
Superintending Engineer.

REPORT ON THE COLLECTION OF SLIDE AND BOOM DUES, BY MR. E. T. SMITH,
COLLECTOR.

DEPARTMENT OF PUBLIC WORKS,
COLLECTION OF SLIDE AND BOOM DUES,
OTTAWA, 21st November, 1894.

SIR,—I have the honour of submitting my report on that branch of the service confided to my charge, namely, the "Collection of Slide and Boom dues," for the fiscal year ending 30th of June last.

OTTAWA DISTRICT.

The revenue accrued during the past financial year, including interest, was \$64,261.01, being \$3,881.92 more than the preceding year, the increase being due to the much larger quantity of saw logs which passed through the works, viz., 3,209,109 pieces, or 873,101 pieces more than last year (See Statement No. 1). On the other hand the quantity of square timber was much less, being only 46,952 pieces white and red pine, compared with 66,390 pieces in 1892-3, a falling off of 19,438 pieces.

Of the revenue accrued there was uncollected on 30th June last \$1,109.63 of which \$361.10 was received in July. The Department of Justice has notified us that they have the cheque of McRae Bros. & Co. for \$368.73, and the remainder \$379.80 was deducted in settlement by Mr. Booth, of an account for which this department had requested the Finance Department to issue a cheque, but the Auditor General refused payment of it because Mr. Booth's name appears in statements Nos. 3 and 4 as owing dues which I have repeatedly reported as disputed, but which the Auditor General says must be decided by competent authority, before he would allow this amount to be credited to Mr. Booth's account. As the matter stands it would appear that Mr. Booth owes this department \$379.80, although he has furnished goods to that amount for which he has never been paid.

Therefore, as the accounts stand, I have the satisfaction of stating that not one dollar of the dues of 1893-4, is owing at this date.

Of the remaining items of ordinary dues accrued since I took charge, viz., 1st July, 1889, the first, R. Gorman, \$397.50, is secured on a raft of timber in Quebec, but I hope to collect it this month, the other, \$28.42, is in the hands of a solicitor for collection. I do not know, however, what progress he has made in the matter.

The amount of dues accrued prior to 1st July, 1889, remains at the same figure as last year, viz., \$57,224.75, being amounts that are either wholly irrecoverable, or such as are claimed should be written off.

In short, the collections from the Ottawa District for the year, were

Of dues accrued during fiscal year 1893-4.....	\$62,722 75
Interest.	428 63
	<hr/>
	\$63,151 38

The amounts outstanding uncollected on 30th June last were as follows:

Of dues accrued prior to 1st July, 1889, when the collection was transferred to this department; including dues at Quebec.....	\$57,224 75
Accrued during year ending 30th June 1890.....	6,903 05
do do do 1891.....	425 92
do do do 1894.....	748 53
	<hr/>
Total	\$65,302 25

Department of Public Works.

Herewith inclosed are five statements relating to the Ottawa District, viz. :—

- No. 1. Statement of the number of pieces of timber, etc., which passed through the works during the year ended 30th June 1894.
- No. 2. Statement of dues accrued from each of the slides and works during the year ending 30th June, 1894.
- No. 3. Statement of dues accrued 1st July, 1889, uncollected 30th September, 1894.
- No. 4. Statement of dues outstanding at Ottawa on 1st July, 1889, uncollected 30th September, 1894.
- No. 5. Statement of slide dues outstanding at Quebec, 30th June, 1889, not collected 30th September, 1894.

In conclusion I have to mention that as the stumpage dues on saw logs and dimension timber have been, for many years, levied by the Provincial Government on the board measure contents, the justice of the system was recognized and on the 27th June last, an order in council was passed changing the tariff to rates per 1,000 ft. B.M., instead of per piece as formerly, at the same time new regulations were enacted to meet this change. I may also mention that reductions were made in the charges for the use of the works on the Petewawa, Madawaska, and Gatineau rivers which, based on the output of 1893-4, would give an estimated reduction of about \$13,000, but nevertheless, the works will yield an income amply sufficient to maintain them in a state of efficiency.

ST. MAURICE DISTRICT.

The revenue accrued from this district during the fiscal year was \$14,371.82 exceeding that of the previous year by \$2,518.67 all of which was paid.

The arrears of previous years unpaid 30th June last amounted to \$15,922.39, of which there has been collected through the Department of Justice since 1st July last \$1,440.90, leaving outstanding unpaid on 30th September last \$14,481.49, full details of which will be found in Statement No. 6.

N. B.—As the business on the River St. Maurice has increased so rapidly within the past four years and continues to grow, I make bold to suggest that some provision should be made this winter for holding back the logs above Shawenegan Falls, when required, and thus ensure the safety of the works at the mouth of the river.

SAGUENAY DISTRICT.

The revenue accrued amounted to \$523.81 which with arrears from previous years, amounting in all to \$10,062.72, remain unpaid. The matter is however before the Department of Justice.

Statement No. 7 explains why Messrs. Price, Bros. & Co., the only parties concerned have so far declined to pay these dues.

NEWCASTLE DISTRICT.

The amount of dues accrued under the new tariff of 1893 was \$5,088.62, of which \$2,069.87 was collected, the remainder being the last two items in the accompanying statement No. 8, were disputed on the ground that we are charging tolls for the use of works constructed to facilitate navigation and which are really obstructions, not aids, to the lumber trade, this matter is now under the consideration of the Department of Justice.

With regard to the remainder of the amount shown as outstanding on the 30th September last, viz., \$5,767. in the Boyd case, the Exchequer Court decided, practically, that we had no right to exact dues after the year 1881 under the old regulations, therefore nearly all this amount should be written off.

As anticipated in my last report the output of square timber last winter was the smallest on record, and in all probability it will be smaller this year.

The output of saw logs will, provided no very unfavourable circumstances intervene, in all likelihood be about the same as last year.

On the St. Maurice, where the timber is all taken out in the round, the estimated cut will be largely increased.

With regard to the Saguenay and Newcastle districts, I have no information as to the coming year's work.

I have the honour to be, sir,
Your very obedient servant,

EDWARD T. SMITH,
Collector of Slide and Boom Dues.

No. 1.—STATEMENT of the number of pieces of Timber, Saw-logs, &c., that passed through the Government Slides and Works, on the River Ottawa and its tributaries, during the fiscal year ending 30th June, 1894.

Square white pine timber.....	45,279	pieces.
do red do.....	1,673	do
Boom and dimension timber.....	61,148	do
Round and flat.....	9,261	do
Pine saw-logs.....	3,201,464	do
Round spruce-logs.....	7,645	do
Long cedars.....	4,931	do
Railway ties.....	210,893	do
Fence posts.....	186,236	do
Total.....	3,728,530	do

—And 5,001 cords pulpwood. The revenue accrued on the above was \$63,832.38.

EDWD. T. SMITH,
Collector of Slide and Boom Dues.

DEPARTMENT OF PUBLIC WORKS.
OTTAWA, 30th June, 1894.

Department of Public Works.

No. 2.—STATEMENT showing the Dues accrued on each of the undermentioned Government Slides and Works, on the River Ottawa and its tributaries, during the fiscal year ending 30th June, 1894.

Name of River.	Name of Slides or other Improvement.	Accrued to each Slide or Work.	Accrued to each River.
		\$ cts.	\$ cts.
River Ottawa.....	Rocher Capitaine slide.....	131 00	
	Des Joachims do.....	776 00	
	Calumet do.....	1,239 75	
	Portage du Fort do.....	413 25	
	Chats do.....	1,320 25	
	Chaudière do.....	2,852 48	
	Hull do.....	4,799 68	
	Chenaux Boom.....	7,421 92	
			18,954 33
Petawawa.....	Cedar Lake to Meno Rapids.....	604 20	
	New slide near Lake Traverse.....	1,440 75	
	Lake Traverse, Front Lake.....	946 33	
	Crooked Chute.....	875 33	
	Bois dur to River Ottawa.....	3,399 64	
			7,266 25
Madawaska.....	Ragged Chute and High Falls slide and improvements.....	11,859 28	
	Improvements below High Falls, Arnprior.....	3,482 65	
	Slide at Arnprior.....	1,208 34	
	Boom at the mouth.....	1,652 56	
			18,202 83
Coulouge.....	Coulouge slide.....		8,840 02
Dumoine.....	High Falls slide.....		34 35
Black River.....	Black River slide.....		1,873 20
Gatineau.....	Gatineau boom.....		8,661 40
	Total.....		63,832 38

EDWARD T. SMITH,
Collector of Slide and Boom Dues.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 30th June, 1894.

No. 3.—STATEMENT of Slide and Boom Dues accrued from the Ottawa River Works since 1st July, 1889, outstanding on 30th June, 1894, remaining uncollected on 30th September, 1894.

Name.	Year to which dues belong.	Chaudiere Boomage in suspense.	Ordinary Dues.	Total outstanding.	Remarks.
		\$ cts.	\$ cts.	\$ cts.	
J. R. Booth.....	1889-90.....	2,561 69		2,561 69	} Chaudiere Boomage reported to Council and referred to the Treasury Board. Should be written off.
The Bronson and Weston Lumber Co.....	1889-90.....	2,056 96		2,056 96	
Perley & Pattee.....	1889-90.....	1,203 26		1,203 26	
Wm. Mason & Son.....	1889-90.....	167 66		167 66	
Pierce & Co.....	1889-90.....	913 48		913 48	
Robert Gorman.....	1890-91.....		397 50	397 50	Dues secured.
Alex. Fraser, acct. of					
Thos. Stephens.....	1890-91.....		28 42	29 42	} Legal action to collect this. Sent to the Dep't of Justice. Retained by Mr. Booth in settlement, being amount of an account due him which the Auditor General refuses to pay as Mr Booth appear'd to be in arrears in this, and statement No. 1.
McRae Bros. & Co.....	1893.....		368 73	368 73	
J. R. Booth.....	1893.....		379 80	379 80	
Total.....		6,903 05	1,174 45	8,077 50	

EDWARD T. SMITH,
Collector of Slide and Boom Dues.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 30th September, 1894.

Department of Public Works.

No. 4—STATEMENT of Slidage and Boomage, from Ottawa Slides and Works, accrued prior to 1st July, 1889, Outstanding 30th June, 1894, and remaining uncollected on 30th September, 1894.

By whom Due.	Bad and Doubtful Debts.	Chaudière Boomage in Suspense.	Other Slide and Boom Dues Disputed.	Total Dues outstanding June, 1894.	Year to which dues belong.	Remarks.
	\$	\$	\$	\$		
John & Wm. McLean	53 14	See note A * in remarks.		53 14	1873	Insolvent.
James Yuill	9 29			9 29	1876	Overcharge.
John Rowan	342 50			342 50	1872 and 1873	Insolvent.
Lemieux & Charette	21 30			21 30	1873	do
Tailion & Laspierre	148 10			148 10	1873 and 1874	do
Mcgrove & McHarry	261 42			261 42	1873 and 1874	do
W. C. Wells	600 90			600 90	1873 and 1874	do
Dufresne & McGarity	528 80			528 80	1874 and 1875	do
Walton Smith	171 46			171 46	1874 and 1875	do
A. H. Baldwin	3,507 92			3,507 92	1871 to 1874	do
Hon. James Skead	9,807 65			9,807 65	1861, 1862, 1864, 1869, 1875 to 1878	do
Batson & Currier	5,558 70			5,558 70	1875 to 1877	do
A. F. A. Knight	546 30			546 30	1878	do
James Walker	11 25			11 25	1877	do
R. Campbell & Son	1,558 50			1,558 50	1879 to 1881	do
James G. Bryson	73 50			73 50	1886	do
Costello Bros	90 62			90 62	1882	do
N. E. Cormier	428 34			428 34	1888	do
John R. Booth		9,871 93	398 88	10,270 81	1881 to 1888	\$398 88 counter claim for damages by the breaking of Coulonge boom
Ferley & Pattee		8,880 85	419 10	9,308 95	1880 to 1888	do
The Bronson & Weston Lumber Co.		8,180 79		8,180 79	1881 to 1885	do
Pierce & Co.		462 18		462 18	1888	do
G. A. Grier & Co.		1,060 59		1,060 59	1886 and 1887	do
Estate late Levi Young		1,461 20		1,461 20	1881 to 1885	do
Wm. Mason		413 85		413 85	1881 to 1888	do
Gilmour & Co.		406 27		406 27	1884	do
John Rochester		258 88		258 88	1881 to 1883	do

A * Chaudière boomage.
These parties claim that they have maintained these works wholly at their own expense since 1881.

No. 4.—STATEMENT of Sludge and Boomage, from Ottawa Slides and Works, accrued prior to 1st July, 1889—Concluded.

By whom Due.	Bad and Doubtful Debts.	Chautière Boomage in Suspense.	Other Slide and Boom Dues and put.	Total Dues outstanding June, 1894.	Year to which dues belong.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
J. & B. Grier.....	76 84			76 84	1883	Overcharge.
R. & W. Comroy.....	95 42			95 42	1882 and 1883	do reported in return S. 38, for March, 1886.
A. & P. White.....	101 00			101 00	1881	do
J. & G. Bryson.....			252 20	252 20	1886	Counter claim for damage by breaking of Cotlounge boom.
B. Caldwell & Son.....	4 33			4 33	1887	Overcharge.
Total.....	23,997 28	31,005 54	1,070 18	56,073 00		

EDWARD T. SMITH,
Collector of Slide and Boom Dues.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 30th September, 1894.

Department of Public Works.

No. 5—STATEMENT of Outstanding Slide dues, Ottawa District, bonds for which were sent to Quebec for collection.

Name.	From 1860.	From 1861.	Total.
Hon. James Skead	\$ cts. 245 00	\$ cts. 210 00	\$ cts. 455 00
James Mair .....	.....	696 75	696 75
	245 00	906 75	1,151 75

These amounts were uncollected, as the parties claimed damages for loss caused by the Madawaska Boom breaking away in 1860.

A decision on their claim was not arrived at until 2nd August, 1869, on the 5th idem, Messrs. Skead and Mair were notified that the Department could not recognize their claim.

To the best of my knowledge, this decision was never communicated to the collector of slide dues, consequently their accounts remained in abeyance. Since then, both parties died, and I believe both were insolvent at the time of their death.

EDWARD T. SMITH,
Collector of Slide and Boom Dues.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 30th September, 1894.

No. 6—STATEMENT of Slide and Boom Dues, from St. Maurice Slides and Works, outstanding on 30th June, 1894, and remaining uncollected on the 30th September, 1894.

Name.	Year to which dues belong.	Amount.	Total.	Remarks.
		\$ cts.	\$ cts.	
George Baptist, Son & Co.	1878	469 95		Have counter claims for damages to logs caused by the booms not being stretched early enough in the spring of 1878 to prevent the logs going over the chutes.
do	1879	2,110 62		
do	1880	1,696 18		
do	1881	293 69		
do	1882	165 80		
do	1884	118 50		
do	1888	4 28	4,859 02	
Ross, Ritchie & Co.	1878	3,072 84		These claims were submitted to special commissioner Mr. McDougall, afterwards judge, who after hearing the evidence on both sides, recommended that the claims of the parties should be allowed.
do	1883	2,173 68		
do	1884	28 96		
do	1886	1 62		
do	1887	4 38	5,281 48	
Alexander Baptist	1879	2,116 96	Of this amount \$754.20 is claimed to be an overcharge.
Wm. Ritchie & Co.	1888	779 24		
do	1889	332 11	1,111 35	
Ritchie Brothers	1886	413 43		This amount is composed of overcharges in 1886 and 1887 of \$842.76, and overpayment in 1884 of \$205.38.
do	1887	634 71	1,048 14	
G. B. Hall	1890	49 34	Claims that this balance is an overcharge.
T. E. Normand	1890	.....	14 28
Trefflé Biron	1891	.....	92
Total			14,481 49	

To make this agree with the Public Accounts, there should be deducted \$7.93, over-credited to Alexander Baptist and \$217.17 added thereto, being \$190.40 paid 23rd July, 1884, and \$26.77 over-charged in error, to Wm. Little, not in any of the collectors returns, which will give balance due 30th September, 1894 of \$14,690.73.

EDWD. T. SMITH,
Collector Slide and Boom Dues

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 30th September, 1894.

SAGUENAY DISTRICT.

No. 7.—STATEMENT of Slide and Boom Dues accrued at the Saguenay, outstanding on 30th June, 1894, and remaining uncollected on the 30th September, 1894.

Name.	Year to which dues belong.	Amount.
Messrs Price, Bros. & Co.....	1877—1893.	\$10,062 72

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 30th September, 1894.

EDWD. T. SMITH,
Collector of Slide and Boom Dues.

No. 8.—STATEMENT of Slide and Boom Dues, accrued from the Newcastle and Trent District River Works, Outstanding on 30th June, 1894, remaining uncollected on the 30th September, 1894.

Name.	Year to which Dues belong.	Amount.	Remarks.
		\$ cts.	
M. Boyd.....	1882 to 1884, 1886, 1892.....	2,245 80	
T. G. Hazlett.....	1881, 1882, 1884 to 1889.....	885 25	
J. M. Irwin.....	1882, 1883, 1885 to 1888.....	698 45	
D. Ullyott.....	1881 to 1887.....	547 68	
George Hilliard.....	1877 to 1883, 1886.....	354 15	
Greene & Ellis.....	1880 to 1883, 1885, 1888 and 1889.....	157 01	
Irwin & Boyd.....	1881.....	59 79	
Thomson & McArthur.....	1880.....	52 78	Insolvent.
A. W. Parkins.....	1884, 1885, 1888, 1890 and 1891.....	65 92	
The Dickson Estate, T. G. Hazlett, agent.....	1883.....	137 50	
Jabez Thurston.....	1882.....	12 50	do
Alfred McDonald.....	1888.....	40 80	
John Parkins.....	1889.....	13 00	
McDougall & Ludgate.....	1879.....	65 07	do
Bigelow & Trounce.....	1882 to 1885.....	216 21	do
R. & J. Strickland.....	1882, 1883, 1885 to 1887.....	215 08	do
Gilmour & Co.....	1893.....	690 58	Disputed, referred to the Department of Justice.
The Rathbun Co.....	1893.....	2,328 17	Disputed, referred to the Department of Justice.
		\$8,785 74	

EDWD. T. SMITH,
Collector of Slide and Boom Dues.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 30th September, 1894.

Department of Public Works.

V.—BRIDGES.

During 1893-94, repairs were made to the undermentioned bridges, viz.:

Grand River bridge, at York, Ont.
Ottawa City bridges, at Ottawa, Ont.
Des Joachims bridge, River Ottawa.
Portage du Fort Bridge, River Ottawa.
Belly River bridge, at Lethbridge, N.W.T.
Old Man's River bridge at Macleod, N.W.T.

The following is a detail of the work done:—

OTTAWA CITY BRIDGES AND ROADWAY BETWEEN OTTAWA AND HULL.

A report on the work done on the bridges in the city of Ottawa and on the roadway between Ottawa and Hull, will be found in that of Mr. G. P. Brophy, superintending engineer of the Ottawa River Works, in section iv. of my report.

DES JOACHIMS BRIDGE.

The Des Joachims bridge is an interprovincial bridge crossing the River Ottawa, and was completed by the department in 1884-85. Towards its construction the provinces of Quebec and Ontario contributed \$4,000.00, each.

During the summer of 1893, the planking of the roadway, where defective, was renewed and some stringers were replaced at a cost of \$576.92. It is in such a dangerous condition, that, in January, 1894, it was condemned and closed against traffic.

PORTAGE DU FORT BRIDGE.

This interprovincial bridge crosses the River Ottawa at the village of Portage du Fort about 60 miles above the city of Ottawa. At least 100 teams cross it daily.

In September, 1893, the flooring of the bridge which had become much dilapidated was partly renewed at an expenditure of \$499.37. The structure requires extensive renewals and repairs, and unless they are taken in hand next spring, it will be condemned and closed to traffic.

GRAND RIVER BRIDGE AT YORK.

This bridge connects the east and west banks of the Grand River at York, in the county of Haldimand.

The roadway approach on the west side of the river was repaired, and a rip-rap wall built in front of the western abutment, which had been damaged by the spring freshet and ice. The amount expended was \$325.

BELLY RIVER BRIDGE.

This bridge spans the Belly River at a point about $1\frac{1}{2}$ miles from the town of Lethbridge. Lethbridge is in the district of Alberta and is 50 miles north of the international boundary. It is connected by the Lethbridge branch of the Canadian Pacific Railway (109 miles in length) with the main line, at Dunmore. The bridge is built on three piers and two abutments, the spans being 150 feet in the clear.

The repairs made during the fiscal year consisted in general repairs to the bridge, levelling up such places on the west approach as had settled during the winter, rip-rapping the piers, repairing the east approach and trussing up the bridge.

The terrific storm, or cloud burst, which occurred early in July, 1893, carried away the heavier portion of the work done on the east approach, through what is

known as the brick yard coulée. During June, 1894, the portion of road carried away was re-built, the embankment across the mouth of the coulée was raised 5 feet, thereby reducing the grade, and the culvert was enlarged to 8 feet by 8 feet, inside measurement.

The total expenditure on this bridge during the year amounted to \$2,495.77.

OLD MAN'S RIVER BRIDGE.

This structure crosses the Old Man's River, about $1\frac{1}{4}$ miles west of the town of Macleod, in the centre of the west half of section 10, township 9, range 26 west of the 4th meridian.

In April, 1891, a contract was entered into for the construction of a bridge across the river, to consist of two spans of 150 feet each, one pier, two abutments and excavation and trestle work approach on the north side, and an embankment on the south side, the whole being completed by the 31st December, 1891. Wind braces were also put in, this work being under the direct charge of an officer of this department.

The repairs made to this bridge in 1893-94 comprised the widening of the embankment portion of the north approach, which had been torn down by bands of horses and cattle running up and down it, the placing of a railing along both sides to protect the embankment, trussing up a portion of the bridge and rip-rapping the piers, the total expenditure during the year amounting to \$1,120.21.

VI.—SURVEYS AND EXAMINATIONS.

During the year surveys and examinations were made at the undermentioned localities :

PRINCE EDWARD ISLAND.

Brae.....	Prince
Belfast.....	Queen's
Campbell's Cove.....	King's
China Point.....	Queen's
Grand River.....	Kings
Hickey's.....	Queen's
Kier's Shore.....	Prince
Lambert's.....	King's
North Cardigan.....	King's
Rustico.....	Queen's
St. Mary's Bay.....	King's
Souris.....	King's
Vernon River.....	Queen's

NEW BRUNSWICK.

Burnt Church.....	Northumberland
Cape Tormentime.....	Westmoreland
Fort Dufferin.....	St. John
Gray's Island.....	Albert
Harvey Bank.....	Albert
River St. John.....	
Tynemouth Creek.....	St. John
West Quaco.....	St. John

Department of Public Works.

NOVA SCOTIA.

Arisaig	Antigonish
Avonport	King's
Bass Pond.....	Guysboro
Cape St. Mary.....	Digby
Cow Bay.....	Cape Breton
Cranberry Head.	Yarmouth
Digby.....	Digby
Eastern Passage.....	Halifax
Fourchu	Richmond
Gabarus.....	Cape Breton
Grande Grève	Richmond
Grand River.	Richmond
Great Village.	Colchester
Hantsport.....	Hants
Johnson's Harbour.	Richmond
Laplanche River.	Cumberland
Liscomb	Guysboro'
Little Harbour.....	Pictou
Liverpool Harbour	Queen's
Margaree ..	Cape Breton
Margaretville.....	Annapolis
McNair's Cove or Ballantyne's Cove.....	Antigonish
Meagher's Beach.....	Halifax
Oyster Pond.....	Guysboro
Parrsboro'	Cumberland
Pickett's Wharf.....	King's
Pictou.....	Pictou
Porter's Lake.....	Halifax
Port George.....	Annapolis
Port Mouton.....	Queen's
South Ingonish	Victoria
Spencer's Island.....	Cumberland
St. Mary's River.....	Guysboro
St. Peter's Island or Three Island Cove.....	Richmond
Three Fathom Harbour.....	Halifax
Tusket Wedge.....	Yarmouth
West Merigomish.....	Pictou
Whitehaven Canal.....	Guysboro
White Point.....	Victoria

QUEBEC.

Belœil.....	Verchères
Cacouna	Temiscouata
Cap à l'Aigle.....	Charlevoix
Cap de la Madeleine.....	Champlain
Father Point.....	Rimouski
Les Ecureuils.....	Portneuf
Philipsburg	Missisquoi
River du Sud	Iberville
River Mattawin.....	
River St. Lawrence	
River St. Maurice.....	
Ste. Anne de Sorel.....	Richelieu
St. Jean Port Joli.....	L'Islet
St. Michel de Bellechasse.....	Bellechasse
Yamaska.....	Yamaska

ONTARIO.

Burlington Channel.....	Wentworth
Collingwood.....	Simcoe
Dyer's Bay.....	Bruce
Goderich.....	Huron
Hamilton.....	Wentworth
Kingsville.....	Essex
Lakes Simcoe and Couchiching.....	
L'Original.....	Prescott
Meaford.....	Grey
Oakville.....	Halton
Owen Sound.....	Grey
River Thames.....	
Wingfield Basin.....	Bruce
Wolfe Island.....	Frontenac

MANITOBA.

Rat River.....	Provencher
River La Seine.....	Provencher

NORTH-WEST TERRITORIES.

Belley River Bridge.....	Lethbridge
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BRITISH COLUMBIA.

Columbia River.....	Revelstoke
Columbia River.....	
Fraser River.....	
Mud Bay and Fraser River.....	
Nanaimo.....	

BRIDGES.

Des Joachims Bridge.....	
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Department of Public Works.

VII.—APPLICATIONS TO CONSTRUCT WORKS.

Applications have been made by various corporations and private individuals for permission to construct works in or over navigable or unnavigable waters, and the following is a statement of those which have been dealt with by me during the year :—

Ottawa River.....	Wm. Nicholson.....	To lease or purchase land.
River Assiniboine.....	Curtis & Webster.....	To dam and bridge river at Portage la Prairie.
Victoria, B.C.....	W. M. Clayton.....	To build boat-house in harbour.
Rondeau, Ont.....	Erie and Huron Ry. Co.....	Construction of works in Rondeau harbour.
Ottawa bridges.....	City Passenger Ry. Co.....	To lay rails on Union Bridge.
Verdun, Que.....	R. Logie.....	To construct wharf.
Toronto harbour.....	City of Toronto.....	For foreshore.
Halifax, N.S.....	Hon. A. G. Jones.....	Provincial grants of water lots.
Ottawa bridges.....	City Passenger Ry. Co.....	Rails being removed from Dufferin Bridge.
do.....	Electric Ry. Co.....	Company have conformed with Order in Council, Chaudière Bridge.
Toronto harbour.....	City of Toronto.....	Extension of Windmill line.
do.....	do.....	For land on foreshore.
Collingwood, Ont.....	Noble & Bros.....	For use of dock.
St. Maurice River.....	Wm. Ritchie.....	For lease of Isle St. Christophe.
Cockburn Island.....	Noble & Bros.....	Amount of dockage dues they would have to pay.
Rivière des Fraïries.....	Dominion Leather Board Co.....	Construction of dam.
Chatham, N.B.....	J. D. Creaghan.....	To build wharf.
Victoria, B.C.....	Thos. Fell.....	To construct wharf at Rock Bay.
do.....	Brackman & Ker.....	For patent of land.
Toronto harbour.....	Mrs. L. Cook.....	To purchase water lot.
Halifax, N.S., harbour.....	Hon. A. G. Jones.....	Grant of water lots.
Victoria, B.C.....	R. W. Colvin.....	For lease of water front.
do.....	W. P. Sayward.....	Extension of wharf.
Verdun, Que.....	Fox and others.....	To construct wharf.
Halifax, N.S.....	Churchill & Sons.....	Grant of water lot.
Cockburn Island.....	Noble & Bros.....	Plan of proposed building on dock.
Halifax, N.S.....	W. Cunard.....	Confirmation of grant of land.
Vancouver, B.C.....	C. P. Ry. Co.....	Plans of foreshore.
Kingsville, Ont.....	Mrs. Malott.....	Frontage claimed in harbour.
Vancouver, B.C.....	Carter Cotton.....	To purchase a piece of foreshore.
Cockburn Island.....	Noble & Bros.....	To sink crib alongside the wharf.
False Creek.....	Sir C. H. Tupper.....	Transfer to province of certain portion of creek
Oxenden, Ont.....	M. Mollards.....	Grant to extend wharf.
Kingston, Ont.....	Kingston Light Co.....	To light the dock.
Sorel, Que.....	Sorel Dock and Elevator Co.....	To build wharf.
do.....	R. & O. Navigation Co.....	do
Victoria, B.C.....	John Brown.....	To anchor a floating boat-house.
Ottawa River.....	J. Rochester.....	To lease portion of bay above Chaudière Falls.
Windsor, N.S.....	J. W. Stephens.....	To lease water lot on Avon River.
Toronto harbour.....	City of Toronto.....	Land required Esplanade agreement.
do.....	A. E. Ross.....	Grant of land.
do.....	Geo. Pears.....	do
Montreal harbour.....	E. Phillips.....	For title to foreshore lot at Lachine.
Toronto harbour.....	City of Toronto.....	For water lots on shore of Island.
do.....	Wm. & R. Freeland.....	For grant of land.

During the year 1893-4 1,017 official papers were referred by the Secretary of the department to this office for report or action. The number of letters received in my office from resident engineers and others during the same period amounted to 7,000, while the letters sent numbered 3,966.

I have the honour to be, sir,
Your obedient servant,

LOUIS COSTE,
Chief Engineer.

E. F. E. ROY, Esq.,
Secretary Department of Public Works,
Ottawa.

Department of Public Works.

APPENDIX No. 4

STATEMENT

SHOWING THE

NAMES OF THE OFFICIALS EMPLOYED

ON THE

SLIDES AND BOOMS OF CANADA

ON THE 30TH JUNE, 1894

WITH

DATES OF APPOINTMENT, SALARIES, ETC.

APPENDIX No. 4.

STATEMENT showing Names, Dates of Appointment, Salaries, &c., of persons employed on the different Slides and Booms, on 30th June, 1893.

Name.	Date of Birth.	Position.	Where Employed.	Date of Appointment.	Salary.	Remarks.
<i>Collector of Slide and Boom Dues.</i>						
E. T. Smith	Nov. 26, 1846	Collector.	Ottawa.	July 1, 1889	\$ cts. 1,550 00 per annum.	Date of first appointment to crown timber office, Ottawa, 23rd June, 1864. Clerk, Dept. of Inland Revenue, 1st July, 1870, to 30th June, 1889. Transferred to civil list with rank of first class clerk, 5th January, 1892.
James Slater	April 30, 1847	Assistant collector	do	Nov. 14, 1889	1,000 00 do	Date of first appointment to crown timber office, Ottawa, 21st April, 1877. Clerk, Dept. of Inland Revenue, 1st April, 1883, to 30th June, 1889. Transferred to civil list with rank of 3rd class clerk, January, 1892.
James Steen	June 17, 1830	Boatman.	do	July 12, 1889	60 00 per month.	Employed during the season of navigation, for 8 months each year. Date of first appointment, 26th May, 1861. Timber counter, Ottawa, for Dept. of Inland Revenue, 7th Jan., 1884, to 30th June, 1889.
John Redmond	August 2, 1833	do	do	do 12, 1889	60 00 do	Employed during the season of navigation, for 8 months each year. Date of first appointment, 1st May, 1872. Assistant timber counter, Ottawa, for Dept. of Inland Revenue, 7th Jan., 1884, to 30th June, 1889.
<i>Saguenay District.</i>						
Arthur Boulanger	Sept. 11, 1854	Superintendent	Saguenay	May 19, 1881	475 00 per annum.	Saguenay Works.—In addition to the Superintendent there are employed on the Saguenay works, 4 flagmen at 70c. per day each, during the passing of the logs through the slides, which lasts one or two months.
Joseph Boulanger		Asst. superintendent	do	Oct. 1, 1889	30 00 per month.	

Department of Public Works.

St. Maurice District.

Nap. Dagneau.....	Paymaster.....	Three Rivers.....	Aug. 1, 1886	50 00 per month.
Cyrus Lymburner.....	Slide master.....	Mouth of St. Maurice.....	Apr. 25, 1881	46 67 do
Jos. Pige.....	Asst. do.....	Cap aux Corneilles.....	Dec. 10, 1879	60 00 do
Louis Hamel.....	Gate keeper.....	Mouth of St. Maurice.....	June 1, 1882	30 00 do
Chas. Langlois.....	Asst. slide master.....	Shawenegan.....	Jan. 13, 1880	44 58 do
Arth. Pellerin.....	do.....	do and Gros.....	Aug. 5, 1885	50 00 do
Jos. Desaulniers.....	do.....	do.....	July 5, 1882	30 00 do
Thos. Larue.....	Boom master.....	Grand' Mere.....	Mar. 15, 1872	80 00 do
Jos. Brousseau.....	Boom keeper.....	Grandes Piles.....	June 8, 1882	55 00 do

Richelieu District.

Azarie Bienvenue.....	Boom master.....	Belet Station.....	Jan. 1, 1882	100 00 per annum.
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Ottawa District.

G. P. Brophy.....	Feb. 24, 1846	Superintendent.....	July 6, 1873	2,500 00 do	<i>Ottawa River Works.</i> — In addition to the above officers, &c., there are employed during the running season, one foreman on slide at \$1.50 and one assistant foreman at \$1.25 per day; also 25 to 30 labourers at from \$1 to \$1.40 per working day. Actively employed about 7 months. Oversees repairs in winter.
D. Scott.....	Feb. 15, 1830	Accountant.....	Oct. 1, 1854	1,500 00 do	
J. C. Scott.....	June 27, 1865	Measurer.....	April 1, 1880	2 75 per day.	
J. Kent.....	Jan. 28, 1864	Clerk.....	Aug. 1, 1886	2 75 do	
Wm. Cain.....	April 22, 1860	Messenger.....	Jan. 1, 1882	1 25 do	
C. Leduc.....	July 8, 1846	Paymaster.....	May 1, 1888	1,200 00 per annum.	
J. Middleton.....	Aug. 8, 1834	Deputy slide master.....	April 1, 1881	1 40 per day.	
D. Noonan.....	June 17, 1840	Boom master.....	Mar. 21, 1878	500 00 per annum.	
J. Soulière.....	Nov. 8, 1829	Deputy slide master.....	..... 1878	2 50 per day...	
J. McDowell.....	Nov. 1, 1818	do.....	May 1, 1877	1 25 do	
D. McFarlane.....	Feb. 25, 1836	do.....	Mar. 27, 1860	480 00 per annum	Oversees repairs in winter.
John Harvey.....	May 22, 1831	Slide master.....	July 12, 1882	2 50 per day...	
Joseph McCrea.....	Mar. 26, 1859	Boom master.....	May 15, 1880	300 00 per annum	Employed about 3 months during season of navigation.
Patrick Barry.....	Mar. 27, 1858	Slide master.....	Mar. 10, 1888	1 50 per day...	Employed 5 months during season of navigation. Oversees repairs in winter.
Duncan McLaren.....	Jan. 7, 1860	Deputy slide master.....	Sept. 7, 1881	456 25 per annum	do do do
J. G. Poupore.....	Aug. 27, 1857	do.....	Oct. 15, 1880	480 00 do	do do do
James Steen Rowan.....	Aug. 27, 1836	do.....	Mar. 18, 1887	480 00 do	do do do
W. E. Biggs.....	May 3, 1843	Deputy slide master.....	Oct. 10, 1879	2 00 per day...	do 6 months do
Wm. Thomson.....	.....	do.....	April 1, 1894	1 25 do	do do 6 to 7 months do
G. H. Brazazon.....	.....	do.....	April 1, 1884	1 50 do	do do 4 months do
E. Davis.....	.....	do.....	July 1, 1889	300 00 per annum	do do do
H. R. Downey.....	May 16, 1846	do.....	April 12, 1872	300 00 do	Employed 3 months during season of navigation. Will inspect works when required.
Hugh Grant.....	Mar. 25, 1829	do.....	.....	480 00 do	do do do
A. McEwen.....	Aug. 20, 1829	do.....	May 1, 1874	2 50 per day...	Paid during season of navigation, 7 months.
A. H. Johnson.....	Nov. 28, 1839	do.....	..... 1865	1 75 do	Attends to repairs in winter.
G. T. Johnson.....	Sept. 10, 1841	do.....	..... 1872	.....	do

APPENDIX No. 4.—STATEMENT showing Names, &c., of persons employed on the different Slides and Booms—*Concluded.*

Name.	Date of Birth.	Position.	Where Employed.	Date of Appointment.	Salary.	Remarks.
<i>Newcastle District.</i>						
R. B. Rogers.....	Jan. 17, 1857.	Superintendent.....	Peterboro'	July 1, 1884....	\$ 800 00 per annum.	Receives \$800 per annum from Department of Railways and Canals.
G. H. Giroux.....	Clerk, supt.'s office.	do	July 1, 1880....	400 00 do	do
Clement Armstrong.....	Slide master.....	Chisholm Rapids.....	April 1, 1883....	200 00 do	do
John Jordan.....	do	Fenelon Falls.....	Aug. 15, 1892..	100 00 do	\$250 per annum as lock master. do R. & C.
R. T. Hill.....	do	Buckhorn.....	July 1, 1891....	100 00 do	Receives \$150 per annum from Department of Railways and Canals.
Hamilton Johnston.....	do	Heeley's Fall.....	July 15, 1893..	200 00 do	do
<i>Burlington Channel.</i>						
Thos. Campbell.....	April 1, 1832.	Ferryman.....	Burlington.....	April 12, 1887..	400 00 do	do
J. A. McDonald.....	Asst. ferryman.....	do	April 1, 1890..	300 00 do	do
<i>Yamaska District.</i>						
A. Labbé.....	Lock keeper.....	Yamaska.....	Sept. 1, 1885..	40 00 per month	do
O. Mineau.....	do	do	Sept. 1, 1885..	40 00 do	do
<i>Rivière du Lièvre.</i>						
Alex. MacCallum.....	Lock master.....	Rivière du Lièvre.....	May 14, 1892..	40 00 do	do
Simon Raymond.....	Labourer.....	.....	April 1, 1894..	35 00 do	do

R. STECKEL.

Department of Public Works.

APPENDIX No. 5



REPORT

ON

GOVERNMENT TELEGRAPH LINES

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1894

Department of Public Works.

APPENDIX No. 5.

GOVERNMENT TELEGRAPH SERVICE.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE GENERAL SUPERINTENDENT,
OTTAWA, CANADA, 10th October, 1894.

SIR,—I beg leave to submit the following report, with the usual tabular statements relating to the telegraph service, for the twelve months ended 30th June, 1894.

As some considerable time has elapsed, since a statement of the lengths of land lines and cables in operation was printed, a special table covering these is added: also, for convenience of reference, the tariffs at present obtaining in the different districts.

I have the honour to be, sir,
Your obedient servant,
D. H. KEELEY,
Acting Superintendent.

E. F. E. ROY, Esq.,
Secretary, Department of Public Works.

TELEGRAPH SERVICE—1893-94.

NEWFOUNDLAND.

The line from *Port au Basque* to *Cape Ray* has been operated, as heretofore, by the Anglo-American Telegraph Company.

MARITIME PROVINCES.

The *Meat Cove* line (North Sydney to Meat Cove, C. B.), the *Cheticamp* line (Mabou to Cheticamp, C.B.) and the *Cape Sable* line (Barrington to Cape Sable, N.S.) have been operated, as heretofore, in conjunction with the Western Union Telegraph system. Some general repairs were done on each of them last fall. The equipment of several of the offices was improved, and spare apparatus has been supplied at convenient points for use in event of damage at any of the offices on the lines by lightning or other causes; and with a view to the more convenient maintenance of the Meat Cove line, which is important as affording connection with the Magdalen Islands system, a regular lineman has been appointed and stationed at Englishtown.

An office was opened at White Point, C. B., early in the winter, closed for a short time and re-opened on the 1st of May.

The *Escuminac* line (Chatham to Point Escuminac) continues in operation, as heretofore, in conjunction with the Great North Western system. There was some general repairs made on this line in the course of the year, and it has been put in good condition. In the interest of the Meteorological and Signal Services, a special operator was employed at Point Escuminac for a few weeks in October and November, in consequence of the agent there having resigned and gone away. In the interval the present agent received the necessary instruction to enable him to discharge the duties, and he has since been in charge of the office.

The *Bay of Fundy* system (Eastport to Grand Manan, Campobello and Whitehead Islands) continued in operation throughout the year. Some difficulty was experienced in signalling between Grand Manan and Campobello in November, which was, on investigation, found to be due to a leak in the cable not sufficiently great to

warrant a special trip of the repair ship so late in the season. The signalling apparatus was rearranged to suit the conditions of the circuit and no further inconvenience was experienced.

[NOTE.—A similar difficulty with the Eastport-Campobello section arose last month (September, '94) and has been surmounted in the same way. In this instance the telegraph was interrupted for a fortnight and messages were conveyed between Eastport and Campobello by ferry. Arrangements are being made to have the requisite repairs made in both sections by the ss. "Newfield" this fall, in order to guard against a possible breakdown of the circuit in the course of the winter.]

RIVER AND GULF.

The several cables in the Gulf and along the north shore have remained free of interruption since the last annual report was presented. Mention was made therein of repairs on the Magdalen Islands and the Gaspé-Anticosti cables last September. There was also some work done on the *St. Paul's Island* cable at that time. This cable was accidentally parted on the 11th July ('93) by the anchor of a vessel a short distance off the landing at St. Paul's, and communication with Meat Cove was interrupted from that date until the 11th September, when repairs were effected by the ss. "Newfield" while en route to Anticosti after the reported repair of the Magdalen Islands section. The St. Paul's line is operated by telephone; some portions of the equipment were renewed at the time the cable was repaired, and it has since continued in satisfactory working order.

The land lines on the *Magdalen Islands* and *Anticosti* and along the *North Shore of the St. Lawrence* have been kept in an efficient state of repair. The interruptions that have occurred were few and of very brief duration, as the facilities for making repairs are fairly good in the several districts.

On *Anticosti*, the line between Ellie Bay and Strawberry Cove, which was originally built round the coast, in full view from the sea and thus very much subjected to damage by storms, was last fall rebuilt inland, along a roadway that was some time ago cut through the woods by the Anticosti Company. The old route was $7\frac{1}{2}$ miles long, the new one is only $2\frac{1}{2}$ miles and the reliability of the telegraph has been enhanced by this change, while the end that was incidentally served in carrying the line along the coast, whereby a guidance is afforded to persons if by chance cast ashore in shipwreck, is provided for by finger posts, indicating the distance to stations on either side, put up at intervals on the old pole line.

The superintendency of the Anticosti district was left vacant on the 30th June, 1893, by the regretted death of Mr. Edward Pope. The interests of the service were carefully looked after by Mr. Herbert Pope, however, and he was on the 21st July following, regularly appointed to the office.

On the *North Shore of the St. Lawrence* below Manicouagan several small bridges were thrown across streams and some additional shelter huts and flat boats for river crossings were provided in the course of the year, with a view to improving the facilities for the movements of repairers along the line. The entire line from Godbout to Point Esquimaux, with the exception of 40 miles in the neighbourhood of Ste. Marguerite which is kept in repair by the agent in charge of the office at that point, is broadly cleared on either side so that the wire is not very liable to interference from trees thrown down by storms. The 18 miles section on the peninsula of Manicouagan is being similarly cleared this season, and the whole line is likely to be as free from interruption as it is possible to make it. West of Bersimis the line runs along the highway and is maintained in working order without the necessity for special clearances. Some very extensive damage was done by storms last fall, during which several bridges were carried away between Bersimis, and Sault au Cochon. A special fund has been made available for their renewal and the work is being got under way.

The branch line from *Bay St. Paul to Chicoutimi* was overhauled and put in good order last November and has continued in satisfactory operation. In addition to the telegraph wire there is now strung on the poles a telephone wire between Chicoutimi and St. Alphonse, a conditional permission having been granted therefor by the department.

Department of Public Works.

The *Grosse Isle Quarantine telegraph* was interrupted from the 23rd April till the 21st May, as the result of damages by ice crushing the cable between St. François and Isle aux Réaux. More prompt repair was prevented by a succession of gales; the work was done by means of small boats. The poles of the Isle aux Réaux land-line (2½ miles) are being renewed this fall, cedars having been procured to replace the less durable woods obtainable on the spot; and some general repairs are being made on the Orleans Island land-line.

In the month of May the *telephone system* on Grosse Isle was entirely overhauled and extended. The single circuit embracing six connections formerly in use has been replaced by a double line of No. 9 wire, embracing eleven telephones on the bridge plan. The whole work was done in a substantial and permanent manner, and has proven in every way satisfactory.

ONTARIO.

The *Bath-Amherst Island line* and the *Wolfe* and *Howe Island lines* have been, as in previous years, operated by the North American Telegraph Company.

The *Pelé Island line* was again interrupted in October by a recurrence of the same kind of trouble as was experienced in the previous autumn. A vessel's anchor cut through it in a storm on the 14th. On repairs being undertaken it was found to have been considerably dragged about and tangled up, at the entrance to Pigeon Bay. The repair was effected and communication restored on the 4th November. It is thought advisable in event of another break occurring, to put in an extra mile and half of cable and establish the connection with Pelée Island via the Dummy Light, as vessels driven out of the bay would probably have weighed their anchors before being dragged so far to the eastward. The oak poles that were used in the construction of the land-line section on Pelée Island are rapidly giving out, and will have to be replaced by others next year. Telephonic communication with Leamington has been continuously maintained since the cable was put in order.

NORTH-WEST.

The lines in the North-west, *Qu'Appelle to Edmonton* and *Moose Jaw to Wood Mountain*, have been maintained in satisfactory working order during the year. Some extensive pole renewals will likely be needed next season on several sections of the Edmonton line; an inspection is now being made with a view to ascertaining the actual requirements.

Last autumn, the wire and insulators of the disused sections of the old Prince Albert line, were collected and put in store, to be utilized elsewhere when occasion offers. The poles along the same sections were subsequently disposed of, by the acceptance of bids, received for them, as the result of notices put up in the neighbouring telegraph offices.

In the course of the present season, a telephone line was constructed between Lethbridge and Cardston, by a local company. This line affords connection with the Mounted Police posts at St. Mary's, upper and lower, and negotiations are now in progress with the department for payment of a grant that was voted at the last session to aid in the construction of such a line.

[NOTE.—In July of the present year (1894) there was considerable damage done to the Wood Mountain line by prairie fires; 150 cedar poles have been provided to restore it to reliable condition, and will be placed where needed before the winter sets in.]

BRITISH COLUMBIA.

The *Cape Beale line* was subjected to frequent interruptions by bush fires in the autumn, and storms during the winter; but since March, communication has been more continuous. Linemen are stationed at several points along the route to maintain it in working order; the difficulties of travel have been found to interfere more or less with the making of prompt repairs, but these difficulties should diminish after

the route has been gone over a few times in the course of repair trips, and it is believed that the whole line may now be regarded as in fairly reliable condition, considering the character of the country over which it is carried and the storms from the open sea, to which it is exposed. This and the Barkerville line are operated for the government in conjunction with the Canadian Pacific Railway telegraph system.

The *Barkerville line* has been maintained in about the same average working condition as heretofore. Some brush clearing and resetting of poles is now being done, and from present indications a considerable extent of pole renewals will be called for next year.

The *Comox line* has been maintained in satisfactory operation under the arrangement stated in the last annual report.

REVENUE AND EXPENDITURE.

The revenue and expenditure figures for each of the lines in the several districts herein before mentioned are given in the following table:—

Telegraph Service.	Expenditure.	Revenue.	Remarks.
Lower St. Lawrence and Maritime Provinces:—	\$ cts.	\$ cts.	
Anticosti Island lines.....	2,614 45	389 53	
Bay of Fundy do.....	1,113 96	672 10	
Cape Ray do.....	250 00		
Cape Sable do.....	393 44	53 95	
Cheticamp do.....	943 56	462 46	
Escuminac do.....	503 93	136 21	
Low Point agency.....	50 00		
Magdalen Island lines.....	4,242 70	297 13	
Meat Cove do (including St. Paul's Island)....	2,861 34	1,036 42	
North Shore St. Lawrence (East of Bersimis)....	4,291 38	1,102 83	
do do (West of Bersimis).....	3,122 38	1,310 21	
Quarantine line.....	612 14	483 82	
Subsidies, stationery, line and office material, cable repairs and contingencies chargeable to the appropriation for Gulf lines.....	2,865 75		
Ontario: Pelée Island line.....	23,865 03	5,944 66	
North-west telegraph lines.....	750 37	138 79	
	14,114 72	1,573 20	
British Columbia: Comox line.....	38,730 12	7,656 65	
*Barkerville line.....	1,994 21	961 27	
*Cape Beale do.....	2,969 50		
	5,028 26		
Total.....	48,722 09	8,617 92	Signal Service messages, Meteorological Service messages and reports, and Fisheries bulletins are handled free of tolls.

*The company operating these two lines retains the revenue and the Government reimburses them the excess of expenditure over revenue.

D. H. KEELEY
Acting Superintendent.

OTTAWA, 10th October, 1894

Department of Public Works.

GOVERNMENT TELEGRAPH SERVICE.
NEWFOUNDLAND TELEGRAPH SYSTEM.

No.	Stations.	Intermediate Distances.	Operators.	Salaries per Annum.	Date of Appointment.	Memo.
1	Port au Basque.....	Miles. 0	.....	\$ cts. 50 00 or com'n.....	.....	N. B.—The commission is 25 per cent upon all business to and from the office ; said commission guaranteed not to be less than at the rate of \$50 per annum.
2	Cape Ray Lighthouse.	14	.....	50 00 do .....	.....
	Totals.....	14		100 00 do		

195 N. B.—The above short line is constructed in connection with the Signal Service, and connects at Port au Basque with the land line system of the Anglo American Telegraph Company.

GOVERNMENT TELEGRAPH SERVICE—Continued.
ANTICOSTI TELEGRAPH SYSTEM.
ANTICOSTI ISLAND SERVICE.

Stations.	Intermediate Distances.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
1 *Fox Bay.....	Miles. 0	J. Stubbart.....	\$ cts. 50 00 or com'n Nov.	1, 1888.	The commission is 25 per cent on all business to and from the office in each instance; and commission guaranteed not to be less than at the rate of \$50 per annum.
2 Heath Point Lighthouse.....	23	T. Gagné.....	50 00 do	July 20, 1881.	
3 South Point Lighthouse.....	32½	A. Nadeau.....	50 00 do	Oct. 1, 1888.	
4 *Shallop Creek.....	17½	B. Bradley.....	50 00 do	July 7, 1881.	
5 Salt Lake.....	52½	(J. Carbray, repairer. N. Carbray, operator	365 00 do 50 00 do	" 1, 1891. Sept. 1, 1892.	General repairer. Plus \$1 per day when absent on duty.
6 South-west Point Lighthouse	15	(Miss G. Pope..... H. Pope.....	420 00 do 200 00 do	Oct. 18, 1890. July 21, 1893.	Chief operator since 1st August, 1882. District superintendent. Plus \$1 per day when absent on duty.
7 Jupiter River.....	7	.....	50 00 do	.....
8 Otter River.....	17½	.....	50 00 do	.....
9 *Beesie River.....	22	M. Duguay.....	50 00 do	Oct. 1, 1893.	The line was shortened by 5 miles between Ellis Bay and West Point in 1893.
10 Cape Eagle (Ellis Bay).....	10	.....	50 00 do	.....
11 West Point Lighthouse.....	9	A. Malouin.....	50 00 do	Aug. 1, 1881.	
12 *English Bay.....	3	F. Cabot.....	50 00 do	July 1, 1882.	NOTE—A special allowance for maintenance of office \$50 per annum, has been added to the commission for officers marked*, since September, 1887.
13 Meachastic Bay.....	144	.....	.....	.....
Totals.....	2234	.....	1,535 00	.....

South-west Point connects with L'Anse à Fougère, Gaspé by cable 44½ knots; and from Meachastic Bay connection is made with Long Point of Mingan by cable 21 knots.

GASPÉ SECTION.

1 L'Anse à Fougère.....	.....	N. Bernier.....	17 00	.....	Special allowance for the cable terminus. A testing station only.
2 Gaspé Basin.....	28	J. J. Annett.....	240 00	Oct. 16, 1881.	Transfer office. Connection with G. N. W. telegraph system.
	28	.....	257 00	.....

Department of Public Works.

MAGDALEN ISLANDS TELEGRAPH SYSTEM.

MAGDALEN ISLANDS SECTION.

No.	Stations.	Intermediate Distances.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
1	Amherst.....	Miles. 0	Miss J. Shea.....	\$ cts. 50 00 or com'n	Oct. 1, 1882.	The commission is 25 per cent on all business to and from the office in each instance; said commission guaranteed to be not less than at the rate of \$50 per annum.
2	Amherst Lighthouse.....	9	Wm. Cormier.....	50 00	June 11, 1881.	Plus \$20 per annum for rent. (General line repairer.
3	Etang du Nord village.....	15	(P. Pelletier.....	400 00	Dec. 1, 1891.	
4	Etang du Nord lighthouse...	1	(Mrs. A. Binet.....	50 00		
5	(Grindstone Island.....		N. Arsenault.....	50 00	Sept. 1, 1891.	Two-wire loop line.
6	House Harbour (½ knot cable)		(A. LeBourdais, D. Spt	500 00	Aug. 17, 1880.	Plus \$1 per day when absent on duty.
7	Wolfe Island.....	8	(M ^s . E. LeBourdais, op	50 00	Sept. 15, 1893.	
8	Grosse Isle.....	28½	P. L. Joncas.....	50 00	June 1, 1888.	
9	Grand Entry.....	11	N. Clark.....	200 00 and do	June 1, 1888.	
	Totals.....	83½	Mrs. F. Atkins.....	50 00 or do	Feb. 18, 1882.	
				1,450 00		

GOVERNMENT TELEGRAPH SERVICE—Continued.
MAGDALEN ISLANDS TELEGRAPH SYSTEM.

CAPE BRETON SECTION.

Stations.	Intermediate Distances.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
1 Meat Cove (Cable Station)...	Miles. 0	A. B. McDonald.....	\$ cts. 500 00	Nov. 7, 1880.	The commission is 25 per cent upon all business to and from the office in each instance; said commission guaranteed to be not less than at the rate of \$50 per annum. NOTE.—This line is at present operated and maintained by the Western Union Telegraph Company, but at the cost of the Government.
2 Aspy Bay.....	10½	R. G. Zwickler.....	50 00 or com'n.	Aug. 1, 1882.	
3 White Point (7½ miles, loop).	14½	J. O. Chalmers.....	50 00 do	May 1, 1894.	
4 Neil's Harbour (½ way house, loop line).....	14½	M. McLeod.....	50 00 do	April 1, 1887.	
5 Ingonish, North Bay.....	9	J. M. Burke.....	50 00 do	do 1, 1882.	
6 South Ingonish.....	10½	F. C. Brewer.....	50 00 do	Aug. 1, 1891.	
7 French River (¾ knot cable).....	23	John McDonald.....	50 00 do	April 1, 1889.	
8 Englishtown (¾ knot cable).....	11	W. Brigham (Agent).....	50 00 do	July 19, 1882.	
9 South Gut, St. Ann's (on loop).	5	W. J. McRitchie (repr).....	400 00 do	May 1, 1894.	
10 Baddeck (on loop).....	13	Miss C. Morrison.....	50 00 do	April 1, 1884.	
11 Englishtown (back on loop).....	18	D. Dunlop.....	50 00 do	Jan. 1, 1892.	
12 Kelly's Cove (N. Campbellton)	6	Miss M. C. Campbell.....	50 00 do	April 1, 1885.	
13 Big Bras d'Or (¾ knot cable).....	2½	Mrs. E. Livingston.....	50 00 do	Jan. 1, 1889.	
North Sydney.....	12½	W. U. Tel. Co.....			
Totals.....	152½		1,450 00		

Meat Cove Station connects with the Magdalen Islands system by a cable to Old Harry Head, 55 knots, and with St. Paul's Island by a cable 20 knots. The latter is operated with telephones.

Department of Public Works.

NOVA SCOTIA TELEGRAPH SYSTEM. CAPE SABLE SECTION.

No.	Stations.	Intermediate Distances.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		\$ cts.		
1	Barrington.....	0	W. U. T. & Co.'s Agent.	50 00 or com'n.	Dec. 18, 1883.	The commission is 25 per cent upon all business to and from the office in each instance; said commission guaranteed to be not less than at the rate of \$50 per annum.
2	Newellton (including $1\frac{1}{2}$ knots cable).....	11	Miss E. A. Smith.....	50 00 do	April 1, 1889.	
3	Cape Sable Island, lighthouse (including $1\frac{1}{2}$ mile cable)....	6 $\frac{3}{4}$	L. K. Doane.....	50 00 do	Dec. 18, 1883.	
	Totals.....	17 $\frac{3}{4}$		150 00		

EAST COAST SECTION.

N. B.—In connection with the Signal Service, a land line, 208 miles in length was erected in 1881, between Canso and Halifax, for a bonus of \$16,000, and is maintained and operated by the Western Union Telegraph Company, without further cost to the Government.

GOVERNMENT TELEGRAPH SERVICE—Continued.
MABOU-CHEVICAMP, C. B., TELEGRAPH SYSTEM.

Stations.	Intermediate Distances.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
	Miles.		\$ cts.		
1 Mabou	0	Mrs. M. McDonald	50 00 or com'n	April 1, 1887	The commission is 25 p. c. of the Government line tariff receipts, and is guaranteed to amount to not less than \$50 per annum. Where 50 p. c. commission is paid there is no guarantee as to amount.
2 Broad Cove	20	Mrs. Annie McLellan	do	March 1, 1892	
3 S. W. Margaree	12	Angus Collins	Com'n 50 per cent	do 3, 1893	
4 Margaree Harbour	5	Mrs. M. A. McLennan	\$50 00 or com'n	April 1, 1887	
5 N. E. Margaree (loop line wire)	10	Miss B. M. Ross	do	Jan. 1, 1889	
6 Grand Etang	8	Joseph Doucette	Com'n 50 per cent	April 23, 1883	
7 Cheticamp	8	Mrs. M. Fiset	\$50 or com'n	do 1, 1887	
Totals	63				

CHATHAM-ESCUMINAC, N. B., TELEGRAPH SYSTEM.

1 Chatham	0	Great North-western Telegraph Co.	\$185 00		This amount is paid for supervision of the line and office accommodation at Chatham. The commission is 25 p. c. of the Government line tariff receipts in each instance, and is guaranteed to amount to not less than \$50 per annum.
2 Black Brook	5½		50 00 or com'n		
3 Baie du Vin	15	Miss M. Williston	50 00 or do	March 1, 1885	
4 Lower Hardwicke	6	Mrs. M. Brimmer	50 00 or do	Aug. 1, 1891	
5 Escuminac	3½	Mrs. A. Lewis	50 00 or do	Sept. 1, 1885	
6 Point Escuminac lighthouse.	12	K. R. McLennan	50 00 or do	Nov. 1, 1883	
Totals	42		435 00		

Department of Public Works.

BAY OF FUNDY, N. B., TELEGRAPH SYSTEM.

GRAND MANAN SECTION.

Stations.	Inter-mediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
<i>Long Eddy Cable Hut, to</i>	Miles.		\$ cts.		
1 Flagg's Cove.....	3	Mrs. C. C. Seely (D. Supt.).....	420 00	Nov. 18, 1880.	The commission is 25 p. c. upon all business to and from the office in each instance; said commission guaranteed not to be less than at the rate of \$50 per annum. When 50 p. c. commission is paid there is no guarantee as to amount. \$25 per annum is allowance for repeating White-head br. Southern Head office closed 30th November, 1889.
2 Woodward's Cove.....	6	W. A. Fraser.....	Com'n 50 per cent.	Feb. 28, 1893.	
3 Grand Harbour.....	2	F. A. Newton.....	\$75 00 or com'n.	April, 1, 1887.	
4 Seal Cove.....	4½	P. Russell.....	50 00 do	May 1, 1891.	
5 Southern Head lighthouse.....	5½	D. McKay, repairer.....	50 00 do 60 00	May 1, 1881.	
<i>Branch Line.</i>					
6 Grand Harbour.....	0	W. Cheney.....	Commis'n 25 p. c.	Feb. 1, 1891.	
7 Cheney's Island (¾ knot cable)	4½	E. Carroll.....	\$50 00 or com'n.	Dec. 1, 1890.	
Whitehead Island (¾ do)	1½				
Totals.....	27½		755 00		

CAMPOBELLO SECTION.

Stations.	Inter-mediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
<i>Liberty Cove Cable Hut, to</i>					
1 Welchpool.....	7½	M. A. Batson.....	100 00 or com'n.	May 1, 1890.	A cable of 1¼ knots connects Welchpool with the landing ¾ mile from Eastport; and a cable of 7¼ knots is laid from Long Eddy, Grand Manan, to Liberty Cove, Campobello.
2 Eastport, Maine, U. S. A.....	¾	J. Cushing.....	100 00	Dec. 26, 1881.	
Totals.....	8		200 00		

GOVERNMENT TELEGRAPH SERVICE—Continued.
 GROSE ISLE QUARANTINE TELEGRAPH SYSTEM.

No.	Stations.	Inter- mediate Distance.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
1	Quebec.	Miles. 0	Great North-western Telegraph Co.	\$ cts. 185 00		
2	L'Ange (gardien Orleans Island landing (cable)). St. Pierre.	13 $\frac{3}{4}$ 3 $\frac{1}{4}$	C. Turcott.	50 00 or com'n.	Mar. 1, 1885	This amount is paid for supervision of the line, and covers rent of pole line from Quebec to L'Ange (gardien, for which \$85 per annum is charged.
3	Ste. Pétronille.	4 $\frac{1}{2}$	Mrs. Blais	50 00	Oct. 1, 1887	
4	St. Laurent.	6 $\frac{1}{2}$	M. Gobel	50 00	Sept. 15, 1888	
5	St. Jean.	7	P. Pouliot.	50 00	July 1, 1888	
6	St. François	6 $\frac{1}{2}$	M. Emond.	50 00	Mar. 1, 1885	
7	Isle Réaux (including 2 knots cable)	3 $\frac{1}{4}$				
	Isle Réaux (land line	2 $\frac{1}{2}$				
8	Grose Isle quarantine office (in- cluding 2 knots cable)	3 $\frac{1}{2}$	M. Langlois	50 00	Sept. 1, 1885	Note.—The telephone system on Grose Isle since May, 1893, has comprised 1 $\frac{1}{4}$ mile of 2-wire line, with 11 connections or stations.
9	Quarantine telephone system (2-wire line.)	1 $\frac{1}{4}$				
	Total	52 $\frac{3}{4}$		485 00		

Department of Public Works

CHICOUTIMI AND NORTH SHORE OF ST. LAWRENCE TELEGRAPH SYSTEM.

CHICOUTIMI SECTION.

No.	Stations.	Inter-mediate Distances.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		\$ cts.	Previous to	
1	Bay St. Paul.....	0	F. Boivin.....	50 00 or com'n*	April 1, 1885	*The commission upon business is 25 per cent of the (government tolls of the line; the amount guaranteed to be not less than \$50 per annum.
2	St. Urbain.....	9	A. Boivin.....	50 00 do	do	
3	La Cruche.....	37	A. Gauthier (repairer).	420 00 do	do	
4	St. Alexis.....	31½	O. Feltier.....	50 00 or com'n	May 15, 1887	
5	St. Alphonse de Bagotville.....	3	A. Simard.....	50 00 do	Jan. 1, 1889	
6	Chicoutimi.....	11½	D. Boly.....	50 00 do	April 28, 1886	
Totals.....				720 00		

NORTH SHORE SECTION.

1	Murray Bay.....	0	Mrs. F. Vincent.....	50 00 or com'n	April 1, 1885	Mr. Bouillenne at River Canard has acted as repeating operator for the St. Etienne branch since August, 1880. Commission at 25 per cent not guaranteed at Baie Bacons or at Portneuf Mills.
2	Cap à L'Aigle.....	4	N. Duchesne.....	50 00 do	June 1, 1888	
3	Ste. Fidèle.....	6	A. N. Parent.....	50 00 do	April 1, 1890	
4	Port au Pencil.....	7	A. Brassard.....	50 00 do	May 1, 1889	
5	St. Siméon.....	4	D. Gaudin.....	50 00 do	Dec. 1, 1887	
6	Baie des Rochers.....	12	G. Savard.....	50 00 do	June 1, 1887	
7	Riv. aux Canards } Loop Line.	17	G. Bouillenne.....	100 00 do	Nov. 1, 1890	
8	St. Etienne.....	13	N. Caron (repairer).....	420 00 do	Sept. 1, 1890	
9	Tadoussac (1¼ knot cable)	15	J. E. Caron.....	50 00 or com'n	Nov. 1, 1898	
10	Bergeronnes.....	12	M. Savard.....	50 00 do	April 1, 1885	
11	Escoumains.....	12	J. H. Topping.....	50 00 do	do	
12	Baie des Bacons.....	8	P. Bouchard.....	50 00 or com'n	May 6, 1892	
13	Mille Vaches.....	8	J. A. Puisse.....	50 00 or com'n	April 1, 1894	
14	Portneuf Mills.....	11½	P. O. Bonenfant.....	50 00 or com'n	May 1, 1890	
15	Portneuf light.....	6	S. Bouchard.....	50 00 or com'n	July 1, 1890	
16	Sault au Cochon.....	7	E. Courbron (repairer).....	420 00 do	April 1, 1888	
17	Beteaimés.....	31	J. Forrest.....	50 00 or com'n	Dec. 1, 1887	
			R. H. Montgomery.....	50 00 do	Oct. 1, 1889	

GOVERNMENT TELEGRAPH SERVICE—Continued.

CHICOUTIMI AND NORTH SHORE OF ST. LAWRENCE TELEGRAPHA SYSTEM—Concluded.

NORTH SHORE SECTION—Concluded.

Stations.	Inter- mediate Distances.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
	Miles.		\$ cts.		
18 Pointe aux Outardes (cab).....	12	A. Lausier.....	500 00 per annum	May 21, 1883	
19 Pointe Paradis, Manicouagan.....	18	N. A. Comeau.....	50 00 or com'n.	Oct. 15, 1883	
20 River Godbout (cable).....	26	L. F. Paffard.....	50 00 do	Dec. 28, 1883	
21 Pointe des Monts.....	18½	Z. Poulin.....	50 00 do	May 16, 1884	
22 Trinity Bay West.....	3½	A. Bilodeau.....	Accommodation of	do 1, 1883	
23 Trinity Bay East.....	2½	I. Comeau.....	do	Sept. 1, 1883	
24 Caribou Islands.....	7	E. H. Tétu, D. Supt.....	90 00 per month	Nov. 1, 1891	
25 Pentecost River.....	17	A. Thériault.....	180 00 per annum	July 1, 1888	
26 Ste. Marguerite.....	47½	P. E. Vignault, Opr.....	180 00	Jan. 2, 1884	
27 Seven Islands.....	22½	F. Gallienne, Lineman.....	540 00	April 22, 1890	Plus 50 cents per day when absent on duty.
28 River Moisie.....	15½	D. Porlier.....	50 00	May 1, 1885	
29 Shel Drake.....	72	P. Touzel.....	50 00 or com'n.	Nov. 1, 1888	
30 Thunder River.....	6½	H. LeBrun.....	50 00 do	Feb. 1, 1890	
31 Magpie.....	14	Geo. Molloy.....	50 00 do	Oct. 1, 1889	
32 St. John's River.....	9	B. Chambers.....	50 00 do	do 1, 1889	
33 Long Point.....	10	E. S. Vibert.....	360 00	Nov. 1, 1889	Long Point is the repeating office for the Anticosti cable in operation since September 1, 1891.
34 Mingan.....	7	M. J. Maloney.....	50 00 or com'n.	Oct. 1, 1889	The commission at Point aux Esquimaux is 50 per cent, without guarantee as to amount.
35 Pointe aux Esquimaux.....	24	D. Cormier.....	Comm'n only.....	May 21, 1893	
Total.....	496				

NOTE.—In the estimates the maintenance of the Chicoutimi and North Shore lines is provided under head of North Shore Line. They are operated conjointly.

Department of Public Works.

ONTARIO—PELEE ISLAND TELEGRAPH SYSTEM.

No.	Stations.	Inter- mediate Distances.	Agents.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		\$ cts.		
1	Leamington		J. McR. Selkirk D. Supt.	50 00	Nov. 1, 1888.	
2	Club House	7	C. Harrison	Comsn. 25 p. c.	April 1, 1889.	
3	Point Pelee	5	W. A. Grubb	do	Nov. 1, 1888.	
	Cable to Island	8 $\frac{1}{4}$				
4	North Point Lighthouse (4 mile loop)	1	J. E. Quick	\$50 00 and Com'n.	Dec. 1, 1890.	
5	North dock	1 $\frac{1}{2}$	C. B. Quick	Comsn. 25 p. c.	Nov. 1, 1888.	
6	West dock	5	A. M. McCormick	do	do 1, 1888.	
7	South dock	4 $\frac{1}{2}$	F. B. McCormick	do	do 1, 1888.	
	Total	32 $\frac{3}{4}$				

The commission is upon the receipts for the Government line.

North Point Lighthouse is the repeating office for the system.

This line is operated with telephones.

GOVERNMENT TELEGRAPH SERVICE—Continued.
LINES IN THE NORTH-WEST TERRITORY.
QU'APPELLE-EDMONTON SECTION.

No.	Stations.	Inter-mediate Distances.	Agents and Operators.	Salaries per Annum.	Date of Appointment.	Memo.
		Miles.		\$ cts.		
1	Qu'Appelle.....	0	E. W. Warner.....	720 00	Jan. — 1883	
2	Fort Qu'Appelle.....	17	Miss E. Johnson.....	600 00	Mar. 1, 1885	
3	Touchwood.....	46	A. Von Lindeburg.....	600 00	Nov. 1, 1883	
4	Humboldt.....	78	C. P. R. Tel. Co's.....	300 00	Jan. 1, 1892	Humboldt office was closed 20th August, 1893.
5	Saskatoon (14 miles loop).....	69	J. Harrington, repairer.....	600 00	Jan. 1, 1888	
6	Henrietta.....	52	W. Salsbury, repairer.....	720 00	Oct. 1, 1886	
7	Battleford.....	47	L. P. O. Noel.....	720 00	Apr. 15, 1890	
8	Ford Pitt.....	89	J. F. Lake, repairer.....	600 00	Aug. 1, 1891	The repairer formerly stationed at Battleford was transferred to Humboldt, in November, 1892, and thence to Moose-Jaw, in May, 1893.
9	Onion Lake.....	13	G. G. Mann, oper. & agt.....	240 00	Jan. 1, 1892	
10	Moose.....	32½	L. Picard, repairer.....	600 00	July 1, 1891	
11	Saddle Lake.....	45	N. Potvin.....	600 00	Aug. 1, 1891	
12	Victoria.....	37	W. C. Gillis, repairer.....	720 00	Jan. — 1887	
13	Fort Saskatchewan.....	49	W. G. Ross, agent.....	Com. 25 p. c.	Dec. — 1886	
14	Edmonton.....	24	G. Voyer.....	300 00	Mar. 1, 1893	The office at Edmonton has been operated jointly with the C. P. R. Tel. Co. since 1st January, 1892.
			W. McKay, repairer.....	720 00	May 1, 1886	
	<i>Branch Line—</i>					*The St. Albert branch line is operated with telephones.
	* Edmonton.....	0				
	St. Albert.....	9				
15	Total.....	607½				

Department of Public Works.

NORTH-WEST TELEGRAPH LINES.—WOOD MOUNTAIN AND FORT MACLEOD SECTION.

No.	Stations.	Intermediate Distances.	Staff.	Salaries per Annum.	Date of Appointment.	Memo.
1	<i>Fort Macleod Line—</i> Galt Junction.....	Miles. 0		\$ cts.		
2	Lethbridge.....	107				
3	Macleod.....	28½				
4	Fort Macleod.....	½				
1	<i>Wood Mountain Line—</i> Moose Jaw.....	0	A. Wilcox, agent H. Sikes, repairer.....	240 00 600 00	Dec. 1, 1891. do 1. 1893.	The Fort Macleod line has been leased to the North-west Coal and Navigation Co. Moose Jaw office is operated jointly with the Canadian Pacific Telegraph Co.
2	Wood Mountain.....	90½	J. H. Thompson, agt..	180 00	do 1, 1890.	
	Total.....	226½				

GOVERNMENT TELEGRAPH SERVICE IN BRITISH COLUMBIA.

ASHCROFT—BARKERVILLE.

Office.	Inter-mediate Distances.	Agents, etc.	Positions.	Salaries per Month.	Date of Appointment.	Memo.
	Miles.			\$ cts.		
Ashcroft Station.....	0	Canadian Pac. Ry. Co.				
CACHE CREEK.....	4	A. LeBourdais.....	Agent and repairer.	50 00	Feb. 16, 1883.	
CLINTON.....	26	C. H. Tingley.....	do	60 00	April 13, 1894.	
BRIDGE CREEK.....	53	W. Jamieson.....	Agent and operator	38 00		This line is operated by the Canadian Pacific Railway Co. for the Government, the arrangement being terminable at any time.
150-MILE HOUSE.....	40	J. D. McIntosh.....	Agent and repairer	75 00		
SODA CREEK.....	38	J. E. Bowron.....	do	47 00		
QUEENELLE.....	54½					
STANLEY.....	48					
BARKERVILLE.....	13	J. Stone.....	Agent and repairer.	83 33	Feb. 17, 1873.	
<i>Branch.</i>						
New Westminster.....	276½					This line was leased for 99 years to Messrs. J. A. Laird-law and J. Wilson, on the 30th October, 1887.
LADNER'S LANDING (½-knot c'bl)	18					
<i>Total</i>	294½					

VICTORIA—CAPE BEALE.

Victoria.....	0	J. Wilson (Vancouver).	District Supt.....	25 00	Dec. 23, 1891.	This line is operated by the Canadian Pacific Railway Co. for the Government, the arrangement being terminable at any time.
Otter Point.....	26	E. Houghton.....	Agent and operator	20 00	Nov. 1, 1891	
Jordan River.....	10	E. Gordon.....	Agent and repairer.	60 00	Dec. 1, 1891	
Port San Juan.....	30	L. Desbrens.....	do	55 00	Nov. 1, 1891.	
	30	J. W. Williams.....	do	60 00	Oct. 25, 1892.	
Carmanshagh Lighthouse.....	24	W. P. Daykin.....	Agent and operator	20 00	Nov. 1, 1891.	
	24	E. B. Daykin.....	Repairer.....	45 00	do 1, 1891.	
	28	E. Crompton.....	do	45 00	June 1, 1894	
Cape Beale.....	28	P. Cox.....	Agent and operator	20 00	Nov. 1, 1891.	
<i>Total</i>	118			350 00		

Department of Public Works.

NANAIMO - COMOX.

Office.	Inter-mediate Distances.	Staff.	Positions.	Salaries or Commission.	Date of Appointment.	Notes.
Nanaimo	Miles.	E. and N. Ry. Co.	Agents,	Commission ..	April 1, 1893.	The commission is 50 per cent of the tolls collected. } These three offices are reached by telephone from Union.
Wellington	0	C. R. Graves,	Operator and repair ..	\$65 per m. com sion..	do 1, 1893.	
French Creek	23	J. Dunsmuir,	Agent	do ..	do 1, 1893.	
Union (wharf)	324	.....	.....	do ..	do 1, 1893.
do (mines)	10	.....	.....	do ..	do 1, 1893.
Courtenay	7	.....	.....	do ..	do 1, 1893.
Comox	34	.....	.....	do ..	do 1, 1893.
Total	81					

This line is operated by the Government through the office of the Resident Engineer at Victoria.

GOVERNMENT TELEGRAPH SERVICE, 1894.

Location of Lines.	Points connected.	Land lines.	Cables.	Total.*
		Miles.	Knots.	
Newfoundland	Port au Basque—Cape Ray.	14		14
Nova Scotia	North Sydney—Meat Cove (with loops).	151 $\frac{1}{4}$		
do	do Across Bras d'Or Channel		$\frac{1}{4}$	152 $\frac{1}{4}$
do	do St. Ann's Harbor		$\frac{1}{4}$	
do	do Ingonish Harbor		$\frac{1}{4}$	
do	Meat Cove—St. Paul's Island		20	
do	do On St. Paul's Island	3		23
do	Mabou—Cheticamp	63		63
do	Barrington—Cape Sable	16		
do	do Across Bear Point Channel		1 $\frac{1}{4}$	17 $\frac{3}{4}$
do	do Lt. House Channel		$\frac{1}{4}$	
New Brunswick	Chatham—Escuminac	42		42
do	<i>Bay of Fundy System:</i>			
do	do Eastport—Campobello		1 $\frac{3}{4}$	
do	do On mainland Eastport	$\frac{1}{2}$		
do	do On Campobello Island	7 $\frac{1}{2}$		
do	do Campobello—Grand Manan		7 $\frac{1}{4}$	44 $\frac{1}{4}$
do	do On Grand Manan Island	25 $\frac{1}{4}$		
do	do Grand Manan—Cheney's Island		$\frac{1}{2}$	
do	do On Cheney's Island	$\frac{1}{4}$		
do	do Cheney's Island—Whitehead Island		$\frac{1}{4}$	
Quebec	Bay St. Paul—Chicoutimi	92		92
do	Murray Bay—Point Esquimaux	456 $\frac{3}{4}$		
do	do Across Saguenay River		1 $\frac{1}{4}$	496
do	do Bersimis to Manicouagan		12	
do	do Manicouagan to Godbout		26	
do	<i>Quarantine System:</i>			
do	do Quebec—L'Ange Gardien	13		
do	do L'Ange Gardien—Orleans Island		$\frac{3}{4}$	
do	do On Orleans Island	29 $\frac{1}{4}$		
do	do Orleans Island—Isle Réaux		2	52 $\frac{1}{4}$
do	do On Isle Réaux	2 $\frac{1}{2}$		
do	do Isle Réaux—Grosse Isle		2	
do	do On Grosse Isle (all told)	3 $\frac{1}{4}$		
do	<i>Anticosti System:</i>			
do	do Gaspé—L'Anse à Fougere	28		
do	do L'Anse à Fougere—Anticosti		44 $\frac{1}{4}$	316 $\frac{1}{2}$
do	do On Anticosti Island	223 $\frac{1}{4}$		
do	do Anticosti—Long Point, Mingan		21	
do	do Meat Cove (C.B.)—Magadalen Islands		55	138 $\frac{1}{2}$
do	do On Magadalen Islands	83	$\frac{1}{2}$	
Ontario	<i>Pelee Island System:</i>			
do	do Leamington—Point Pelee	12		
do	do Point Pelee—Pelee Island		8 $\frac{3}{4}$	32 $\frac{3}{4}$
do	do On Pelee Island	12		
North-West	Qu'Appelle—Edmonton and St. Albert	607 $\frac{1}{2}$		607 $\frac{1}{2}$
do	Moose Jaw—Wood Mountain	90 $\frac{1}{2}$		90 $\frac{1}{2}$
British Columbia	Ashcroft—Barkerville	276 $\frac{1}{2}$		276 $\frac{1}{2}$
do	Victoria—Cape Beale	118		118
do	Nanaimo—Comox	81		81
Totals		2,451 $\frac{3}{4}$	206 $\frac{1}{2}$	2,658 $\frac{1}{4}$

*For convenience in totalling, the knots of cable are regarded as statute miles.

Department of Public Works.

GOVERNMENT TELEGRAPH LINES.

TARIFF.

NOVA SCOTIA.

Line from North Sydney to Meat Cove—Local rate 25-1. (12 offices).

Big Bras d'Or.....	25-1 from North Sydney, W. U. Office.	
New Campbellton (Kelly's Cove)....	do	do
Englishtown.....	do	do
Baddeck	do	do
St. Anns, South Gut.....	do	do
French River.....	do	do
South Ingonish.....	do	do
Ingonish.....	do	do
Neil's Harbour.....	do	do
White Point.....	do	do
Aspy Bay.....	do	do
Meat Cove	do	do

Line from Mabou to Cheticamp—Local rate 25-2 (6 offices).

Broad Cove.....	Through rate 15-1 from Mabou, W. U. Office.	
S. W. Margaree.....	do	do
Margaree Harbour.....	do	do
North East Margaree.....	do	do
Grand Etang.....	do	do
Cheticamp	do	do

Line from Barrington to Cape Sable—Local rate 12-1 (2 offices).

Newellton.....	Through rate 12-1 from Barrington, W. U. O.	
Cape Sable Lt. House.....	do	do

NEW BRUNSWICK.

Line from Chatham to Point Escuminac—Local rate 25-1 (4 offices).

Bay du Vin.....	Through rate 15-1 from Chatham, G. N. W. O.	
Lower Hardwicke.....	do	do
Escuminac	do	do
Pt. Escuminac Lt. House.....	do	do

Line from Eastport, Me., to Campo Bello, Grand Manan, and Whitehead Islands (8 offices).—Local rates between offices on Grand Manan, and Whitehead Islands 15-1; Grand Manan and Campo Bello Islands 25-2; The Islands and Eastport, Me., 25.2.

Welchpool, Campo Bello.....	Through rate 25-2 from Eastport, Me., W. U. O.	
Flagg's Cove, Grand Manan.....	do	do
Woodward's Cove.....	do	do
Grand Harbour.....	do	do
Seal Cove.....	do	do
Southern Head.....	do	do
Cheney's Island.....	do	do
Whitehead Island.....	do	do

QUEBEC.

Line from Gaspé to Anticosti Island, Q. (9 offices)—Local rates between offices on the Island 25-1; Gaspé and the Island offices 50-2.

South-west Point.....	Through rate 50-2 from Gaspé, G. N. W. Office.
Salt Lake.....	do do
Shallop Creek.....	do do
South Point.....	do do
Heath Point.....	do do
Fox Bay.....	do do
Becsie River.....	do do
West Point.....	do do
English Bay.....	do do

Line from Meat Cove, C.B., N.S., to Magdalen Islands, Q. (8 offices)—Local rates between offices on the Islands 25-1; Meat Cove and the Islands 50-2; Offices on the Meat Cove Line and the Islands 50-2.

Amherst Island.....	Thro' rate 50-2 from N. Sydney N.S., W.U.O.
Amherst Lt. House.....	do do
Etang du Nord Village.....	do do
Etang du Nord Lt. House.....	do do
Cap aux Meules, (Grindstone).....	do do
House Harbour.....	do do
Grosse Isle.....	do do
Grand Entry.....	do do

Line from Meat Cove, C.B., N.S., to St. Paul's Island, Q.—Local rate between offices on Meat Cove Line and St. Paul's 50-2 (1 office).

St. Paul's island Lt. House..... 50-2 from North Sydney N.S., W. U. Office.

Line from Quebec to Grosse Isle Quarantine station (7 offices)—Local rates between offices on Orleans Island and Isle Réaux 15-1; on Orleans Island, Isle Réaux, and Quebec 25-1; on Orleans Island and Grosse Isle 25-1; on Isle Réaux and Grosse Isle 15-1.

St. Pierre, Orleans Island.....	Through rate 15-1 from Quebec, G. N. W. O.
Ste. Pétronille.....	do do
St. Laurent.....	do do
St. Jean.....	do do
St. François.....	do do
Isle Réaux.....	do do
Grosse Isle.....	do 25-1 do

Line from Bay St. Paul to Chicoutimi—Local rate 15-1 (5 offices).

For business with offices west of Baie St. Paul, and terminating at Quebec, add 15c. and 1c. to the Government line tariff.

For business with offices west of Baie St. Paul, beyond Quebec, add the full rate of the Great North-western Telegraph Company to the Government line tariff.

St. Urbain.....	15-1 from Bay St. Paul (Ch. Que.) G. N. W. O.
Lacruche.....	do do
St. Alexis.....	do do
St. Alphonse de Bagotville.....	do do
Chicoutimi.....	do do

Department of Public Works.

Line from Murray Bay to Point Esquimaux with branch to Anticosti—Local rates between offices not more than 100 miles apart 15-1 ; more than 100 miles apart 25-1 ; on main land and Anticosti 50-2.

For business with offices west of Murray Bay and terminating at Quebec, add 15c. and 1c. to the Government line tariff.

For business with offices west of Murray Bay beyond Quebec, add the full rate of the Great North-western Telegraph Company to the Government line tariff.

Cap à l'Aigle	15-1	from Murray Bay (Ck. Que.)	G.N.W. Office
Ste. Fidele.....	do	do	do
Port au Persil.....	do	do	do
St. Siméon.....	do	do	do
Baie des Rochers.....	do	do	do
Rivière aux Canards.....	do	do	do
St. Etienne.....	do	do	do
Tadousac.....	do	do	do
Bergeronnes.....	do	do	do
Escoumains	do	do	do
Baie des Bacons.....	do	do	do
Mille Vaches.....	25-1	do	do
Port Neuf Mills.....	do	do	do
Port Neuf Light.....	do	do	do
Sault au Cochon.....	do	do	do
Betsiamits (Bersimis).....	do	do	do
Manicouagan	do	do	do
River Goubout.....	do	do	do
Pointe des Monts.....	do	do	do
Trinity Bay, West.....	do	do	do
Trinity Bay, East.....	do	do	do
Caribou Islands	do	do	do
Pentecost.....	do	do	do
Ste. Marguerite.....	do	do	do
Seven Islands.....	do	do	do
River Moisie.....	do	do	do
Sheldrake.....	do	do	do
Thunder River.....	do	do	do
Mugpie	do	do	do
St. John's River.....	do	do	do
Long Point.....	do	do	do
Mingan.....	do	do	do
Point Esquimaux.....	do	do	do
Anticosti Island, <i>via</i> Long Point.....	50-2	do	do

ONTARIO.

Line from Leamington to Pelée Island (Telephone Circuit)—Local rates between Leamington and Point Pelée 15-1 ; Mainland and Island Offices, 25-1 : Offices on the Island, 15-1. (6 offices.)

Gun Club House, Mainland.....	15-1	(thro' business) from Leamington,	G.N.W.
Point Pelée do	do	do	do
North Point Lt. Hse., Pelée Island...	do	do	do
North Dock, Pelée Island.....	do	do	do
West Dock do	do	do	do
South Dock do	do	do	do

NORTH-WEST TERRITORY.

Line from Qu'Appelle (C.P.R. Stn.) to St. Albert, Alberta—Local rates 15-1, 25-2 and 50-3 for distances 10 to 600 miles. (13 offices.)

Fort Qu'Appelle.....	25-2	Qu'Appelle or Saskatoon
Touchwood.....	do	do
Saskatoon (Trans. Office C.P.R. Tel.)		
Henrietta.....	do	do
Battleford.....	do	do
Pitt.....	25-2	Saskatoon; 50-3 Qu'Appelle or Edmonton
Onion Lake	do	do do
Moose.....	50-3	Saskatchewan, Qu'Appelle or Edmonton
Saddle Lake.....	do	do do
Victoria.....	25-2	Edmonton; 50-3 Qu'Appelle or Saskatoon
Fort Saskatchewan	do	do do
Edmonton (Trans. Office C.P.R. Tel.)		
St. Albert.....	15-1	Edmonton; 50-3 Qu'Appelle or Saskatoon

Line from Moose Jaw (C.P.R. Stn) to Wood Mountain—Local rate 25-2 (1 office).

Wood Mountain.....	25-2	from Moose Jaw.
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BRITISH COLUMBIA.

Line from Ashcroft (C.P.R. Stn.) to Barkerville—Local rates 25, 50, 75 (6 offices).

Clinton	25-2	from Ashcroft C.P.R. Tel. Office
Bridge Creek.....	do	do
150-Mile House	50-3	do
Soda Creek	do	do
Quesnelle	do	do
Barkerville	75-5	do

Line from Victoria C.P.R. Tel. to Cape Beale—Local rate 50-3 (5 offices).

Otter Point.....	50-3	from Victoria, C.P.R. Tel. Office
Jordan River.....	do	do
Port San Juan.....	do	do
Carmanah Lt. House.....	do	do
Cape Beale	do	do

Line from Nanaimo to Comox—Local rate 25-2 (6 offices).

Wellington (C.P.R. and E. & N. Ry.)	25-2	from Nanaimo or Wellington
French Creek.....	do	do
Union (wharf).....	do	do
Union (mines).....	do	do
Courtney.....	do	do
Comox.....	do	do

Offices on Government lines as listed.....	132
Offices at transfer points with connecting lines.....	15

Total number embraced by the service..... 147

N.B.—When the tariff rate is entered as 25-1 or 50-2, etc., the meaning is that the rate is 25 cents or 50 cents for ten words and 1 cent or 2 cents for each additional word.

OTTAWA, 10th October, 1894.

Department of Public Works.

APPENDIX No. 6.

NATIONAL ART GALLERY

CURATOR'S REPORT

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1894

Department of Public Works.

APPENDIX No. 6

NATIONAL ART GALLERY.

OTTAWA, 23rd March, 1895.

SIR,—I have the honour to report that the following additions have been made during the fiscal year ending 30th June, 1894:—

Oil painting, "Twilight," by F. S. Challener, A.R.C.A.
do Bass Rocks, Gloucester, J. M. Barnsley.
do "Across the Lea," J. S. Graham.
do "A Brolles Interior," A. C. Williamson.

The above were purchased and presented to the National Art Gallery, by the Royal Canadian Academy.

Oil Painting, "Evening," W. R. Tholen.
do Landscape, J. M. Barnsley.
Water colour do J. H. Wiessenbruck.

The above were purchased by the Government.

The collection of coins, pottery and antiquities from Cyprus, presented Gallery by Col. Warren, have for the most part been placed in suitable cases. expected that cases will soon be ready for the remainder.

During the fiscal year, 13,366 visitors have registered their names.

I have the honour to be, sir,
Your obedient servant,

JOHN W. H. WATTS,
Curator.

E. F. E. ROY, Esq.,
Secretary, Department of Public Works,
Ottawa.

Department of Public Works.

APPENDIX No. 7

NAMES OF THE CHIEF OFFICERS

OF THE

DEPARTMENT OF PUBLIC WORKS

WITH DATE OF APPOINTMENT, &c.

FROM

1841 to 1895

Department of Public Works.

APPENDIX No. 7.

THE NAMES with the date of appointment, &c., of the principal Officials of the Department of Public Works, from 1841 to 1895.

Names.	Capacity or Office.	Date of Appointment Served.	
		From	To
<i>Under Statute 45 Vic., Cap. 38.</i>			
CORPORATION BOARD OF WORKS.			
Killaly, Hon. H. H.	Chairman.	Dec. 29, 1841	Oct. 3, 1844
Daly, Hon. D.	} Members.		
Harrison, S. B.			
Davidson, J., Esq.			
Begly, Thos. A.	Secretary.	Aug. 17, 1841	
Keefer, Samuel.	Chief Engineer.	do 17, 1841	
Rubidge, F. B.	Architect and Assistant Chief Engineer.	Dec. 15, 1841	
NEW BOARD OF WORKS.			
Killaly, Hon. H. H.	Chairman.	Oct. 5, 1844	June 8, 1846
Daly, Hon. D.	} Members.		
Draper, Hon. W. H.			
Morris, Hon. W.			
Papineau, Hon. D. B.			
<i>Under Statute 9th Vic., Cap. 37, &c.</i>			
Robinson, Hon. W. B.	Chief Commissioner.	July 4, 1846	Mar. 10, 1848
Taché, Hon. E. P.	do.	Mar. 11, 1848	Nov. 26, 1849
Chabot, Hon. J.	do.	Dec. 15, 1849	Mar. 31, 1850
Merritt, Hon. W. H.	do.	April 20, 1850	Feb. 11, 1851
Bourret, Hon. J.	do.	Feb. 15, 1851	Oct. 27, 1851
Young, Hon. John.	do.	Oct. 28, 1851	Sept. 22, 1852
Chabot, Hon. J.	do.	Sept. 23, 1852	Jan. 26, 1855
Lemieux, Hon. F.	do.	Jan. 27, 1855	Nov. 25, 1857
Alleyn, Hon. C.	do.	Nov. 28, 1857	Aug. 1, 1858
Holton, Hon. L. H.	do.	Aug. 2, 1858	do 6, 1858
Sicotte, Hon. L. V.	do.	do 6, 1858	Jan. 10, 1859
Rose, Hon. John.	do.	Jan. 15, 1859	June 12, 1861
Cauchon, Hon. Jos.	Commissioner.	June 15, 1861	May 23, 1862
Tessier, Hon. U. J.	do.	May 24, 1863	do 27, 1863
Drummond, Hon. L. T.	do.	do 28, 1863	July 23, 1863
Laframboise, Hon. M.	do.	July 23, 1863	Mar. 29, 1864
Chapais, J. C.	do.	Mar. 30, 1864	June 30, 1867
Casgrain, Hon. Chas. Eus.	Second Commissioner.	Aug. 1, 1846	
Cameron, Hon. M.	Assistant Commissioner.	Mar. 11, 1848	
Wetenhall, John.	do.	Feb. 2, 1850	
Bourret, Hon. Jos.	do.	April 20, 1850	
Killaly, Hon. H. H.	do.	Feb. 15, 1851	
Keefer, Samuel.	Deputy Commissioner.	May 6, 1859	
Trudeau, Toussaint.	do.	Mar. 15, 1864	
Begly, Thomas A.	Secretary.	Sept. 23, 1847	
Trudeau, Toussaint.	do.	Dec. 13, 1859	
Braun, Frederick.	do.	Mar. 8, 1864	
Page, John.	Chief Engineer.	Oct. 31, 1853	July 2, 1890
McDougall, Hon. Wm.	Minister.	July 1, 1867	Oct. --, 1869
Langevin, C. B., Hon. Hector L.	do.	Dec. 8, 1869	Nov. 5, 1873
Mackenzie, Hon. Alexander.	do.	Nov. 7, 1873	Oct. 16, 1878
Tupper, C.B., K.C.M.G., Sir Charles.	do.	Oct. 17, 1878	May 20, 1879
Langevin, C. B., K.C.M.G., Sir Hector L.	do.	May 20, 1879	Sept. 8, 1891

APPENDIX No. 7—The names with the date of Appointment, &c., of the principal Officials of the Department of Public Works, from 1841 to 1895—*Concluded.*

Names.	Capacity or Office.	Date of Appointment Served.	
		From.	To.
<i>Under Statute 31 Vic., Cap. 12.</i>			
Smith, Hon. Frank.....	Acting Minister.....	Aug. 14, 1891	Jan. 11, 1892
Ouimet, Hon. Jos. Aldric.....	Minister.....	Jan. 11, 1892	
Trudeau, Toussaint.....	Deputy Minister.....	July, 1 1868	Oct. 1, 1879
Baillairgé, G. F.....	do.....	Oct. 4, 1879	Dec. 18, 1891
Gobeil, A.....	do.....	Dec. 18 1891	
Chapleau, S.....	Secretary.....	Oct. 4, 1879	
Ennis, F. H.....	do.....	Nov. 4, 1880	Jan. 13, 1885
Gobeil, A.....	do.....	Jan. 23, 1885	Dec. 18, 1891
Roy, E. F. E.....	do.....	Dec. 18, 1891	
McPherson, D. A.....	Assistant Secretary.....	do 18, 1891	April, 11, 1893
Perley, H. F.....	Chief Engineer.....	Nov. 25, 1880	Oct. 21, 1891
Baillairgé, G. F.....	Assistant Chief Engineer.....	July. 5, 1871	do 4, 1879
Coste, Louis.....	Chief Engineer.....	do 26, 1892	
Scott, Thos. S.....	Chief Architect.....	Feb. 7, 1872	
Fuller, Thomas.....	do.....	Oct. 31, 1881	

Department of Public Works.

APPENDIX No. 8

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LIST

OF

ENGINEERS, ENGINEMEN, FIREMEN AND CARETAKERS

EMPLOYED IN THE

PUBLIC BUILDINGS THROUGHOUT THE DOMINION

ON THE 30TH JUNE, 1894

GIVING

DATE OF APPOINTMENT, SALARY PAID, &c.

APPENDIX No. 8.

STATEMENT showing the Engineers, Enginemen, Firemen, Caretakers, Hoist Attendants and Watchmen employed at Dominion Public Buildings on 30th June, 1894.

Place.	Building.	Name.	Date of Birth.	Position.	Date of Appointment.	Salary per Month.	Time employed per Annum.	Total Salary per Annum.
						\$ cts.		\$ cts.
Amherst.	NS. Post office.	James Morrison.	May 2, 1824	Caretaker.	Nov. 2, 1886	33 33	12 months	400 00
Antigonish.	Public building.	Angus McDonald.	March 7, 1820	"	Feb. 5, 1891	33 33	12 "	400 00
Annapolis.	Post office and C. house.	John McKay.	Oct. 26, 1847	"	April 1, 1891	33 33	12 "	400 00
Baddeck.	Public building.	Alex. S. McDonald.	Dec. 11, 1855	"	Dec. 23, 1886	16 67	12 "	200 00
Dartmouth.	"	J. C. Henley.	Dec. 11, 1846	"	May 22, 1894	20 83	12 "	250 00
Halifax.	Dominion building.	John Powell.	Aug. 21, 1836	Engineman.	Oct. 1, 1871	62 50	12 "	750 00
do	"	Richard Power.	15, 1834	Fireman.	" 1, 1871	50 00	9 "	450 00
do	"	J. F. Sullivan.	Sept. 16, 1822	Caretaker.	" 31, 1885	33 33	12 "	400 00
do	"	W. H. Gray.	Nov. 26, 1848	Watchman.	Sept. 10, 1891	30 00	12 "	468 00
do	Examining warehouse.	Wm. Power.	Feb. 6, 1834	Caretaker.	Jan. 26, 1887	41 67	12 "	500 00
New Glasgow.	Post office.	Daniel McDonald.	Dec. 17, 1832	"	Jan. 1, 1889	33 33	12 "	400 00
North Sydney.	Public building.	Angus McEachren.	Dec. 24, 1847	"	Oct. 20, 1890	33 33	12 "	400 00
Pictou.	Custom-house.	Geo. Robson.	" 22, 1822	"	Jan. 31, 1888	33 33	12 "	400 00
Sydney, South.	Post office and C. house.	N. H. McNeil.	" 25, 1845	"	Dec. 8, 1890	33 33	12 "	400 00
Truro.	Post office.	Hugh McCulloch.	June 2, 1826	"	Sept. 22, 1888	33 33	12 "	400 00
Windsor.	"	Aug. H. Parsons.	March 3, 1846	"	" 22, 1892	33 33	12 "	400 00
Yarmouth.	Public building.	Robert Spears.	Sept. 15, 1824	"	Dec. 23, 1886	33 33	12 "	400 00
Charlottetown.	Dominion building.	Wm. J. Fraser.	Jan. 1, 1836	& fireman	April 13, 1887	33 33	12 "	400 00
do	"	J. S. McLeod.	Nov. 14, 1868	Fireman.	Dec. 13, 1887	28 00	12 "	336 00
do	"	Geo. Walker.	Aug. 28, 1826	Messenger.	Jan. 19, 1875	37 00	12 "	444 00
do	"	Wm. Byrne.	March 15, 1858	Caretaker.	Dec. 5, 1892	37 50	12 "	444 00
do	"	D. F. McDonald.	Nov. 12, 1845	"	Dec. 1, 1890	33 33	12 "	400 00
Montague.	Public building.	Martin Lambert.	Nov. 12, 1816	"	Jan. 12, 1887	13 33	12 "	160 00
Summerside.	Dominion building.	James Brazil.	Jan. 20, 1825	"	Nov. 5, 1885	33 33	12 "	400 00
Bathurst.	Post office.	J. A. Melancon.	Aug. 15, 1823	"	April 13, 1887	33 33	12 "	400 00
Charlatan.	"	R. B. Adams.	Jan. 15, 1854	"	May 16, 1889	10 83	12 "	130 00
Charleton, St. John.	"	Jas. R. Reid.	Aug. 15, 1823	"	Oct. 1, 1889	8 33	12 "	100 00
Dalhousie.	"	Wm. Gould.	Jan. 1, 1853	"	Nov. 26, 1890	33 33	12 "	400 00
Fredricton.	"	Jas. Perkins.	Oct. 5, 1847	"	May 31, 1881	33 33	12 "	400 00
Moncton.	"	E. B. Hicks.	Jan. 11, 1832	"	Jan. 11, 1886	33 33	12 "	400 00
Newcastle.	"	Patrick Keating.	March 13, 1840	"	Oct. 25, 1886	33 33	12 "	400 00

Department of Public Works.

St. Stephen	"	Samuel Topping	April 2, 1889	May 25, 1887	33 33 12	400 00
Sussex	"	Thomas Ashill	Feb. 18, 1826	Oct. 19, 1883	33 33 12	400 00
St. John	Custom-house	Noel J. Morrison	July 25, 1838	April 17, 1894	60 00 12	720 00
"	"	Christopher White	Nov. 20, 1844	Nov. 9, 1885	50 00 12	300 00
"	Post-office	Jas. A. Paul	Aug. 1, 1837	Oct. 13, 1891	41 67 12	500 00
Woodstock	"	James Wolfe	March 10, 1850	Dec. 1, 1893	55 00 12	660 00
Aylmer	"	Ed. Haney	Feb. 22, 1849	Nov. 27, 1882	30 00 12	600 00
Coaticook	"	Wm. Kennedy	May 2, 1825	Feb. 1, 1890	33 33 12	400 00
Hull	Public building	J. R. Woods	March 17, 1817	Nov. 8, 1889	8 33 12	100 00
"	Post-office, &c	Israël Baldwin	Nov. 16, 1839	June 27, 1880	33 33 12	400 00
"	"	J. H. Kerr	April 13, 1847	Feb. 14, 1893	12 50 12	150 00
Lachine	"	Chas. Guibault	Sept. 29, 1826	Oct. 15, 1885	33 33 12	400 00
Montreal	Post-office	F. Caisse	Feb. 21, 1831	Sept. 22, 1893	8 33 12	100 00
"	Dominion buildings	Thos. Ryan	June 18, 1836	Foreman engineer	100 00 12	1,200 00
"	Examining warehouse	M. Boyer	Feb. 18, 1848	Fireman	50 00 12	600 00
"	Post-office	Alex. Daudelin	May 27, 1868	" 4, 1882	45 00 12	540 00
"	"	F. Greene	Oct. 4, 1837	Jan. 1, 1885	60 00 12	720 00
"	"	L. D. Thibault	Jan. 28, 1861	Electrician	60 00 12	720 00
"	"	Jos. Dufresse	Feb. 2, 1843	Elevator man	50 00 12	600 00
"	"	Art. Forget	July 25, 1867	Mar. 1, 1894	50 00 12	600 00
"	"	S. N. Nickle	Dec. 25, 1871	Feb. 6, 1894	1.25 p.d. 12	456 25
"	"	C. Vadeboncoeur	May 17, 1842	Aug. 1, 1892	45 00 12	540 00
"	Inland revenue	Alfred Filiatrault	Nov. 5, 1860	Messenger	60 00 12	600 00
"	Custom-house	Louis St. Jean	Sept. 17, 1840	Fireman	50 00 12	600 00
"	"	J. H. Marchand	Sept. 6, 1849	Dec. 2, 1882	50 00 12	600 00
"	Drill hall and armouries	C. Daudelin	June 18, 1843	July 16, 1892	2.00 p.d. 12	720 00
"	Dominion buildings	Wm. McDonald	Sept. 17, 1832	Feb. 21, 1888	45 00 12	540 00
"	Examining warehouse	J. H. Delongchamp	Feb. 2, 1839	" 1, 1890	50 00 12	600 00
Quebec	"	Jas. Mathews	Sept. 25, 1856	Dec. 4, 1885	75 00 12	900 00
"	Caller's office	Thos. McLaughlin	Aug. 25, 1871	Aug. 27, 1892	45 00 8	360 00
"	Custom-house	James O'Neil	Aug. 13, 1841	July 7, 1894	45 00 5	540 00
"	Post-office	John R. Mountain	Nov. 1, 1848	Nov. 10, 1888	45 00 12	540 00
Rivière du Loup	"	Z. Boncher	May 15, 1824	July 2, 1892	33 33 12	400 00
Sherbrooke	"	Thos. Rawson	May 20, 1841	Dec. 12, 1884	33 33 12	400 00
St. Jérôme	Public building	P. St. Michel	Feb. 26, 1829	Sept. 22, 1886	33 33 12	400 00
St. Johns	Post-office	F. X. Tetreault	Nov. 8, 1846	Aug. 5, 1893	25 00 12	300 00
"	"	Widow J. Forrant	Oct. 27, 1816	May 30, 1898	16 50 12	200 00
"	Public building	Wm. Comper	May 20, 1826	Dec. 28, 1881	12 60 12	150 00
Three Rivers	Custom-house	Médard Grignon	June 25, 1828	March 11, 1890	33 33 12	400 00
"	Post-office	Ph. Gravel	" 3, 1828	Feb. 1, 1891	25 00 12	300 00
"	Custom-house	Jos. Carboneau	" 24, 1828	July 27, 1893	33 33 12	400 00
"	Post-office	Geo. McLeod	April 19, 1838	Feb. 1, 1891	25 00 12	300 00
Amherstburg	Post-office	John Lovegrove	Dec. 19, 1836	Nov. 5, 1885	33 33 12	400 00
Amonte	"	Wm. Moulton	March 23, 1839	Jan. 30, 1891	33 33 12	400 00
Brookville	"	Mrs. Wm. Shepherd	Oct. 29, 1835	April 6, 1888	33 33 12	400 00
Brantford	"	John Squires	April 24, 1842	Oct. 27, 1886	50 00 12	600 00
Barrie	"	Fred. Edwards	March 3, 1844	March 2, 1886	33 33 12	400 00
Belleville	"	J. P. Reeves	Nov. 27, 1820	Oct. 17, 1883	50 00 12	600 00
Berlin	"	Widow Aug. Meinke	" 23, 1844	Dec. 22, 1887	33 33 12	400 00
Brampton	"	James McBride	Oct. 5, 1840	Jan. 29, 1891	33 33 12	400 00

STATEMENT showing the Engineers, Firemen, Caretakers, Hoist Attendants and Watchmen employed at the Dominion Public Buildings, &c.—Continued.

Place.	Building.	Name.	Da	Birth.	Position.	Date of Appointment.	Salary per Month.	Time employed per Annum.	Total Salary per Annum.
							\$ cts.		\$ cts.
Carleton Place.	Post-office	Jas. F. Halpenny	April 17, 1838		Caretaker.	May 31, 1892.	25 00	12 months	300 00
Clifton.	"	Gilbert Campbell	Feb. 11, 1849.		"	Oct. 8, 1885.	35 33	12 "	400 00
Chatham.	"	Henry Dunn	May 25, 1841.		Engineer.	Sept. 23, 1884.	50 00	12 "	600 00
"	"	W. W. Mitchell	" 25, 1848.		Caretaker.	Jan. 7, 1885.	33 33	12 "	400 00
"	"	Thos. Murphy	" 1, 1843.		"	March 7, 1885.	33 33	12 "	400 00
Cornwall.	"	G. A. Gibson.	" 29, 1843.		"	Sept. 3, 1891.	4 16	12 "	50 00
Cayuga.	"	H. J. Payne.	Jan. 31, 1854.		"	April 24, 1890.	33 33	12 "	400 00
Colbourn.	"	Wm. Kilgour.	March 3, 1857.		"	Sept. 23, 1886.	33 33	12 "	400 00
Galt.	"	Robert Higham.	May 20, 1834.		"	Oct. 29, 1889.	33 33	12 "	400 00
Georgetown.	"	Thos. P. Richardson	Feb. 25, 1834.		"	May 1, 1889.	33 33	12 "	400 00
Goderich.	" &c.	Lewis Elliot.	April 8, 1832.		"	July 2, 1890.	33 33	12 "	400 00
Hamilton.	Dominion building	Alfred Barnard	Dec. 27, 1847.		" & engr	Dec. 10, 1894.	50 00	12 "	600 00
"	"	Thos. Beatty	Nov. 14, 1848.		Fireman	Nov. 7, 1887.	45 00	6 "	270 00
"	"	Thos. Nicholson.	Dec. 17, 1857.		Engineer.	March 2, 1887.	50 00	12 "	600 00
"	Drill hall.	Wm. Harris	May 20, 1841.		Fireman	Dec. 12, 1889.	45 00	12 "	540 00
Kingston.	Military college.	William Johnson.	Sept. 12, 1842.		Engineer.	May 31, 1881.	65 00	12 "	780 00
"	"	M. Madden.	Dec. 22, 1838.		Fireman	Oct. 12, 1878.	55 00	6 "	330 00
London.	Custom-house.	M. Mulken.	Sept. 4, 1837.		Engineer.	Sept. 18, 1888.	50 00	12 "	600 00
"	Post-office	Wm. Greer.	Oct. 12, 1839.		Caretaker.	March 16, 1884.	33 33	12 "	400 00
"	"	John Price.	" 6, 1836.		Engineer.	Jan. 14, 1884.	50 00	12 "	600 00
Lindsay.	" and custom hse.	Wm. Galbraith.	Jan. 8, 1844.		Caretaker.	Nov. 16, 1893.	33 33	12 "	400 00
Napanee.	"	John Hearn.	March 28, 1853.		"	June 22, 1889.	33 33	12 "	400 00
Orangeville.	"	John Wilkins.	May 29, 1830.		"	Sept. 15, 1886.	33 33	12 "	400 00
Orillia.	"	S. Baskerville.	Aug. 1, 1839.		"	Nov. 24, 1893.	33 33	12 "	400 00
Peterborough.	"	John Irwin.	Nov. 17, 1842.		"	June 8, 1887.	41 66	12 "	350 00
Petrolia.	"	Chs. McRitchie.	March 29, 1853.		"	July 1, 1894.	33 33	12 "	400 00
Port Colborne.	"	Wm. Armstrong.	Sept. 9, 1846.		"	Nov. 11, 1888.	33 33	12 "	400 00
Port Hope.	"	Levy Reynolds.	Feb. 19, 1839.		"	Nov. 17, 1885.	33 33	12 "	400 00
Port Arthur.	Public building.	John Whitehead.	April 15, 1839.		"	Sept. 11, 1893.	33 33	12 "	400 00
Pembroke.	do	Samuel Hamilton.	June 14, 1834.		"	Oct. 29, 1890.	33 33	12 "	400 00
Prescott.	Post-office and C. house.	Rufus Henderson.	April 6, 1822.		Engineer.	Dec. 23, 1890.	33 33	12 "	400 00
Stratford.	" &c.	J. H. Roberts.	May 1, 1847.		"	Feb. 7, 1884.	50 00	12 "	600 00
St. Catharines.	" &c.	Wm. Bryson.	Feb. 4, 1843.		Caretaker.	Aug. 9, 1883.	35 33	12 "	400 00
St. Thomas	" &c.	Jas. Russell.	Sept. 15, 1852.		"	Sept. 4, 1885.	33 33	12 "	400 00

Department of Public Works.

Strathroy	"	Wm. J. Johnston	May 12, 1840	"	"	Oct. 25, 1890	33	33	400 00
Toronto	Public building	Wm. Bell	Sept. 9, 1836	Fireman, engineer	Fireman	Sept. 30, 1893	100	00	1,200 00
"	Dominion buildings	J. H. Venables	Oct. 16, 1875	"	"	Dec. 19, 1894	50	00	300 00
"	Inland revenue building	Fred. Faragher	Feb. 10, 1844	Engineer	Engineer	Dec. 28, 1874	65	00	600 00
"	Custom house	Jas. Cosgrove	Sept. 26, 1864	Fireman	Fireman	Sept. 23, 1886	55	00	780 00
"	Examining warehouse	Ed. Appleton	Dec. 19, 1861	Hoist attendant	Hoist attendant	Dec. 1, 1887	50	00	680 00
"	"	Alex. Dey	July 5, 1855	"	"	March 2, 1888	50	00	600 00
"	"	Wm. Cheney	Feb. 23, 1831	Watchman	Watchman	Sept. 3, 1888	50	00	600 00
"	"	W. J. Sleas	Dec. 29, 1864	Engineer	Engineer	May 9, 1885	46	50	558 00
"	Post office	Jas. Richardson	" 26, 1859	Fireman	Fireman	Nov. 1, 1889	50	00	600 00
"	"	Henry L. Bell	April 8, 1835	"	"	Dec. 1, 1889	50	00	300 00
"	"	Samuel Fitzgerald	Sept. 22, 1852	Engineer	Engineer	Jan. 13, 1891	50	00	300 00
"	Drill hall	John Somers	May 13, 1844	Caretaker	Caretaker	Aug. 31, 1889	50	00	600 00
"	Public building	Chs. H. Baillie	Aug. 6, 1833	Engineman	Engineman	Oct. 3, 1888	33	33	400 00
"	Post office	David Allan	March 6, 1844	Caretaker	Caretaker	Nov. 9, 1880	50	00	600 00
"	"	F. Parker	Nov. 24, 1825	"	"	July 20, 1891	33	33	400 00
"	Public building	W. Courbis	May 11, 1857	"	"	Aug. 18, 1890	40	00	400 00
"	"	Andrew McLean	Aug. 19, 1852	Engineman	Engineman	June 1, 1888	70	00	480 00
"	"	John Fawcett	March 17, 1849	Fireman	Fireman	Jan. 1, 1889	45	00	840 00
"	Post office	J. R. Alexander	May 10, 1843	Hoist attendant	Hoist attendant	March 16, 1887	45	00	270 00
"	"	Patrick Dillon	April 11, 1853	Watchman	Watchman	June 7, 1892	45	00	540 00
"	"	Jos. Gagner	May 14, 1848	Caretaker	Caretaker	Jan. 31, 1891	45	00	540 00
"	Court house	A. G. Hamilton	Jan. 13, 1833	"	"	June 14, 1888	33	33	400 00
"	" and jail	Geo. Northgraves	Oct. 20, 1851	"	"	Aug. 25, 1893	33	33	400 00
"	Land and registry office	Geo. Cassie	July 7, 1859	"	"	Aug. 1, 1894	40	00	480 00
"	Public building	C. L. Fraser	Jan. 5, 1854	"	"	June 21, 1894	33	00	400 00
"	Land and registry office	R. Wylie	Nov. 4, 1822	"	"	Aug. 28, 1894	35	00	420 00
"	Court house and C. H. C.	Robert Sage	Aug. 12, 1812	"	"	July 19, 1894	33	33	400 00
"	"	W. A. Porter	"	"	"	Jan. 11, 1892	50	00	600 00
"	Post office	Ralph Johnson	"	"	"	Oct. 1, 1884	50	00	600 00
"	"	John McMurphy	"	"	"	July 13, 1893	50	00	600 00
"	Public building	George E. Windsor	April 6, 1843	"	"	Aug. 25, 1893	33	33	400 00
"	"	Atwell King	"	"	"	"	"	"	"

R. STECKEL.

Department of Public Works.

APPENDIX No. 9

—
STATEMENT

SHOWING

NAMES, DATES OF APPOINTMENTS, SALARIES, &c.

OF

PERSONS EMPLOYED

ON THE DIFFERENT

GRAVING DOCKS

30TH JUNE, 1894

Department of Public Works.

APPENDIX No. 9.

STATEMENT showing Names, Dates of Appointment, Salaries, &c., of persons employed on the different Graving Docks, 30th June, 1894.

Name.	Date of Birth.	Position.	Where employed.	Date of Appointment.	Salary.	Remarks.
<i>Esquimaux (Graving Dock, British Columbia.</i>						
John Devereux		Dockmaster.	Esquimaux.	Sept. 17, 1887.	\$166 66 per month	
A. C. Muir		Engineer.	"	April 1, 1887	100 00 "	
J. W. Muir		Asst. engineer	"	Jan. 11, 1892	80 00 "	
A. D. Greaves.		Carpenter	"	Dec. 1, 1887	80 00 "	
F. M. Jones		Stoker.	"	"	60 00 "	
E. Williams		do	"	"	60 00 "	
John Stack		Watchman.	"	"	50 00 "	
<i>Lévis (Graving Dock.</i>						
Ulric Valiquette	30th June, 1856.	Dockmaster.	Lévis.	April 13, 1891	1,800 00 per annum	Annual allowance of \$200 for house rent. First appointment, 9th May, 1873.
Honoré Lamontagne		Dock foreman.	"	9, 1891	83 33 per month	
Wm. Macdougall		Mech'l engineer	"	June	75 00 "	
Napoleon Lemelin.		Asst. mech'l eng'n'r	"	"	45 00 "	
Narcisse Lemelin		Fireman.	"	"	32 00 "	
Theodore Chabot		Caretaker and watchman	"	April 9, 1891	45 00 "	
<i>Kingston (Graving Dock.</i>						
James Wilson.		Dockmaster.	Kingston	July 2, 1892	1,400 00 per annum	
Robert McLeod.		1st engineer.	"	"	75 00 per month	
Wm. Gahagan.		Fireman.	"	"	45 00 "	
Patrick Hurley		Caretaker.	"	"	45 00 "	
C. Staley		Watchman.	"	"	45 00 "	

R. STECKEL.

Department of Public Works.

APPENDIX No. 10.

STATEMENTS

SHOWING

- 1st.—CONTRACTS LET BY THE DEPARTMENT OF PUBLIC WORKS OF CANADA, FROM THE 30TH JUNE, 1893, TO THE 30TH JUNE, 1894.
- 2nd.—PROPERTY PURCHASED OR SOLD BY THE DEPARTMENT OF PUBLIC WORKS, DURING THE FISCAL YEAR ENDED 30TH JUNE, 1894.
- 3rd.—PROPERTY LEASED TO AND BY THE DEPARTMENT OF PUBLIC WORKS, DURING THE FISCAL YEAR ENDED 30TH JUNE, 1894.

Department of Public Works.

APPENDIX No. 10.

OTTAWA, 3rd December, 1894.

SIR,—I have the honour to inclose the following statements, which are required for insertion in the annual report of 1893-94, viz. :—

No. 1. Statement of contracts let by this Department, during the fiscal year ended 30th June last.

No. 2. Statement of property purchased and sold by this Department, during the same period.

No. 3. Statement of property leased to and by this Department, during the same period.

I have the honour to be, sir,
Your obedient servant,

J. A. CHASSÉ.

E. F. E. ROY, Esq.,
Secretary, Dept. Public Works,
Ottawa.

No. 1.—CONTRACTS let by the Department of Public Works of Canada from the 30th June, 1893, to the 30th June, 1894.

Works.	Names of Contractors.	Date of Contract.	Amount.
			\$ cts.
PUBLIC BUILDINGS.			
<i>Government House, Parliament and Departmental Building.</i>			
Parliament and Departmental Buildings—Supply of coal.....	J. W. McCullough.....	July 8, 1893	12,731 84
Parliament and Departmental Buildings—Cleaning chimneys.....	Geo. O. Pouliot.....	Oct. 17, 1893	114 85
Parliament and Departmental Buildings—Supply of Gas.....	The Ottawa Gas Co'y.	Jany. 22, 1894	(Sched. rat's)
Parliament and Departmental Buildings—Supply of firewood.....	John Heney.....	Feb. 6, 1894	" "
Parliament and Departmental Buildings—Supply of ice.....	William Moore.....	" 17, 1894	p. block 04
Parliament Grounds—Sir John A. Macdonald's statue.....	L. P. Hébert.....	" 13, 1894	12,000 00
do Building—3 Tubular boilers.....	W. J. Campbell.....	Augt. 3, 1893	1,840 00
do and Departmental Buildings and Grounds Removal of snow.....	G. F. Guy.....	Nov. 30, 1893	545 00
Rideau Hall—Removal of snow.....	N. Cardiff.....	" 30, 1893	400 00
do Supply of ice.....	Wm. Moore.....	Feb. 17, 1894	p. block 05
do Crockery and glassware.....	John L. Cassidy & Co.	Dec. 18, 1893	911 00
<i>Nova Scotia.</i>			
Amherst, Post Office Building—Supply of coal.....	Canada Coals & Ry. Co.	Sept. 6, 1893	207 86
Annapolis do do.....	do do	" "	147 60
Antigonish do do.....	Roderick L. McLean..	Augt. 30 1893	95 58
Baddeck do do.....	A. Y. McDonald.....	" 28, 1893	105 00
Dartmouth, Public Building—Hot water heating apparatus.....	John Borton.....	Dec. 30, 1893	390 00
do Fittings for post office.....	Rhodes, Curry & Co..	" 27, 1893	680 00
Halifax, Immigration Building—Supply of coal.....	S. Cunard & Co.....	Nov. 17, 1893	132 35
do Public Building—Supply of coal.....	Acadia Coal Co.....	Augt. 25, 1893	1,055 95

No. 1.—CONTRACTS let by the Department of Public Works—Continued.

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—Continued.			
<i>Nova Scotia—Concluded.</i>			
Lawlor's Island Quarantine Station—Detention building for 1st class passengers.....	Archibald McKinnon.....	July 25, 1893	4,790 00
Lawlor's Island Quarantine Station—Addition to disinfecting building and coal shed at wharf.....	S. M. Brookfield.....	Nov. 17, 1893	1,441 00
Lunenburg, Public building—Hot water heating apparatus.....	Frank Powers.....	Dec. 27, 1893	625 00
New Glasgow, Post office—Supply of coal.....	James Kenna.....	Augt. 28, 1893	155 77
North Sydney, C. B., Post office do.....	James Desmond.....	" "	110 20
Pictou, Custom-house do.....	James Kenna.....	" "	134 40
Sydney, Post office do.....	J. T. Burchell.....	Sept. 14, 1893	210 00
Truro do do.....	The Cumberland Rly and Coal Co.....	Augt. 26, 1893	68 80
Windsor do do.....	Canada Coals & Ry. Co.....	Sept. 6, 1893	141 75
do do Five new water closets.....	F. F. Murphy.....	Oct. 24, 1893	200 00
Yarmouth do Supply of coal.....	James Kenna.....	Augt. 28, 1893	200 00
<i>Prince Edward Island.</i>			
Charlottetown, Dominion building—Supply of coal.....	Charles Lyons.....	Sept. 4, 1893	517 08
Summerside do do.....	J. T. Burchell.....	" 14, 1893	42 92
do do do.....	Charles Lyons.....	" 4, 1893	251 25
<i>New Brunswick.</i>			
Bathurst, post office—Supply of coal.....	R. R. Call.....	Aug. 25, 1893	364 90
Carleton do do.....	R. P. & W. F. Starr.....	" 26, 1893	37 87
Chatham do do.....	R. R. Call.....	" 25, 1893	127 23
do do Hot water heating apparatus.....	T. Campbell.....	Dec. 26, 1893	945 00
Dalhousie do Supply of coal.....	R. R. Call.....	Aug. 25, 1893	230 20
Fredericton do do.....	E. H. Allen.....	" 28, 1893	308 02
Moncton do do.....	Canada Coals and Ry. Co.....	Sept. 6, 1893	190 80
do do 2 No. 16 Buffalo heaters and grates.....	H. R. Ives & Co.....	Oct. 20, 1893	450 00
Newcastle do Supply of coal.....	R. R. Call.....	Aug. 25, 1893	342 72
Portland do do.....	R. P. & W. F. Starr.....	" 26, 1893	34 64
St. John do do.....	do.....	" 26, 1893	473 47
do savings bank do.....	do.....	" 26, 1893	229 33
do custom house do.....	do.....	" 26, 1893	1,472 33
do do Iron stair-cases.....	H. R. Ives & Co.....	" 22, 1893	5,560 00
do do Gas piping.....	Thos. Campbell.....	Dec. 2, 1893	595 00
do do Plumbing work, etc.....	do.....	Jan. 25, 1894	5,743 00
St. Stephen, post office—Supply of coal.....	C. D. Hill & Co.....	Aug. 29, 1893	171 00
Sussex do do.....	R. P. & W. F. Starr.....	" 26, 1893	237 34
Tracadie, lazaretto buildings—Construction of.....	Wm. Stewart.....	May 1, 1894	38,888 00
Woodstock, post office—Supply of coal.....	W. F. Dibble & Son.....	Aug. 29, 1893	244 00
<i>Quebec.</i>			
Aylmer, post office building—Supply of coal.....	O'Reilly & Heney.....	Aug. 23, 1893	181 06
Coaticooke do do.....	W. C. Webster.....	" 28, 1893	205 50
Fraserville do do.....	Nap. Dion.....	" 19, 1893	277 50
do do Well (1,000 ft.).....	Capt. John Savage.....	July 6, 1893	2,050 00
do do Compartments for needle baths.....	Octave Plante.....	Aug. 1, 1893	1,200 00
do do Construction of a cook-house.....	F. Poitras.....	Sept. 26, 1893	847 00
Hull, public buildings—Supply of coal.....	O'Reilly & Heney.....	Aug. 23, 1893	167 89
Joliette, post office do.....	Evans Bros.....	Sept. 1, 1893	205 10
Lachine do do.....	A. & A. Martin.....	Aug. 30, 1893	93 04
Montreal do and including northern receiving house—Supply of coal.....	Evan Bros.....	" 21, 1893	811 53
do custom house do.....	P. McCrory.....	" 20, 1893	692 97

Department of Public Works.

No. 1.—CONTRACTS let by the Department of Public Works, &c.—Continued.

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—Continued.			\$ cts.
<i>Quebec—Continued.</i>			
Montreal examining warehouse—Supply of coal	J. O. Lebreque, Cousineau & Co.	Aug. 20, 1893	1,882 02
do revenue and immigration buildings—Supply of coal	Lacoste & Lacoste.	" 22, 1893	151 23
do post office—New water closets and lavatory chamber	D. Onimet.	Oct. 19, 1893	1,250 00
do do Supply of electric current for lighting and elevators.	The Gazette Printing Co.	Jan. 22, 1894	Sched. rates.
do marine agency—Supply of coal	Geo. M. Webster & Co.	Nov. 24, 1893	287 50
do observatory—Plumbing work	Geo. F. Philips.	Oct. 18, 1893	115 00
do post office—Addition to	Prosper Boulanger.	Sept. 5, 1893	3,296 00
do do Supply of coal	Madden & Ellis.	Aug. 21, 1893	410 92
do citadel do	do do	" "	59 00
do cullers' office do	Geo. M. Webster & Co.	" "	226 38
do custom house do	do do	" "	832 32
do examining warehouse—Supply of coal	do do	" "	729 31
do do hot water heating apparatus	Joseph Giroux.	April 2, 1894	447 00
do do fittings and finishing	Viau & Lachance.	April 25, 1894	1,840 00
do do altic rooms	Magloire Benoit.	Sept. 18, 1893	301 69
St. Hyacinthe do supply of coal	F. Robertson.	Aug. 30, 1893	361 00
St. Jérôme do do	Bissett & Donaghy.	Sept. 4, 1893	170 00
St. Johns do do	Calixte Bastien.	March 15, 1894	Sched. rates.
St. Vincent de Paul penitentiary—Stone for works at	Lucke & Mitchell.	Aug. 31, 1893	267 20
Sherbrooke post office—Supply of coal	H. C. Charland & Co.	" 19, 1893	276 30
Sorel do do	Zéphirin Marchand.	" 19, 1893	676 63
Three Rivers' public building—Supply of coal	O. Lefebvre.	Oct. 4, 1893	1,400 00
West Farnham post office—Fittings	Eusébe Mombteau.	Dec. 21, 1893	325 00
do do Hot water heating apparatus			
<i>Ontario.</i>			
Almonte post office—Supply of coal	Thomas White.	Aug. 29, 1893	168 75
Amherstburg do do	The Mullan, Gattfield Coal Co.	Sept. 1, 1893	218 75
Barrie do do	Johnston & Sargeant.	" 2, 1893	260 00
Belleville do do	The Rathlun Co.	" 2, 1893	390 00
Berlin do do	Frank Frank.	Aug. 30, 1893	173 74
Brampton do do	Peaker & Son.	Sept. 1, 1893	172 56
Brantford do do	D. K. Huffman & Son.	Aug. 29, 1893	341 29
Brockville do do	A. S. Ault & Co.	Sept. 4, 1893	360 00
Carleton Place do do	Alex. Steele.	" 2, 1893	91 06
Chatham do do	P. P. Barry.	" 2, 1893	236 25
Clifton do do	R. Coulson.	" 2, 1893	281 25
Cobourg do do	Geo. Spence.	" 4, 1893	256 00
Cornwall do do	Flock Bros.	Aug. 26, 1893	202 50
Galt do do	A. C. Fraser.	Sept. 4, 1893	163 25
Gananoque public buildings do	The Rathlun Co.	" 2, 1893	250 70
Goderich post office do	Wm. Lee.	" 5, 1893	198 40
Guelph do do	Frank Frank.	Aug. 30, 1893	112 18
Hamilton custom house do	Thos. Myles & Son.	Sept. 4, 1893	541 59
do post office do	Aeneas D. Mackays & Sons.	" 2, 1893	540 00
Kingston public buildings do	D. Grimshaw & Co.	Sept. 12, 1893	416 50
Lindsay public buildings—Supply of coal	Joseph Maunder.	Dec. 4, 1893	104 07
do do do	R. Thexton.	" 4, 1893	128 06
London public buildings do	Bowman & Co.	Aug. 28, 1893	1,117 51
Napanee post office do	T. Stewart.	Sept. 6, 1893	218 75
Orangeville do do	Thomas Lynn.	" 5, 1893	103 33
Ottawa, experimental farm do	O'Reilly & Heney.	Aug. 23, 1893	654 80

No. 1.—CONTRACTS let by the Department of Public Works, &c.—Continued.

Works.	Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS.—Continued.			
Ontario—Continued.			\$ cts.
Ottawa removal of snow—Langevin block, post office, geological museum, fisheries exhibit, printing bureau and Cartier square.	Wm. Kilt	Dec. 1, 1893	415 00
Pembroke post office—Supply of coal.	Dunlop & Chapman	Sep. 4, 1893	250 38
Peterborough public buildings—Supply of coal.	The Rathbun Co.	" 2, 1893	295 88
Port Arthur post office do	The Dominion Coal, Coke and Transportation Co.	" 21, 1893	172 80
Port Hope do do	Brown & Henning	Aug. 26, 1893	263 25
Prescott public buildings do	Jas. Buckley	" 26, 1893	327 00
St. Catharines post office do	Devaney & Son	Sep. 7, 1893	308 47
St. Thomas do do	Ellison & Lewis	" 4, 1893	420 80
Smith's Falls, erection of a public building.	Robert Cameron	Oct. 19, 1893	13,664 00
Stratford public building—Supply of coal.	Mowatt & Johnson	Aug. 25, 1893	425 00
Strathroy post office do	W. J. Anderson	Sep. 30, 1893	130 37
Toronto public buildings do	P. Burns & Co.	Aug. 23, 1893	2,353 13
do examining warehouse, renewing roof of western wing.	W. T. Stewart	" 23, 1893	1,100 00
do drill hall—Hot water and ventilating apparatus.	Bennett & Wright	Oct. 12, 1893	6,665 00
do new drill hall—Fixture for gas lighting.	The Keith & Fitzsimons Co.	May 23, 1893	485 00
Trenton post office—Supply of coal.	Charles Crowe	Sep. 4, 1893	200 00
Walkerton post office do	Frail Bros.	" 4, 1893	276 98
Windsor do do	Scully & Bridges	" 4, 1893	530 40
Manitoba.			
Brandon post office—Supply of coal.	Harston, Wincatt & Co.	" 19, 1893	708 50
Brandon experimental farm—Implement and carriage building.	J. Hanbury	Oct. 6, 1893	2,100 00
do industrial school—Warming and ventilating apparatus.	The Smead, Dowd Warming and Ventilating Co.	Sep. 13, 1893	1,650 00
Winnipeg post office—Supply of coal.	The Alberta Railway and Coal Co.	Aug. 25, 1893	2,812 40
do public buildings do	Dominion Coal, Coke and Transportation Co.	" 26, 1893	1,460 55
North-west Territories.			
Calgary post office—Hot water heating apparatus.	C. & W. Plaxton	May 10, 1894	1,608 00
Edmonton, Alta., land and timber registry offices—Hot air heating apparatus.	Wilson & Co.	July 25, 1894	860 00
Moosomin court house—supply of coal.	The Albert Ry & Coal Co.	Aug. 25, 1893	257 80
do do do	Harston Windatt & Co.	Sept. 19, 1893	135 00
Regina, Assa., public buildings—supply of coal.	The Smith Ferguson Co.	Aug. 25, 1893	149 15
do do do	Harston Windatt & Co.	Sep. 19, 1893	698 48
do land titles office do	Dominion Coal, Coke & Transportation Co.	Aug. 26, 1893	137 50
do do do	Harston Windatt & Co.	Sept. 19, 1893	72 90
Wolseley—erection of court house.	Banbury & Magee	Nov. 1, 1893	5,000 00
British Columbia.			
Victoria Drill Hall—flooring, rifle racks and lockers.	Christie Thompson & Co.	Oct. 17, 1893	1,985 50

Department of Public Works.

No. 1.—CONTRACTS let by the Department of Public Works, &c.—*Concluded.*

Works.	Names of Contractors.	Date of Contract.	Amount.
HARBOURS AND RIVERS.			\$ cts.
<i>Nova Scotia.</i>			
Babbin's Cove, C. B.—construction of winter wharf.	Isidore LeBlanc.	Dec. 19, 1893	2,495 00
Boularderie Island—construction of wharf.	Hugh McDonald.	April 16, 1894	2,643 00
Grand Etang—pier works	F. Toms	Dec. 5, 1893	20,500 00
Nyanza—brush and stone wharf.	John McMillan.	Nov. 2, 1893	1,484 00
<i>Prince Edward Island.</i>			
St. Peter's Bay—beach protection works.	H. D. MacEwen.	Dec. 8, 1893	746 00
Souris—new timber block.	Wightman & Mellish.	July 3, 1893	18,600 00
Wood Islands—reconstruction to and repairs of the works	John Burns.	Dec. 30, 1893	12,400 00
<i>New Brunswick.</i>			
Campbellton—improvement of ferry landing.	Warren Taylor.	Dec. 4, 1893	976 00
<i>Quebec.</i>			
Baie St. Paul—additional length to wharf.	Ludger Lemieux.	July 17, 1893	5,700 00
Grand Rivière—do do	F. B. Atkinson.	May 8, 1894	8,990 00
<i>Dredge Vessels and Plant.</i>			
New Dredge—2 cylindrical straightway boilers, navy type	J. C. & R. S. Weir.	Jan. 27, 1894	4,790 00
New Dredge—ship knees, crooks and futtocks.	Cyrille Chénier.	Feb. 1, 1894	1,400 00

J. A. CHASSÉ.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 30th November, 1894.

No. 2.—STATEMENT of Property Purchased or Sold by the Department of Public Works, during the Fiscal Year ended 30th June, 1894.

Date of conveyance.	Vendors.	Purchasers.	Description of Property.	For what Purpose.	Area.	Price.
July 8, 1893.	Town Site Trustees.	Her Majesty.	Moosomin, Assa.—Lots Nos. 12 and 13, block 28.	F. stable N. W. M. P.	12,500 ft.	\$ 175 00
Aug. 28, 1893.	R. P. Richet & Co.	do	Dredge "Mud Lark" and three scows.	Dredging.	1% of an acre.	24,000 00
Oct. 31, 1893.	Alex. McDonald et ux.	do	Strip of land.	Approach to wharf.		110 00
Dec. 18, 1893.	Her Majesty.	City of Toronto	15 lots of the new windmill line.	City purposes.		1 00
Jan. 17, 1894.	Religieuses hospitalieres de St. Joseph.	Her Majesty.	Tracadie, N. B.—Patch of ground at.	For a lazaretto.	12 acres.	630 00
Nov. 13, 1893.	John J. Wallace.	do	Gardner's Creek, N. B.—Strip of land and right of way.	For wharf.	45 acres.	1 00
Aug. 3, 1893.	Robert Weir.	do	William's Head, B.C.—Right of way for laying pipe.	Quarantine station.	12 ft. wide.	250 00
Mar. 21, 1894.	C. P. R. Town Site Trustees.	do	Regina, Assa.—Additional land, being lots 21, 22, 23, block 345.	For court house.	10,125 ft.	300 00
Jan. 18, 1894.	J. A. Montgomery.	do	Regina, Assa.—Additional land, lots 24 and 25, block 345.	do	6,650 ft.	60 00
Feb. 14, 1894.	Albert Ry. and Coal Co.	do	Lethbridge, Alta.—Strip of land 66 ft. in width.	For approach to Belly River bridge.	12½ acres.	Free grant.
Jan. 16, 1894.	The Canada Western Hotel Co.	do	Victoria, B.C.—Lots 1, 2, 3, 4, 5, 6, 7 and 8, block 71.	Site for public building.		75,000 00
do 3, 1893.	Parker Glasier.	do	St. John River, N. B.—Wharf and right of way.	Public purposes.		Gift.
Mar. 17, 1894.	H. J. Beemer.	do	Roberval, Que. do	do		750 00
June 13, 1891.	Dame T. T. Blas.	do	Richmond, Que.—Part of lots Nos. 10 and 16, 14th range, Township of Cleveland, fronting on Main street.	Site for public building.		3,000 00
do 13, 1894.	Francis Smith.	do	Richmond, Que.—Triangular piece of land, 14th range, Township of Cleveland.	do		100 00
do 23, 1894.	Jane Smythe.	do	Halifax, N. S.—Lot of land situate in the City of Halifax.	For Halifax drill shed.	3,094 ft., more or less.	3,500 00
do 25, 1894.	James Thomson.	do	do do do do	do do do do	4,700 do	2,528 80
do 27, 1894.	Joseph Cruise and ux.	do	do do do do	do do do do	1,664 do	2,500 00

J. A. CHASSÉ.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 30th November, 1894.

Department of Public Works.

No. 3.—STATEMENT of Property Leased to and by the Department of Public Works during the Fiscal Year ended 30th, June, 1894.

Date of Lease.	Lessor.	Lessee.	Description of Property.	For what Purpose.	Duration of Lease.	Amount Rent Payable.
Oct. 20, 1893	MacLean, Roger & Co.	Her Majesty.	Ottawa, Ont.—Old printing building	For Government work-shops.	3 years	\$650 p. an.
Dec. 27, 1893	S. Murphy	do	do Stores No. 536 Sussex street	Store room for Geological Museum.	6½ months	\$30.00 p. m.
Jan. 10, 1894	Her Majesty	Wm. Dodd	Yale, B. C.—Old Government House and grounds.	Private enterprise	5 years	\$1.00 p. an.
Mar. 8, 1894	do	J. A. Gagnon	Cap de la Madeleine, Que.—Strip of land on east bank of River St. Maurice.	do	During pleasure	\$20.00 do
May 11, 1894	Mary E. Chambers	Her Majesty	Smith's Falls, Ont.—Piece of land situate in the Town of, lot No. 33.	do	1 year	\$6.00 do

J. A. CHASSÉ.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 30th November, 1894.

Department of Public Works.

APPENDIX No. 11.

OFFICIAL CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS

FROM 1ST JULY, 1867, TO 30TH JUNE, 1894

Department of Public Works.

APPENDIX No. II.

OFFICIAL CORRESPONDENCE.

LETTERS Received and Sent from 1st July, 1867, to 30th June, 1894.

Years.	Received.	Sent.
1867—From 1st July to 31st December.....	2,075	1,511
1868 do 1st January to 31st December.....	3,498	2,317
1869 do do do.....	3,448	2,171
1870 do do do.....	4,961	3,185
1871 do do do.....	6,268	3,983
1872 do do do.....	8,333	4,428
1873 do do do.....	10,072	5,707
1874 do do do.....	9,800	5,043
1875 do do do.....	9,006	5,006
1876 do do do.....	7,971	4,773
1877 do do do.....	7,517	4,425
1878 do do do.....	6,886	4,021
1879 do do to 6th October.....	7,186	4,547
1879 do 7th October to 31st December.....	2,033	810
1880 do 1st January do.....	8 451	4,410
1881 do do do.....	9,599	5,529
1882 do do do.....	10,505	5,699
1883 do do do.....	11,633	6,227
1884 do do do.....	13,114	6,903
1885 do do do.....	8,977	5,321
1886 do do do.....	9,644	5,352
1887 do do to 30th June.....	4,866	2,735
1887 do 1st July do 1888.....	10,493	6,343
1888 do do do 1889.....	10,522	7,042
1889 do do do 1890.....	10,098	7,448
1890 do do do 1891.....	10,576	7,286
1891 do do do 1892.....	11,637	6,700
1892 do do do 1893.....	11,720	6,220
1893 do do do 1894.....	9,517	6,028

NUMBER of Cheques sent by Accountant's to Secretary's Branch and Mailed,
from 1882 to 1894.

Year.	No.
1882.....	1,566
1883.....	3,366
1884.....	3,298
1885.....	3,466
1886.....	4,198
1887.....	4,692
1888.....	4,960
1889.....	4,819
1890.....	5,376
1891.....	5,400
1892.....	7,174
1893.....	7,792

CHEQUES issued by Finance Department and Mailed from Secretary's Branch.

Year.		No.
1885.....	From 1st April to 30th June, 1885.....	245
1885.....	do 1st July do 1886.....	954
1886.....	do do do 1887.....	1,158
1887.....	do do do 1888.....	918
1888.....	do do do 1889.....	887
1889.....	do do do 1890.....	908
1890.....	do do do 1891.....	790
1891.....	do do do 1892.....	820
1892.....	do do do 1893.....	822
1893.....	do do do 1894.....	868

LETTERS Received and Sent, Chief Architect's Office, from 1st January, 1880, to 30th June, 1894.

Years.	Received.	Sent.
1880—From 1st January to 30th June.....		1,273
1880 do 1st July do 1881.....		2,943
1881 do do do 1882.....		2,859
1882 do do do 1883.....	3,538	4,600
1883 do do do 1884.....	3,860	6,004
1884 do do do 1885.....	4,500	6,718
1885 do do do 1886.....	6,075	6,450
1886 do do do 1887.....	6,816	6,380
1887 do do do 1888.....	6,947	6,870
1888 do do do 1889.....	6,484	7,667
1889 do do do 1890.....	7,448	6,578
*1890 do do do 1891.....		7,751
1891 do do do 1892.....	6,113	4,260
1892 do do do 1893.....	7,428	6,453
1893 do do do 1894.....	6,900	†4,517

* The exact number of letters received cannot be accurately given, but would bear about the same proportion to letters sent as last year.

† The decrease in the number of letters sent, is due to a change made on 1st January, 1894, in the manner of transmitting accounts to the secretary. Previous to that date a letter accompanied each account, but now a bundle of accounts goes with each letter.

LETTERS Sent from Chief Engineer's Office, from January, 1880, to 30th June, 1894.

Year.		No.
1880.....	From 10th January to 30th June.....	418
1880.....	do 1st July do 1881.....	1,795
1881.....	do do do 1882.....	2,352
1882.....	do do do 1883.....	2,651
1883.....	do do do 1884.....	3,611
1884.....	do do do 1885.....	3,119
1885.....	do do do 1886.....	2,867
1886.....	do do do 1887.....	3,281
1887.....	do do do 1888.....	3,552
1888.....	do do do 1889.....	4,229
1889.....	do do do 1890.....	3,374
1890.....	do do do 1891.....	3,948
1891.....	do do do 1892.....	4,009
1892.....	do do do 1883.....	4,232
1893.....	do do do 1894.....	3,966

NOTE—The letters, including returns, received in the Chief Engineer's Office may be estimated at the rate of two received to one sent.

Department of Public Works.

APPENDIX No. 12.

TABULAR STATEMENT

SHOWING THE DATES OF THE

CLOSING AND OPENING OF NAVIGATION

AT THE

PRINCIPAL PORTS OF CANADA

ON

THE SEABOARD, THE RIVER AND GULF OF ST. LAWRENCE
AND ON THE GREAT LAKES.

APPENDIX No. 12.

STATEMENT showing the Dates of the Closing and Opening of Navigation at the undermentioned Ports in Canada, in 1893 and 1894.

Ports.	Provinces.	Location.	Date of Closing 1893-94.	Date of Opening 1894.	Remarks.
Arichat, C.B.	Nova Scotia	Isle Madame, southern entrance, Strait of Canso.	Feb. 3.	Mar. 21.	"Floating ice interfered with navigation from 20th April to 3rd May."
Bathurst.	New Brunswick.	Baie des Chaleurs.	Dec. 14.	May 1.	"Early opening."
Belleville.	Ontario.	Lake Ontario.	Nov. 18.	April 2.	
Campbellton.	New Brunswick.	Baie des Chaleurs.	Dec. 2.	" 27.	
Charlottetown.	P. E. Island.	Gulf of St. Lawrence.	" 11.	" 11.	"The earliest for 20 years."
Collingwood.	Ontario.	Georgian Bay.	" 14.	" 10.	
Gaspé.	Quebec.	Gulf of St. Lawrence.	" 4.	May 8.	
Georgetown.	P. E. Island.	" "	Jan. 11.	Mar. 22.	"The winter steamer keeps her track open to railway wharf while running."
Goderich.	Ontario.	Lake Huron.	Nov. 27.	Mar. 15.	Always open and clear of ice.
Halifax.	Nova Scotia.	Atlantic Ocean.	Nov. 6.	April 4.	
Kingcardine.	Ontario.	Lake Huron.	Dec. 30.	Mar. 19.	
Kingston.	"	Lake Ontario.			
Louisburgh.	Nova Scotia.	Atlantic Ocean.			
Montreal.	Quebec.	River St. Lawrence.	Dec. 4.	April 12.	"No ice forms in this harbour to interrupt navigation. It was open all winter excepting two or three days it was blocked by drift ice from the Gulf of St. Lawrence."
North Rustico.	P. E. Island.	Gulf of St. Lawrence.	" 15.	May 6.	"Last departure for sea 1893, November 23rd. First arrival from sea, 1894, April 27."
North Sydney, C.B.	Nova Scotia.	Near eastern entrance, Gulf of St. Lawrence, Atlantic Ocean.	Jan. 25.	April 1.	"Navigation closed earlier and opened later than usual, owing to drift ice from the north coming down the Gulf of St. Lawrence."
Owen Sound.	Ontario.	Georgian Bay.	Dec. 4.	Mar. 17.	"No drift ice this year, hence port was open early."
Percé.	Quebec.	Gulf of St. Lawrence.	" 5.	April 10.	"Date of last departure and first arrival of vessels in port."
Pictou.	Nova Scotia.	" "	" 15.	" 19.	
Port Arthur.	Ontario.	Lake Superior.	" 15.	May 3.	"Not much ice last winter."
Port Dover.	"	Lake Erie.	" 2.	April 3.	"During winter of 1893-94, the ice would not at any time prevent a vessel from entering. Last arrival, December 7th. First departure April 6."
Port Hope.	"	" Ontario.			
Port Stanley.	"	Lake Erie.	Jan. 10.	Mar. 14.	"First arrival from sea, 25th April; from Anticosti, 12th April; from Montreal, 22nd April. Rivers St. Charles and Bersimis were frozen over 4th December."
Quebec.	Quebec.	River St. Lawrence.	Nov. 30.		

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St. Ann's, C.B.	Nova Scotia	Atlantic Ocean, entrance Gulf of St. Lawrence.	Jan. 4.	April 4.	
St. Johns.	Quebec.	River Richelieu.	Nov. 30.	Mar. 21.	
St. John.	New Brunswick.	Bay of Fundy.			Always open.
St. Peters, C.B.	Nova Scotia.	Atlantic Ocean.	Feb. 27.	Mar. 13.	
Sarnia.	Ontario.	Lake Huron.	Dec. 11.	" 16.	" Ferry boat to Detroit ran all winter."
Sault Ste. Marie.	"	Lake Superior.	" 1.	April 17.	
Shediac.	New Brunswick.	Gulf of St. Lawrence.	" 11.	" 20.	
Sorel.	Quebec.	River Richelieu.	" 2.	" 15.	
Sydney, C.B.	Nova Scotia.	Ocean port, entrance, Gulf of St. Lawrence.	Jan. 10.	May 2.	
Tadoussac.	Quebec.	River St. Lawrence.	Nov. 25.	April 18.	Navigation at Chicoutimi opened 28th April.
Three Rivers.	"	"	" 25.	" 28.	
Toronto.	Ontario.	Lake Ontario.	Dec. 30.	Mar. 17.	
Warton.	"	Georgian Bay.	Nov. 25.	April 18.	
Windsor.	"	Detroit River.			Ferry boats plied all winter.
Winnipeg.	Manitoba.	Red River.	Nov. 13.	April 24.	Dates are for Red River. Navigation on Lake Winnipeg opened later
York Factory.	North-west Terr.	Hudson Bay.	" 4.	May 20.	" River was full of ice 23rd October."

Department of Public Works.

APPENDIX No. 13

L I S T

OF SOME OF THE

ACTS OF PARLIAMENT PASSED AT THE SESSION OF 1894

HAVING REFERENCE TO THE

DEPARTMENT OF PUBLIC WORKS

OR WORKS UNDER ITS CHARGE

Department of Public Works.

APPENDIX No. 13.

List of some of the Public Acts of the Parliament of Canada, passed at the Fourth Session of the Seventh Parliament closed by prorogation on the 23rd day of July, 1894, and having reference to the Public Works Department or works under its charge. (57-58 Victoria).

Subject.	Full Title of the Statute.	Chapter.	Page in statute book.
Sums granted to Her Majesty for the financial year ending 30th June, 1894, and the purposes for which they are granted.	An Act for granting to Her Majesty certain sums of money required for defraying certain expenses of the public service, for the financial years ending respectively the 30th June, 1894, and the 30th June, 1895, and for other purposes relating to the public service.	1	3
Respecting the Civil Service...	An Act further to amend the Acts respecting the Civil Service.	18	103
Public Harbours.....	An Act respecting Public Harbours.....	47	329
Harbour Commissioners of Montreal.	An Act to amend and consolidate the Acts relating to the Harbour Commissioners of Montreal.	48	331
Legal Holidays.....	An Act further to amend the law relating to Holidays.....	55	371

N. B.—By an Order in Council, dated 13th April, 1893, regulations have been adopted concerning the management, maintenance, proper use and protection of the slides, booms and works in the Trent and New Castle District, page cxxxvi of the Statutes of Canada, 57-58 Victoria—Also, River Yamaska lock.

J. A. CHASSÉ.

DEPARTMENT of PUBLIC WORKS,
OTTAWA, 30th November, 1894.

Department of Public Works.

APPENDIX, No. 14.

DETAILED STATEMENT OF EXPENDITURE

ON ACCOUNT OF

REPAIRS, Etc.

TO

PUBLIC BUILDINGS, CANADA

For the Fiscal Year Ended 30th June, 1894

BY

O. DIONNE, Esq., ACCOUNTANT

APPENDIX No. 14.

DETAILED STATEMENT of Expenditure on account of "Public Buildings, Repairs," &c., for fiscal year ended 30th June, 1894.

No.	Name of Building.	Repairs.										Total for repairs.	Wages.	Rents.	Furniture, carpets, &c.	Maintenance of buildings, &c.	Grand total.	No.			
		Hardware, plumbing &c.	Repairing roofs and chim. tops, &c.	Lumber, &c.	Brick and stone work, plastering, &c.	Painting, glazing, &c.	Extraordinary repairs.	Traveling expenses, telegrams, &c.	Sundries.												
1	<i>Nova Scotia.</i> Amherst post office.	130 08											159 08	289 16						289 16	1
2	Annapolis "		32 00									227 41	259 41							376 41	2
3	Antigonish "	1 50										12 87	14 37					2 00		16 37	3
4	Baddeck "											23 92	23 92							23 92	4
5	Halifax asst. rec. genl's office.																				5
6	" Dominion building.	189 66	130 36	189 48	328 42	2,218 16						285 84	3,341 92							1,200 00	6
7	" examining warehouse.	9 25				15 25						57 30	81 80							263 35	7
8	" immigrant shed.																			22 00	8
9	" penitentiary.																				9
10	New Glasgow post office.	4 40	2 30											6 70						6 70	10
11	North Sydney "	449 30											21 62	470 92	105 00					575 92	11
12	Pictou custom house.					216 00						3 02	545 62							545 62	12
13	" marine hospital.				89 55	89 55							63 65	179 10						179 10	13
14	Sydney post office.				53 75	628 00						296 45	892 10							63 65	14
15	Truro "	3 90										98 91	336 11							892 10	15
16	Windsor "	290 00																		343 12	16
17	Yarmouth "				58 50	5 95						122 33	186 78							10 25	17
	<i>Prince Edward Island.</i>																				
18	Charlottetown Dominion building.	69 89	15 00	68 50	247 38	317 00						374 38	1,092 15	46 23						504 75	18
19	Montague post office.	2 31		20 50	23 00	23 00							80 81							80 81	19
20	Summerside "	156 51			436 00	133 00						20 00	745 51	54 18						799 69	20

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<i>New Brunswick.</i>									
21	Bathurst post office.....	2 36	37 21	57 05	299 75	6 30	306 05	21	
22	Carleton "	57 40	188 00	86	245 40		245 40	22	
23	Dalhousie "		6 20	158 66	560 86		560 86	23	
24	Fredericton "	24 80	213 60	138 90	31 00		31 00	24	
25	Moncton "	570 88			1,393 14	76 00	1,393 14	25	
26	Newcastle "	28 00	21 35		188 25		130 90	26	
27	Portland "						44 00	27	
28	St. John, cus. house			16 65	16 65		3,000 00	28	
29	" " temp.						500 00	29	
30	" engineer's office						260 00	30	
31	" ex. warehouse.	342 70			342 70		342 70	31	
32	" marine hospital			30 00	30 00		30 00	32	
33	" penitentiary.....	262 48	82 95	214 13	2,875 15	182 75	3,057 90	33	
34	" post office.....	50 16	145 60	113 77	931 58	186 35	1,086 93	34	
35	" savings bank.....	47 87	108 00	5 00	179 75		179 75	35	
36	St. Stephen's post office.						5 00	36	
37	Sussex "							37	
38	Woodstock "							38	
39	Public buildings generally			1,642 96	1,642 96		3,208 96	39	
40	Totals Maritime Provinces.....	2,517 99	4,433 47	2,483 55	17,400 09	1,771 47	26,883 46	40	
		304 10	4,191 20	1,642 96	1,771 47	6,125 14	1,034 20		
<i>Quebec.</i>									
1	Aylmer post office.....	3 50	4 08	59 85	67 43		102 28	1	
2	Craicook "			4 75	4 75		4 75	2	
3	Dundas custom house			121 50	121 50		121 50	3	
4	Hull post office.....		8 90	37 05	45 95		45 95	4	
5	Joliette post office.		29 02	59 65	88 67		88 67	5	
6	Lachine "			82 60	82 60		82 60	6	
7	Lepprairie "	106 78		67 73	347 31	225 00	572 31	7	
8	Montreal custom house.		166 00				181 21	8	
9	" exam. wareho.						63 36	9	
10	" post office.....		45 75	200 45	1,917 43		102 41	10	
11	Quebec citadel buildings.						1,917 43	11	
12	" cutlers' office.						44 05	12	
13	" custom house.....			86 45	2,633 57		2,633 57	13	
14	" exam. warehouse.	2,256 75	170 25	139 10	1,311 90		1,311 90	14	
15	" immigrant bog.	15 24	287 01	110 00	125 24		125 24	15	
16	" observato			392 98	765 00		765 00	16	
17	" old custom house.			14 75	187 70		187 70	17	
18	" post office.....	68 95			942 21		1,255 41	18	
19	" Queen's wharf bg	21 25			21 25		21 25	19	
20	" sgl.srv.insp.office						76 75	20	
	Carried forward.....	1,081 77	515 01	1,376 87	8,809 83	225 00	9,703 34		
		2,898 69	1,287 50	186 75	1,376 87	633 31	35 20		

APPENDIX No. 14.—Expenditure on account of "Public Buildings, Repairs," &c.—Continued.

No.	Name of Building.	Repairs.													Totals for repairs.	Wages	Rents.	Furniture, carpets, &c.	Maintenance of buildings, &c.	Grand total.	No.
		Hardware, metal, &c.	Repairing roofs, and chim. tops, &c.	Lumber, &c.	Brick and stone work, plastering, &c.	Painting, glazing, &c.	Extraordinary repairs, &c.	Travel expenses, telegrams, &c.	Sundries.	Totals for repairs.											
	Brought forward.....	\$ 1,081 77	\$ 2,898 69	\$ 1,453 24	\$ 515 01	\$ 1,297 50	\$ 186 75	\$ 1,376 87	\$ 8,809 83	\$ 225 00	\$ 405 00	\$ 633 31	\$ 35 20	\$ 9,703 34	34						
Quebec—Concluded.																					
21	Rivière du Loup (Fraser-ville) post office.....	249 50	62 36	175 40				266 47	8,809 83	225 00	405 00	74 00	35 20	9,703 34	21						
22	Sherbrooke post office.....							177 22				838 04		1,440 16	22						
23	Sorel " " " " " " " " " " " " " "							2 58						64 94	23						
24	St. Hyacinthe " " " " " " " " " " " " " "							8 00						8 00	24						
25	St. Jérôme " " " " " " " " " " " " " "							6 00						19 40	25						
26	St. John's " " " " " " " " " " " " " "							38 50		580 50				722 40	26						
27	Three Rivers custom ho. " " " " " " " " " " " " " "							288 37						315 37	27						
28	" " " " " " " " " " " " " "							74 41		329 10				418 76	28						
29	Valleyfield " " " " " " " " " " " " " "							1 25						406 25	29						
30	Pub. bdgs. genly.....							663 31						663 31	30						
31	Totals for Quebec.	\$ 1,394 32	\$ 2,991 05	\$ 1,678 64	\$ 24 00	\$ 515 01	\$ 2,207 10	\$ 850 06	\$ 2,239 67	\$ 11,889 85	\$ 225 00	\$ 405 00	\$ 1,547 35	\$ 14,102 40	31						
Ontario.																					
1	Almonte post office.....	143 00												173 00	1						
2	Anherstburg post office.....													476 00	2						
3	Barrie " " " " " " " " " " " " " "													171 28	3						
4	Belleville " " " " " " " " " " " " " "													1,314 55	4						
5	Berlin " " " " " " " " " " " " " "													648 42	5						
6	Brampton " " " " " " " " " " " " " "													158 81	6						
7	Brautford " " " " " " " " " " " " " "													520 59	7						
8	Brockville " " " " " " " " " " " " " "													328 31	8						
9	Carleton Place " " " " " " " " " " " " " "													33 05	9						
10	Cayuga " " " " " " " " " " " " " "													12 63	10						

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11	Chatham	3 25	272 25	1 100	290 50	290 50			290 50	11				
12	Clifton				3 00	3 00			3 00	12				
13	Cobourg				136 27	136 27			136 27	13				
14	Cornwall	8 40			1,384 45	1,384 45			1,384 45	14				
15	Dundas				22 95	22 95			522 95	15				
16	Dunnville canal office.	3 94			90 00	90 00			102 00	16				
17	Galt post-office.	273 02	30 00	11 25	333 87	333 87	12 00		333 87	17				
18	Gananoque custom h'se post office.	11 25	19 95		388 97	388 97			388 97	18				
19	Goderich	18 80	5 00	2 55	65 13	65 13	19 10		84 23	20				
20	Guelph	303 87	9 96	17 00	320 87	320 87	41 00	2 00	206 52	21				
21	Hamilton custom house.	91 85	26 40	6 40	274 65	274 65	47 00	19 25	320 87	22				
22	" post office.				75 32	75 32			340 90	23				
23	" old post office.				61 13	1,128 72	21 43	7 84	75 32	24				
24	Kingston custom house.	31 54	16 30	179 77	62 89	1,047 88	20 00	16 62	1,157 99	25				
25	" post office.	24 00	731 47	4 75	127 40	156 15	10 00	10 00	1,084 50	26				
26	Lindsay	19 70		54 62	15 30	74 32	3 78		166 15	27				
27	London custom house.				91 87	15 30			78 10	28				
28	" military school.				28 50	15 30			15 30	29				
29	" post office.	7 83		91 87	12 95	62 80		2 50	94 37	30				
30	Napanee	2 35		7 50	107 13	107 13	6 50		107 13	31				
31	Orangeville				137 52	137 52			71 30	32				
32	Ottawa civil service ex off				83 33	83 33			137 52	33				
33	" central chambers.				1,000 00	1,000 00			83 33	34				
34	" Bank of Ottawa.				850 00	850 00			1,000 00	35				
35	" exam. warehouse.				350 00	350 00			850 00	36				
36	" geological museum.				80582 86	80582 86			350 00	37				
37	" public buildings	8,233 72	12 50	4,765 87	3,224 40	28,509 17	9,570 01		330 00	38				
38	" work shops								118,762 04	38				
39	" translators rooms								975 00	39				
40	" Sussex st.								240 00	40				
41	Pembroke post office.				3 00	3 00			13 00	41				
42	Peterboro' custom house.				6 92	6 92			6 92	42				
43	" post office.				7 75	11 58	3 38		22 71	43				
44	Petrolia	72 12	231 75	87 20	391 07	225 00			616 07	44				
45	Port Arthur	4 50			136 10	136 10			363 60	45				
46	Port Colborne				169 40	169 40			169 40	46				
47	Port Dalhousie cust. h'se	438 18			655 74	102 40	19 00		363 60	46				
48	Prescott custom house.	74 45			129 20	129 20	41 80	2 00	19 00	47				
49	" post office.	1,370 24	233 75	123 25	3 20	339 65	73 45		801 94	48				
50	Rideau Hall				693 72	4,168 64	1,441 66	2,665 00	129 20	49				
51	St. Catharines post office	30 00	7 70	22 00	100 00	100 00			414 60	50				
52	St. Thomas post office.	31 44		39 70	121 00	6,724 58	38 00		14,999 88	51				
53	Toronto civil serv. ex. off.	258 38	54 20	140 18	43 81	114 95	4 50		768 70	52				
54	" custom house				271 92	110 70			100 00	53				
55									114 95	54				
56									69 50	55				
57									1,799 27	56				
58									16 50	57				
	Carried forward...	12,833 11	2,747 26	2,287 99	7,711 79	7,266 01	190 42	6,437 90	46,880 64	87,791 62	4,215 85	1,2024 96	2,767 59	153,680 66

APPENDIX No. 14.—Expenditure on account of "Public Buildings, Repairs," &c.—Continued.

No.	NAME OF BUILDING.	Repairs.										Total for repairs.	Wages.	Rent.	Furniture, carpets, &c.	Maintenance of build- ings, &c.	Grand Total.	No.
		Hard ware, metal &c.	Repairing roofs and chimneys, &c.	Lumber, &c.	Brick and stone work, plastering, &c.	Painting, glazing, &c.	Extraordinary re- pairs.	Travel, expenses, telegrams, &c.	Sundries.	Total for repairs.	Wages.								Rent.	Furniture, carpets, &c.	Maintenance of build- ings, &c.	Grand Total.	No.
	Brought forward..	12,833 11	2,747 26	7,396 16	2,297 99	7,711 79	72,66 01	190 42	6,437 90	46,890 64	87,791 62	4,215 85	12,024 96	2,767 59	153,680 66			
Ontario—Continued.																		
58	exam. warehouse.	864 23		234 00	770 13	57 00	1,583 70		221 40	3,710 46	181 72				3,892 18	58		
59	engineer's office.	41 74	409 45			81 00			128 36	660 55	48 21				708 76	59		
60	Inland rev. office.									10 20					10 20	61		
61	military school.															62		
62	post-office.	202 64	160 40		273 24	1,069 85	1,405 50	10 20	681 50	3,793 13	263 82			4,228 20	62			
63	savings bank.				33 60					33 60					33 60	63		
64	st'mboat insp. off.														60 00	64		
65	Trenton post office.	4 00				3 50			60 56	64 56					68 56	65		
66	Walkerton post office.	36 00			175 00			10 50	14 75	64 75					66 75	66		
67	Windsor "	72 81							177 40	425 21					427 71	67		
68	Public bldgs. generally.								939 57	939 57					939 57	68		
	Totals for Ontario..	14,054 63	3,317 11	7,630 16	3,549 96	8,903 14	10,255 21	1,150 69	7,721 87	56,582 87	88,285 37	4,215 85	12,286 21	2,776 09	164,146 19			
Manitoba.																		
1	Brandon Dom. lands office														66 06	1		
2	post office.	200 10		20 08											433 03	2		
3	Winnipeg architect's office					3 25			192 51	415 95	17 08			107 69	107 69	3		
4	C. timber office	92 00							124 00	216 00				6 00	222 00	4		
5	custom house.	17 97				10 00			9 50	37 47				5 00	54 17	5		
6	Dom. lands, O.	53 84		98 01		13 25			414 66	579 76				8 15	587 91	6		
7	exam. warcho.					10 00				10 00				11 93	28 18	7		
8	in'l'd rev. office.								33 00	33 00				6 25	33 00	8		
9	post office.	138 71		2 87		171 11	593 30		126 83	1,032 62				16 15	1,048 77	9		
10	stmbt. insp. O.														34 50	10		

Department of Public Works.

11	Public bldgs. generally	502 62	120 77	207 61	593 30	354 34	904 25	2,682 89	3,149 98	120 43	149 24	3,504 32	11
	Totals for Manitoba.					354 34	904 25	2,682 89	3,149 98		149 24	6,119 62	
<i>North-west Territories.</i>													
1	Calgary custom house.									65 00		65 00	1
2	" Dom. lands office						66 00	66 00		40 00		40 00	2
3	Lethbridge "						4 00	4 00				66 00	3
4	" post office.					30 50		30 50		56 50	166 66	4 00	4
5	Macleod court house.									99 40		99 40	5
6	Medicine Hat court house									58 40		58 40	6
7	Moose Jaw "											50 85	7
8	Moosomin "	39 35					11 50	50 85				418 50	8
9	Prince Albert "	21 00					338 50	359 50		99 50	59 00	8 00	9
10	Qu'Appelle fish. ins. office										8 00	8 00	10
11	Regina clk. of works office			7 45				15 75			8 00	15 75	11
12	" court house.									44 10		44 10	12
13	" Dom. lands office.			11 71			102 65	123 86		63 00		186 86	13
14	" Lt.-Gov. residence	9 50		25 47			242 50	287 97				287 97	14
15	" " (old)			28 90			16 15	46 20		6 50		52 70	15
16	" post office.	6 15				469 26		469 26				469 26	16
17	Public bldgs. generally												17
	Totals for N.-W.T.	84 30		68 53		499 76	781 30	1,433 89		532 40	67 00	2,199 95	
<i>British Columbia.</i>													
1	Nanaimo post office.											1,505 15	1
2	New Westminster custom house.		4 65		1,274 00	27 50	60 50	1,366 65	138 50				2
3	New Westminster post office.	36 50	36 87	3 00	110 37		33 60	220 34	50 00			270 34	3
4	Vancouver post office.	31 85	41 35	16 70	91 82		422 45	636 67				636 67	4
5	Victoria appraiser's office			4 75				4 75				4 75	5
6	" barracks					3 00		3 00				3 00	6
7	" custom house	78 15			39 71			117 86				117 86	7
8	" drill hall.	3 50	6 68	6 50	4 65			40 98	6 00			46 98	8
9	" engineer's office.			2 50			144 96	144 96		26 00		921 95	9
10	" inland rev. office	18 30		3 00				2 50		122 00		124 50	10
11	" marine hospital.	120 66		11 50	126 44		351 00	374 30				374 30	11
12	" post office.		2 15	10 00			418 85	714 60	21 00	388 20		1,118 80	12
	Carried forward.	2,88 96	91 86	47 96	1,646 99	30 50	1,468 85	3,659 10	215 60	751 00	531 20	5,156 80	

APPENDIX No. 14—Expenditure on account of "Public Buildings, Repairs, &c."—Concluded.

No.	NAME OF BUILDING.	REPAIRS.										Total for repairs.	Wages.	Rents.	Furniture, carpets, &c.	Maintenance of build-ings, &c.	Grand Total.	No.														
		Hard-ware, metal-lic, &c.	Repa-iring roofs, and chim. tops, &c.	Lum-ber, &c.	Brick and stone-work, plas-tering, &c.	Painting, glaz-ing, &c.	Extra-ordinary re-pairs, &c.	Travel, ex-penses, telegrams, &c.	Sundries.																							
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.													
	Brought forward..	288	96	34	50	91	85	54	50	47	95	1,646	99	30	50	1,463	85	3,659	10	215	50	751	00	531	20	5,156	80					
	<i>British Columbia</i> —Con.																															
13	Victoria savings bank...																															
14	" public buildings generally...																															
15	Public buildings generally																															
	Total for B. Columbia.	288	96	34	50	91	85	54	50	47	95	1,646	99	192	01	1,543	35	3,900	11	215	50	751	00	540	15	5,406	76					
	Grand totals....	18,832	72	6,046	76	9,821	25	5,155	45	14,175	71	18,893	80	4,689	82	15,673	99	93,889	50	93,864	40	11,663	65	16,060	74	3,580	09	218,858	38			

O. DIONNE,
Accountant.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 22nd April, 1895.

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1893, TO 30th JUNE, 1894

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

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1895

Department of Railways and Canals.

To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen, &c., &c., &c., Governor General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year, from the 1st of July, 1893, to the 30th June, 1894.

All of which is respectfully submitted,

JOHN HAGGART,
Minister of Railways and Canals.

Department of Railways and Canals.

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Department of Railways and Canals.

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Department of Railways and Canals.

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Department of Railways and Canals.

REPORT

1893-94.

To His Excellency
The Earl of Aberdeen,
Governor General.

MAY IT PLEASE YOUR EXCELLENCY,—I have the honour to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended on the 30th of June, 1894.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers of the department, are given in appendices.

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

RAILWAYS.

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

In an appendix will be found a special statistical report, embodying returns for the fiscal year ended on the 30th of June, 1894, made by Canadian railway companies, as required by statute. This report gives information as to railroad operations in Canada, including the Government roads.

The following general facts gathered from the compilation will be of interest.

The number of railways in actual operation, including the two Government roads, the Intercolonial and the Prince Edward Island Railways, was 140, some of which, however, are amalgamated or leased, making the total number of controlling companies, 72, irrespective of the Government railways.

* It should be observed that while the usual reports furnished by the superintending officers, and to be found in the appendices hereto, deal with the fiscal year only, the Chief Engineer of Government Railways has reported dealing with certain matters under his charge up to the 25th of October, 1894, and the General Report contains information on points relating to subsidized lines of railways up to the end of December, 1894.

The number of miles of completed railway was 15,768, an increase of 448 miles, besides 2,017 miles of sidings. The number of miles laid with steel rails was 15,368. The number of miles in operation was 15,627.

The paid-up capital amounted to \$887,975,020, an increase of \$15,818,545. The gross earnings amounted to \$49,552,528, and the working expenses aggregated \$35,218,433, leaving the net earnings for the year \$14,334,095. The gross earnings showed a reduction of \$2,489,869, while the working expenses were less by \$1,397,600, the net earnings showing a decrease, compared with the previous year, of \$1,092,269. The number of passengers carried was 14,462,498, an increase of 844,471; but the freight traffic fell off to the extent of 1,282,483 tons, the quantity carried being 20,721,116 tons. The total number of miles run by trains was 43,770,029, a reduction of 615,924 miles. The accident return shows that 12 passengers were killed.

RAILWAY EXPENDITURE—CAPITAL ACCOUNT.

BEFORE AND SINCE CONFEDERATION.

The following list shows the total amount, charged to Capital Account, expended by the Government for construction of railway works; embracing the period prior to confederation and extending down to the 30th of June, 1894:

Intercolonial Railway.....	\$47,551,479	85
(a) Eastern Extension Railway (to 1891, inclusive)...	1,324,042	81
(a) Oxford and New Glasgow Railway.....	1,945,497	69
(a) Montreal and European Short Line Railway (to 1891, inclusive).....	333,942	72
(a) Cape Breton Railway.....	3,859,884	54
(b) Carleton Branch Railway (to 1888, inclusive).....	88,410	48
Prince Edward Island Railway.....	3,750,565	38
Canadian Pacific Railway—Works built by the Government and transferred to the Canadian Pacific Railway Company, including payments made under award for works in B.C.; also land purchases.....	30,964,954	01
Canadian Pacific Railway—Other expenditure on surveys, explorations, telegraph lines, Dawson Route, Fort Frances Lock, &c.....	6,639,581	43
Annapolis and Digby Railway.....	618,655	25
	<hr/>	
	\$97,077,014	16

SUBSIDIES TO RAILWAYS.

Canadian Pacific Railway.....	25,000,000	00
(c) Canadian Pacific Railway Extension to Quebec.....	1,500,000	00
(d) Canada Central Railway.....	1,525,250	00
(e) Other railways.....	11,363,187	44
	<hr/>	
	\$136,465,451	60

The expenditure for each year is shown in Appendices 1, 2 and 3.

(a) Now included in the Intercolonial Railway system, under the Act 54-55 Vic., ch. 50 (1891).

(b) Against this is to be credited the sum of \$40,000, paid in March, 1893, by the Corporation of St. John, to whom this road was transferred.

(c) Of this, \$970,000 was expended in the purchase of bonds of the road, which were subsequently cancelled under the Act 54-55 Vic., ch. 11.

(d) Including \$85,250 refunded to the town of Pembroke.

(e) Including value of old rails transferred.

Department of Railways and Canals.

This amount does not include the annual subsidy of \$186,600 payable for twenty years, dating from the 30th of June, 1889, to the Atlantic and North-west Railway Company; nor the annual payment of \$119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 granted by 47 Vic., ch. 8 (1884), for the line between Ottawa and Quebec. These items are dealt with by the Finance Department.

CANADIAN TRANSCONTINENTAL RAILWAY COMMUNICATION.

HALIFAX OR ST. JOHN TO MONTREAL.

The routes available between Halifax and Montreal are four in number; in all of which the Intercolonial is used, either in whole or in part, as follows: (the names adopted are those of the dominating roads):—

Intercolonial Railway Route—

	Miles.
By Intercolonial Railway to Point Lévis.....	675
Grand Trunk Railway to Montreal.....	173
	848

(Or by ferry across the St. Lawrence to Quebec, thence by North Shore Railway, C.P.R., also 173 miles.)

Canadian Pacific Railway Route—

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

Grand Trunk Railway Route—

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

Témiscouata Railway Route—

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

MONTREAL TO THE PACIFIC COAST.

CANADIAN PACIFIC RAILWAY.

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

Trunk Line.

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

This railway was opened for through traffic on the 28th of June, 1886.

By the Act 51 Vic., c. 32, approval and ratification were given to a certain agreement, dated the 18th of April, 1888, provisionally made between the Government and the company, whereby the restrictions contained in Article 15 of the original agreement for the construction of the road, barring the Dominion Parliament for twenty years from authorizing the construction of railways south of the Canadian Pacific Railway from any point at or near that road, except those running south-west, were removed. By this agreement, the Government undertook to guarantee the payment of interest at $3\frac{1}{2}$ per cent on an issue of the company's bonds to the extent of fifteen million dollars, running for a term not exceeding fifty years; the unsold lands of the company's subsidy, estimated at nearly fifteen million acres, to form the security for such bonds. The arrangements contemplated by this agreement are being carried out by the Department of Finance. A deed of mortgage in favour of special trustees, one of whom is the Minister of Finance, has been executed under date the 2nd of June, 1888, having previously been approved by an Order in Council of the 1st of that month, being a mortgage of the said unsold lands of the company's subsidy, amounting to 14,934,238 acres, and constitutes the said security.

By the Act passed in 1891, 54-55 Vic., c. 11, respecting the North Shore section of the Canadian Pacific Railway, authority was given, subject to certain provisions, for the cancellation of the mortgage bonds of the North Shore Railway, which, to the value of \$1,108,626, had been purchased by the Government for the sum of \$970,000 (part of a sum of \$1,500,000 voted by Parliament in the years 1884 and 1885, to secure to the port of Quebec free access for the trains and traffic of the Canadian Pacific Railway) and for discharging that company from all liability in respect of such bonds. The con-

Department of Railways and Canals.

ditions under which this action might be taken were, as stated in the Act, that the company should execute a deed of agreement binding itself to complete and provide, with all due diligence, the following works and improvements, namely :—

“Rolling stock, including sleeping cars, day coaches, baggage, mail, and express cars, locomotives and freight cars, of a standard equal to that used on other portions of the company’s railway system, involving an outlay of about three hundred and fifty thousand dollars.

“Improvements over the whole line between St. Martin’s Junction and the city of Quebec, of such a character as to bring that section up to the highest standard of the other Canadian Pacific sections, including additional accommodation for passengers at nearly every station, and increased space for the handling of freight, the lengthening of platforms and sidings, the furnishing of new sidings for the development of stone, lumber and other traffic, the substitution of iron for wooden bridges on the line of the North Shore Railway, and the construction of the following specific works, that is to say :—

(1.) In the city of Quebec :

(a.) One grain elevator ;

(b.) One flour shed ;

(c.) Such local improvements and facilities as are necessary for the handling of the traffic of that city.

(2.) In Three Rivers :

(a.) One grain elevator ;

(b.) Improvements over the loop line ;

(c.) Improvements on the Piles Branch ;

“The said improvements over the whole line involving an outlay of about \$300,000, in addition to the said outlay on rolling stock ;

“The whole to be completed to the satisfaction of the Minister of Railways and Canals.”

In pursuance of this Act, and on application by the company, an Order in Council was passed on the 14th of December, 1891, reciting the facts of the case, and approving of the execution of a draft agreement, by which the company binds itself to carry out the improvements called for by the Act, expending the moneys thereon as follows :—

“At least two hundred thousand dollars (\$200,000) during the year ending on the first day of April, A.D. 1893 ; an aggregate of at least three hundred and fifty thousand dollars (\$350,000) to the end of the year ending on the first day of April, A.D. 1894 ; and an aggregate of at least five hundred thousand dollars (\$500,000) to the end of the year ending on the first day of April, A.D. 1895, and an aggregate of at least six hundred and fifty thousand dollars (\$650,000) to the end of the year ending on the first day of April, 1896, subject to such extension in respect of any repairs or renewals for which the necessity has not arisen as may be granted by His Excellency the Governor in Council.”

On the 22nd of December, 1891, the agreement so authorized was duly signed.

The works are in progress, but no inspection has yet been made.

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

*The date of the company’s contract.

For the determination of the questions covered by the foregoing, a special arbitration was authorized by an Order in Council of the 5th of January, 1888. The arbitrators duly made their award, dated the 6th of July, 1891, and it was furnished to the Government in October, 1891, the amount fixed thereby as payable by the Government to the company being \$579,255.20. The amount claimed by the company was \$12,000,000. This award, in effect, represents the value of work which the arbitrators find the Government should have performed on the sections of the road in British Columbia constructed by it. The amount so awarded was to be expended, under the supervision of an officer of the Government, for the improvement of the railway in certain specified directions.

There remained still to be dealt with two claims in respect of steel rails.

As to these, however, the arbitrators, after hearing evidence, considered that they were of a character for settlement by the department rather than by arbitration, it being merely a question whether certain amounts, deducted from the company's subsidy of \$25,000,000, as the value of rails and fastenings on sections of the railway transferred to them under their contract, should, properly, have been deducted. In the one case it is the opinion of the Department of Justice that the deduction made was not a proper deduction; and the other case being one of adjustment of prices only, these matters have been dealt with, accordingly, during the past fiscal year, and the sum of \$92,471.75, covering both claims, has been refunded to the company.

The total value of the work so executed from the date of the award up to the 31st of August, 1894, as returned by the Government officer in charge, is \$289,672.26, making the total expenditure under the award \$492,347.46, and leaving the sum of \$86,907.74, still to be expended.

It should be noted that for the year ended on the 30th June, 1894, the company had under traffic, in Canada, 6,094 miles of railway, including annual grant in new leased lines, and that its gross earnings were \$19,357,098.05 (as against 5,782 miles of railway and receipts \$20,795,304.66 the previous year). The total expenditure for working expenses was \$12,447,808.03, making the net earnings \$6,909,290.02. These figures, which apply only to the traffic in Canada, are taken from the sworn statement of the company, furnished in accordance with the Railway Act. (See Railway Statistics, App. 15.)

GOVERNMENT RAILWAYS IN OPERATION

The several lines maintained by the Government during the past fiscal year ended the 30th June, 1894, were:—

	Miles.
The Intercolonial.....	1,142
do wharf branches.....	12½
	————— 1,154½
Windsor Branch (maintained only).....	32
Prince Edward Island Railway.....	211
	—————
Total.....	1,397½

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

Details respecting these railways and their operations will be found in Appendices Nos. 4 and 5, containing reports from the Chief Engineer of the department, the General Manager of Government Railways, and the officials of these roads.

Department of Railways and Canals

The general revenue accounts for 1893-94, show the following as the financial position of these roads for the fiscal year.

The Intercolonial Railway system comprised 1,142 miles in operation. Its earnings amounted to \$2,987,510.27 and the working expenses aggregated \$2,981,671.98, leaving a profit of \$5,838.29.

The Windsor Branch is maintained, but not operated, by the Government, which takes one-third of the entire receipts. Its length is 32 miles. The Government earnings amounted to \$32,975.47, and the expenditure on maintenance was \$17,645.09, leaving the profit \$15,330.38.

The Prince Edward Island Railway is 211 miles long. Its earnings amounted to \$158,533.83, and the working expenses were \$226,891.06; the loss on the year's operation being \$68,357.23. Deducting the profit made on the Intercolonial and the Windsor Branch from the loss on the Prince Edward Island Railway, the net loss was \$47,188.56.

The gross earnings of all the Government roads for the past fiscal year compared with those of the preceding year show a decrease of \$83,486.05, and the gross working expenses a reduction of \$62,421.49.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney. Connection is made with the Grand Trunk Railway at Chaudière Junction and with the Canadian Pacific Railway at Quebec (by ferry from Lévis).

The total length of the road is 1,142 miles, to which is to be added for freight branches $12\frac{1}{2}$ miles, making a total of $1,154\frac{1}{2}$ miles.

The following are the through distances :—

	Miles.
Lévis (opposite Quebec) <i>via</i> St. Joseph and St. Charles Junction (14 miles) to Halifax	675
Lévis to St. John	578
Lévis <i>via</i> Truro { to Sydney	827
{ to North Sydney	820

NOTE.—At Lévis, passengers make connection with the Canadian Pacific Railway and with the Grand Trunk Railway. Freight is carried direct along the old main line between Chaudière Junction and St. Charles Junction (17 miles), instead of round by Lévis to St. Charles Junction, a total distance of 24 miles.

CAPITAL ACCOUNT.

During the fiscal year there was an addition of \$437,515.79 to the Capital Account expenditure, making the total expenditure chargeable to "Capital," on the whole road as amalgamated under the Act 54-55 Vic., ch. 50 (1891), up to the 30th of June 1894, \$54,680,904.89.

The additions made during the year included \$30,821.01 for the extension along the city front at St. John, which is now completed ; \$11,251.13, for fitting the automatic air brake to freight cars ; \$33,349.19 for the St. Charles Branch, in settlement of land claims ; \$22,244.47 for the purchase of locomotives ; \$63,463.03 for the train ferry between Cape Breton and the mainland ; \$112,382.75 for the Oxford and New Glasgow Railway, and \$158,770.61 for the Cape Breton Railway. These last two items were in settlement of land claims and of balances due to contractors for construction.

REVENUE ACCOUNT.

The gross earnings for the year amounted to \$2,987,510.27. The expenditure was \$2,981,671.98, making the excess of earnings over expenditure \$5,838.29.

The expenditure was less than that of the previous year by \$63,645.52. Compared with the previous year the passenger traffic produced \$958,915.13, a decrease of \$43,997.61; the freight traffic amounted to \$1,834,126.34, a decrease of \$34,697.50, and the mails and sundries produced \$194,468.80, an increase of \$706.29; total decrease, \$77,988.82.

The value of stores, including fuel and steel rails, on hand at the end of the fiscal year was \$684,584.87.

The cost per mile of railway was \$2,610.92 against \$2,666.65 the previous year, and the cost per mile run by trains was 70.94 cents against 69.20 cents.

GENERAL OBSERVATIONS.

In comparing the traffic of the past fiscal year with that of the previous year, the following special features are of interest:—

The number of passengers carried was 1,301,662. The through passenger business shows a decrease of 19,016, but the local increased to the extent of 27,200, making a total increase of 8,184. The freight traffic amounted to 1,342,710 tons, a decrease of 45,370 tons: the through freight increased by 19,144 tons, but the local freight fell off to the extent of 64,514 tons. Of flour there were carried 944,967 barrels, an increase of 88,054. Of grain there were carried 1,304,684 bushels, a decrease of 209,935; of this quantity only 8,026 bushels were for shipment at Halifax. Lumber showed an increase of 19,296,396 feet, the total quantity carried being 200,507,949 feet. There was a decrease of 14,166 in the number of live stock, 79,203 having been conveyed. The carriage of coal from the Nova Scotia collieries showed a decrease of 64,605 tons, the quantity carried being 478,691 tons, of which 120,301 tons were for points west of the railway. Of raw sugar 6,775 tons were carried, a decrease of 3,362 tons; none of this went west of the railway. Of refined sugar a total of 33,581 tons were carried, an increase of 11,958 tons. Of fresh fish there were 6,375 tons, a decrease of 523 tons; the local trade having fallen off, while the through western trade increased. Of salt fish 7,697 tons, an increase of 448 tons, were carried, the increase being due to local trade along the line.

The work of further applying the automatic air brake to freight cars and of heating passenger cars with steam derived direct from the locomotive has during the past year been continued, and there are now 957 freight cars on the road so fitted.

Twenty-seven miles of track were relaid with the heavier steel rail, 67 pounds to the yard.

The whole road and the rolling stock have been efficiently maintained.

In contrast with the two preceding winters, the snowfall was heavy, and the expense of dealing with it considerable, \$68,000 being expended in this direction.

The train ferry service for both passengers and freight across the Strait of Canso between Mulgrave and Point Tupper has been satisfactorily conducted, double track transfer bridges having been built at the heads of the docks on both sides, which are available at all stages of the tide.

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Various statistical and comparative tables and other detailed information will be found in the appended reports of the Chief Engineer of the department, and of the General Manager and other officers of the Intercolonial Railway. (*See Appendices 4 and 5.*)

WINDSOR BRANCH.

This road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The Windsor and Annapolis Railway Company operated this line for 21 years under an agreement dated the 21st of September, 1871. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the Government taking the remaining one-third, and assuming all costs of maintenance of the road and works.

Under date the 19th November, 1892, an Order in Council was passed authorizing, for a further term of 21 years, arrangements with the company which are practically the same as those of the agreement of 1871, and the agreement was signed accordingly, under date the 13th of December, 1892.

All charges for superintendence and supervision of maintenance of works are borne by the Government, the duty of supervision being performed by the chief officers of the Intercolonial Railway.

The gross earnings of the Government, (one-third of gross receipts) amounted to \$32,975.47, a decrease of \$1,340.64. The expenses of maintenance amounted to \$17,645.09, an increase of \$755.14, leaving the total profit to the government \$15,330.38.

The road has been maintained in good order. Details will be found in the appendices. (*See Appendix 5, s. 96.*)

DIGBY AND ANNAPOLIS RAILWAY.

This link of the Western Counties Railway, forming part of that line, was completed by the Government and handed over to the company for operation on the 27th of July, 1891. The expenditure up to the close of the fiscal year 1893-94, was \$618,655.25.

The construction of this section by the Government has been carried on under the authority of the special Act, 52 Vic., chap. 8, (1889), an appropriation of \$500,000, contingently granted by the Act 50-51 Vic., chap. 25, as a subsidy, having by such special Act been made available, and funds for further payments having been provided by special votes.

Under date of the 17th of January, 1894, an Order in Council was passed authorizing the transfer of this section of road to the Western Counties Railway Company, and on the 1st of February, 1894, the said section of railway was, by deed, conveyed to the company, they having, by a deed dated the 17th of January, 1894, released all claims against the Government.

Further information on this matter will be found in the statements in this report respecting Subsidized Railways, under the head of "Western Counties Railway Company."

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish	168
Mount Stewart to Georgetown.	24
Charlottetown to Royalty Junction	5
Emerald Junction to Cape Traverse	13
Alberton to Cascumpec Wharf.....	1
	<hr/>
	211
	<hr/>

This railway was first opened for traffic on the 12th of May, 1875.

CAPITAL ACCOUNT.

The total cost of the road and equipment chargeable to capital account at the close of the fiscal year 1892-93, was \$3,750,565.38. There was no addition during the fiscal year 1893-94.

REVENUE ACCOUNT.

On revenue account the gross earnings amounted to \$158,533.83, and the expenditure to \$226,891.06, the over expenditure being \$68,357.23.

Compared with the previous year, the gross earnings show a total decrease of \$4,156.59. The railway carried 123,727 passengers, a decrease of 8,384, producing \$64,159.60; 53,577 tons of freight, a decrease of 3,141 tons, producing \$74,942.83, and the earnings from mails and sundries amounted to \$19,431.40.

Compared with the previous year, the expenditure was greater by the sum of \$468.89.

The cost per mile run by trains was 96.92 cents, a reduction of 1.43 cent; and per mile of railway \$1,080.43, an increase of \$2.25.

The train mileage was 234,093 miles, an increase of 3,886.

The winter was a severe one, and the cost of clearing snow and ice was greater by \$8,413.29, than the cost in the previous year.

The value of stores on hand at the close of the fiscal year was \$102,778.74.

The road, with its buildings and rolling stock has been maintained in good condition.

Details of operations will be found in Appendix 5, p. 101.

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

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GOVERNMENT ACTION AS TO SUBSIDIZED LINES.

NOTE.—The numbers within brackets after the title of the company refer to the lists of railways subsidized by Parliament. Appendix 9, p. 187.

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made, in so far as the Dominion Government is concerned; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy. Information has been brought down to the 31st of December, 1894.

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

For the fiscal year 1883-84, ended on June 30, 1884	\$	208,000	00		
do 1884-85		403,245	00		
do 1885-86		2,171,249	00		
do 1886-87		1,406,533	00		
do 1887-88		1,027,041	92		
do 1888-89		846,721	83		
do 1889-90		1,491,595	72		
do 1890-91		1,079,105	87		
do 1891-92		1,061,615	93		
do 1892-93		624,794	07		
do 1893-94		1,043,285	10		
				\$11,363,187	44
Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1894, to the 31st December, 1894.....				509,705	00
Total payments to the 31st December, 1894.....				\$11,872,892	44

The subsidy for the main line of the Canadian Pacific Railway is not included in the above, nor is the payment to the Canada Central, nor that to the Quebec Government for the line from Ottawa to Quebec, nor advances made on mortgage to the St. John Bridge Company, to the Albert Railway Company, and to the Fredericton and St. Mary's Bridge Company, nor the annual subsidy to the Atlantic and North-west Railway Company, payable for 20 years. These matters are dealt with by the Finance Department.

The total number of companies to whom payments have been made on subsidy account up to the 31st December, 1894 (with the above exceptions), is 71.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the Government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been earned and paid prior to the 1st of July, 1893.

A tabulated statement of payments will be found in Appendix 3, page 28, and a list of subsidy agreements entered into during the fiscal year in Appendix 13, page 248.

The several subsidy acts passed in each year from 1882 will be found in Appendix 9, page 187.

Albert Southern Railway Company.

(See Annual Report of 1891-92.)

Atlantic and North-west Railway Company.

(See Annual Report of 1889-90.)

Baie des Chaleurs Railway Company.

(See Nos. 6, 42 and 158.)

This company was incorporated by the Quebec Provincial Act, 45 Vic., ch. 53.

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

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

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

Provision, however, having been made, as above stated, for the building of the first 20 miles of this distance, the contract entered into with the company, also on the 8th of November, 1885, as authorized by an Order in Council, also dated the 18th of September, for the work under this subsidy, dealt with the construction of the last 80 miles only. It contained a clause under which, subject to authorization from Parliament to that end, the portion, namely, \$3,200 a mile, applicable to the first 20-mile section of the road under the 100-mile subsidy of 1883, should be transferred to the second 20-mile section as an additional subsidy therefor, making the grant for such section \$6,400 a mile.

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

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

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

Under date the 1st of June, 1891, an Order in Council was passed approving of the location of the section between the 60th and the 80th miles, and under date the 26th of October, 1891, a copy was furnished to the department of a contract made by the company for the construction of this section of road.

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By the Act 54-55 Vic., ch. 97 (1891), the company was declared to be a corporation under the Parliament of Canada, and the time for completion of its railway was extended for charter purposes, namely, up to Paspébiac, to the 30th of September, 1893, and up to Gaspé Basin to the 30th of September, 1895.

The total subsidy for this road, covering the first 70 miles, was \$620,000.

Up to the close of the fiscal year 1889-90, payment had been made aggregating \$524,175. During the past fiscal year, there has been paid the balance \$95,825, covering the 70 miles subsidized and completed. Further work has been done on the remainder of the road for which no subsidy is payable.

Beauharnois Junction Railway Company.

(See Nos. 102 and 302.)

By the Railway Subsidy Act, 50-51 Vic., ch. 24, the grant of a subsidy not exceeding \$96,000 was authorized in favour of the Beauharnois Junction Railway Company from St. Martin towards St. Anicet, the estimated distance being 30 miles.

On the 21st of November, 1887, and under the authority of Orders in Council of the 1st of October and 2nd of November, a contract for the work was made with the company, namely, from St. Martin to Valleyfield, towards St. Anicet, the road to be completed by the 1st December, 1888. By the Order first named, approval was also given to the location of the road from its junction with the Montreal and Champlain Junction Railway, at St. Martin, to Valleyfield, $19\frac{6}{10}$ miles. Up to the close of the fiscal year 1889-90 the total payments amounted to \$58,900. By the Act 56 Vic., ch. 2 (1893), the unpaid balance, \$3,500, was revoked, but no further payment has been made up to the 31st of December, 1893.

Belleville and North Hastings Railway Company.

(See Annual Report of 1888-89.)

Boston and Nova Scotia Coal Company.

(Nos. 251 and 356.)

This company was incorporated by the Acts of the province of Nova Scotia, 56 Vic., ch. 147 (1893), with general powers for railway purchase or construction.

By the Dominion Subsidy Act, 57-58 Vic., ch. 4, 1894, a subsidy to this company limited to \$113,600 (in lieu of one previously granted in 1892) was authorized for the construction of $35\frac{1}{2}$ miles of railway from a point on the Cape Breton Railway at or near Orangedale to Broad Cove, on the western side of the Island, and under date the 16th of November, 1894, a contract was entered into with the company for the work subsidized, the date for completion being fixed as the 1st August, 1896.

No payments have been made up to the 31st of December, 1894.

Brockville, Westport and Sault Ste. Marie Railway Company.

(See Nos. 48, 181, 193, 240, 267 and 316.)

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

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

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

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy to the extent of \$64,000 was authorized for 20 miles of railway from Newboro' towards Palmer's Rapids. For this subsidy there was substituted, by the Act 54-55 Vic., ch. 8, one for the same amount, and for the same distance, 20 miles, but from a point "at or near Newboro' towards Palmer's Rapids," payment to be made on completion of each section of the railway as follows:—from, at or near Newboro' to Westport, 4 miles, and from Westport towards Palmer's Rapids, 16 miles.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the unpaid balances granted by 52 Vic. and 53 Vic., were revoked, and were further revoked by the Act 57-58 Vic., ch. 4 (1894), the amount not to exceed \$88,800.

Up to the close of the fiscal year, 1891-92, payment had been made to the extent of \$105,200. Nothing further has been paid up to the 31st of December, 1894.

Brantford, Waterloo and Lake Erie Railway Company.

(See Nos. 104 and 318).

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy of \$57,600 to the above company, for 18 miles of their railway from Brantford to Hagersville or Waterford, or some intermediate point on the Canada Southern Railway.

Under an Order in Council of the 4th of August, 1888, a contract was made with the company, on the 31st, for a line from Brantford to Waterford. An order of the same date approved of the location, the actual distance being 16 $\frac{3}{4}$ miles. Up to the close of the fiscal year, 1890-91, the payments amounted to \$52,810, the amount of subsidy applicable being \$53,600. This company has now become amalgamated with the Toronto, Hamilton and Buffalo Railway Company, the agreement for amalgamation being approved by an Order in Council of the 16th of December, 1892.

By the Subsidy Act of 1894, 57-58 Vic., ch. 4, the unpaid balance of the previous subsidy, not exceeding \$4,790, was revoked. No further payments have, however, been made up to the 31st of December, 1894.

Buctouche and Moncton Railway Company.

(See Nos. 65, 101 and 248.)

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

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

Under an Order in Council of the 10th September, 1886, an agreement, dated the 14th of that month, was entered into with the Buctouche and Moncton Railway Company for the execution of the work. Up to the close of the fiscal year 1890-91, there was paid the sum of \$67,020.

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By the subsidy Act of 1892, 55-56 Vic., ch. 5, the unpaid balance of the foregoing subsidies was revoked, namely, \$35,380, and a contract dated the 3rd of January, 1894, was entered into with the company for the completion of the work thereunder.

During the past fiscal year the sum of \$34,580 has been paid, making the total payments \$101,600, covering the road as completed, the entire distance being 31 $\frac{75}{100}$ miles.

Canada Atlantic Railway Company.

(See Annual Report for 1888-89.)

Canada Eastern Railway Company.

Formerly the Northern and Western Railway Company of New Brunswick, for which see Annual Report of 1889-90.

(See Nos. 350 and 370).

This company was originally incorporated by a Provincial Act in 1872, under the name of the Northern and Western Railway Company of New Brunswick.

The railway was declared to be a work for the general advantage of Canada by the Dominion Act, 53 Vic., ch. 74 (1890) and the name was changed as above.

Under its previous name the company received subsidy to the extent of \$312,000 for the construction of a line of railway from Chatham to Gibson, opposite Fredericton.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894) the grant of assistance, limited to \$32,000, was authorized for two extensions, one 6 miles in length from Chatham to Black Brook, the other a branch to Nelson, 4 miles. A contract was entered into with the company on the 10th of November, for the construction of both works, to be completed by the 31st of October, 1896.

Also by the same Act, a subsidy of \$3,200 was authorized for one mile of railway from the western end of the line, to connect with the Canadian Pacific Railway.

The works contemplated by these three subsidies have all been completed and inspected, but no payments were made up to the 31st of December, 1894.

Canadian Pacific Railway Company.

(See No. 243.)

By the Subsidy Act 55-56 Vic. ch. 5 (1892), the grant of a subsidy limited to \$80,000 was authorized for 25 miles of a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake.

Under date the 24th of October, 1893, a contract has been made with the Canadian Pacific Railway Company for this work, the date for completion being the 1st of August, 1896. No payments were made during the fiscal year, but since that date and up to the 31st of December, 1894, the sum of \$28,000, covering the first 10 miles from Revelstoke, has been paid.

Cape Breton Railway Extension Company.

(See No. 366.)

This company was incorporated by the Provincial Act of 1890, ch. 72, with powers for the construction of a line of railway from the Gut of Canso to Sydney or Louisburg, with branches to any other railway.

By the Subsidy Act 57-58 Vic., ch. 4 (1894), assistance was authorized to the extent of \$96,000 for 30 miles of the company's railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, and on the 21st of September, 1894, a contract was entered into with them for the work, the date for completion being fixed as the 1st of October, 1895.

No portion of the subsidy has been paid up to the 31st of December, 1894.

Caraquet Railway Company.

(See Annual Report of 1888-89.)

Central Railway Company of New Brunswick.

(See Nos. 40, 143, 156, 205 and 353.)

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

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

On the 1st of December, 1890, a new contract was made with the company for his work under the Subsidy Act of 1889, the limit of subsidy being \$128,000; this contract covering also a subsidy for 4½ miles, the limit of which was \$14,400, authorized by the Act, 53 Vic., ch. 2, making a total subsidy of \$142,400; the total length of road subsidized being 44½ miles. The date for completion was fixed as the 1st of December, 1891.

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

By the Subsidy Act of 1894, 57-58 Vic., ch. 4, the grant of a subsidy, not exceeding \$48,000, to this company was authorized for 15 miles of their railway from Chipman station to the Newcastle coal field.

Up to the end of the fiscal year 1891-92, there had been paid, including the value of the said rails, the sum of \$159,251.54; no payments have since been made up to the 31st of December, 1894.

Chatham Branch Railway Company.

(No. 149)

By the Subsidy Act of 1888, 51 Vic., ch. 3, certain used iron rails of the Intercolonial Railway, loaned to the company, were treated as a subsidy, their value being set

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down at \$24,439.84, the condition attached was that the company should first lay the road with new steel rails. This condition having been fulfilled, these rails were granted as subsidy in the fiscal year 1891-92.

Chignecto Marine Transport Company.

(See No. 5.)

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

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

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

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

The company duly submitted plans, and these have been approved by Order in Council. Good progress was, for a time, made, and it was expected that the works would have been completed early in 1892. They have been, however, suspended, owing, it is understood, to financial causes,

By the Act 54-55 Vic., ch. 12 (1891), the date for completion for subsidy purposes has been extended to 1st of July, 1893, the penal clause in this regard contained in the Act 51 Vic., ch. 4, being repealed.

By the Act 55-56 Vic., ch. 37 (1892), authority was given to the company to issue new mortgage bonds to the value of £350,000 sterling, and by an Order in Council passed on the 9th of July, 1892, a recommendation to Parliament to extend the time, further, to the 6th of July, 1894, was promised, provided that the works were actually in progress, and that satisfactory evidence was given that the capital necessary for completion had been obtained. This evidence, however, was not produced, and no action was taken.

Cobourg, Northumberland and Pacific Railway Company.

(See Nos. 201, 249 and 275).

This company was incorporated by the Act 52 Vic., ch. 62 (1889), for the construction of a line of railway from Cobourg Harbour to the River Trent, the Ontario and Quebec Railway, and to the mining regions of Marmora and Belmont.

By subsequent legislation in 1891, 1892 and 1894, the company's charter has been revived, and powers given for extension to the mineral lands of the county of Hastings, and for leasing the same to the Canadian Pacific Railway Company; the time for completion being extended to the 9th of July, 1898.

By the Subsidy Act of 1890, assistance to the extent of \$96,000 was authorized for 30 miles of the company's railway from Cobourg to the Ontario and Quebec Railway, and by the Subsidy Act of 1892, an additional subsidy of \$60,800 was authorized for 19 miles. By the same act the subsidy voted in 1890, was revoked.

A contract for the construction of the 49 miles subsidized was entered into with the company on the 16th of June, 1894, the date for completion being fixed as the 1st of August, 1896.

By an Order in Council of the 28th of December, 1894, approval has been given to an agreement between the company and the Canadian Pacific Railway Company, dated the 30th of June, 1894, for the lease of the road to the latter company, when completed, for a term of 999 years.

No payments have been made up to the 31st of December, 1894.

Columbia and Kootenay Railway and Navigation Company.*(Leased to the Canadian Pacific Railway Company.)*

(See Annual Report for 1891-92.)

Cornwallis Valley Railway Company.

(See Annual Report for 1891-92.)

Cumberland Railway and Coal Company.

(See No. 124.)

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

The company having applied, they were admitted to contract on the 12th of April, 1888, under an Order in Council of the 12th March, the work to be completed by the 1st August, 1891. During the fiscal year 1890-91, the sum of \$10,450 was paid to this company, making, with previous payments, \$39,850. No further payments have been made since, up to the 31st of December, 1894.

Dominion Atlantic Railway Company.

(See Western Counties Railway Company.)

Dominion Lime Company.

(See Annual Report for 1888-89.)

Department of Railways and Canals.

Dominion Coal Company.

(See No. 262.)

This company was incorporated by the Nova Scotia Act, 56 Vic., ch. 145 and 146. By the Subsidy Act, 55-56 Vic., ch. 5 (1892), a subsidy, limited to \$89,600, was authorized for 28 miles of a railway to complete connection between Sydney and Louisburg, Cape Breton.

On the 26th of January, 1894, a contract was entered into with the above company for the work from Bridgeport to Louisburg Harbour. The first 10 miles section from Bridgeport has been completed, but no payment on subsidy account has been made up to the 31st of December, 1894.

Drummond County Railway Company.

(See Nos. 99, 175, 214 and 339.)

By the Railway Subsidy Act of 1888, 50-51 Vic., ch. 24, the grant of aid to an extent not exceeding \$96,000 was authorized to the Drummond County Railway Company for 30 miles of their railway from Drummondville towards Nicolet, Que.

Under the authority of an Order in Council of the 12th of November, 1887, a contract was made with the company on the 1st of December, 1887, covering a line from the South-eastern Railway, at the village of Drummondville, to the south-west branch of the River Nicolet; the road to be completed by the 1st of August, 1891.

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

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

By the Subsidy Act, 53 Vic., ch. 2 (1890), authority was given for the grant of a subsidy, the limit of which was \$76,800, for 24 miles of the railway of the company from Drummondville to Ste. Rosalie. Under date the 2nd of February, 1891, the company were admitted to contract for this work.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), authority was given for the grant of a subsidy to this company for 30 miles of railway from St. Leonard westerly towards a junction with the Intercolonial at Chaudiere Junction; the limit being fixed at \$96,000, and a contract for the work was made with the company on the 14th of November, 1894.

Up to the close of the fiscal year 1892-93, there had been paid to the company the sum of \$195,840. No further payments have been made up to the 31st of December, 1894.

Elgin, Petitecodiac and Havelock Railway Company.

(See Annual Reports for 1885-86 and 1890-91.)

Erie and Huron Railway Company.

(See Annual Report for 1886-87.)

Esquimalt and Nanaimo Railway Company.

(See Annual Report for 1886-87.)

Fredericton and St. Mary's Bridge Company.

(See Annual Report for 1888-89.)

Grand Trunk, Georgian Bay and Lake Erie Railway Company.

(Nos. 178 and 306.)

This company was incorporated by the Act of the province of Ontario, 44 Vic., ch. 69 (1881), as being composed of certain amalgamated roads, powers being given for extension to Owen Sound.

By the Dominion Act, 50-51 Vic., ch. 66 (1887), the company received additional powers of amalgamation.

By the Act 56 Vic., ch. 49, it obtained powers to build a branch line from a point on the main line between Invernay and Wiarton, into the town of Owen Sound; the time for completion being fixed as the 1st of July, 1895.

By the Subsidy Act, 56 Vic., ch. 2 (1893), in lieu a previous subsidy authorized in 1889, assistance to this company was voted to the extent of \$48,000 for 15 miles of their railway from some point between Tara and Hepworth to Owen Sound, and on the 26th of February, 1894, a contract was entered into with the Grand Trunk Railway Company of Canada, with which the company has been amalgamated under the powers conferred by the Dominion Act, 56 Vic., ch. 47 (1893), for the construction of this branch, namely from Parkhead Station to Owen Sound.

No payments were made during the fiscal year, but the road being subsequently completed and inspected, the full amount of subsidy applicable for the actual distance $12\frac{42}{100}$ miles, \$39,744, has since been paid.

Great Eastern Railway Company.

(See Nos. 88, 114, 174, 213, 235 and 296.)

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

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

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy to the company to an extent not exceeding \$96,000 for 30 miles of their railway from the River St. Francis to the Arthabaska (Grand Trunk) Railway at St. Grégoire, and under an Order in Council an agreement was entered into with them for the work, the date being 16th March, 1888. During the fiscal year 1890-91 the sum of \$16,300 was paid from this subsidy for 6.66 miles from the east bank of the River Nicolet to the Grand Trunk Railway at St. Grégoire.

By the Act 52 Vic., ch. 3, a subsidy was authorized to the extent of \$64,000 for a further distance of 20 miles from St. Grégoire. This subsidy was, in effect, revoked by the Act 56 Vic., ch. 2 (1893).

Department of Railways and Canals.

Authority has been given for entry into contract for this work, but the contract has not yet been signed.

By the Act 53 Vic., ch. 2 (1890), a subsidy of 15 per cent on the value of two bridges, one over the River Nicolet, the other over the River St. Francis, not exceeding \$37,500, was authorized. On the 20th of June, 1891, a contract was entered into with the company for the work. During that fiscal year there was paid the sum of \$4,845 for work on the Nicolet bridge.

By the Subsidy Act 54-55 Vic., ch. 8, there was revoted the balance unpaid, \$79,700, of the subsidy granted by the Act 50-51 Vic., ch. 26, which had lapsed, for a railway from the River St. Francis to the Arthabaska Railway at St. Grégoire.

There has been no further payment up to the 31st of December, 1894. The total amount paid the company being \$40,345.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154, 215, 231, 308, 309 and 371.)

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

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

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

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

By the Act 49 Vic., ch. 10, a subsidy not exceeding \$22,400 was granted for a line from St. Andrews to Lachute, Que., 7 miles. For this subsidy the above named company applied, but no contract was made. The same subsidy was again voted by the Act of 1889, 52 Vic., ch. 3, and under date the 8th of October, 1890, a contract was entered into with them for the work, calling for completion by the 1st of August, 1891. The road was built and allowed to be opened for public traffic in January, 1892.

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy was authorized, limited to \$48,000 for a line from at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, fifteen miles.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$28,100, of the subsidy granted in 1886 was revoted.

By the Act 56 Vic., ch. 2 (1893), the unpaid balance, \$25,600, of the subsidy granted in 1891 was revoted, and a new contract for this work was entered into with the company on the 16th of June, 1894.

Also, by the same Act, the subsidy not exceeding \$48,000 granted to the company for 15 miles of their railway from Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, by 53 Vic., ch. 2, was revoked, and a contract for this work was entered into with them on the 16th of June, 1894.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the grant to this company of a subsidy limited to \$96,000, was authorized for 30 miles of railway from a junction with the Lower Laurentian Railway near St. Tite, westwards, in lieu of a subsidy previously granted to the Maskinongé and Nipissing Railway Company.

No payments have been made during the past fiscal year, but subsequently there was paid the sum of \$32,000 for a ten mile section between the 18th and 28th mile from St. Jérôme, making the total payments to this company \$110,688 up to the 31st of December, 1894.

Guelph Junction Railway Company.

(See Annual Report of 1888-89.)

Harvey Branch Railway Company.

(See Annual Report of 1889-90.)

Hereford Railway Company (formerly Hereford Branch Railway Company).

(See Annual Report for 1891-92.)

International Railway Company.

(See Annual Reports for 1887-88 and 1889-90.)

Inverness and Richmond Railway Company.

(No. 357.)

This company was incorporated by the Act of the province of Nova Scotia, 50 Vic., ch. 60 (1887), with powers for the construction of a line of railway between Hawkesbury and a point in the district of Margaree. By the Act of 1888, ch. 79, the location of the line was authorized as from Port Hawkesbury, through Port Hastings, Judique, Port Hood, Mabou and Margaree, to a point at Eastern Harbour, Chéticamp.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), assistance to the extent of \$80,000 was authorized for 25 miles of railway from Port Hawkesbury towards Chéticamp, and the above company was admitted to contract for the work on the 23rd of November, 1894, the time for completion being fixed at the first of December, 1896.

No payments have yet been made.

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24, 159 and 30.)

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

With the sanction of an Order in Council of the 10th July, 1886, a contract was made with the company on the 19th August, 1886.

Department of Railways and Canals.

The unpaid balance of subsidy, \$145,000, which had lapsed, was revoked by the Act 52 Vic., ch. 3 (1889), and was again revoked by the Act 56 Vic., ch. 2 (1893).

During the past fiscal year the sum of \$32,000 was paid, making the total payments up to the 31st of December, 1894, \$64,000, covering the construction of the first 30 miles.

Joggins Railway Company.

(See Annual Report for 1891-92.)

Kingston, Napanee and Western Railway Company.

(See Napanee, Tamworth and Quebec Railway Company.)

Kingston and Pembroke Railway Company.

(See Annual Report for 1884-85.)

Lake Erie and Detroit River Railway Company.

Formerly "the Lake Erie, Essex and Detroit Railway Company," name changed by Dominion Act, 54-55 Vic., ch. 88 (1891).

(See No. 241.)

This company, under its old name, received a subsidy amounting to \$118,400, of which particulars will be found in the annual report for the year 1889-90.

By the Act 56 Vic., ch. 50, confirmation was given to an agreement for the amalgamation of the two companies named.

By the Act 55-56 Vic., ch. 5 (1892), authority was given for the grant of a subsidy to this company of \$224,000 for 58 miles of railway from Cedar Creek to Ridgetown in lieu of previous subsidies.

On the 20th of December, 1892, a contract was entered into with the company for work under the above subsidy, covering the whole distance; the road to be completed by the 1st of December, 1894.

During the past fiscal year the sum of \$220,331 has been paid, the road being completed.

L'Assumption Railway Company.

(See Annual Report of 1886-87.)

Leamington and St. Clair Railway Company.

(See Annual Report of 1888-89.)

Lake Témiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169, 216, 278, 282 and 324.)

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

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

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

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

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

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

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the above named subsidies of 1889 and 1890, a subsidy was authorized to this company not exceeding \$112,000 for 35 miles of their railway from Mattawa to the Long Sault.

By the same Act a subsidy was granted to the company, namely, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, and 15 per cent on the value of a wooden truss bridge over the Ottawa River, near Mattawa, not exceeding \$15,000, and not exceeding in all \$63,000.

Under date the 31st of August, 1893, a contract was entered into with the company for the construction of the section between Mattawa and the Long Sault Rapids under the subsidy granted in 1892.

By the special Act 54-55 Vic., ch. 94 (1891), the company were empowered to convey or lease their road to the Canadian Pacific Railway Company, and also to extend the railway to the head of Lake Temiscamingue; the company's works to be completed by the 10th of July, 1896. The road is now controlled by the Canadian Pacific Railway Company.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the subsidies previously granted were revised, balances unpaid were revoked, and additional subsidy was granted; the whole of the subsidies not to exceed \$274,940. Under date the 12th of September, 1894, a new contract was entered into with the company for the work, embracing the distance between Mattawa and Lake Kippewa.

By a separate contract, dated the 1st of June, 1894, the company undertook to build a truss bridge over the River Ottawa, at Mattawa.

During the fiscal year 1888-89 the sum of \$26,360 was paid, making a total of \$52,760 paid to this company. No further payment was made during the fiscal year now past, but since that date payments have been made to the extent of \$148,864, making the total payments \$201,624, up to the 31st of December, 1894.

Department of Railways and Canals.

Lotbinière and Megantic Railway Company.

(See No. 253 and 338.)

This company was incorporated by the Quebec Act, 52 Vic., ch. 89 (1889), for the construction of a railway from some point at or near the parish church of St. Jean Des Chaillons, in the county of Lotbinière, to a point at or near Glen Lloyd, in the county of Megantic.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), a subsidy to the extent of \$48,000 was authorized for 15 miles of railway from a point at or near St. Jean Des Chaillons toward Glen Lloyd.

On the 17th July, 1893, a contract was entered into with the company for the work so subsidized, for which was substituted one dated the 27th of February, 1894, covering the distance from St. Jean Deschaillons to Lyster Station on the Grand Trunk Railway.

By the Subsidy Act 57-58 Vic., ch. 4 (1894), a subsidy for a further distance of 15 miles was authorized, the limit being \$48,000.

A contract was entered into with the company on the 19th of November, 1894, covering the distance from Lyster Station to Lyster, 2½ miles, and 12½ miles from the end of the 15 miles built.

During the fiscal year the sum of \$35,200 was paid; no further payments have been made up to the 31st of December, 1894, but an additional 12 miles have been completed and inspected.

Montfort Colonization Railway Company.

(See No. 245, 310 and 373.)

This company was incorporated by the Quebec Act, 53 Vic., ch. 107 (1890), for the construction of a railway from a point on the Canadian Pacific Railway, or the Montreal and Occidental Railway, either from Lachute, St. Jérôme or St. Sauveur, or near the same, to Montfort, and for the continuation of the road to a point on the Rivière Rouge, in the township of Arundel.

By the Subsidy Act, 55-56 Vic., ch. 5 (1892), the grant of a subsidy to this company to the extent of \$67,200 was authorized for 21 miles of railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway to Montfort.

By the Subsidy Act, 56 Vic., ch. 2 (1893), this subsidy was revoked with an addition, specifying the gauge as "three feet."

On the 16th of May, 1893, a contract was entered into with this company for the construction of 21 miles of railway from St. Sauveur to Montfort and westward, the road to be completed by the 1st of September, 1895.

During the past fiscal year the sum of \$35,200 has been paid for the first ten miles section and the balance of the 21 miles has been completed and inspected, but no further payment has been made up to the 31st of December, 1894.

Montreal and Champlain Junction Railway Company.

(See Annual Report for 1892-93.)

Montreal and Lake Maskinongé Railway Company.

(See Annual Report for 1890-91.)

Montreal and Sorel Railway Company.

(See Annual Report for 1892-93.)

Montreal and Western Railway Company.

(See Nos. 78 and 206.)

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

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

Under authorization of an Order in Council, dated the 4th of June, 1888, a contract was made with the company for the work on the 6th. The whole of the railway for the 70 miles subsidized, from St. Jérôme to a point 3 miles beyond La Chute and Iroquois has been completed. During the past fiscal year payments were made to the extent of \$119,486, making the total amount paid to this company \$361,270, the whole amount of their subsidy.

Montreal and Ottawa Railway Company.

(Formerly the Vaudreuil and Prescott Railway Company.)

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

(See Nos. 97, 186, 237 and 320.)

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

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

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

By the Act 53 Vic., ch. 2 (1890), a subsidy for a further distance of 30 miles towards Ottawa, \$96,000, was authorized. A draft contract covering the subsidy was approved by an Order in Council on the 21st of September, 1891, but has not yet been signed.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, \$46,040, of the subsidy granted in 1887, was revoked.

In September, 1892, after inspection, permission was given to open for traffic the portion of the road between Vaudreuil and Pointe Fortune, 23½ miles.

By the Subsidy Act, 57-58 Vic. ch. 4 (1894) the unpaid balances of subsidies granted in 1887 and 1890 were revoked.

During the past fiscal year the sum of \$23,640 was paid, making the total \$73,600 up to the 31st of December, 1894. This railway has been leased in perpetuity to the Canadian Pacific Railway Company.

Department of Railways and Canals.

Napanee, Tamworth, and Quebec Railway Company.

(Name changed to the **Kingston, Napanee and Western Railway Company** by the Act 53 Vic., ch. 62.

(See Nos. 13, 27, 57, 94, 107, 166, 256 and 273.)

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

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

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

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

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

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

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the subsidy granted by the above Act for 3 miles, a subsidy not exceeding \$9,600 was granted for 3 miles from a point at or near Harrowsmith to a point at or near Sydenham. A contract was made with the company for this work on the 18th of September, 1893.

By the Act 55-56 Vic., ch. 5 (1892), a subsidy not exceeding \$64,000 was granted to this company for 20 miles of their railway, being for branches to be built to certain iron deposits. A contract was made with the company for one of these branches (to Lake Sydenham) on the 11th of December, 1893, the distance being $1\frac{375}{1000}$ miles. Under date the 30th of November, 1889, the company were allowed to open for traffic between Tamworth and Tweed, and between Yarker and Harrowsmith, and from Harrowsmith to Sydenham in November, 1893. During the last fiscal year there has been paid the sum of \$13,932.80, making the total payments up to the 31st of December, 1894, \$208,732.80.

Nakusp and Slocan Railway Company.

(See No. 362.)

This company was incorporated by the Dominion Act, 56 Vic., ch. 56 (1893), with powers to construct a railway from a point at or near Nakusp, in British Columbia, to

a point at or near the forks of Carpenter Creek, in the district of West Kootenay, the gauge to be either the standard gauge (4 feet 8½ inches) or a narrow gauge not less than 3 feet; also to run vessels on the lakes and rivers of the province, in connection with their railway. Powers were further conferred for the conveyance or lease of the road to the Canadian Pacific Railway Company.

By the Railway Subsidy Act, 57-58 Vic., ch. 4 (1894), the grant of assistance to the extent of \$121,600 was authorized for the said railway, estimated at 38 miles, and on the 23rd of October, 1894, a contract was made with the company for the work, the date for completion being fixed on the 1st of August, 1895, the standard gauge to be adopted.

The whole road has been completed, and in December was inspected, the actual distance being 36.80 miles, and the amount of subsidy applicable being consequently \$117,760. Payment of this amount has been authorized by an Order in Council of the 28th of that month, but it was not paid at its close.

The road has been leased to the Canadian Pacific Railway Company for 25 years, under an agreement dated the 9th of August, 1893, approved by an Order in Council of the 18th of July.

New Brunswick and Prince Edward Island Railway Company.

(See Annual Report for 1888-89.)

New Glasgow Iron, Coal and Railway Company.

(See No. 268.)

By the Subsidy Act, 55-56 Vic., ch. 5, the grant of assistance to the above company for 12½ miles of railway from Eureka Junction on the Intercolonial Railway, to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, was authorized, the limit of aid being \$40,000.

Under date the 23rd of November, 1892, the company were admitted to contract for this work.

During the fiscal year there was paid \$5,454.16, making the total payments up to the 31st of December, 1894, \$38,400.

Northern and Pacific Junction Railway Company.

(See Annual Report of 1890-91.)

Northern and Western Railway Company.

(See Annual Report of 1889-90.)

Nova Scotia Central Railway Company.

(See Nos. 129, 135 and 307.)

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, the Nova Scotia Central Railway Company were subsidized for 34 miles of their railway, to an extent not exceeding \$108,800. Under an Order in Council of the 16th of September, 1887, the company were admitted to contract on the 17th of October, 1887, the works to be executed being a line of railway from Lunenburg, on the east coast of Nova Scotia, westward, to a point in the district of New Germany, together with a spur, about ¾ mile long, to Bridgewater railway wharf, the whole to be completed by the 31st of December, 1889.

Department of Railways and Canals.

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

By the Subsidy Act, 56 Vic., ch. 2, (1893), the unpaid balance, \$4,500, was revoked. Up to the close of the fiscal year 1891-92, the total payments to this company amounted to \$230,700, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of 73½ miles. Authority for payment of the said balance of \$4,500 has been given by an Order in Council dated the 2nd of July, 1894, but no further payment has been made up to the 31st of December, 1894.

Nova Scotia Southern Railway Company.

(See Nos. 207 and 272.)

This company was incorporated by the Nova Scotia Act, 51 Vic., ch. 82, as the "Annapolis and Atlantic Railway Company." The name was changed as above by the Act, 56 Vic., ch. 65.

By the Dominion Subsidy Act, 55-56 Vic., ch. 5 (1892), a subsidy (taking the place of one previously granted), was authorized for 75 miles of railway from Sand Point, Shelburne Harbour, N.S., to Annapolis Royal, and to a point of junction with the Nova Scotia Central Railway, at or near New Germany, the subsidy limit being \$240,000.

The above company having applied for the subsidy, a contract, dated the 12th of January, 1894, has been entered into with them for the work of building a line from Sand Point towards New Germany, and approval has been given by an Order in Council dated the 25th of August, 1894, to the location of the railway for the whole distance, 75 miles.

No payment has been made up to the 31st of December, 1894.

Ontario and Pacific Railway Company.

(See Nos. 31, 115, 150 and 288.)

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

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

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

By the Subsidy Act of 1892, 55-56 Vic., ch. 5, the subsidy granted in 1889 was revoked, the length being set down as $53\frac{87}{100}$ miles.

No portion of these subsidies has been paid up to the 31st of December, 1894.

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

Ontario, Belmont and Western Railway Company.

(See No. 246.)

This company was incorporated by the Ontario Act, 54 Vic., ch. 90 (1891), for the construction of a railway from the Midland Railway of Canada at either Hastings or Campbellford to some point on the Central Ontario Railway within the township of Marmora, county of Hastings.

By the Subsidy Act, 55-56 Vic., ch. 5 (1892), the grant of a subsidy to this company to the extent of \$32,000, was authorized for 10 miles of railway from the Belmont iron mines to the Canadian Pacific and the Central Ontario Railway.

On the 9th of March, 1893, a contract was entered into with the company for this work, namely, from the Belmont mines to the junction of the two railways named, the road to be completed by the 1st of August, 1896.

No portion of this subsidy has been paid up to the 31st of December 1894.

Orford Mountain Railway Company.

(See No. 228.)

By the Subsidy Act, 53 Vic., ch. 2, the grant of a subsidy, limited to \$99,200, was authorized in favour of the above company, for 31 miles of their railway between Eastman and Kingsbury, Que., and on the 16th of December, 1891, the company were admitted to contract for the work for a distance of 10 miles, namely, from Eastman to Lawrenceville. The work was completed, and the subsidy was paid in 1892.

By an Order in Council, dated the 20th June, 1892, authority was given for entry into contract with the company for the balance of the work, $16\frac{1}{2}$ miles, between Lawrenceville and Kingsbury, and such contract was signed on the 10th of September, 1892.

The road between Lawrenceville and Kingsbury has been completed, and during the last fiscal year, the subsidy applicable thereto, \$52,800, was paid, making the total payments to this company \$84,800, the whole amount applicable.

Ottawa, Arnprior and Parry Sound Railway Company.

(See Nos. 92, 134, 199, 242, 276 and 277)

This company was formed by the amalgamation, under the Act 54-55 Vic., ch. 93, of the Ottawa and Parry Sound Railway Company, incorporated by the Acts 51 Vic., ch. 35, and the Ottawa, Arnprior and Renfrew Railway Company, incorporated by the Act 51 Vic., ch. 71. The company has powers to build a line of railway from the city of Ottawa through Arnprior, Renfrew, Eganville and Killaloe, to a point on the Georgian Bay at or near the village of Parry Sound.

Department of Railways and Canals.

By the Subsidy Act, 55-56 Vic., ch. 5, (1892), there were granted to this company the following subsidies (in lieu of subsidies previously granted, but not utilized) :—

- (a.) For 22 miles of railway from a point on the Canadian Pacific Railway to Eganville, a subsidy limited to \$70,400.
- (b.) For 30 miles of railway from Eganville to Barry's Bay, a subsidy limited to \$96,000.
- (c.) For 55 miles of railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy limited to \$6,400 a mile on the first half of that division, and to \$3,200 a mile on the second half, not exceeding in the whole \$264,000.

The first two subsidies were covered by a contract dated the 29th of September, 1892; the starting point on the Canadian Pacific Railway being Renfrew, and the date for completion being fixed as the 1st of August, 1896.

The third subsidy, from Barry's Bay towards the Northern Pacific Junction Railway, was covered by a contract with the company dated the 8th of November, 1892, for which was substituted a contract dated the 20th of September, 1894.

The location plans have been approved for the whole distance covered by the three subsidies.

The sections between Ottawa and Renfrew, were opened for traffic in September and December, 1893.

During the past fiscal year, payments have been made to the extent of \$101,120, and subsequently the further sum of \$129,280, making the total payments to the company \$230,400, up to the 31st of December, 1894. The distance covered thereby is to the end of the ten miles section west from Barry's Bay, or a total of 62 miles west from Renfrew. On that date the inspection was made of a further length of 20 miles.

Ottawa and Gatineau Valley Railway Company.

Name changed to the Ottawa and Gatineau Railway Company by the Act 57-58 Vic., ch. 87, which consolidated and amended acts relating to the Company.

(See Nos. 8, 26, 58, 151, 305 and 349.)

By the Act 48-49 Vic., chap. 29 (1885), the grant of a subsidy to this company was authorized (in lieu of subsidies granted in previous years), namely, for a line of railway from Hull station towards the village of Le Désert, 62 miles, the amount being \$320,000. The subsidy having lapsed, it was revoked by the Act 52 Vic., ch. 3 (1889).

Under authority of an Order in Council of the 10th of July, 1889, a contract with the company for the work in question, 62 miles, was signed on the 19th of August.

By the Subsidy Act, 56 Vic., ch. 2, 1883, the unpaid balance, \$89,248, was revoked.

By the Subsidy Act, 57-58 Vic., ch. 6. (1894), authority was given for subsidizing to the extent of \$64,000, a further distance of 20 miles from the end of the 62 miles already subsidized, but no contract has yet been made for the work.

During the past fiscal year, there has been paid to the company the sum of \$53,376, making the total payments up to the 31st of December, 1894, \$284,128.

Oshawa Railway and Navigation Company.

Name changed to the Oshawa Railway Company, by 54-55 Vic., ch. 91.

(See Nos. 112, 233 and 314.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy, to the extent of \$22,400, was authorized for seven miles of this company's railway, extending from Port Oshawa towards Raglan; they were admitted to contract on the 20th of July, 1889. This subsidy was renewed by the Act 54-55 Vic., ch. 8; and by the Act 56 Vic., ch. 2, 1893, it was revoked in such form as to admit of payment on completion of named sections.

Entry into contract accordingly has been authorized, but no contract has yet been signed.

By the special Act 54-55 Vic., ch. 91, the corporate powers of the company were revived, and its name was changed as above.

No portion of the subsidy has been paid up to the 31st of December, 1894.

Parry Sound Colonization Railway Company.

(See Nos. 153, 312, 342.)

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

On the 21st of July, 1890, the company were admitted to contract accordingly, the line to run from the village of Parry Sound through the townships of Foley, Christie, Monteith, McMurrick and Parry, joining the line of the Northern and Pacific Railway at Scotia, or a point about two miles from Elmsdale station. The date for completion has been extended to the 1st of August, 1897. The location for 50 miles has been approved by Order in Council, covering the distance between the Northern Pacific Junction Railway and Parry Sound.

By the Act, 56 Vic., ch. 2 (1893), the unpaid balance of subsidy, \$97,600, was revoked.

By the Act 57-58 Vic., ch. 4 (1894), the grant of a further subsidy, limited to \$64,000, was authorized, for 20 miles of this company's railway east from Parry Sound.

During the past fiscal year no payments were made, but subsequently there was paid the sum of \$68,780, making the total payments up to the 31st of December, 1894, \$128,000, covering 40 miles of railway built.

Philipsburg Junction Railway and Quarry Company.

(See Nos. 255 and 322.)

This company was incorporated by the Quebec Act 51-52 Vic., ch. 107 (1888), for the construction of a railway from Philipsburg to Stanbridge.

By the Subsidy Act, 55-56 Vic., ch. 5 (1892), the grant of a subsidy to the extent of \$21,600 was authorized for a railway between the points named, $6\frac{7}{10}$ miles.

On the 27th of February, 1893, a contract was entered into with the company for this work, the distance being set down as $6\frac{3}{4}$ miles.

By the Subsidy Act, 57-58, Vic., ch. 4 (1894), a subsidy, in part a revote, was authorized for the small difference in length and for a short branch, in all, \$2,912.

During the fiscal year, \$18,688 was paid, covering the distance, 584 miles, from Stanbridge Station on the Central Vermont Railway to Philipsburg, and subsequently the further sum of \$2,912, making a total of \$21,600, the full amount of the subsidy.

Department of Railways and Canals.

Port Arthur, Duluth and Western Railway Company.

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

(See Annual Report of 1892-93.)

Pontiac and Renfrew Railway Company.

(See Annual Report of 1889-90.)

Pontiac Pacific Junction Railway Company.

(See Nos. 25, 137, 211, 329, 330 and 331.)

This company was incorporated by the Dominion Act, 43 Vic., ch. 55 (1880), with powers to construct a railway from a point on the line of the Quebec, Montreal, Ottawa and Occidental Railway, at or near Hull or Aylmer, to a point in the county of Pontiac, suitable for crossing the River Ottawa, thence to Pembroke to connect with the Canada Central Railway.

The Act 45 Vic., ch. 69, gave authority for the construction of a bridge across the River Ottawa.

This line was subsidized by Parliament in 1884, 49 Vic., ch. 8, to the extent of \$3,200 a mile, not exceeding \$272,000.

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

By the Act 51 Vic., ch. 3 (1888), a subsidy to this company of \$31,500 was authorized for the bridging of the River Ottawa at Culbute; also a subsidy of \$9,600 for 3 miles of their railway from a point 3 miles east of Pembroke to Pembroke, provided that the entire work subsidized on this railway be completed within four years from the 22nd of May, 1888.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$24,000 was authorized for 7½ miles of this railway, between Hull and Aylmer.

By the Act 53 Vic., ch. 68 (1890), the time for completion of the railway to the town of Pembroke, and of the bridge over the River Ottawa, at or near the city of Ottawa, which the company were empowered to construct by the Act 45 Vic., ch. 69, was extended to the 22nd of May, 1892. The same Act gave the company power to extend their line from the said bridge to the canal basin in the city of Ottawa.

The Act 53 Vic., ch. 69 (1890), gave to this company power to purchase from the Canadian Pacific Railway Company the section between Hull and Aylmer, or any part thereof.

By the Subsidy Act, 55-56 Vic., ch. 5, clause 4 (1892), the balance unpaid of the subsidy voted in 1884 was revoked; and by the special Act of 1892, ch. 56, the time for the commencement of the bridge over the River Ottawa, at or near Ottawa, was extended for 2 years, and its completion for 5 years, from the 9th of July, 1892. The time for the completion of the line to Pembroke was also extended for 4 years from that date.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the subsidies voted in 1888 were revoked, subject to the condition that the entire work subsidized on this railway should be completed within four years. The time for completion is thus extended to the 23rd of July, 1898.

By the same Act the unpaid balance of the subsidy voted by ch. 8 of the Act of 1884, less \$24,000 for the 7½ miles from Hull to Aylmer, was revoked, namely \$73,172.

By the same Act the sum of \$24,000, voted for the road from Hull to Aylmer in 1890, was in effect revoked.

The road is open from Ottawa to Waltham, 70 miles.

Up to the close of the fiscal year 1887-88, a total of \$174,828 had been paid out of the subsidy voted in 1884. No further payments have been made during the fiscal year, but subsequently the sum of \$18,750 has been paid, making a total of \$193,578.

Quebec Central Railway Company.

(See Nos. 22, 142, 219 and 321.)

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

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

The location of the first 23 miles was approved of by an Order in Council of the 8th of May, 1885. The amount of the subsidy paid up to the end of the fiscal year 1885-86, under an Order in Council of the 14th of August, 1885, was \$60,342, covering 15½ miles of road inspected, starting from Beauce Junction.

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

By the Act 53 Vic., ch. 2 (1890), in lieu of the subsidy so granted, the company may receive the same amount for a similar term of years, or a guarantee of interest on bonds for a like sum, for 90 miles of their railway from St. Francis station on their line to a point on the Atlantic and North-western Railway near Moose River, or from a point on their line between the Chaudière River and Tring station to a point on the International Railway at or near Lake Megantic; the first annual payment to be made at the end of twelve months from the date of the certificate of completion. A contract was entered into for this subsidy on the 30th of June, 1892, the work to be completed by the 1st of July, 1894.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), authority was given for the payment of the subsidy granted by the Act of 1890, as a cash subsidy, at the present worth \$288,000; payment to be made on completion, inspection, and acceptance of the railway. An Order in Council of the 16th of June, 1894, has authorized this mode of settlement of subsidy, but nothing can be paid until an inspection, to be made on completion of the above road, has shown it to be in a satisfactory condition.

Department of Railways and Canals.

It is understood that the first 40 miles have been completed.

There has been no further payment beyond the \$60,342 made in 1885-86, up to the 31st of December, 1894.

Quebec and Lake St. John Railway Company.

(See Nos. 2, 14, 40, 82, 126, 140, 177, 220, 232, 300 and 347.)

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

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

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

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

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

By the Act 52 Vic., ch. 3 (1889), a further subsidy of \$64,000 was granted for an additional 20 miles, making the total subsidy for this branch \$160,000. Under date the 17th of October, 1892, a contract has been entered into with the company for this work.

By the Act 53 Vic., ch. 2 (1890), a subsidy to this company to an extent not exceeding \$30,000, was authorized for a railway bridge over the River St. Charles; also

a subsidy, limited to \$38,400, for 12 miles of railway from Lorette via Charlesbourg to Quebec. Under date the 2nd of December, 1890, both these subsidies were covered by one contract, the work to be completed by the 1st of October, 1891.

By the Act 54-55 Vic., ch. 8, there was expressly voted the difference, \$5,250, between the \$30,000 mentioned in the above subsidy for the St. Charles bridge and the amount actually paid the company.

By the Act 55-56 Vic., ch. 5, clause 5 (1892), authority was given for the payment of the unpaid balance of the subsidy granted in 1889, and also for the payment of the unpaid balance, \$12,800, of the subsidy granted in 1887. This last, representing 4 miles of railway built towards Roberval, was covered by a contract made on the 17th of October, 1892.

By the Subsidy Act, 56 Vic., ch. 2 (1893), the unpaid balance, \$81,040, of the subsidy granted by 51 Vic., ch. 3, was revoked.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), a subsidy was voted to this company for 2 miles of their Chicoutimi branch to deep water at Chicoutimi, also for a further distance of 12 miles from the 52nd mile of that branch to Ha! Ha! Bay, in all \$44,800.

During the past fiscal year there has been paid the sum of \$81,600, making the total payments to the company up to 31st of December, 1894, \$1,002,999.50, covering the main line and 50 miles of the Chicoutimi Branch.

Quebec, Montmorency and Charlevoix Railway Company.

(See Nos. 164 and 304.)

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

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

By the Subsidy Act, 56 Vic., ch. 3 (1893), the unpaid balance, \$30,400, of the previous subsidy was revoked.

During the fiscal year 1889-90, the sum of \$65,600 was paid from this subsidy, the distance covered being 20½ miles, viz., from Quebec (the east side of the River St. Charles) to Ste. Anne. No further payments have been made up to the 31st of December, 1894, but the balance of the 30 miles subsidized has been completed, and was inspected in November.

Shuswap and Okanagan Railway Company.

(See No. 167.)

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

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

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

Department of Railways and Canals.

The contract for this work was signed on the 11th of February, 1890, the date for completion being fixed as the 4th May, 1893. The road is completed.

During the fiscal year the sum of \$640 was paid to the company, and subsequently the further sum of \$300, making the total payments up to the 31st of December, 1894, \$163,200, the full amount of the subsidy.

This road is leased to the Canadian Pacific Railway for a term of 25 years, under an agreement confirmed by the Act 54-55 Vic., ch. 72 (1891).

South Norfolk Railway Company.

(See Annual Report of 1888-89.)

St. Catharines and Niagara Central Railway Company.

(See Nos. 96, 176, 190, 265 and 319.)

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

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

On the 20th of December, 1888, the road having been built and inspected, the company were permitted to open it for traffic. The sum of \$26,640 was paid to the company in the fiscal year 1888-89.

By the Act 52 Vic., ch. 3 (1889), a subsidy for 20 miles of this road was authorized, limited to \$64,000, and on the 1st of August, 1890, the contract was signed, the extension being from their present terminus at St. Catharines towards Hamilton.

By the Act 53 Vic., ch. 7 (1890), a subsidy limited to \$44,800 was authorized for a further distance of 14 miles.

By the Act 50-51 Vic., ch. 5 (1892), in lieu of the subsidies granted in 1889 and 1890, there was granted an annual subsidy for 20 years, calculated on the basis of 3½ per cent of the amount, not to exceed \$108,000, granted for the 34 miles in question; payment of the first half-yearly instalment to be made 6 months after the date of the chief engineer's certificate of completion.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the grant of a subsidy to this company for 34 miles of their railway from St. Catharines to Hamilton was authorized, the amount not to exceed \$108,800.

During the fiscal year 1890-91, the sum of \$11,760 was paid to this company, covering the distance, 12 miles, between St. Catharines and Niagara River, making a total of \$38,400 paid to this company. No further payments have been made up to the 31st of December, 1894.

St. Clair Frontier Tunnel Company.

(See Annual Reports of 1890-91 and 1891-92.)

St. John Valley and Rivière du Loup Railway Company.

(See Nos. 90, 118, 225 and 274.)

By the Act 49 Vic., ch. 10 (1886), a subsidy of \$70,400 was authorized for 22 miles of railway, from Fredericton to Prince William, New Brunswick, and by the Act

50-51 Vic., ch. 24, a subsidy of \$70,400 was authorized, in favour of the St. John Valley and Rivière du Loup Railway Company, for 22 miles of railway from Prince William towards Woodstock.

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

By the Act 53 Vic., ch. 2 (1890), both the above subsidies were, in effect, revoked.

By the Act 55-56 Vic., ch. 5, a subsidy limited to \$48,000 was authorized for 15 miles of railway extending from the north end of the line subsidized by 53 Vic., ch. 2.

Up to the 31st December, 1894, no payments have been made.

Stewiacke Valley and Lansdowne Railway Company.

(See Nos. 87, 232, 254 and 258.)

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

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

By the Act 55-56 Vic., ch. 5 (1892), the same subsidy was, in effect, revoked.

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

By the Act 55-56 Vic., ch. 5 (1892), this subsidy was, in effect, revoked.

The location plans have been approved for this distance.

No portion of any of the above subsidies has been paid up to the 31st of December, 1894.

St. Lawrence and Adirondack Railway Company.

(See Nos. 218 and 293.)

By the Subsidy Act, 53 Vic., ch. 2 (1890), a subsidy not exceeding \$57,600 was granted to the above company for 18 miles of their railway from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway.

On the 29th of April, 1891, a contract was entered into with the company for this work, the time for completion being fixed as the 1st of July, 1893.

In December, 1891, the road was inspected and reported as complete—the actual distance being 12.58 miles. During the past fiscal year there has been paid to the company the sum of \$40,256, being the amount applicable to the actual distance of the road.

Department of Railways and Canals.

By the Subsidy Act, 55-56 Vic., ch. 5, a subsidy not exceeding \$25,024 was granted to the company for $5\frac{4}{10}$ miles, from Huntingdon towards the international boundary, and for a further distance of $2\frac{4}{10}$ miles. During the past fiscal year there has been paid to the company the sum of \$297.60 as the balance due, making the total payments \$65,001.60, covering the whole distance, $20\frac{313}{1000}$ miles, from the junction with the Canada Atlantic Railway, near Valleyfield, to the international boundary, which is now completed.

This road connects the Canada Atlantic Railway at Valleyfield with the Montreal and Champlain Junction Railway at Huntingdon.

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

(Name changed to "The Laurentian Railway Company" by Provincial Act 51-52 Vic., ch. 108.)

(See Annual Report for 1891-92.)

St. Louis and Richibucto Railway Company.

(See Annual Report of 1884-85.)

Témiscouata Railway Company—Rivière du Loup to Edmundston.

(See Annual Report for 1892-93.)

Thousand Islands Railway Company.

(See Nos. 182 and 269.)

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

A contract was made with the company for this work on the 24th of October 1889, the 4-mile section to be built by the 1st of July, 1890, and the 13-mile section by the 1st of August, 1893. In the fiscal year 1889-90, the sum of \$10,400 was paid for the section, $3\frac{1}{4}$ miles, from Gananoque to the Grand Trunk Railway, completed.

By the Act, 55-56 Vic., ch. 5 (1892), in lieu of the unpaid balance, \$44,000, of the above subsidy, there were granted railway subsidies for the extension of the railway, one, the northern, to connect with the Brockville, Newport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, for which the limit is \$30,000; the other, the southern, and across the mouth of Gananoque River, for which the limit is \$14,000.

Under date the 30th of November, 1892, a contract was entered into with the company for this work; the date for completion being fixed as the 1st of August, 1896.

During the past fiscal year the sum of \$14,000 was paid, making the total up to the 31st of December, 1894, \$24,400.

Tobique Valley Railway Company.

(See Nos. 130, 227, 235 and 244).

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy to the extent of \$89,600, for 14 miles of the railway of the above company from

Perth Centre station, on the New Brunswick Railway, towards Plaister Rock Island, in lieu of a subsidy previously granted. A contract was made with the company for the work on the 4th of September, 1888. By the Act 54-55 Vic., ch. 8 (1891), this subsidy was, in effect, revoked, having elapsed.

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

By the Act 55-56 Vic., ch. 5 (1892), a subsidy limited to \$9,600 was granted for a further distance of 3 miles from the north end of the 11 miles subsidized in 1890.

Under date the 30th of November, 1892, a contract was entered into with the company for the work covered by these two subsidies.

The first section of 14 miles was completed in December, 1891, and the opening of the whole road, 27·88 miles for traffic was sanctioned in November, 1893.

During the past fiscal year there was paid the sum of \$19,341.54, making the total payments to the company up to the 31st of December, 1894, \$134,016, the whole amount applicable.

Toronto, Grey and Bruce Railway Company.

(See Annual Report for 1887-88.)

United Counties Railway Company.

(See No. 297 and 344.)

This company was incorporated by the Quebec Act, 46 Vic., ch. 90 (1883), for the construction of a railway from a point on the line of the Montreal, Portland and Boston Railway, at Richelieu, to a point on the River Richelieu and the River St. Lawrence.

By the Subsidy Act, 56 Vic., ch. 2 (1893), a subsidy to the extent of \$102,400 for 32 miles between Iberville and St. Hyacinthe, and beyond towards Sorel, was authorized.

On the 19th of August, 1893, a contract was entered into with the company for this work.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), a subsidy limited to \$102,400 was authorized for a further distance of 32 miles, and on the 23rd of October, 1894 a contract was made with the company for the work, covering the whole distance from St. Hyacinthe to Sorel.

During the fiscal year, the sum of \$88,973 was paid, and subsequently a further sum of \$41,075, making the total payments \$130,048.

Vaudreuil and Prescott Railway Company.

(See *Montreal and Ottawa Railway Company.*)

Waterloo Junction Railway Company.

(See Annual Report for 1891-92.)

Western Counties Railway Company.

(Name changed to "**The Yarmouth and Annapolis Railway Company**" by 56 Vic., ch. 63.)

(Name further changed to "**The Dominion Atlantic Railway Company**" by 57-58 Vic., ch. 69.)

By the Act 50-51 Vic., ch. 25 (1887), assented to on the 23rd of June, 1887, confirmation was given to an agreement made by the Government with the Western Counties Railway Company on the 31st of January, 1887, contingent on such confirm-

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ation, the agreement itself being thereby, in some respects, modified, as expressed in a subsidiary agreement. Under the provisions of the said Act and agreements, covenants have been entered into which may be summarized as follows:—

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

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

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

By the special Act, 52 Vic., ch. 8 (1889), authority was given for the construction of this link of railway out of the appropriation of \$500,000 granted by the Act 50-51 Vic., ch. 25. The work was, accordingly, taken in hand by the department, and completed. The company was placed in possession for operating purposes on the 27th of July, 1891.

On the 17th of January, 1894, the company executed a deed of release to the Government in respect of all claims, and on the 1st of February, letters patent were issued, vesting the said section of railway in the company.

The total Government expenditure up to the 31st December, 1894, is \$618,655.25.

By the special Act, 57-58 Vic., ch. 69 (1894), authority was given for the purchase of the Yarmouth and Annapolis Railway by the Windsor and Annapolis Railway Company, in accordance with an agreement between the two companies, dated the 12th of October, 1893, and for the change of the names of the companies to "The Dominion Atlantic Railway Company."

West Ontario Pacific Railway Company.*(Leased to the Ontario and Quebec Railway Company—C.P.R.)*

(See Annual Report of 1890-91.)

Woodstock and Centreville Railway Company.

(See Nos. 131, 203, 266, 281 and 335.)

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

The above railway company having applied and being approved, contract was made with them on the 6th of May, 1889, for the distance named; the line to start from Upper Woodstock station, on the New Brunswick Railway; the work to be completed by the 1st October, 1890, the date being subsequently extended to the 1st of October, 1893.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to \$19,200 was authorized for a further distance of 6 miles to the international boundary.

By the Act 55-56 Vic., ch. 5 (1892), the subsidy granted in 1887 was in effect revoked.

By the same Act, the subsidy granted in 1890, for the further distance to the boundary was in effect revoked.

A contract, dated the 16th of September, 1892, was made with the company, to construct the 26 miles so subsidized, the date for completion being fixed as the 1st January, 1894.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the two subsidies granted in 1887 and 1890 were revoked, namely for 26 miles of railway from Woodstock to the international boundary, \$83,200.

By an Order in Council of the 24th of July, 1894, the contract time has been extended to the 1st of August, 1896.

No portion of the subsidy has been paid up to the 31st of December, 1894.

Yarmouth and Annapolis Railway Company.

(See Western Counties Railway Company.)

LAND SUBSIDIES.

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

They are enumerated here because the engineering details have been dealt with by this department, the certificate of whose officer is required prior to handing over to the company concerned any part of the subsidy. (The numbers given refer to the special "land subsidies" list. Appendix 9, p. 187.

Alberta and Athabasca Railway Company.*(Name changed by 52 Vic., ch. 65, to the "North-western Railway Company of Canada," which see.)***Alberta Railway and Coal Company.**

(See Annual Report for 1892-93.)

(See also "North-western Coal and Navigation Company," in Annual Report of 1891-92.)

Department of Railways and Canals.

Brandon and South-western Railway Company.

(See No. 19, Land subsidies.)

By an Order in Council, dated the 23rd of November, 1889, but subject to the approval of Parliament, and contingent on their obtaining an Act of incorporation from the Dominion, this company has been granted a subsidy of 6,400 acres per mile in aid of a railway from a point in Township 1, in either Range 23 or 24, west of the 1st Principal Meridian, to Deloraine, Manitoba, about 17 miles. This subsidy was confirmed by the Act 53 Vic., ch. 4. The company was incorporated under a provincial Act, but received a Dominion charter by the Act 53 Vic., ch. 86 (1890). Under the said Order in Council, the subsidized section was to be completed and running by the 1st of May, 1891. Location plans and profiles have been approved by an Order in Council, dated the 19th of February, 1892, showing the proposed line from a point of junction with the Souris Branch of the Canadian Pacific Railway to the Turtle Mountain coal fields. A revised location was approved by an Order in Council of the 3rd of October, 1894.

By the special Act, 57-58 Vic., ch. 65, the company's charter was revived.

By the Land Subsidies Act, 57-58 Vic., ch. 6 (1894), the subsidy authorized in 1890 was revoked.

Calgary and Edmonton Railway Company.

(See Annual Report for 1892-93.)

Canadian Pacific Railway Company.

(See Annual Report for 1892-93.)

Great North-west Central Railway Company.

(See No. 7, Land subsidies.)

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

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

By an Order in Council, also of the 22nd July, 1886, the subsidy referred to was granted to this company, the contract itself being signed on the 12th of September, 1887. Under successive Orders in Council the time for completion has been extended.

On the 3rd of September, 1890, an Order in Council was passed accepting as completed the first 50-mile section.

By an Order in Council, dated the 7th of December, 1891, extension of time was accorded—subject to the condition that the first 50 miles should be effectively operated and maintained on and after the 15th of that month, as follows:—100 miles from the end of the first 50 miles by the 30th November, 1892, and 300 miles further (or whatever distance may be required to complete the road to Battleford) by the 30th of November, 1893.

The company reported the first 50 miles as having been opened for traffic on the 16th of December, 1891.

On the 20th of June, 1892, an Order in Council was passed approving of the proposed location for the second 50-mile section.

Lac Seul Railway Company.

(See Annual Report of 1891-92.)

Manitoba and North-western Railway Company.

(See Land subsidies Nos. 4 and 6, also Money subsidies No. 358.)

This company was incorporated by the Provincial Act, 43 Vic., ch. 35 (1880), under the name of the Westburne and North-western Railway Company, and received a Dominion Charter by the Act 45 Vic., ch. 80 (1882). In 1883 its name was changed to the Manitoba and North-western Railway Company. Various Acts followed in subsequent years defining and extending the company's powers.

In 1893, however, these were all repealed, being consolidated in an Act 56 Vic., ch. 52. This Act gave specific powers for the construction of (a) an extension of the main line from the terminus at Yorkton, to, or near to, Prince Albert (b) an extension of the Shell River Branch to the Northern or western boundary of the province, and other branches from the main line. The company was required to construct not less than 20 miles a year, but by a subsequent Act, chap. 79, of 1894, nine years have been allowed for the completion of the extensions authorized, such portion, not exceeding 20 miles a year, to be built each year as may be prescribed by the Governor in Council.

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

A grant was made to the company by Order in Council of the 4th October, 1884, cancelling previous orders. The time for completion was fixed by Order in Council of the 6th of May, 1885, as at a rate of 50 miles a year.

By the 1st of December, 1885, the company had built and equipped 131 miles of road.

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

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This grant was made to the company by Order in Council of the 24th of May, 1886. Under Orders in Council of the 10th and 21st of September, 1886, the line was permitted to start from Binscarth, the order first named approving the location to Russell, up to which point the road has been built. This branch, $11\frac{1}{2}$ miles long, is in operation.

By the Subsidy Act of 1894, 57-58 Vic., ch. 4, the grant of a subsidy to this company, limited to \$320,000, was authorized for the construction of 100 miles of an extension of the main line towards Prince Albert, the company relinquishing 3,200 acres per mile of their land grant.

The main line is in operation from Portage la Prairie to Yorkton, 223 miles.

Manitoba and South-eastern Railway Company.

(See No. 24, Land subsidies.)

This company was subsidized in lands to the extent of 6,400 acres a mile by the Act 53 Vic., ch. 4 (1890), for a line from Winnipeg, southerly or south-easterly to a point on the west side of the Lake of the Woods, about 110 miles. A formal contract has been made with the company, under date the 3rd June, 1892. Under this contract, the first 30 miles were to be completed by the 1st of September, 1892, 60 miles further by the 1st of September, 1893, and the whole road by the 1st of September, 1894. Plans of location of the first 30 miles starting from Winnipeg have been approved by an Order in Council, passed on the 18th of March, 1892.

Manitoba South-western Colonization Railway Company.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report of 1890-91.)

Medicine Hat Railway and Coal Company

(See No. 12, Land subsidies.)

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

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

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

By the special Act 53-55 Vic., ch. 79 (1891), the charter of the company was revived and its powers were extended, and by the special Act 57-58 Vic., ch. 80, the time limit for completion was further extended to the 1st of January, 1898.

North-western Coal and Navigation Company.

(Purchased by the Alberta Railway and Coal Company.)

(See Annual Report of 1891-92.)

North-western Railway Company of Canada.*(Formerly the Alberta and Athabasca Railway Company.)*

(See Annual Report for 1891-92.)

Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company*(Leased to the Canadian Pacific Railway Company.)*

(See Annual Report for 1891.)

Red Deer Valley Railway and Coal Company.

(See Nos. 14 and 26, Land subsidies.)

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

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

By the Act 54-55 Vic., ch. 9, the above subsidy was cancelled, and in lieu thereof there was granted a subsidy, not exceeding 6,400 acres per mile, for the company's railway from Calgary to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles.

On the 17th of June, 1893, a contract was entered into with the company for the work so subsidized, the work to be completed by the 1st of November, 1894.

By an Order in Council of the 28th February, 1894, the time for completion was extended to the 1st of November, 1895.

Winnipeg and Hudson Bay Railway and Steamship Company.(Name changed to **Winnipeg Great Northern Railway Company** by the Act 57-58

Vic. ch. 94 (1894).

(See No. 1, Land subsidies, and Special Act, 54-55 Vic., ch. 81.)

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

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

In 1884 this Act was amended (by chapter 70), and the company were authorized to commence their line either from Winnipeg or from some point between Selkirk and Portage la Prairie, extending to Port Nelson and Churchill, or some other point on Hudson's Bay; also to construct a branch from any point on their main line to the Canadian Pacific Railway, west of Lake Winnipegosis, construction to be carried on at the rate of at least 50 miles a year.

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

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

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

	Acres.
Division A.—From the Canadian Pacific Railway to the Northern boundary of Manitoba—estimated distance, 225 miles.	1,440,000
Division B.—From the boundary to the terminus near the mouth of the Nelson River, Hudson's Bay—estimated distance, 425 miles.	5,440,000
Division C.—The Branch, from a point on the main line, near the northern extremity of Lake Winnipeg, to intersection with the Manitoba and North-western Railway—estimated distance not to exceed 250 miles (grant to be subject to approval by Parliament)	1,600,000

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

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

By an Order in Council dated the 16th of September, 1891, the dates for the completion of the company's road have been extended as follows:—

From the end of the 40 miles already built to a point on the south shore of the River Saskatchewan, near the western end of Cedar Lake, or between Cedar Lake and Grand Rapids, a distance of about 250 miles, by the 21st of June, 1894 (the limit allowed by their charter as amended by 53 Vic., ch. 80). This Order in Council approved of the draft of a definite agreement to be made with the company for the work, and the agreement was duly signed on the 18th of September, 1891.

By the special Act 54-55 Vic., ch. 81, the entry into a contract with this company was authorized for the conveyance of men, supplies, materials and mails over the portion of this line between Winnipeg and the River Saskatchewan for an annual payment of \$80,000 a year, for 20 years. Under authority of an Order in Council, an agreement was made with the company accordingly on the 18th of September, 1891.

Under date the 8th of November, 1893, an Order in Council was passed extending the time for the completion of the main line to the River Saskatchewan to the 21st of December, 1896.

By the special Act, 57-58 Vic., ch. 94 (1894), the name of the company was changed, as above, and an extension of time to the 31st of December, 1896, was granted for the completion of the main line to the River Saskatchewan.

In November, 1894, an application was made by the company for a modification in the terms and nature of the assistance to be given by the Dominion, but no action had been taken in the matter up to the 31st of December.

Wood Mountain and Qu'Appelle Railway Company.

(See No. 8, Land subsidies.)

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

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

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

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

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

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

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

This Act was repealed by the Act 55-56 Vic., ch. 63 (1892), and the time for the completion of the railway between the point of intersection with the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 30th of October, 1894, the railway to be completed at the rate of 20 miles each year thereafter.

Powers were given to convey or lease the road to the Canadian Pacific Railway Company, the Manitoba and North-western Railway Company, the Great North-west Central Railway Company, or the Winnipeg and the Hudson Bay Railway Company.

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By the special Act of 1894, 57-58 Vic., ch. 96, the time for completion of the section of railway between the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 30th of October, 1896. The remainder of the road to be completed at the rate of 20 miles a year thereafter.

THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The Minister of Railways and Canals, being Chairman of the Railway Committee of the Privy Council, on which certain extensive duties are imposed by the Railway Act, 1888, and its amendments, it seems proper that a brief record should here be made of the matters submitted to the Committee during the calendar year from January to December, 1894, and the decisions they arrived at. They are as follows:—

Branch line to connect the town of Amherstburg with the Canada Southern Railway.—Sanctioned.

Lake Temiscamingue Colonization Railway Bridge across the Ottawa River at Mattawa.—Approved.

Bridge crossings by the Ottawa, Arnprior and Parry Sound Railway of the St. Lawrence and Ottawa (Canadian Pacific) Railway in the city of Ottawa, and of the Canadian Pacific Railway on lot 5, concession 2, township of Nepean.—Extension of time for completion granted.

Complaint as to the inadequacy of the protection furnished at crossings by the Toronto (Electric Street) Railway of the Grand Trunk and Canadian Pacific Railways in the city of Toronto, owing to the introduction of electricity in the working of the street cars.—Certain additional measures of protection ordered to be provided by the Toronto Railway Company.

Extension of Lansdowne Avenue across tracks of the Grand Trunk and Canadian Pacific Railway Companies in the city of Toronto.—Under consideration.

Application of the St. Clair Tunnel Company to be allowed to close up part of Thistle Street, in the Town of Sarnia, substituting other thoroughfares therefor.—Not granted.

Montreal Street Railway crossings of the Grand Trunk Railway in the city of Montreal and town of St. Henri.—Approved on certain conditions.

Manitoba Central Farmer's Institute. Complaint that Railroad Companies of Manitoba discriminate in their freight and passenger rates against certain points on their line.

Parties did not appear.—Case dismissed.

Dispute between the Canada Southern Railway Company and the township of Tilbury west, respecting the direction to be taken by a drain passing under the railway, and the apportionment of cost.—Order made as to the location of drain, and maintenance and cost thereof.

Complaint of Mayor of Magog of the closing up, and obstruction of streets in that village, by the Canadian Pacific Railway Company.

Parties did not appear.—Case dismissed.

Application of the township of Anderdon, and other parties, for amendment of order of the Committee approving of Amherstburg Branch of the Canada Southern Railway Company.—Not granted.

Complaint of Mr. T. D. Millar, cheese exporter, Ingersoll, of discrimination on the part of the Grand Trunk and Canadian Pacific Railway Companies in their rates for the transport of cheese.

Complainant did not appear.—Case dismissed.

Interlocking signal appliances at crossing by the United Counties Railway of the Canadian Pacific Railway at Iberville.—Approved and trains allowed to pass without stopping.

Interlocking signal appliances at crossing by the Canada Southern Railway of the London and Port Stanley Railway and St Thomas.—Approved and trains allowed to pass without stopping.

Brockville and New York Bridge Company's bridge across the St. Lawrence River at Brockville.—Approved on conditions stated.

Dispute between the Canada Southern Railway Company and the city of Windsor with reference to the accommodation to be afforded by a bridge, carrying Sandwich Street over that railway, proposed to be built in substitution for the present bridge. After a hearing before the Committee the parties came to an agreement.—Company required to submit plans for approval when approved by the city.

Extension of Cedar Avenue, Pointe Claire, across the Grand Trunk and Canadian Pacific Railway tracks.—Under consideration.

Extension of Ste. Elizabeth Street in the town of St. Henri across the tracks of the Grand Trunk Railway Company.—Not approved.

Extension of St. George and Princess Streets in the town of Chatham, Ontario, across the tracks of the Grand Trunk Railway.—Approved.

Opening up of St. George Street.—Approved.

Opening up of Princess Street.—Not approved.

Extension of Hagan Street in the village of Dundalk across the Canadian Pacific Railway.—Not approved.

Change of location of the line of the Grand Trunk Railway Company in the 13th and 14th Concessions of the township of Laurier, district of Parry Sound.—Approved.

Application of the county and township of York, Ontario, for a case to be stated for the opinion of the Supreme Court as to the power of the Committee to order these municipalities to pay a portion of the cost of certain protection required at the Dufferin and Bathurst Street crossings of the Canadian Pacific Railway, Toronto.—Under consideration.

Application of the parish of St. Athanase (Iberville) for rescindment of order authorizing a certain crossing by the United Counties Railway of the Canadian Pacific Railway at Iberville. Applicants did not appear.—Case dismissed.

Application of the Canadian Pacific Railway Company and the city of Toronto for approval of plan and specification of an overhead highway bridge to be constructed along York Street, Toronto, under an agreement, confirmed by 56 Vic., ch. 48.—Pending.

Crossing by the Hamilton, Grimsby and Beamsville Electric Railway of the Grand Trunk on Main Street East, Hamilton.—Approved, on certain conditions.

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Regina County Association, Patrons of Industry, N.W.T., complaint of discrimination on the part of the Canadian Pacific Railway Company in their rates for the transport of produce. Case, as stated before the committee, one with which the committee had no power to deal.—Dismissed.

South Shore Railway Bridge across the Richelieu River at Sorel.—Site and plan approved—two openings of not less than 70 feet each, for river traffic, being provided.

Oshawa Railway Company's application for leave to carry their line along certain streets in the town of Oshawa.—Granted.

Pontiac Pacific Junction Railway Company. Application for approval of proposed bridge across the Ottawa River at Nepean Point. Parties did not appear.—Case dismissed.

Change of location of a portion of the Canada Eastern Railway between its junction with the Intercolonial Railway and the present terminus at Chatham.—Approved.

Application from the town of Waterloo for protection to be furnished at certain street crossings of the Grand Trunk Railway in that town.—A watchman ordered to be placed at one of these crossings.

Application from the town of Waterloo for the opening up of certain streets across the Grand Trunk Railway in said town.—Not granted.

Complaint from Mr. Isidore D'Aigle as to state of fences and cattle guards of the Temiscouata Railway fronting on his land.

Complainant did not appear.—Case dismissed.

Complaint of Mr. Edward O'Brien as to danger arising from the non-insulation of wires of the Montmorency Electric Power Company, on the Quebec, Montmorency and Charlevoix Railway.

Complainant did not appear.—Case dismissed.

Dominion Coal Company's Bridgeport and Louisburg Railway Bridge across the Mira Gut, Cape Breton.

Site and plan approved, spans of 40 feet clear being provided.

Application of township of Anderdon, and others, for an overhead highway bridge (in lieu of a level crossing) to be ordered at crossing by Amherstburg Branch of Canada Southern Railway at Amherstburg.—Not granted.

Application from the United Counties Railway Company for leave to use interlocking signal plant at crossing by their railway of the Grand Trunk Railway at St. Hyacinthe without derails.

The postponement of putting in derails, to the 1st December, 1894, authorized.

Oshawa Railway. Occupation of highway in the township of East Whitby.—Authorized.

Application from the Canada Southern Railway Company to be allowed to take up tracks of the Chataugua Branch of their railway at the town of Niagara, the financial disasters to the Niagara Assembly making the branch no longer a necessity.—Granted on certain conditions.

Opening of St. Elizabeth Street across the tracks of the Grand Trunk Railway Company in the town of St. Henri.

Previous order, adverse to the opening of this street, to stand.

Crossing by the United Counties Railway of the Central Vermont Railway, near Ibterville.—Pending.

Application of certain companies interested in the navigation of the Richelieu River for variation of order approving of the South Shore Railway Bridge across that River at Sorel, whereby larger openings for river traffic than those required in the order shall be provided. Openings of not less than 100 feet each to be made.—Order varied accordingly.

Petition of certain ratepayers of the town of St. Johns, P.Q., against the granting of an application from the Atlantic and North-west Railway Company for approval of the construction of a siding from their main line to the Chambly Canal.—Pending.

Construction of branch line of the Canada Eastern Railway from Chatham to Black Brook.—Approved.

Petition of the Trades and Labour Council, Toronto, for regulations to be made requiring proper shelter for motormen and others on Electric and other Railway Cars, under the Act 57-58 Vic., ch. 53. Parties did not appear.—Case dismissed.

Application of the Brockville and New York Bridge Company for approval of amended site and plan of their proposed bridge across the River St. Lawrence at Brockville, and rescindment of order approving of plans already submitted.—Granted.

Mr. Emile Dubé's complaint against the Temiscouata Railway Company, of discrimination in their rates for the transport of ties. Charge not sustained.—Dismissed

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- 4 An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.
- 5 An Act respecting certain subsidies granted to the Government of the province of Quebec by chapter eight of the statutes of 1884.
- 6 An Act to authorize the granting of subsidies in land to certain railway companies.
- 7 An Act respecting the land subsidy of the Canadian Pacific Railway Company.
- 34 An Act to amend the Act to provide for the allowance of drawback on certain articles manufactured in Canada, for use in the construction of the Canadian Pacific Railway.
- 61 An Act to incorporate the Alberta Southern Railway Company.
- 62 An Act respecting the Atlantic and North-western Railway Company.
- 63 An Act respecting the Atlantic and Lake Superior Railway Company.
- 64 An Act to incorporate the Boynton Bicycle Electric Railway Company.
- 65 An Act to revive and amend the Act to incorporate the Brandon and South-western Railway Company.
- 66 An Act respecting the Canada Southern Railway.
- 67 An Act to incorporate the Cariboo Railway Company.
- 68 An Act respecting the Cobourg, Northumberland and Pacific Railway Company.

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- 69 An Act to authorize the purchase of the Yarmouth and Annapolis Railway by the Windsor and Annapolis Railway Company, Limited, and to change the name of the latter company to the Dominion Atlantic Railway Company.
- 70 An Act to incorporate the Duluth, Nepigon and James' Bay Railway Company.
- 71 An Act to incorporate the Edmonton Street Railway Company.
- 72 An Act to incorporate the Elgin and Havelock Railway Company.
- 73 An Act respecting the Erie and Huron Railway Company.
- 74 An Act to incorporate the Gleichen, Beaver Lake and Victoria Railway Company.
- 75 An Act respecting the Guelph Junction Railway Company.
- 76 An Act respecting the Lake Erie and Detroit River Railway Company and the London and Port Stanley Railway Company.
- 77 An Act to incorporate the Lake Megantic Railway Company.
- 78 An Act to again revive and further amend the Act to incorporate the Lindsay, Bobcaygeon and Pontypool Railway Company.
- 79 An Act respecting the Manitoba and North-western Railway Company of Canada.
- 80 An Act respecting the Medicine Hat Railway and Coal Company.
- 81 An Act to incorporate the Metis, Matane and Gaspé Railway Company.
- 82 An Act to amend the Acts relating to the Moncton and Prince Edward Island Railway and Ferry Company.
- 83 An Act respecting the Montreal Island Belt Line Railway Company.
- 84 An Act respecting the Montreal Park and Island Railway Company.
- 85 An Act respecting the Montreal and Ottawa Railway Company.
- 86 An Act to confirm an agreement between the Ottawa City Passenger Railway Company and the Ottawa Electric Street Railway Company, and an agreement between the said companies and the corporation of the city of Ottawa, and to unite the said companies under the name of "The Ottawa Electric Railway Company."
- 87 An Act to consolidate and amend certain Acts relating to the Ottawa and Gatineau Valley Railway Company, and to change the name of the Company to the Ottawa and Gatineau Railway Company.
- 88 An Act to incorporate the Pontiac and Ottawa Railway Company.
- 89 An Act to again revive and further amend the Act to incorporate the Brockville and New York Bridge Company.
- 90 An Act to again revive and further amend the Act to incorporate the Red Deer Valley Railway and Coal Company.
- 91 An Act to revive and amend the Act to incorporate the Rocky Mountain Railway and Coal Company.
- 92 An Act respecting the St. Catharines and Niagara Central Railway Company.
- 93 An Act respecting the St. Lawrence and Adirondack Railway Company.
- 94 An Act respecting the Winnipeg and Hudson Bay Railway Company, and to change the name thereof to the Winnipeg Great Northern Railway Company.
- 95 An Act to incorporate the Wolseley and Fort Qu'Appelle Railway Company.
- 96 An Act respecting the Wood Mountain and Qu'Appelle Railway Company.
- 97 An Act to amend the Acts respecting the Clifton Suspension Bridge Company.
- 98 An Act to empower the Niagara Falls Suspension Bridge Company to issue debentures, and for other purposes.
- 99 An Act respecting the Niagara Grand Island Bridge Company.

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- 100 An Act respecting the River St. Clair Railway Bridge and Tunnel Company.
 101 An Act respecting the Canada and Michigan Tunnel Company.
 102 An Act to incorporate the Welland Power and Supply Canal Company, Limited.
 103 An Act to incorporate the Montreal, Ottawa and Georgian Bay Canal Company.
 104 An Act to incorporate the St. Clair and Erie Ship Canal Company.
 113 An Act to incorporate the New York, New England and Canada Company.

CANALS.

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

1. The River St. Lawrence and lakes.
2. The Richelieu navigation, from the St. Lawrence to Lake Champlain.
3. The River Ottawa.
4. The Rideau navigation, from Ottawa to Kingston.
5. The Trent navigation.
6. St. Peter's Canal, Cape Breton.

TOTAL EXPENDITURE ON CANAL WORKS AND MAINTENANCE.

The following list shows the total amount charged to capital account, expended by the Government for construction and enlargement of each of the canals of the Dominion ; embracing the period prior to Confederation and extending down to the 30th June, 1894 :—

Lachine Canal	\$9,751,029 65
Beauharnois Canal	1,611,690 26
Soulanges Canal (under construction)	987,952 95
Williamsburg Canals (being enlarged)	3,438,941 36
Cornwall Canal (being enlarged)	5,054,564 57
St. Lawrence River and Canals, surveys, &c	956,900 02
Murray Canal	1,247,470 26
Welland Canal	23,763,866 39
Sault Ste. Marie Canal (under construction)	2,791,873 74
Ste. Anne Canal	1,170,215 63
Carillon and Grenville Canals	4,025,938 55
Culhute Canal	379,494 46
Rideau Canal (including the Perth branch)	4,560,285 60
Trent Canal	1,091,896 19
St. Ours Lock	121,537 65
Chambly Canal	637,206 76
St. Peter's Canal	646,431 99
Total	<u>\$62,237,296 03</u>

In addition to the above there has been expended from

“ Income ” as follows :—

Renewals	2,050,414 46
Repairs	4,730,432 10
Staff and maintenance	5,903,107 86

Making the total expenditure \$74,921,250 45

The total revenue received for the same period amounts to \$10,238,367.53.

Details as to the above will be found in Appendix No. 2, p. 2.

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TOTAL EXPENDITURE AND RECEIPTS FOR THE YEAR.

The total expenditure on the several canals for the fiscal year ended on the 30th of June, 1894, was as follows:—

Construction, charged to capital.....	\$ 3,027,085 69
Renewals, (charged to income).....	129,141 49
Repairs	188,398 17
Staff and maintenance.....	346,022 02
	\$ 3,690,647 37

The total revenue for the fiscal year was \$387,421.37, less refunds \$1,882.20, leaving the revenue \$385,539.17; compared with a total revenue for 1892-93 of \$398,234.10, less refunds \$41,144.23, leaving the actual revenue \$357,089.87. The increase amounted to \$28,449.30. The system of granting refunds on through shipments of grain and other food products was discontinued at the beginning of 1893, the through rate being fixed at ten cents a ton by an Order in Council of the 13th of February, 1893.

The total expenditure on staff and maintenance, repairs and renewals, amounted for the year to \$663,539.68; the total receipts, including \$329,664.27 from tolls, amounted to \$385,539.17; the amount of expenditure in excess of receipts being \$258,000.51.*

The following statement shows the amount collected on each canal for Canal Revenue proper, and hydraulic rents, &c., during the Fiscal Year ended 30th June, 1894. Details will be found in Appendix No. 2, p. 14.

Name of Canal.	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.	Hydraulic Rents, &c.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland	190,441 20		61 50	93 25	8,411 80	199,007 75
St. Lawrence.....	71,188 27	2,456 44	100 00	15,910 10	28,934 11	118,588 92
Chambly.....	22,279 43		10 00	42 83	120 00	22,451 26
Ottawa.....	35,341 65		4 00	8 00	36 00	35,389 65
Rideau.....	6,128 02	151 38		271 54	993 65	7,544 59
Trent.....	1,033 41			98 50	54 00	1,185 91
St. Peter's.....	2,603 88					2,603 88
Murray.....	648 41					648 41
Total	329,664 27	2,607 82	175 50	16,424 22	38,549 56	387,421 37
						1,882 20
						385,539 17

* The report of the Inspector (Appendix No. 7 p. 180,) shows a somewhat larger total. The difference is due to the fact that he includes in his returns amounts paid by vessel owners for damages caused to the canal works, the moneys having passed through the hands of the collectors; while the department, in dealing with them, credits the appropriation which has been charged with the cost of repairing such damages, with the amount received, or else places the sum to "Casual Revenue".

Details relating to the Canals Revenue and various commercial statistics for the *season of navigation* of the year 1893, will be found in the appendix, "Canals' Revenue and Statistics," No. 14, p. 250.

The following features of the principal canal traffic during the season of navigation of 1893, will be found of interest:—

On the Welland Canal, 1,294,823 tons of freight were moved, of which 806,672 tons were agricultural products, and 184,692 tons produce of the forest, 1,013,240 tons passing eastwards and 281,583 tons westwards. 995,501 tons passed east through the whole length of the canal. Of this quantity Canadian vessels carried 247,161 tons, and United States vessels 748,340 tons. The total freight passed eastwards and westwards through this canal from United States ports to United States ports was 631,667 tons, an increase of 90,602 tons compared with the year 1892, and an increase of 437,494 tons compared with 1881, in fact, far larger than in any year since 1874. The quantity of grain passed down this canal and the St. Lawrence Canals to Montreal was 501,806 tons, of which 71,445 tons were transhipped at Ogdensburg, as against 261,954 tons carried down in 1892, of which 4,341 tons were transhipped at Ogdensburg.

On the St. Lawrence canals a total of 1,158,386 tons of freight were moved, of which 703,892 tons were east bound through freight and 38,296 tons west bound through freight. 634,501 tons were agricultural products and 344,015 tons were merchandise.

No cargoes were taken down to Montreal direct, transhipments being made at either Kingston or Ogdensburg.

On the River Ottawa canals the total quantity of freight moved was 581,521 tons, of which 563,193 tons were produce of the forest.

On the Chambly canal 312,870 tons were moved, of which 189,014 tons were produce of the forest.

On the Rideau canal 101,409 tons were carried, of which 77,725 tons were produce of the forest.

On St. Peter's canal 47,606 tons were carried, of which 4,831 tons were produce of the forest.

On the Murray canal 16,340 tons were passed, of which 5,896 tons were produce of the forest.

On the Trent Valley canal 31,219 tons were moved, of which 30,248 tons were the produce of the forest.

During the season a steamer from Bergen, Norway, passed up through the St. Lawrence and Welland canals with a cargo of 464 tons of fish from Norway to Chicago, returning with a cargo of 237 tons of flour and 450 tons of wheat.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,260 statute miles. The distance to Duluth is 2,384 miles.

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

The Dominion canals, constructed between Montreal and Lake Erie, are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Galops and Welland. Their aggregate length is $70\frac{1}{2}$ miles; total lockage (or height directly overcome by locks) $533\frac{1}{4}$ feet; number of locks, 53.

Communication between Lakes Huron and Superior is obtained by means of the St. Mary's Falls Canal, situated on the United States side of the River St. Mary.

This canal is a little over a mile in length, with a bottom width of 100 feet, and has one lock, the dimensions being:—length 515 feet, width 80 feet, gate openings 60 feet wide, with 16 feet of water on the sills, and a lift of about 18 feet. By it there is afforded a 16 feet navigation between the two lakes.

It seems desirable here as indicating the immense extent of the existing and rapidly increasing traffic of the Great Lakes, and the commercial interests involved in the provision and maintenance of ample means of canal communication surmounting the rapids at the Sault Ste. Marie, communication, up to the present time, entirely dependent on the operation of one American lock, that information from official sources should be afforded, so that the considerable expenditure incurred in the construction of the Canadian canal and lock at this point may carry immediate justification. A summary of this traffic, and of the present, and the contemplated means of accommodating it has accordingly been prepared, and will be found in the note which appears below.*

* From the report of the Chief of Engineers of the United States Army, dated the 19th of September, 1893, for the *fiscal year* ended the 30th of June, 1893, the latest available, the following details are compiled relating to the operation of the existing, and the construction of the new lock to the south of the River St. Mary.

The new lock in progress occupies the site of the two old locks built in 1855, the intention being to afford a navigable depth of 20 feet, the present canal to be deepened to correspond with that depth. The dimensions of the new lock will be:—length, 800 feet between gates, width, 100 feet throughout, depth, 21 feet on the mitre sills, and a single lift corresponding to 18 feet. The estimated cost of the work, including the deepening of the canal, is set down at \$4,738,865. The first appropriation, \$250,000, was made by Congress in August, 1886. The total expenditure up to the 30th of June, 1892, was \$818,103.38, and during the *fiscal year* 1892-93 there was expended the further sum of \$624,464.42, making a total, up to the 30th of June, 1893, of \$1,442,567.80. The amount set down as to be expended profitably in the *fiscal year* ending on the 30th of June, 1895, is \$300,000.

From the same report and its appendices, it appears that during the *fiscal year* 1892-93, the canal was open to navigation 220 days. It was closed for the winter on the 6th of December, 1892, and reopened on the 1st of May, 1893. 12,160 vessels, aggregating 10,226,971 registered tons and carrying 10,846,404 tons of freight, and 23,919 passengers, passed through in 5,611 lockages, at a cost, per lockage of \$7.56, per vessel of \$3.48 and per freight ton of 3.91 mills. The total cost of the operation and care of the canal was \$41,828.07.

The staple articles transported were 2,771,667 tons of coal, 73,606 tons of copper, 5,627,778 barrels of flour, 40,959,960 bushels of wheat, 2,446,159 bushels of grain other than wheat, 4,668,807 tons of iron ore, 620,531,000 feet B. M. of lumber, 47,176 tons of building stone and 371,350 tons of miscellaneous freight.

Statistics relating to the *season of navigation* of the calendar year 1892 are given in a special report.

From this it appears that the length of the season was 233 days as against 225 in 1891; the average number of vessels passed per diem was 54. 12,580 vessels, in all, passed in 5,867 lockages, carrying 11,214,333 net tons of freight, an increase of 2,325,744 tons, and 25,896 passengers, the total valuation of the freight being \$135,117,267.10, such valuation being based on the estimated values used in 1885, except in the case of meat, flour, and grain, when the prices of 1892 have been used in determining the unit of value. These were lower than the prices of 1885, and if those had been employed the total valuation would, it is stated, have been \$150,664,211.30. Notwithstanding this reduction of unit values, the increase over the valuation of the previous season was \$6,939,058.59.

The total number of registered craft using the canal during the season was 735, valued at \$38,328,800, against 652 the previous season. Of these 460 were steamers and 275 sailing vessels. Besides these there were 519 passages by unregistered craft, which carried in all, 11,415 tons. Of the registered craft there were 121 propellers carrying in their largest single cargo 2,000 tons and upwards, as against 101 the previous season, 37 carried 2,500 tons and upwards,—the largest single

The following indicates the main features of the works executed and in contemplation in connection with the scheme of canal enlargement on the through line of navigation between tide water and Lake Superior.

The general enlargement scheme comprises locks of the following dimensions :—Length, 270 feet between the gates ; width, 45 feet ; with a navigable depth of 14 feet of water over the sills. The Sault Ste. Marie lock is 900 feet long, 60 feet wide, and with a depth of water more than equivalent to 21 feet in the new American lock.

Lachine Canal.—On the Lachine Canal the foundations of the permanent structures were put down to the full depth for vessels drawing 14 feet, but for about $6\frac{1}{2}$ miles the canal itself has yet to be lowered 2 feet to obtain this depth. The work is under contract.

Lake St. Louis.—For about four miles above the head of the Lachine Canal, Lake St. Louis is obstructed by numerous shoals, consisting principally of hard material, the removal of which is necessary to form a channel suitable to the enlarged 14 feet navigation. The work of excavating a channel 300 feet wide and 16 feet deep has been placed under contract.

Soulanges Canal.—Between Lakes St. Louis and St. Francis there is a rise of about 83 feet in the river, which is at present surmounted by the Beauharnois Canal, on the south shore of the St. Lawrence. The enlarged scale canal (the Soulanges) is being constructed on the north shore of the river. It will be about 14 miles in length.

Lake St. Francis.—In Lake St. Francis the obstructions to a 14 feet navigation are of minor importance, and are found chiefly near its upper or western end, where there are some shoals to be removed.

Cornwall Canal.—The works are nearing completion with the exception of the construction of the dams for the utilization of the north channel of the river opposite Sheiks Island, which is being actively carried on.

cargo being 3,580 : 24 sail vessels carried 2,000 tons and upwards, and of whaleback tow barges rated in reports as sail vessels, 12 carried 2,500 tons and upwards, their average single cargo being 2,746 tons. The largest single cargo carried by a sail vessel (so rated)—was 3,354 net tons. The total amount of freight paid was \$12,072,850.88, an increase of \$2,223,828.07, compared with the previous season. The total mile-tons (the number of miles run, multiplied by the freight tonnage) was 9,222,773,938, and the cost per mile per ton (found by dividing the total amount of the freight by the total of the mile tons) was, consequently, 1.31 mills. The average distance freight was carried was 822.4 miles, and the average cost per ton for transport to its destination was \$1.08. It is stated with regard to these figures that the data on which they are based is such as to include the cost of loading and unloading.

The principal items of freight were as follows :—Wheat, 40,994,780 bushels, an increase of 2,178,210 ; grain other than wheat, 1,666,690 bushels, an increase of 634,586 ; flour, 5,418,135 barrels, an increase of 1,637,992 ; iron ore, 4,901,132 net tons, an increase of 1,340,919 ; coal, 2,904,266 net tons, an increase of 396,734 ; lumber, 512,844 M. ft., B.M., an increase of 146,539. With the exception of copper and building stone, all articles of freight showed an increase.

In connection with the enlargement of this canal there has been undertaken, and is in progress, the work of improving the southern channel of the river below the falls, known as the Hay Lake channel, in American waters, the practical limit of which was formerly to vessels drawing not more than 6 feet. It is proposed to make a channel 300 feet wide, and of a navigable depth of 20 feet. The improved route will leave the present navigable channel of the river at a point, Sugar Island rapids, about $2\frac{1}{2}$ miles below the canal ; will pass through these into Hay Lake ; then by way of Middle Neebish ; rejoining the present navigable channel at the foot of Sugar Island ; saving a distance of 11 miles (16 miles in place of 27), and giving a route which can be so marked by lights as to be navigable at night, an advantage which is not to be afforded by the present channel, except by the use of many lights. The estimated cost of the work is set down in the report of United States engineers, quoted, at \$2,659,115. The expenditure during the fiscal year ended the 30th of June, 1893, was \$345,357.34, making a total expenditure of \$1,455,163.43. It is stated that for the fiscal year ending on the 30th of June, 1893, the sum of \$150,000 can be profitably expended.

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Farran's Point Canal.—Nothing has been done towards the enlargement of the canal at Farran's Point beyond the necessary surveys and the preparation of plans.

Rapide Plat Canal.—At the Rapide Plat the guard lock is finished and in use ; the works remaining to be done to complete the enlargement are in progress.

Between the Cornwall Canal and the Galops Canal the river reaches require to be deepened or improved at certain points.

Galops Canal.—The Galops Canal, $7\frac{5}{8}$ miles in length, passes the Iroquois, the Cardinal and Galops rapids. Of these, the Iroquois and the Cardinal are very strong currents rather than rapids.

This canal is being enlarged for a distance of about 4,000 feet from the upper entrance to a point below the Galops Rapids, where a new lift-lock and other works, now completed, give access from the river.

From the upper entrance of this canal to the Prescott reach, a distance of about three miles, the present circuitous and, in parts, shallow channel lies across what is known as "Flat Rock" shoal, and runs through American waters. The improvement and utilization of the north or Canadian channel of the river has been suggested as a part of the general scheme of enlargement, but beyond survey, and the preparation of plans nothing has yet been done.

Welland Canal.—The enlargement of this canal is completed.

Sault Ste. Marie Canal.—This canal is practically completed with the exception of the approaches, which are dredged out for a depth of 18 feet of water at extreme low water, in place of a 20 feet navigation to which the lock and canal are adapted.

LACHINE CANAL.

	Old Line.	New Line.
Length of canal	$8\frac{1}{2}$ statute miles.	$8\frac{1}{2}$ statute miles
Number of locks	5	5
Dimensions of locks	200 feet by 45 feet.	270 feet by 45 feet.
Total rise, or lockage	45 "	45 "
Depth of water {	at two locks. . 16 "	18 "
	on sills { at three locks. 9 "	14 "
Mean width of new canal		150 "

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

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

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

The scheme for the enlargement of this, in common with the other canals of the St. Lawrence, contemplated the affording a navigable depth of 14 feet throughout. The improvement immediately in view, however, was only intended to furnish a navigable depth of 12 feet in the canal proper, and accordingly, on the following reaches, namely, between Lachine and Côte St. Paul, Côte St. Paul and St. Gabriel, and between St. Gabriel and Wellington Basin, the channel has been adapted to navigation by vessels of 12 feet draught only. All permanent works on the canal, such as locks, bridges, side walls and culverts, have been built to afford a navigable depth of 14 feet.

The canal was closed on the 30th of November, 1893, and opened on the 23rd of April, 1894.

As reported last year, investigation has been made into the expenditure on the two new bridges (railway and ordinary traffic) over the canal at Wellington Street, Montreal, built during the winter of 1892-3, such investigation being conducted, in the first instance, by a special commission, and, secondly, by the Public Accounts Committee of the House of Commons, last session.

The evidence obtained was conclusive as to the perpetration of frauds, and the abuse of the exigencies of the work, which had compelled its execution within a limited time and at an inclement season.

In making payment for the works in question, the department has endeavoured, to, at any rate, avoid the recognition of absolutely fraudulent claims, and accordingly, in dealing with the accounts of the contractor for labour, in respect of which the main excess of cost was incurred, withheld a considerable sum, over \$63,000, from the amount remaining unpaid on the completion of the work. A suit brought by him in the Exchequer Court resulted in a judgment dismissing his claim with costs. A criminal action has been entered against him by the Government for having obtained moneys from it through falsified pay-lists.

The navigation of the canal was carried on through the season without interruption.

The report of the acting superintending engineer gives details of the repairs and new works executed, and shows generally the condition of the canal. (App. 6, p. 127.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$445,983 21
Renewals, chargeable to income.....	50,937 40
Repairs.....	51,616 79
Staff and maintenance.....	53,185 00
Total.....	<u>\$601,722 40</u>

BEAUHARNOIS CANAL.

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

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

The canal was closed on the 1st of December, 1893, and was reopened for traffic on the 23rd of April, 1894.

During the season, navigation was twice interrupted by accidents to lock gates, the total delay amounting to 62 hours.

Details of repairs, &c., will be found in Appendix 6, pp. 129 and 139.

Department of Railways and Canals.

A satisfactory trial was made at one of the locks of a system of operating lock gates by means of electricity.

The expenditure on this canal for the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$ Nil.
Renewals, chargeable to income.....	6,547 72
Repairs.....	13,903 46
Staff and maintenance.....	20,574 53
Total.....	<u>\$41,025 71</u>

CORNWALL CANAL.

Length of canal.....	11½ statute miles.
Number of locks.....	6
Dimensions of locks (five).....	270 by 45.
Total rise or lockage.....	48 feet.
Depth of water on sills... ..	9 “
“ at the two lower entrance locks... ..	14 “
Breadth of canal at bottom (except at three culverts).....*	100 “
Breadth of canal at water surface.....	150 “

From the head of the Beauharnois to the foot of the Cornwall Canal there is a stretch through Lake St. Francis of 32¾ miles, which is navigable for vessels of the size at present in use.

The Cornwall Canal extends past the Long Sault Rapids.

This canal was closed on the 9th of December, 1893, and reopened on the 23rd of April, 1894.

A delay of 21 hours was caused during the season by the breaking of a lock gate.

The season was an unusually busy one. Details of repairs and operation will be found in Appendix No. 6, pp. 155 and 168.

NEW WORKS.

The two locks at the new lower entrance (taking the place of three on the old line) were completed in 1882, and the remaining three are now completed.

The work of deepening and enlarging the prism of the canal is approaching completion.

It having been decided to adopt the north channel of the River St. Lawrence between Sheik's Island and the mainland as a part of the canal, the enlargement of the existing canal at this point has been abandoned. The work of constructing the necessary dams across the channel was placed under contract on the 19th of June, 1893, and is in progress.

The estimated cost of the enlargement of this canal is \$4,000,000, of which there had been paid up to the 1st of October, 1894, \$3,210,679.

The work of the year is described in detail in the appendices to the present report. (See Appendix 6, page 156.)

*NOTE.—Though the bottom breadth is, as stated, 100 feet, it must be observed that this is the bottom breadth of the old, or 9 feet navigation canal.

The expenditure on this canal for the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$404,990 22
Renewals, chargeable to income.....	Nil
Repairs	7,733 54
Staff and maintenance	15,344 02
Total.....	<u>\$428,067 78</u>

WILLIAMSBURG CANALS.

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

The canals were closed on the 13th of December, 1893, and reopened on the 23rd of April, 1894.

No accidents occurred, and navigation is stated to have been maintained in a satisfactory manner.

The expenditure on these canals during the past fiscal year was as follows:—

Construction, chargeable to capital.....	\$498,390 23
Renewals, chargeable to income.....	Nil.
Repairs	7,029 95
Staff and maintenance.....	10,230 09
Total	<u>\$ 516,650 27</u>

For details of work see Appendix 6, page 158.

FARRAN'S POINT CANAL.

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

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

The enlargement of this canal has not been commenced, but surveys have been made and plans prepared. (See Appendix 4, p. 51, and Appendix 6, p. 159.)

RAPIDE PLAT CANAL.

Length of canal.....	4 miles.
Number of locks.....	2 "
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage	11 $\frac{1}{2}$ feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	50 "
Breadth of canal at surface of water.....	90 "

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From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of $10\frac{1}{2}$ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

NEW WORKS.

The enlargement of this canal, in conformity with the proportions of the general scheme is in progress. The works consist of the enlargement of the channel way above, and for some distance below, the present guard-lock at the head of the canal, and the construction of a new guard-lock and a supply weir in connection with the old lock. The bottom of the channel, for a distance of about 1,000 feet below, and out into deep water, above the lock, about 700 feet, has been excavated to an extent sufficient to afford a navigable depth of 14 feet. The new lock was completed in 1888, and is in operation; the other works in that connection are also finished. Contracts for the enlargement of the remaining portion of the canal, including the lock at the lower outlet, were entered into in the month of January, 1891. The works are in progress. The estimated cost of enlargement is \$1,600,000, of which, up to the 1st of October, 1894, there had been paid, \$1,049,122. (See Appendix 4, page 51 and Appendix 6, page 159.)

GALOPS CANAL.

Length of canal.....	7 $\frac{5}{8}$ miles.
Number of locks.....	3 “
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	15 $\frac{1}{2}$ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	50 “
Breadth of canal at surface of water.....	90 “

From the head of Rapide Plat Canal to Iroquois, at the foot of the Galops Canal, the St. Lawrence is navigable for $4\frac{1}{2}$ miles. This canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

NEW WORKS.

The works for the widening and deepening of the upper entrance, and for the construction of a lift-lock from the river below the Galops Rapids, about 4,000 feet from the upper entrance, together with a guard-lock and supply weir to the canal adjacent to that point were placed under contract in November, 1888. Both locks are completed, and the water was admitted to them in October, 1894. The balance of the work is in progress. Out of the estimated cost of this enlargement, \$1,300,000, there had been paid up to the 1st of October, 1894, the sum of \$1,163,118.

It is proposed that, by the use of this new lift-lock, vessels qualified to stem the current of the Iroquois and Cardinal Rapids should dispense with about 7 miles of canal passage, traversing only the 4,000 feet between the lock and the upper entrance in order to pass the Galops Rapids.

No steps have, so far, being taken towards the enlargement of the 7 miles of the canal east of this lock, beyond the preliminary surveys.

In the river opposite the canal the formation of a new channel through certain shoals in the Galops Rapids was commenced in 1880, and was reported as completed in

1888. The channel so improved is about 3,300 feet in length and 200 feet wide. The intention of the department was to afford a safe passage at a low stage of the river water (9 feet on the mitre sills of the lock at the upper entrance of the old Galops Canal) for vessels drawing 14 feet. It was considered advisable to allow a clear margin of 3 feet below the keel of a vessel of this draught, the depth to be, consequently, 17 feet. The work was believed by the superintending engineer to be completed in 1888, and was so reported by him.

On further examination, however, it was found that, at certain points, the depth is less than 17 feet, and under these circumstances, a very close examination and survey with a vessel specially fitted with appliances for testing the depth under the difficult conditions of the case has been made under the supervision of Mr. Kennedy, the Chief Engineer to the Montreal Harbour Commissioners, as an independent authority. Mr. Kennedy's report shows that there are obstructions in the channel by which the navigable depth of water, at certain places, is reduced considerably below that required for vessels of the draught contemplated.

The contractors have been settled with under a judgment of the Court of Exchequer in their favour.

Since the formation of the new channel it has been navigated by propellers and other vessels drawing over 9 feet of water, but in view of the results of Mr. Kennedy's examination it cannot be regarded, at present, as safe. The buoys by which the channel was indicated were not placed in position during the past season and it has not been used.

To fully carry out the design, some work will be necessary in order to obviate certain cross currents, the action of which required to be ascertained by actual experience after the excavation of the channel.

During the season of 1892, a location survey was completed of what is known as the "north channel," from the head of the Galops Canal to the head of Spencer's Island, a channel which, if improved, would afford a course shorter by $\frac{2}{3}$ of a mile than the southern channel in American waters now in use. (See Appendix 4, page 52, and Appendix 6, page 162.)

MURRAY CANAL.

Length between eastern and western pier heads	5 $\frac{1}{8}$ miles.
Breadth at bottom	80 feet.
Depth below lowest known lake level	11 "
No locks.	

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

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

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

Department of Railways and Canals.

The canal is 80 feet wide at the bottom, the depth being, at low water, 12½ feet.

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

The highest water of the season gave a depth of 14 feet 7 inches, and the lowest a depth of 12 feet 2 inches.

The canal was closed on the 3rd of December, 1893, and reopened on the 1st of April, 1894.

Navigation was maintained satisfactorily and without accident. (Appendix 6, page 164.)

The expenditure on the canal, during the past fiscal year, was as as follows :—

Construction, chargeable to capital	Nil.
Renewals, chargeable to income	Nil.
Repairs	5,295 57
Staff and Maintenance	5,667 52

Total..... \$10,963 09

WELLAND CANAL.

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

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

WELLAND RIVER BRANCHES.

Length of canal—Port Robinson Cut to River Welland.....	2,622 feet.
“ From the canal at Welland to the river, via lock at aqueduct.....	300 “
“ Chippawa Cut to River Niagara	1,020 “
Number of locks—one at aqueduct and one at Port Robinson.....	2
Dimension of locks.....	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland.....	10 feet.
Depth of water on sills.....	9 “ 10 inches.

GRAND RIVER FEEDER.

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

PORT MAITLAND BRANCH.

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

The Welland Canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

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

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

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

The canal was closed to navigation on the 11th of December, 1893, and reopened on the 19th of April, 1894.

A number of accidents occurred during the year, the most important being the carrying away by an upward bound steamer of the four gates of lock No. 1 of the old canal, on the 30th of May, 1894, which interrupted navigation on the new canal until the evening of the 3rd of June, and on the old canal until the 9th. Particulars respecting this will be found in the report of the superintending engineer. (Appendix 6, p. 172.)

The staff of the canal was considerably reduced at the opening of navigation, and placed on a sound working basis.

Tables will be found on page 177 showing the highest and lowest depth of water of the new entrance locks at Port Dalhousie and at Port Colborne for each month throughout the past fiscal year.

Details as to repairs executed will be found in the appendices. (See Appendices 4, p. 57, and 6, p. 172.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital	\$ 1,571 78
Renewals, chargeable to income	13,430 20
Repairs	53,053 71
Staff and maintenance	102,018 80
Total	<u>\$170,074 49</u>

Department of Railways and Canals.

From the head of the Welland Canal there is a deep water navigation through Lake Erie, the Detroit River, Lake St. Clair, the St. Clair River, Lake Huron and the River St. Mary to within a short distance of the Sault Canal, a distance of about 394 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 390 miles.

SAULT STE. MARIE CANAL.

This canal is being constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, will give communication between Lakes Huron and Superior.

At ordinary stages of the river water there is a difference of 18 feet in the levels of the water above and below this island. The length of the canal across the island is 3,500 feet. A considerable amount of excavation is required to form channels of approach both at the upper and at the lower entrances. The total length of this canal and its approaches will be about 18,100 feet.

For contract purposes, the work was divided into three sections, and contracts were entered into as follows:—For the lower entrance, on the 30th of January, 1889; for the upper entrance, on the 26th March, 1889, and for the canal and lift-lock on the 20th of November, 1888.

The scheme, as covered by these contracts, contemplated a lock chamber 600 feet long and 85 feet wide, with a depth of water on the sills of $16\frac{1}{4}$ feet at the lowest known water level; the width of the gate entrances to the lock to be 60 feet. This lock was designed to pass two vessels at one lockage. The prism of the canal was to be 18 feet below the lowest known water level of the river above St. Mary's Island.

Representations were, however, made by parties concerned in the navigation of this work, urging that the above dimensions should be increased, and under authority of Orders in Council of 21st of May and 3rd of June, 1891, a supplemental agreement was entered into with the contractors for the canal and lock, Messrs. Hugh Ryan & Co., on the 19th of June, 1891, whereby the following dimensions were to be adopted:—Length of lock chamber, 650 feet, width 100 feet, depth of water on the sills 19 feet, the time for completion being extended from the 10th of May, 1892, to the 10th of May, 1893.

In the session of 1891, however, a discussion took place in Parliament as to the desirability of making the entrance of the lock in a straight line with the wall of the chamber, and on the 24th of December, 1891, and 1st of April, 1892, Orders in Council were passed authorizing further changes with this view. A second supplemental agreement was accordingly made with the contractors, thereunder, on the 5th of April, 1892, the dimensions of the lock to be as follows:—Length of chamber 900 feet, width 60 feet, throughout, with a depth of 20 feet 3 inches of water on the sills at the lowest recorded stage of the water in the river below the lock, the date for completion being fixed as the 31st of December, 1894.

Later on it became desirable that the work should be completed at an earlier date, and under authority of an Order in Council of the 10th of October, 1892, a further agreement was made with the contractors, on the 8th of November, 1892, for the execution, by the 1st July, 1894, of all the works under their contract, including the deepening of the canal prism to a further depth of 4 feet, making it 22 feet below the lowest known river level.

By the scheme, as so modified, accommodation will be afforded to three vessels lying in the lock one behind the other, one of the lake type, 320 feet long, and two of the Welland Canal type, 255 feet long, with ready means of entrance and exit on a course through the gates and lock straight with the line of the canal.

The canal proper has a width at low water level of 152 feet, and a bottom width of 145 feet. The depth is made suitable to navigation at extreme low water level by vessels drawing 20 feet.

This canal is now practically completed. The water was let in on the 15th of October, 1894, and the steam tug "Rooth" was locked through by hand, the machinery for operating the valves and gates not being ready for use. The approaches have not yet been dredged out to the full depth contemplated, namely the 20 feet navigation afforded by the canal and lock. The depth so far available is 18 feet at extreme low water. It must be borne in mind that these figures are those of the canal and its approaches, and do not represent the available depth of the river below, the navigable limit of which is at present governed by certain shoals, in the American channel, and, at Sailor's Encampment, reducing the depth to 16 feet at mean water level.

The expenditure on this work during the past fiscal year amounted to \$1,316,529.29, making the total expenditure up to the 30th of June, 1894, \$2,791,873.74. Up to the 1st of October, 1894, the total payments aggregated, \$2,823,498.

Details of the works will be found in the appendices. (See Appendix 4, page 47 and Appendix 6, page 120.)

MONTREAL, OTTAWA AND KINGSTON.

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

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

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

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

Department of Railways and Canals.

The following table exhibits the intermediate distances from Montreal harbour :

Sections of Navigation.	Intermediate Distances.	Total Distances from Montreal.
	Miles.	Miles.
The Lachine Canal.....	8½	
From Lachine to Ste. Anne's Lock.....	15	23½
Ste. Anne's Lock and piers.....	½	23¾
From Ste. Anne's Lock to Carillon Canal.....	27	50¾
The Carillon Canal.....	¾	51¾
From Carillon Canal to Grenville Canal.....	6¼	57¾
The Grenville Canal.....	¾	63¾
From the Grenville Canal to entrance Rideau navigation.....	56	119¾
Rideau navigation, ending at Kingston.....	126½	245¾

* For information respecting the new American canal, see page lxvii of the present Report.

STE. ANNE'S LOCK.

	Old Lock.	New Lock.
Length of canal.....	⅛ mile.	⅛ mile.
Number of locks.....	1	1
Dimensions of lock.....	190 x 45 feet.	200 x 45 feet.
Total rise, or lockage.....	3 feet.	3 feet.
Depth of water on sills.....	6 “	9 “

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

This lock was closed to navigation on the 27th of November, 1893, and reopened on the 21st of April, 1894.

Navigation has been conducted without interruption during the year.

Both the old and the new locks are available. (See Appendix 6, pp. 129 and 140.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$ Nil.
Renewals, chargeable to income.....	3,497 56
Repairs.....	2,799 63
Staff and maintenance.....	2,640 00
Total.....	\$8,937 19

THE CARILLON CANAL.

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

This canal overcomes the Carillon Rapids.

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

The canal was closed on the 30th of November, 1893, and reopened on the 23rd of April, 1894.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

During the past year the repairing and strengthening of this important work has been continued, and is now completed. (See Appendix 6, pp. 130 and 141.)

From the head of the Carillon Canal to the foot of the Grenville Canal there is a navigable stretch of $5\frac{1}{2}$ miles.

GRENVILLE CANAL.

Length of canal	$5\frac{3}{4}$ miles.
Number of locks	5
Dimensions of locks	200 by 45 feet.
Total rise, or lockage	$43\frac{3}{4}$ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

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

The canal was closed on the 30th of November, 1893, and reopened on the 23rd of April, 1894. (See Appendix pp. 130 and 141).

The expenditure on these two canals, the Carillon and the Grenville, during the past fiscal year was as follows :—

Construction, chargeable to capital	\$ 385 55
Renewals, chargeable to income	20,034 94
Repairs	11,620 09
Staff and maintenance	14,144 98
	<hr/>
	<u>\$46,185 56</u>

Tables showing the depth of water at the above canals during the past fiscal year will be found in Appendix 6, p. 141.

Department of Railways and Canals.

UPPER OTTAWA RIVER.

CULBUTE DOCKS AND DAMS.

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

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

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

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

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

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

The anticipated benefits to trade from the construction of these works have not been realized.

There is practically no traffic, and the abandonment of this work, and the removal of the dams, which has been authorized, is about to be carried out. (See Appendix 4, p. 56 and Appendix 6, p. 131.)

The expenditure on this canal during the fiscal year was as follows :—

Construction, chargeable to capital.....	Nil.
Renewals, chargeable to income.....	\$2,540 14
Repairs.....	494 43
Staff and maintenance.....	730 00
Total.....	<u>\$3,764 57</u>

RIDEAU NAVIGATION.

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

Length of navigation waters.....	126½ miles.
Number of locks going from Ottawa to Kingston. {	35 ascending. 14 descending.
Total lockage..... 446½ feet {	282½ rise and 164 fall. } at high water.
Dimensions of locks.....	134 by 33 feet.
Depth of water on sills, 5 feet ; navigable depth through the several reaches.....	4½ feet.
Breadth of canal reaches at bottom..... {	60 " in earth. 54 " in rock.
Breadth at surface of water.....	80 " in earth.

Perth Branch.

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

The Perth branch of the Rideau Canal affords communication between Beveridge's Bay, on Lake Rideau, and the town of Perth.

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

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

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

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

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

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

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

Department of Railways and Canals.

The navigation stopped at Ottawa on the 30th of November, 1893, and at Kingston Mills, on the 23rd, and recommenced at Ottawa on the 1st of May, 1894, and at Kingston Mills on the 30th April.

The requisite depth of water for navigation was maintained throughout the season. There was no interruption to navigation.

Details of repairs and other works will be found in the appendices. (See Appendix 6, p. 154.)

The expenditure on this canal for the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$ Nil.
Renewals, chargeable to income	14,485 11
Repairs	16,939 47
Staff and maintenance.....	34,943 35
Total.....	\$66,367 93

RICHELIEU AND LAKE CHAMPLAIN.

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

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

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

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

ST. OURS LOCK AND DAM.

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

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

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

Navigation closed on the 26th of November, 1893, and reopened on the 12th of April, 1894.

Nothing occurred to hinder navigation during the season. (See Appendix 6, pp. 132 and 147.

The expenditure on this lock during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$	Nil.
Renewals, chargeable to income.....		Nil.
Repairs.....		924 55
Staff and maintenance.....		2,216 68
		<hr/>
	\$	3,141 23
		<hr/>

CHAMBLY CANAL.

Length of canal.....	12 miles
Number of locks.....	9
Dimensions of locks :—	
Guard Lock, No. 1, at St. Johns.....	122 feet
Lift “ 2.....	124 “
“ “ 3, 4, 5, 6.....	118 “
“ “ 7, 8, 9 combined.....	125 “
Total rise, or lockage.....	74 “
Depth of water on sills.....	7 “
Breadth of canal at bottom.....	36 “
“ surface of water.....	60 “

This canal succeeds the 32 miles of navigable water between St. Ours Lock and Chambly Basin. The canal overcomes the rapids between Chambly and St. Johns.

The canal was closed to navigation on the 30th of November, 1893, and was reopened on the 2nd of May, 1894.

Navigation was uninterrupted throughout the season.

A description of the several works of repairs and improvement executed during the year will be found in the appendices. (See Appendix 6, pp. 131 and 142.

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital.....	\$	Nil.
Renewals, chargeable to income.....		8,567 78
Repairs.....		11,920 74
Staff and maintenance.....		19,040 93
		<hr/>
Total.....	\$	29,529 45
		<hr/>

TRENT RIVER NAVIGATION.

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

Department of Railways and Canals

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

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

The course in contemplation was as follows :—

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

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

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

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Mile Rapids.		9
“ Nine Mile Rapids to Percy Landing	19½	
“ Percy Landing to Heeley’s Fall Dam		14¼
“ Heeley’s Fall Dam to Peterborough	51¾	
“ Peterboro’ to Lakefield		9½
“ Lakefield to a point across Balsam Lake	61	
	132¼	32¾
Total distance, Bay of Quinté to Balsam Lake		165
From Sturgeon Point on Sturgeon Lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog		27½

The works by which the Trent Valley navigation has been improved comprise canals, with locks and bridges, at Burleigh Rapids, Buckhorn Rapids and Fenelon Falls ; also dams at Lakefield and Young’s Point. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam Lake, the headwaters of the system ; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterboro’, the dam, at the head of the Nine Mile Rapids of the River Otonabee, maintains navigation on Lake Katchiwannoe up to Young’s Point.

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

At Burleigh Rapids, 10 miles from Young's Point, a canal about $2\frac{1}{4}$ miles in length, passes the Burleigh and Lovesick Rapids, and gives communication between Stony Lake and Deer Bay.

At Buckhorn Rapids, 7 miles from Burleigh Rapids, there is a canal about one fourth of a mile long.

At Bobcaygeon, $15\frac{3}{4}$ miles from Buckhorn Rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length, connects Sturgeon Lake with Cameron Lake.

The following is a list of the locks, with their dimensions :—

1 lock at Rosedale 100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.

(Maintained by the Ontario Government)

2 locks at Fenelon	134' x 33' x 5' 0" to 7' 6"	do	do
1 do Lindsay	do 5' 0" to 7' 0"	do	do
1 do Bobcaygeon	do 5' 8" to 7' 6"	do	do
1 do Buckhorn	do 5' 0" to 9' 0"	do	do
1 do Lovesick	do 5' 0" to 9' 4"	do	do
2 do Burleigh	do 5' 4" to 7' 0"	do	do
1 do Young's Point	do 5' 0" to 14' 0"	do	do

(A Provincial Government work.)

1 lock at Peterborough	134' x 33' x 5' 0" to 10' 0"	do	do
1 do Hastings	do 7' 0" to 10' 6"	do	do
1 do Chisholms	do 5' 0" to 8' 6"	do	do

13

The water level during the whole year, was satisfactorily maintained.

The construction of the railway swing bridge on the line of the Grand Trunk at Fenelon Falls has opened up navigation from Lakefield to Balsam Lake, a distance of about 70 miles.

Navigation closed on the 27th of November, 1893, and reopened on the 5th of April, 1894.

Details of the several repairs executed will be found in the appendices. (Appendix 6, p. 149.)

The expenditure on this canal system during the past fiscal year was as follows :—

Construction, chargeable to capital	\$ 3,412 32
Renewals, chargeable to income	20,403 93
Repairs	4,988 59
Staff and maintenance	3,785 47
Total	\$32,590 21

Department of Railways and Canals.

ST. PETER'S CANAL, CAPE BRETON.

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

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

Navigation was closed on the 6th of January, 1894, and opened on the 28th of April, 1894.

The repairs and improvements carried out are described in the appendices. (See Appendix 6, p. 179.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital	\$ 437 05
Renewals, chargeable to income	3,852 21
Repairs	1,986 70
Staff and maintenance	2,935 94
Total	\$9,211 90

SOULANGES CANAL.

This work is being constructed on the north side of the River St. Lawrence in place of enlarging the Beauharnois Canal on the south side. It follows a line extending upwards from Cascades Point to Macdonald's Point, near Coteau Landing. The scheme contemplates a canal on a practically straight line, 14 miles long, comprising five lift-locks, overcoming a total rise of 82½ feet. The number of locks on the Beauharnois Canal, including the guard-locks, is nine. The dimensions of the Soulanges locks will be those of the enlarged system, namely, length 270 feet, width 45 feet, depth of water on sills 14 feet. The estimated cost of the work is \$4,750,000. The works of construction of the canal proper and bridge and lock masonry have been placed under contract, and are in progress.

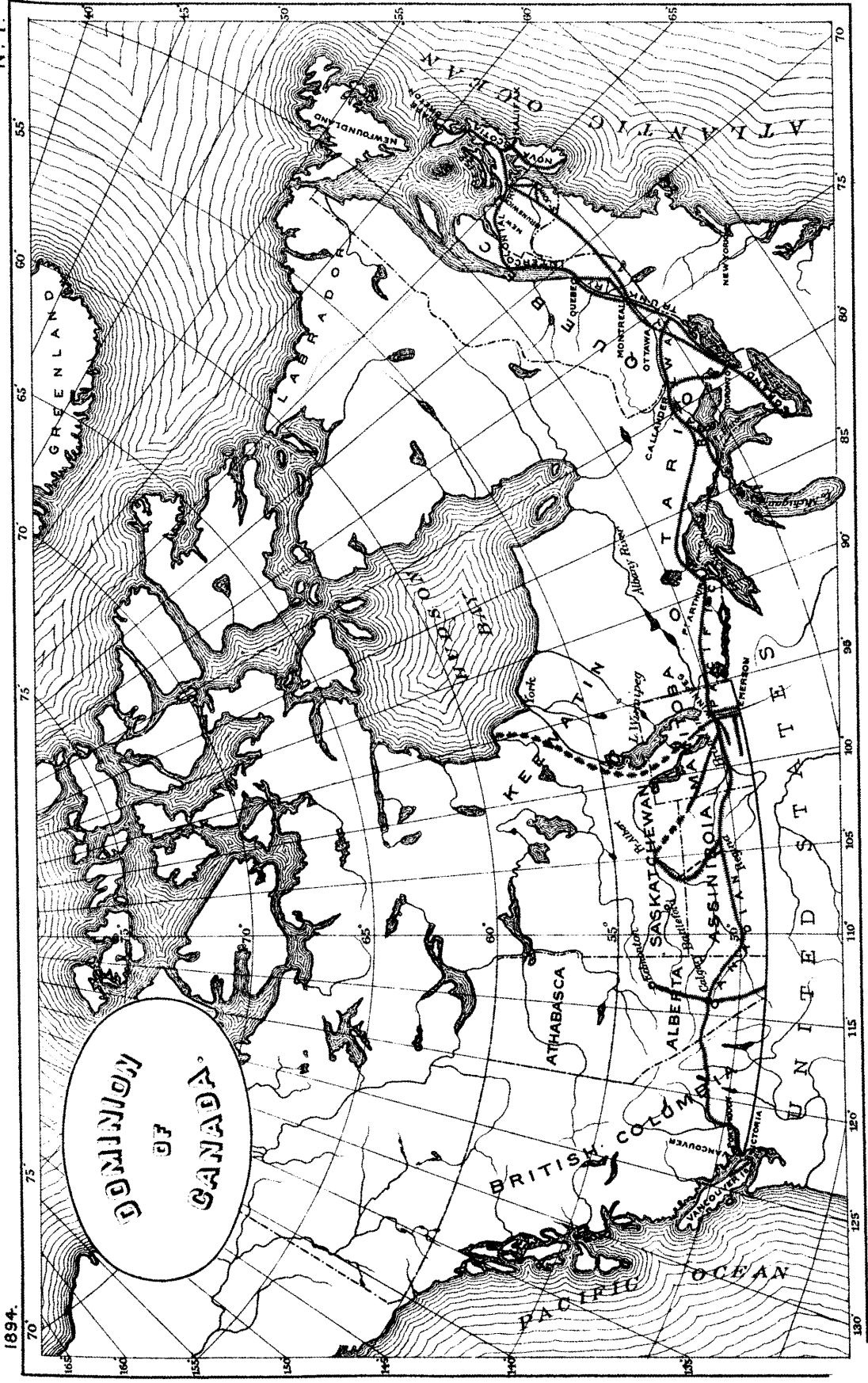
Further information will be found in the report of the chief engineer, and in that of the engineer in charge. (See Appendix 4, page 48, and Appendix 6, page 123.)

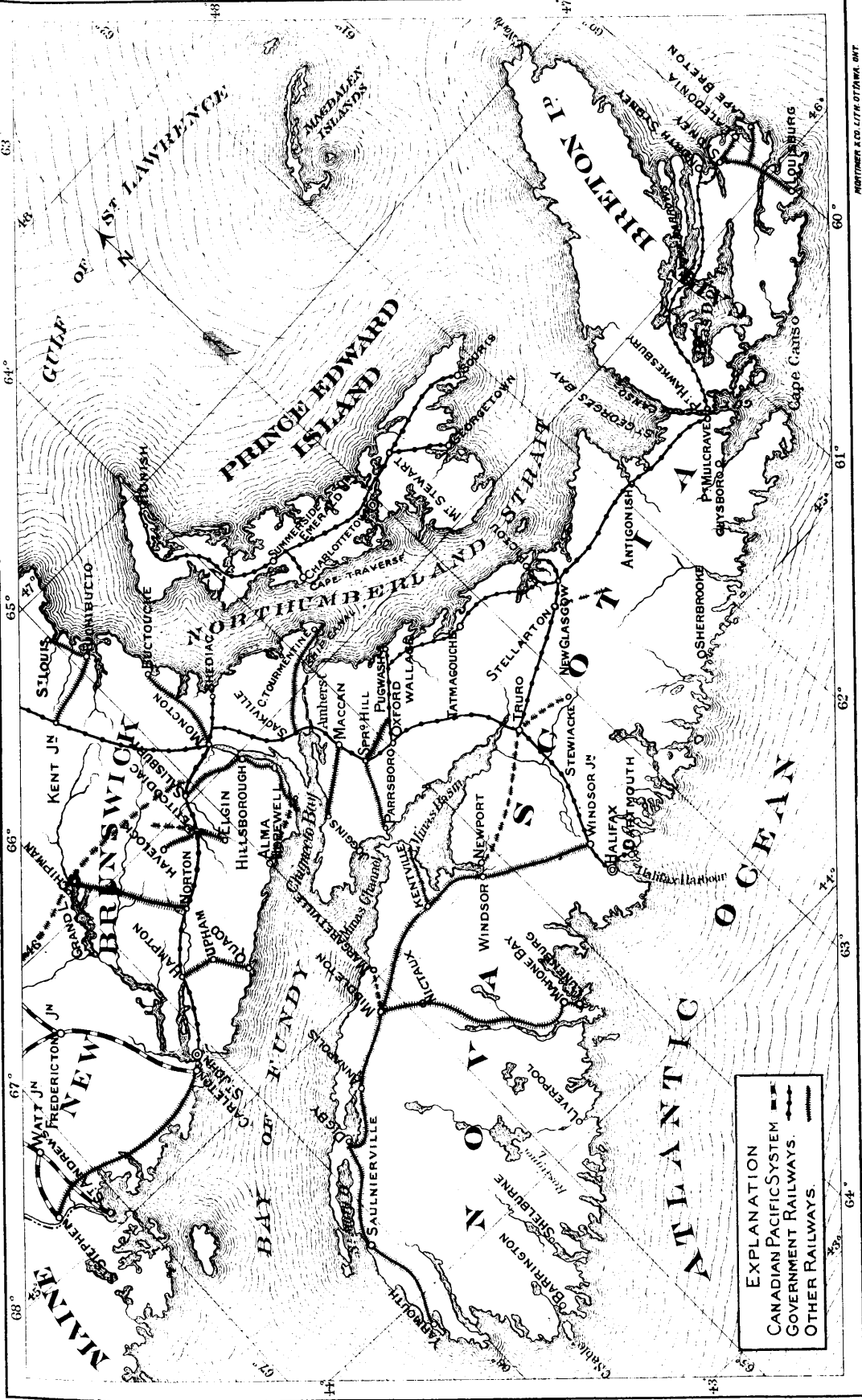
The expenditure on this work for the past fiscal year was \$723,380.95, making a total of \$987,952.95 up to the 30th of June, 1894. Since that date, there has been expended a further sum of \$507,695.54, making the total expenditure up to the 31st of December, 1894, \$1,495,648.49.

I have the honour to be,
Your Excellency's most obedient servant,

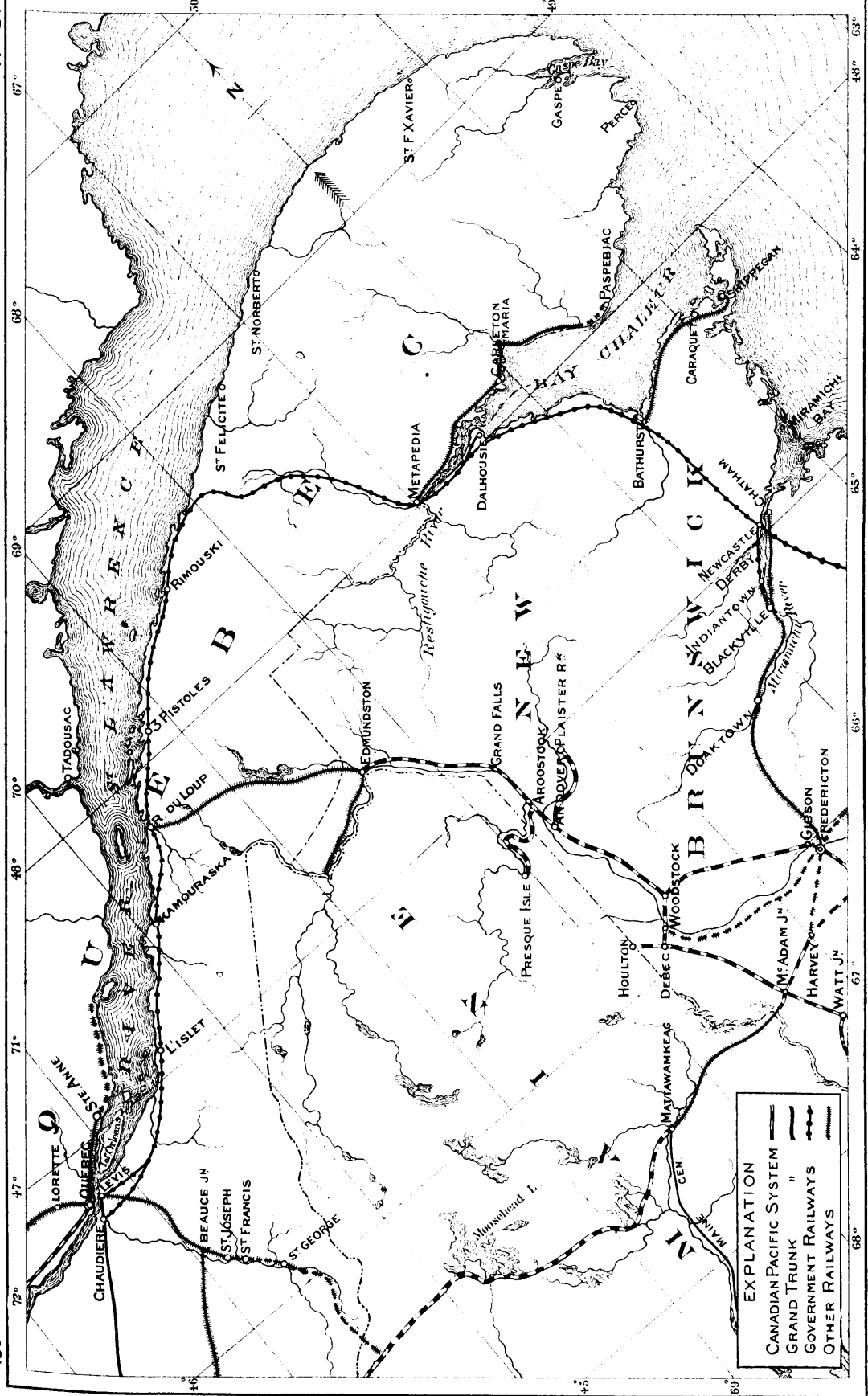
JOHN HAGGART,
Minister of Railways and Canals.

31st December, 1894.
10—1







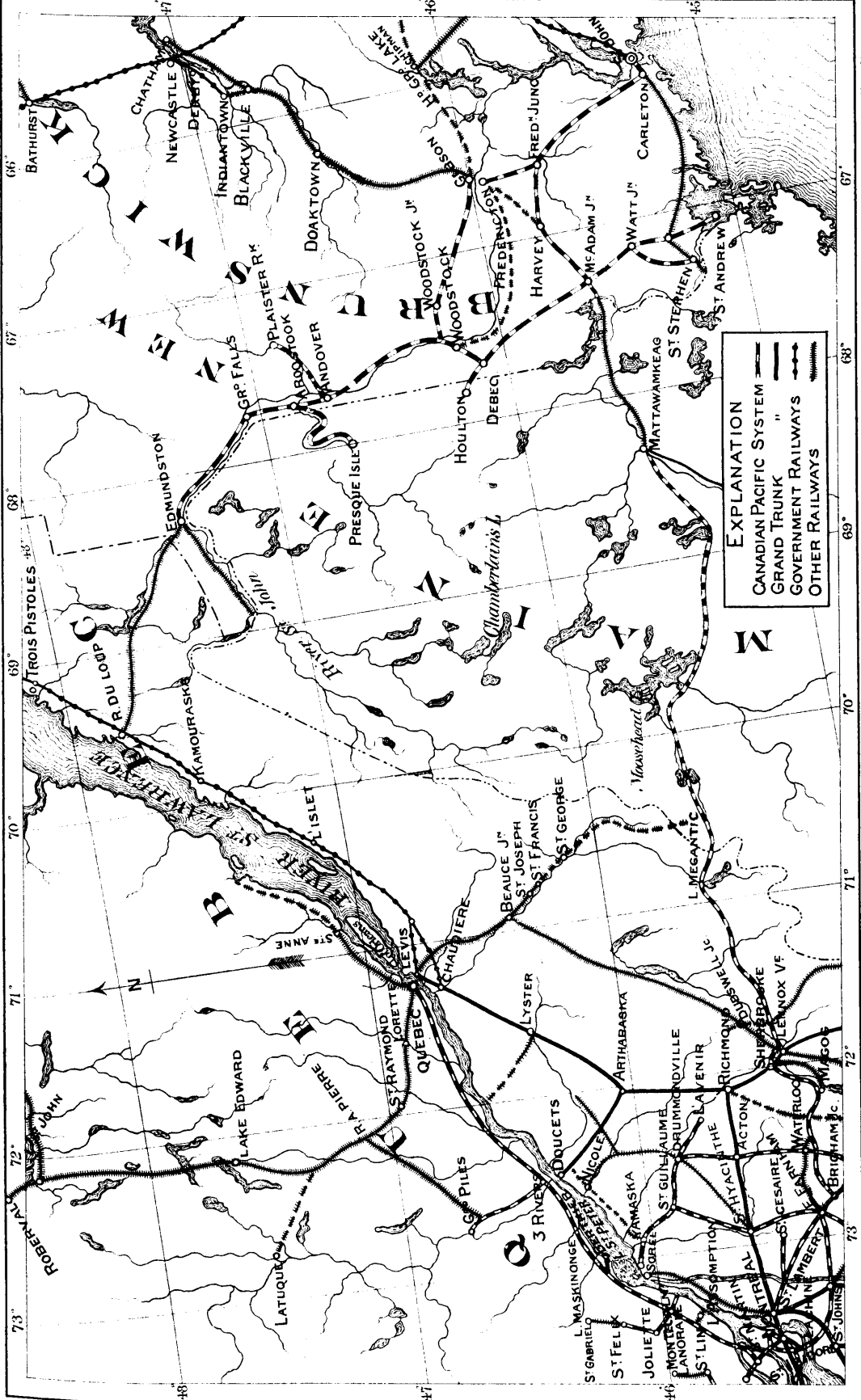


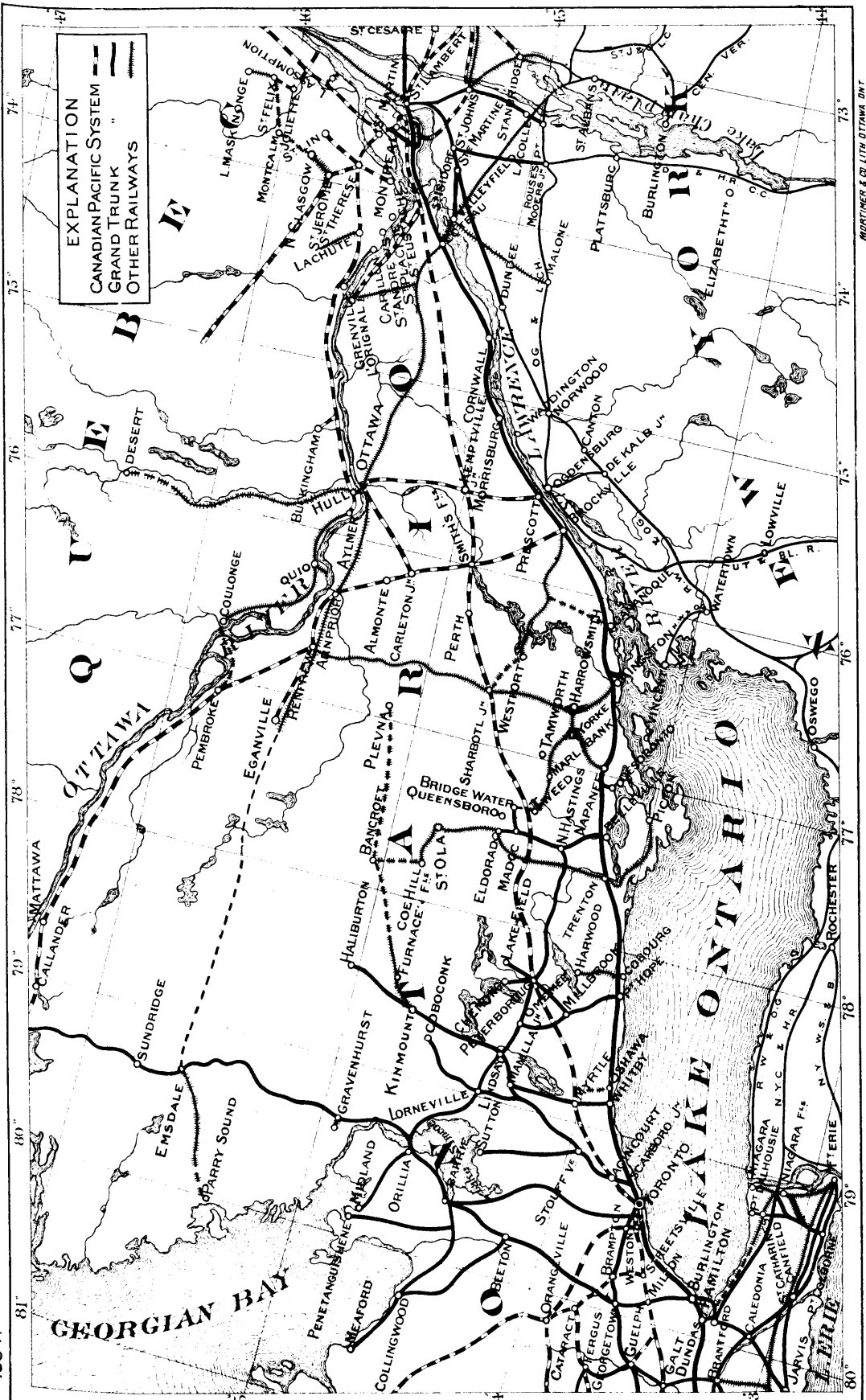
EXPLANATION
 CANADIAN PACIFIC SYSTEM ———
 GOVERNMENT RAILWAYS. ———
 OTHER RAILWAYS. ———



EXPLANATION

-  CANADIAN PACIFIC SYSTEM
-  GRAND TRUNK
-  GOVERNMENT RAILWAYS
-  OTHER RAILWAYS



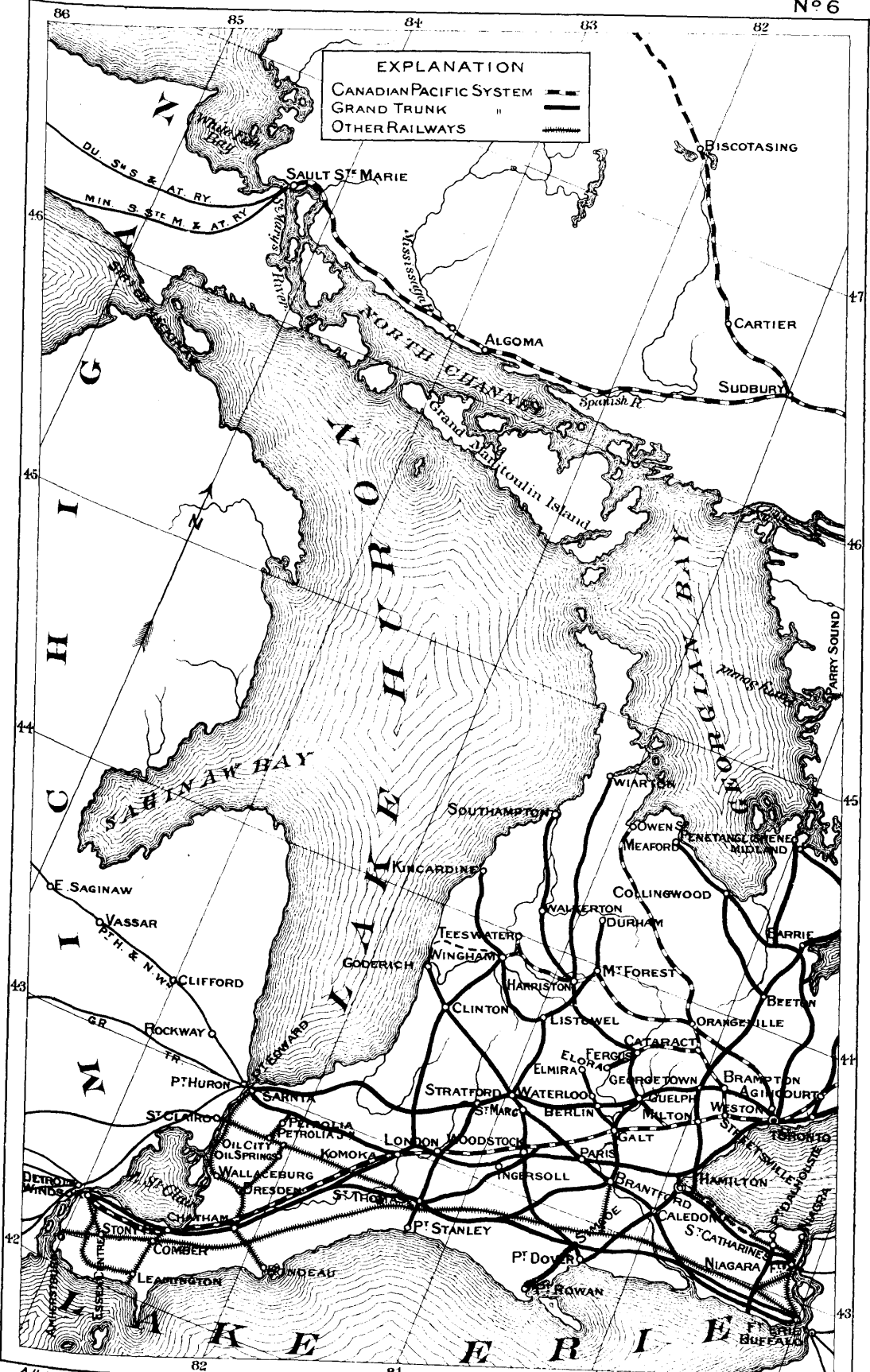


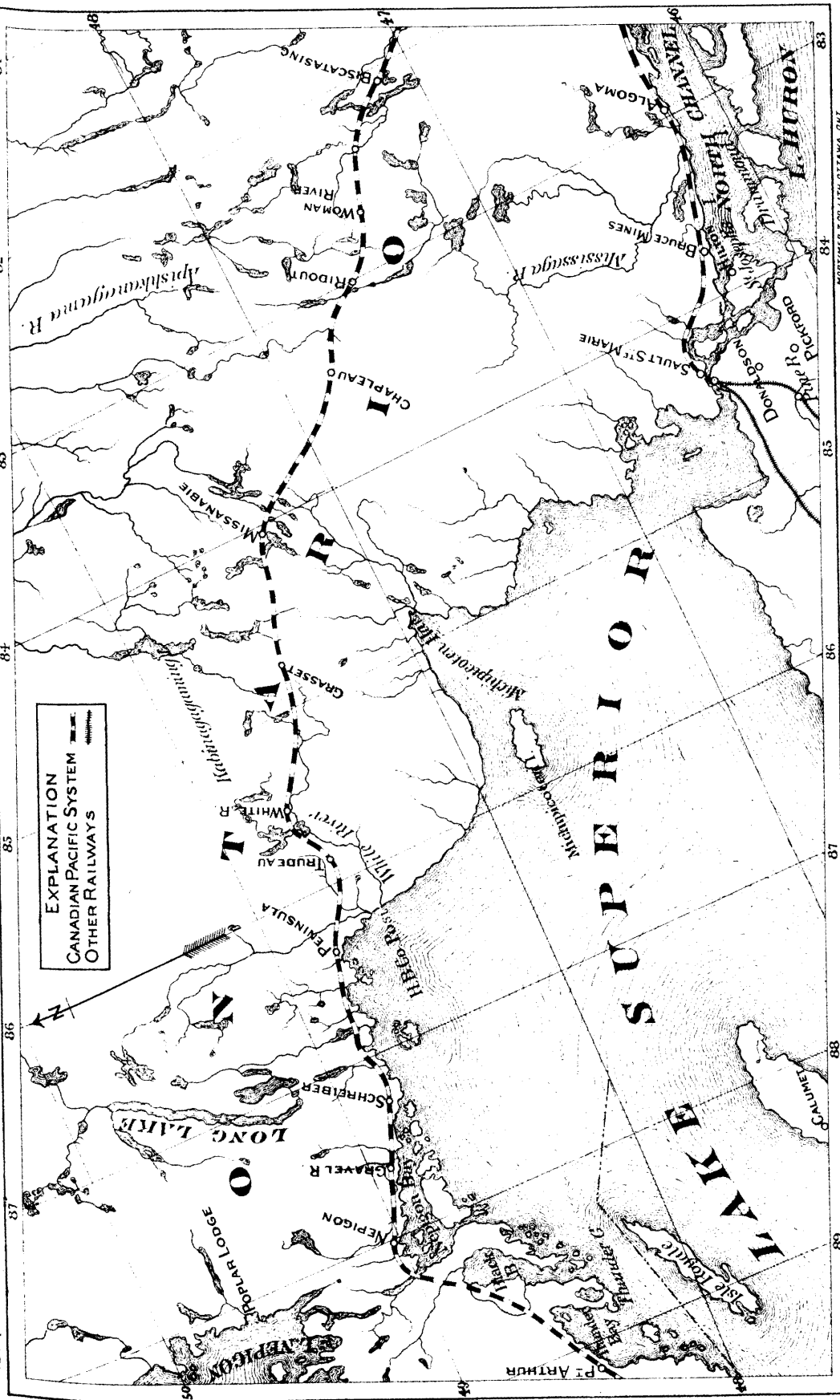
EXPLANATION

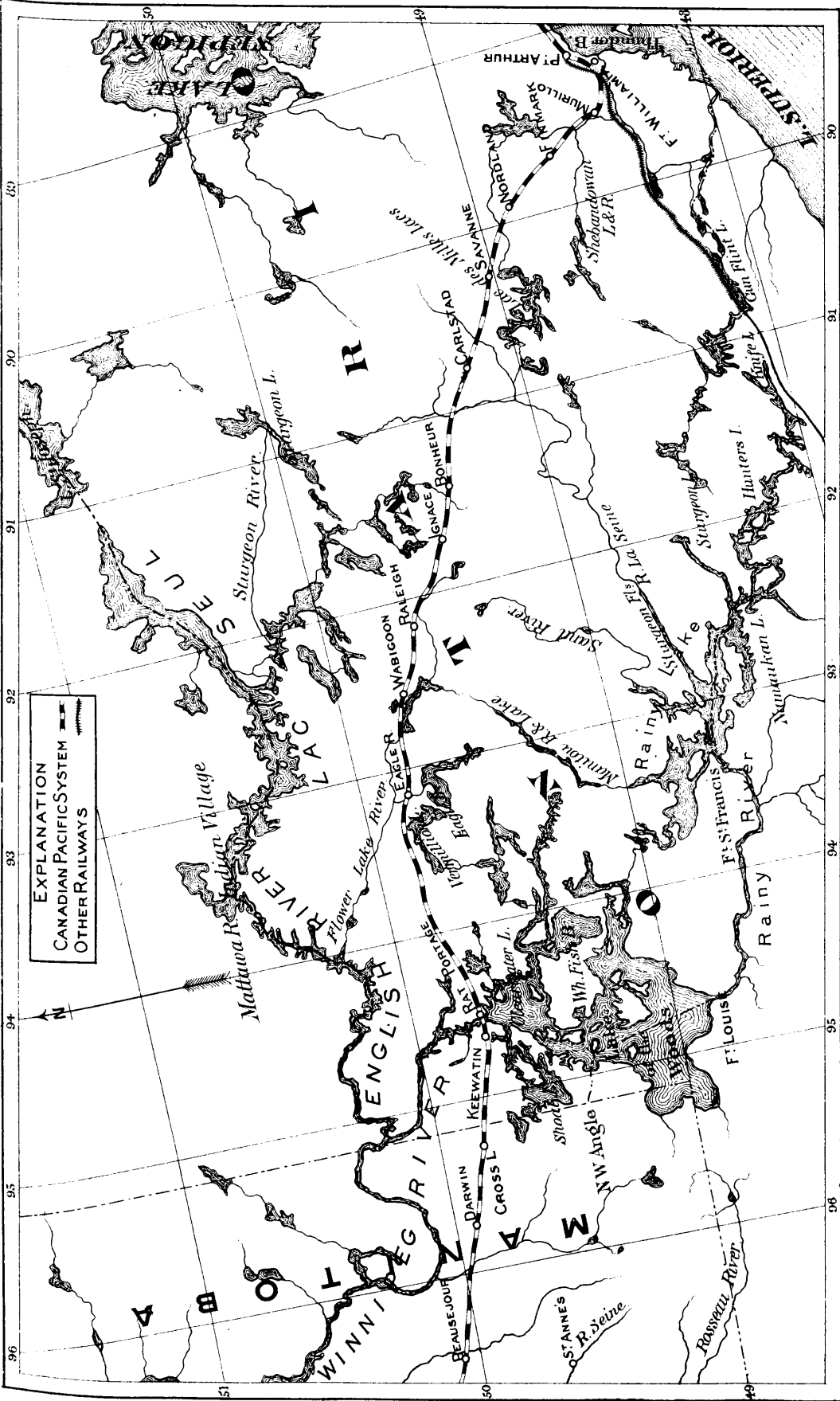
CANADIAN PACIFIC SYSTEM 

GRAND TRUNK " 

OTHER RAILWAYS 

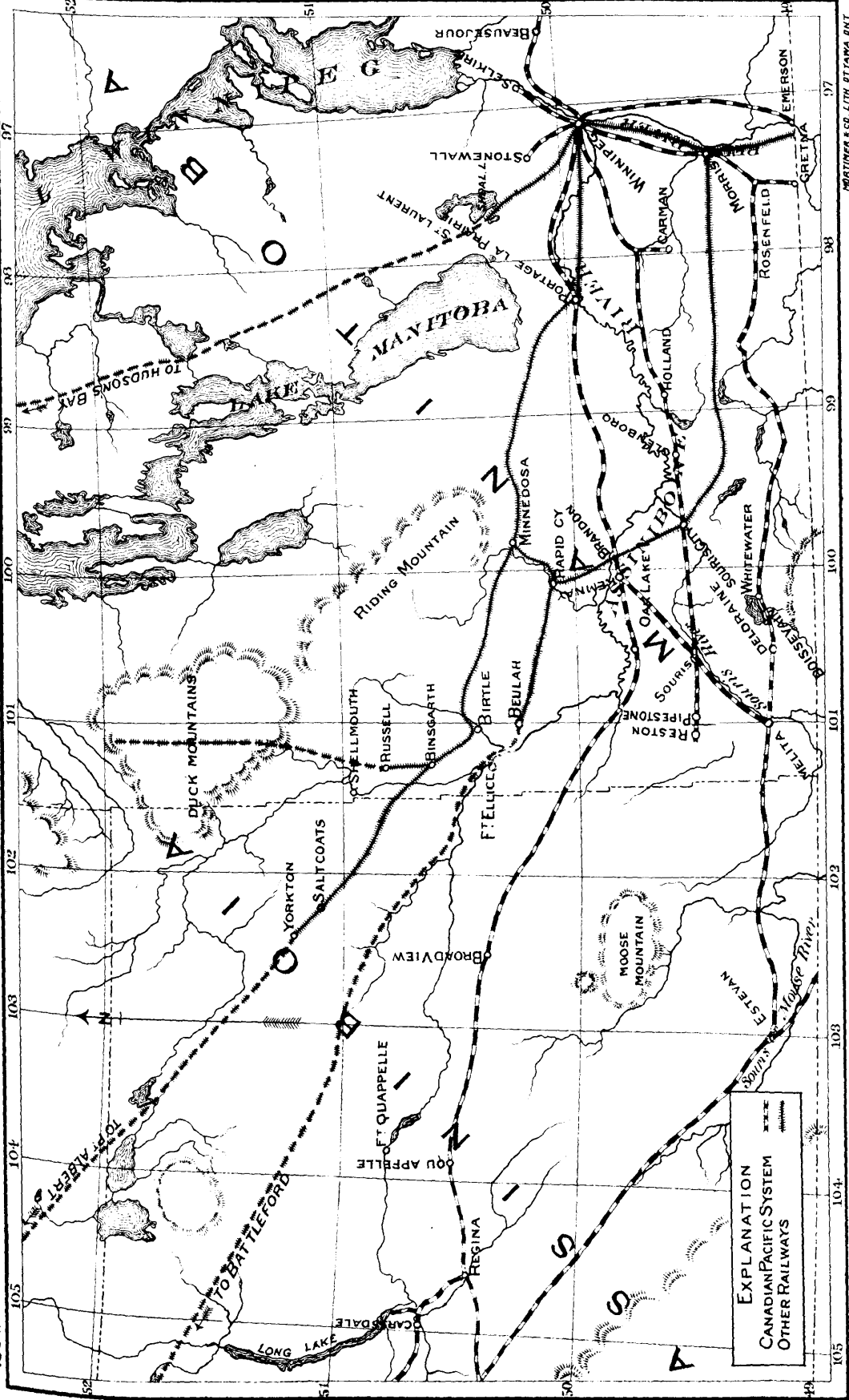






EXPLANATION
 CANADIAN PACIFIC SYSTEM
 OTHER RAILWAYS

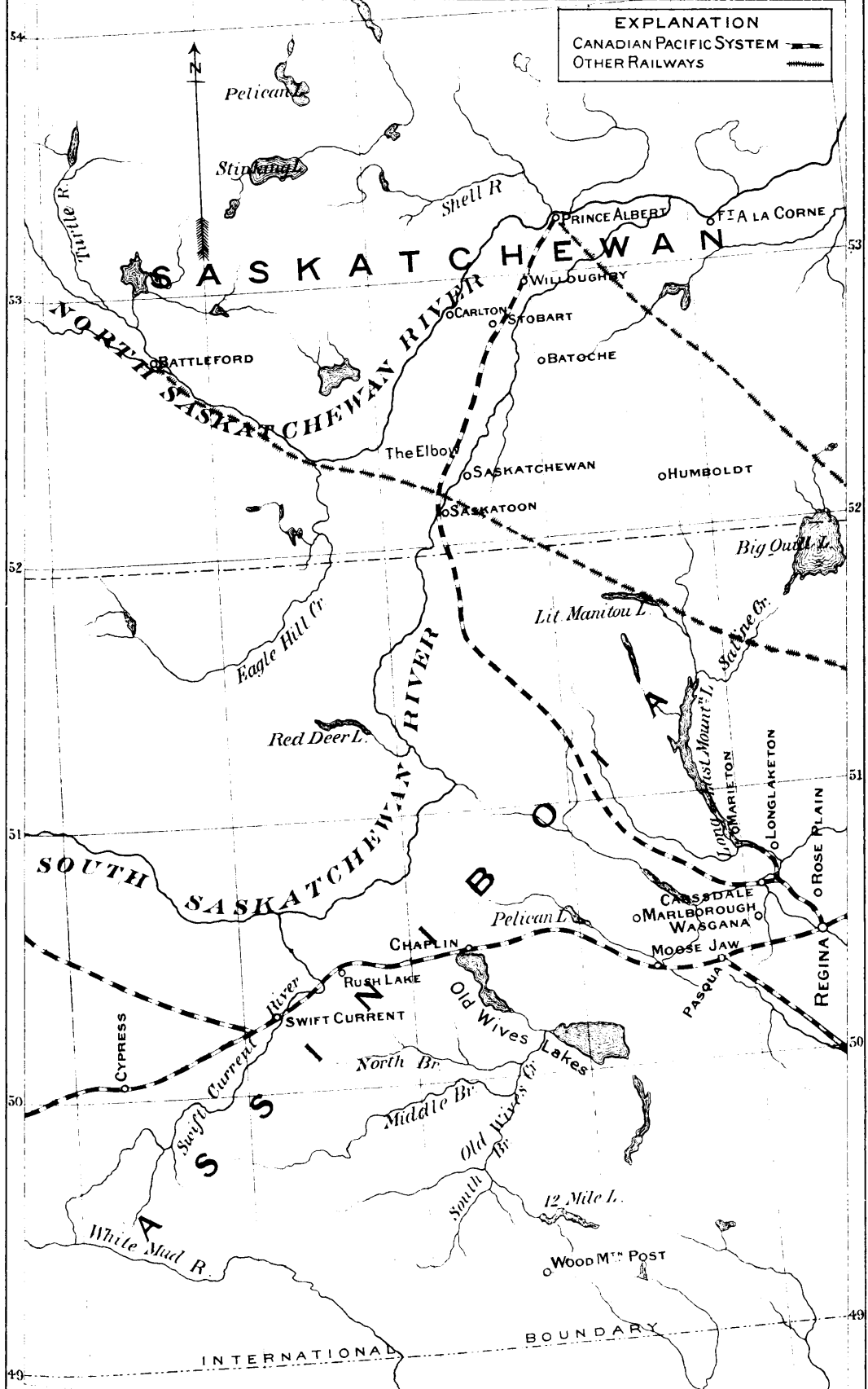


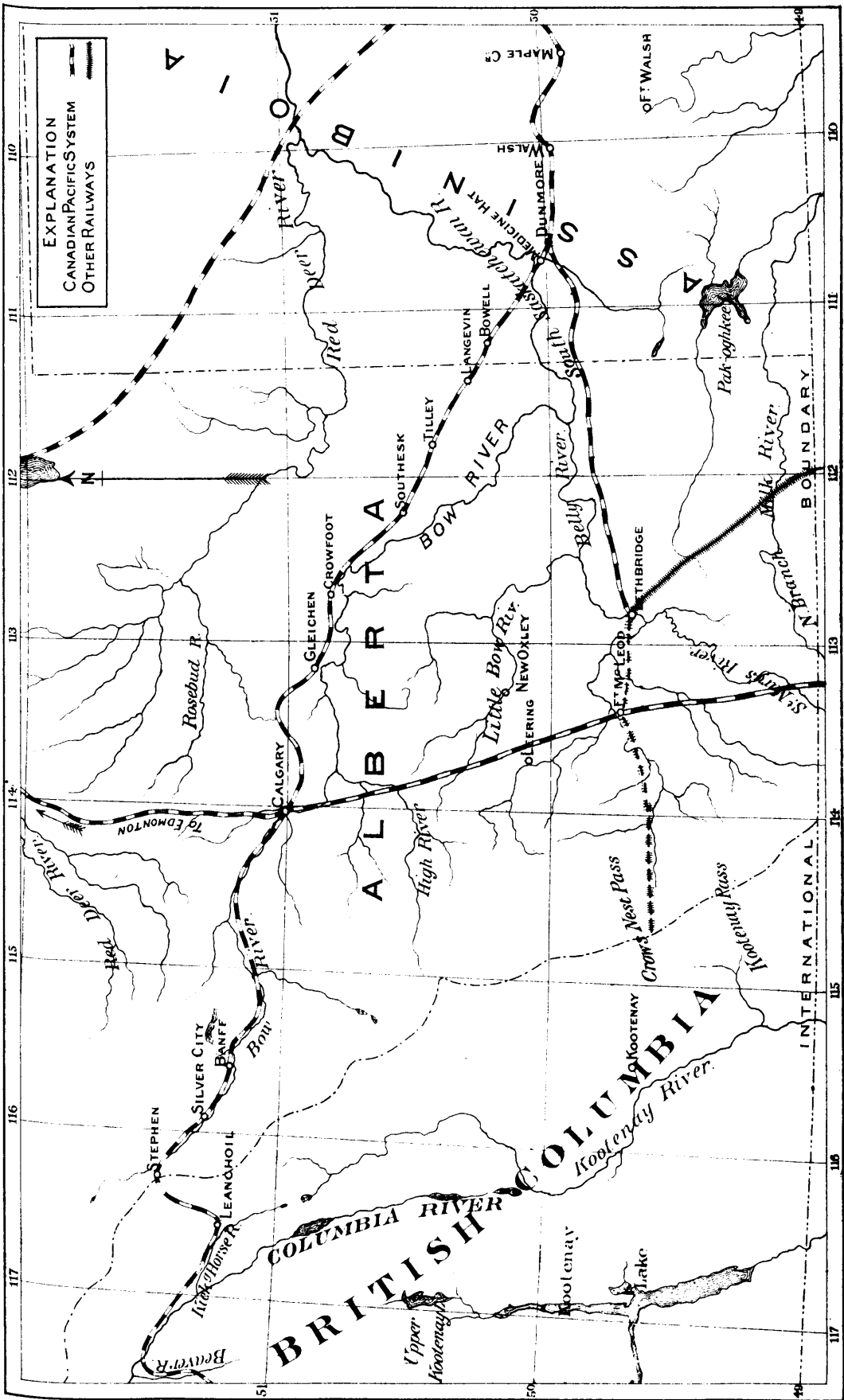


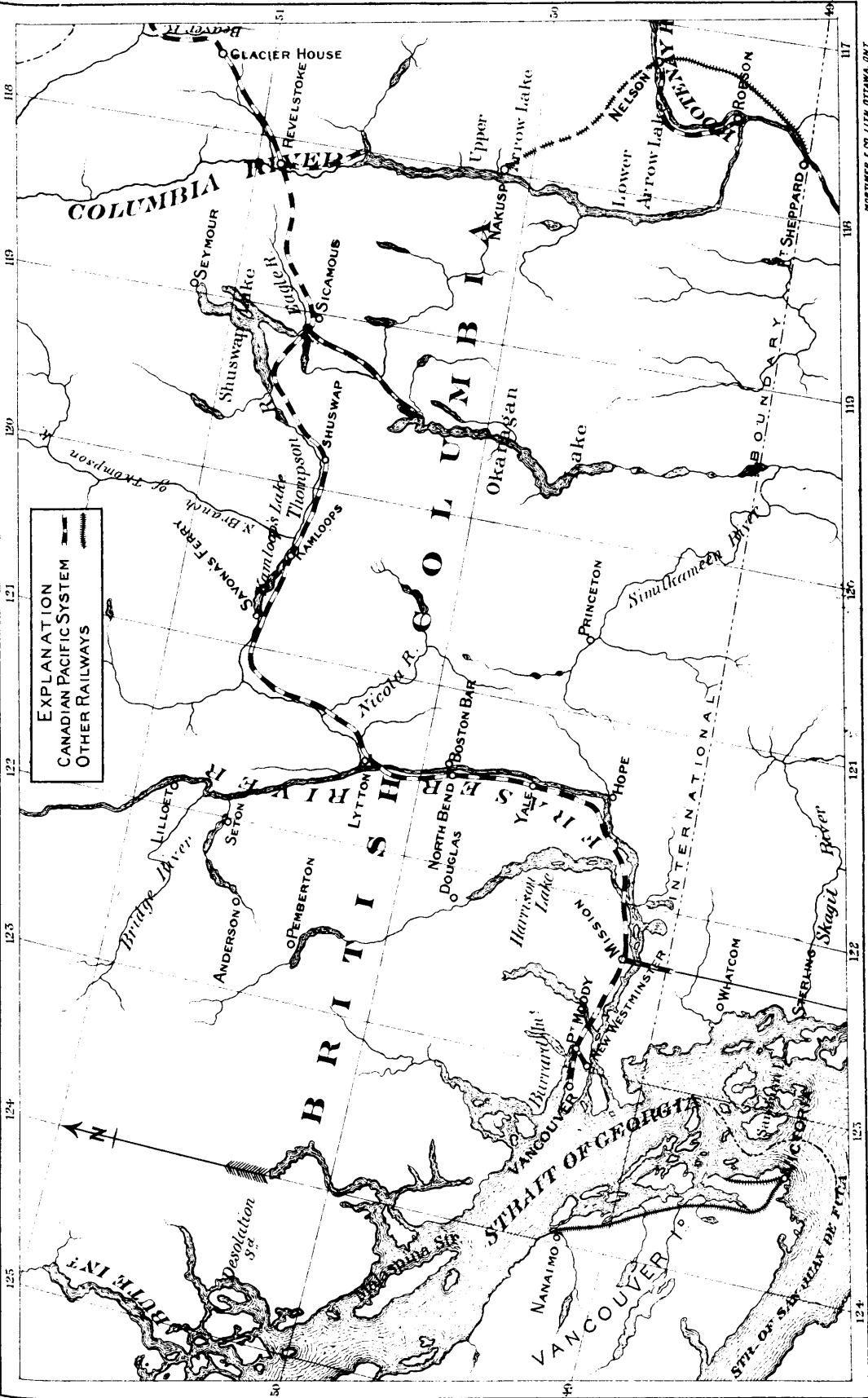
EXPLANATION
 CANADIAN PACIFIC SYSTEM
 OTHER RAILWAYS

109 108 107 106 105 104

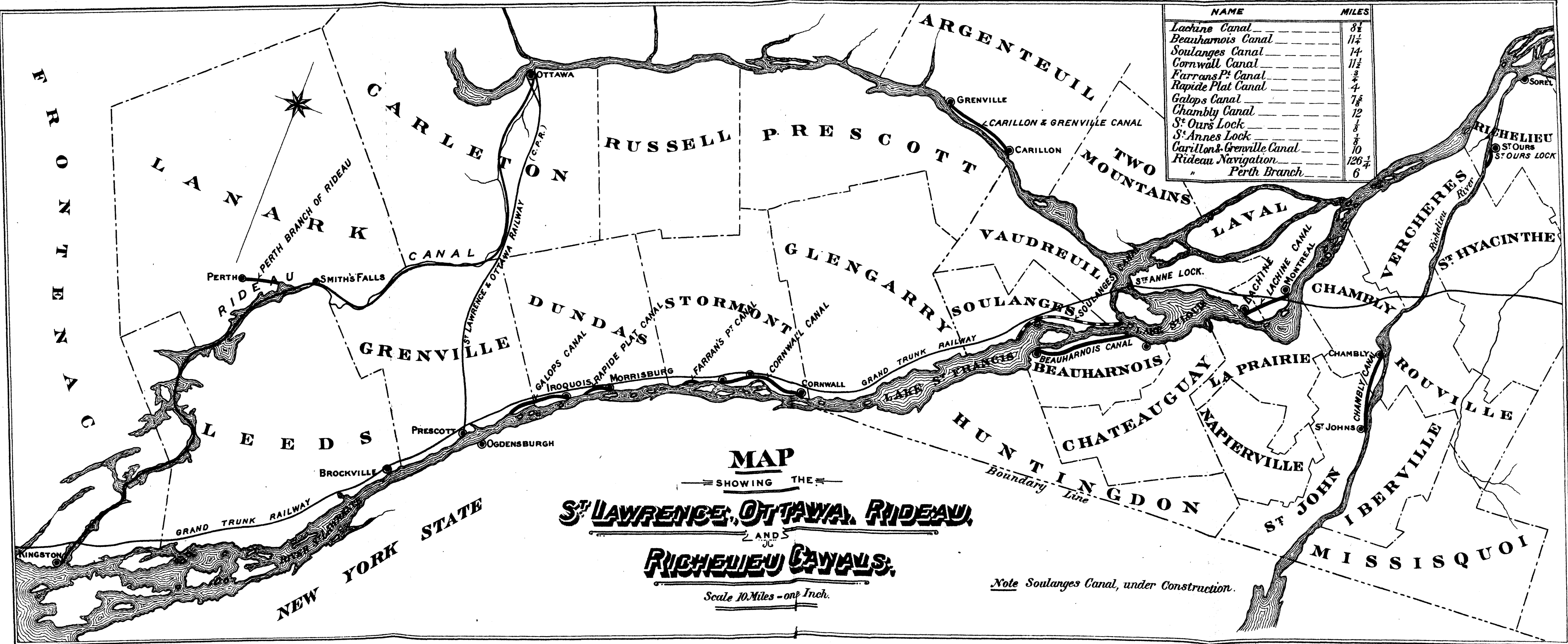
EXPLANATION
 CANADIAN PACIFIC SYSTEM 
 OTHER RAILWAYS 







EXPLANATION
 CANADIAN PACIFIC SYSTEM
 OTHER RAILWAYS



NAME	MILES
Lachine Canal	8½
Beauharnois Canal	11¼
Soulanges Canal	14
Cornwall Canal	11½
Farrans Pt. Canal	¾
Rapide Plat Canal	4
Galops Canal	7½
Chambly Canal	12
S ^t . Ours Lock	1/8
S ^t . Annes Lock	1/8
Carillon & Grenville Canal	10
Rideau Navigation	126¼
" Perth Branch	6

MAP

SHOWING THE

**ST. LAWRENCE, OTTAWA, RIDEAU,
AND
RICHELIEU CANALS.**

Scale 10 Miles - one Inch.

Note Soulanges Canal, under Construction.

FRONTENAC

LAZARUS
RIDEAU
SMITH'S FALLS

CARLETON
OTTAWA
(C.P.R.)
ST. LAWRENCE & OTTAWA RAILWAY

RUSSELL
PRESCOTT
GRENVILLE
CARILLON & GRENVILLE CANAL
CARILLON

ARGENTEUIL
TWO MOUNTAINS
VAUDREUIL
SOUANGES
ST. ANNE LOCK

LAVAL
LACHINE CANAL
LACHINE MONTREAL

VERCHERES
RICHHELIEU
ST. OURS
ST. OURS LOCK
SOREL

GRENVILLE
DUNDY
STORMONT
GALOPS CANAL
IROQUOIS RAPIDE PLAT CANAL
MORRISBURG
FARRANS PT. CANAL
CORNWALL CANAL
CORNWALL

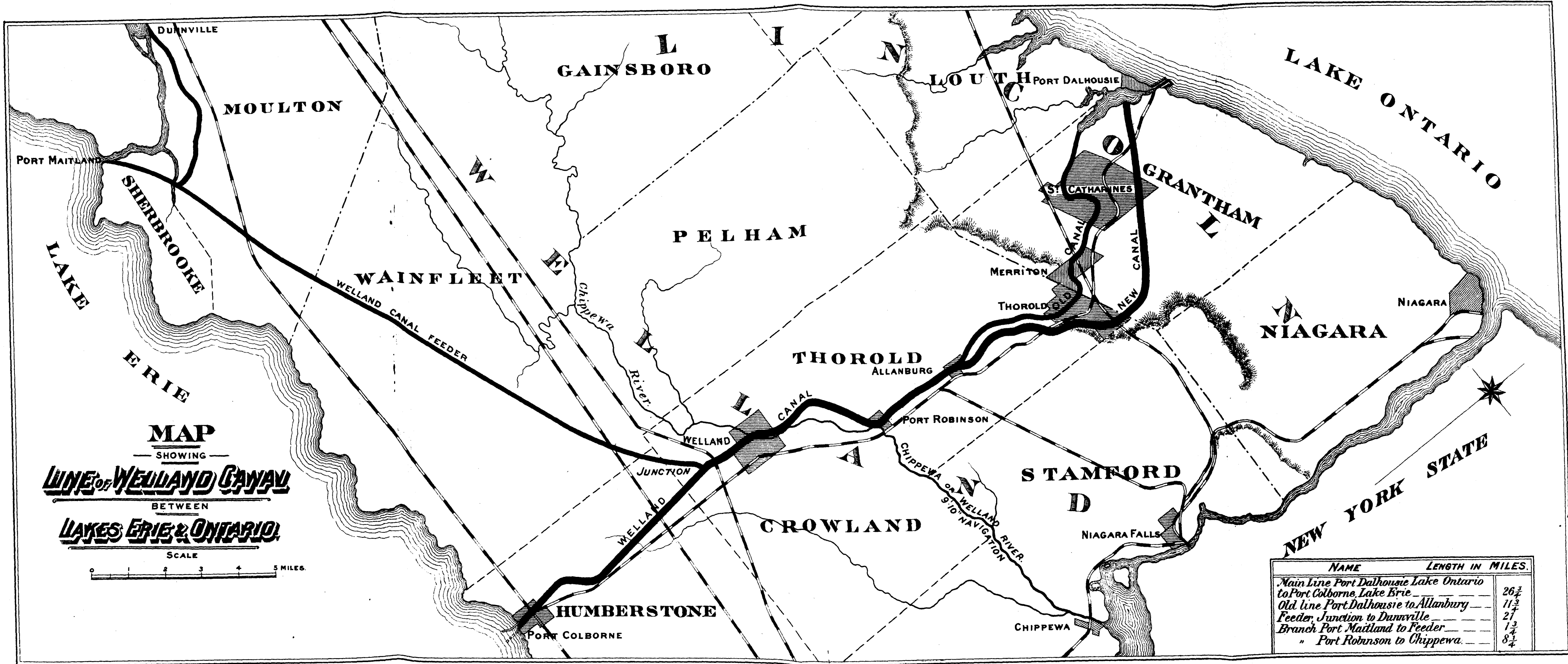
GLENGARRY
SOULANGES
ST. ANNE LOCK

HUNTINGDON
CHATEAUGUAY
LA PRAIRIE
CHAMBLY
ST. JOHN'S

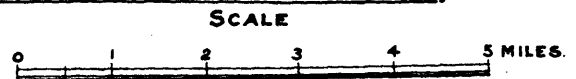
LA PRAIRIE
CHAMBLY CANAL
ST. JOHN'S

ROUVILLE
MISSISSQUOI

NEW YORK STATE
BROCKVILLE
OGDENSBURGH
PRESCOTT
GRAND TRUNK RAILWAY
KINGSTON

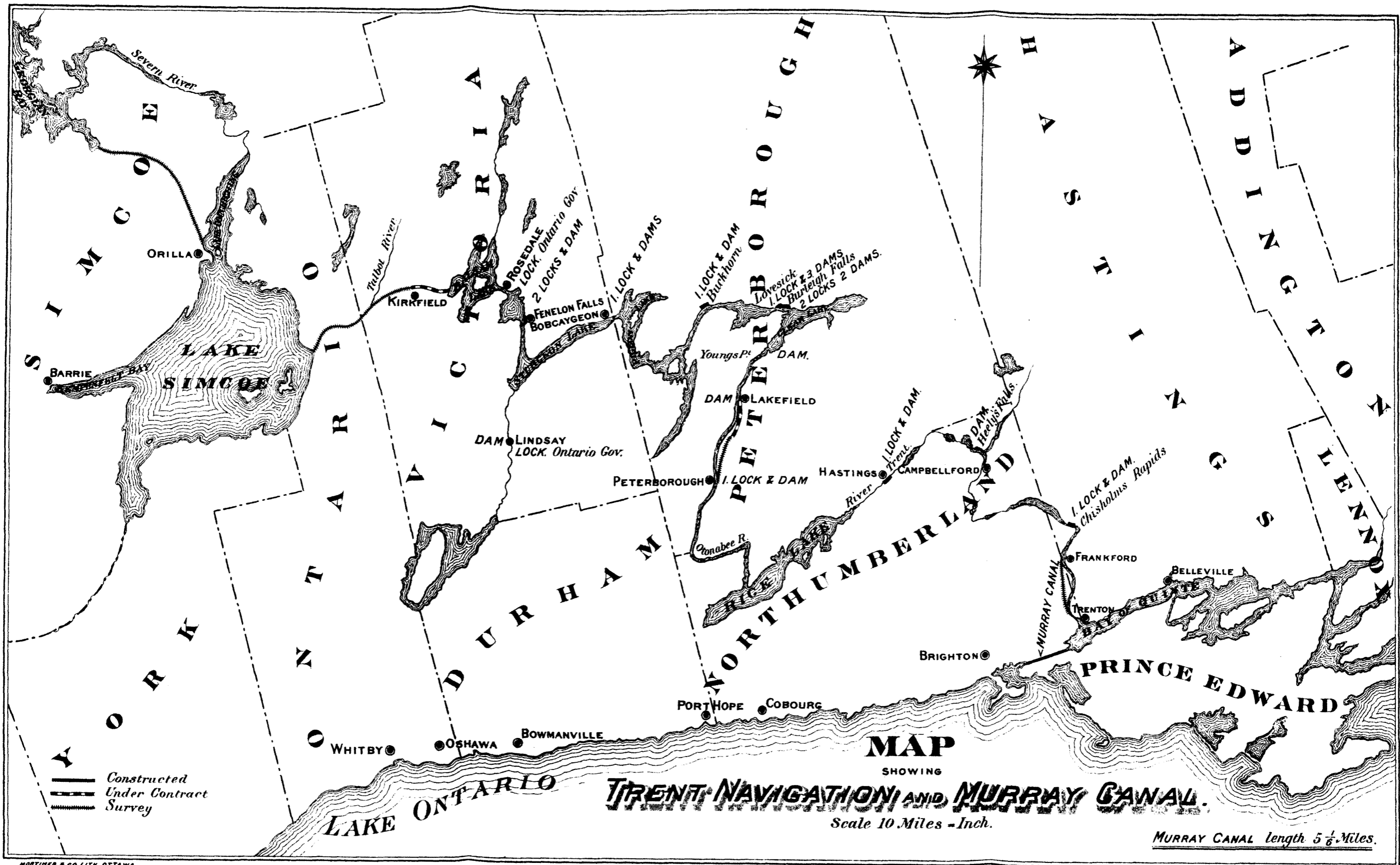


MAP
 SHOWING
LINE OF WELAND CANAL
 BETWEEN
LAKES ERIE & ONTARIO



NAME	LENGTH IN MILES.
Main Line Port Dalhousie Lake Ontario to Port Colborne Lake Erie	26 ³ / ₄
Old line Port Dalhousie to Allanburg	11 ³ / ₄
Feeder Junction to Dunnville	27
Branch Port Maitland to Feeder	1 ³ / ₄
" Port Robinson to Chippewa	8 ¹ / ₄

HORTNER & CO. LITH. OTTAWA.



——— Constructed
 - - - Under Contract
 Survey

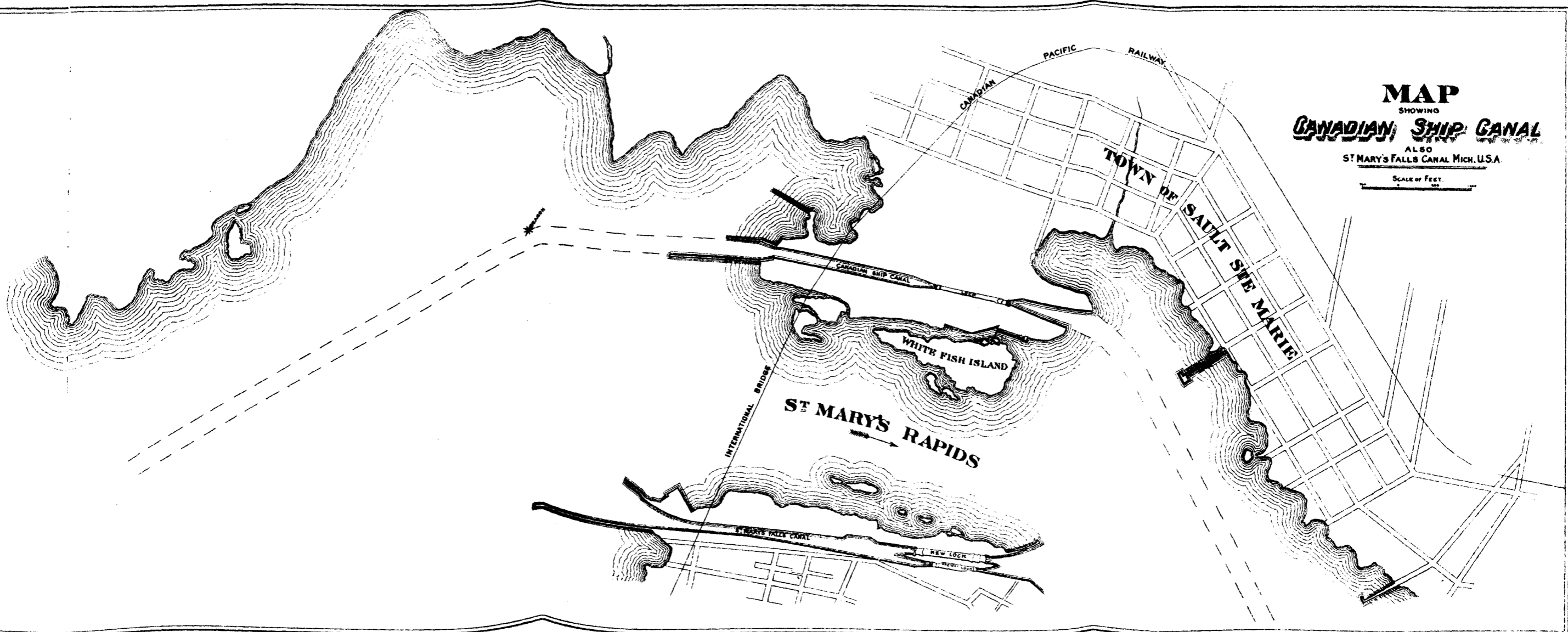
MAP
 SHOWING
TRENT NAVIGATION AND MURRAY CANAL.

Scale 10 Miles = Inch.

MURRAY CANAL length 5 ¹/₈ Miles.

MAP
SHOWING
CANADIAN SHIP CANAL
ALSO
ST MARY'S FALLS CANAL MICH. U.S.A.

SCALE OF FEET
0 100 200



Department of Railways and Canals.

APPENDIX No. I.

STATEMENT showing the amount expended by the Department of Railways and Canals,
Dominion of Canada, during the Fiscal Year ending 30th June, 1894.

Name of Work.	Capital.	Income.	Staff.	Repairs.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
CANALS.				
Lachine.....	\$67,345 14			
Less refunds previous years.....	3,000 00			
	64,345 14	15,856 74	60,174 03	40,939 70
Soulanges.....	723,380 95			
Cornwall.....	404,990 22		15,344 02	7,733 54
Rapide Plat. } Williamsburg Canals..... {	274,397 42			
Galops.....	223,992 81		10,230 09	7,029 95
Beauharnois.....		6,547 72	20,574 53	13,903 46
Welland.....	1,571 78	13,430 20	102,018 80	53,053 71
Murray.....			5,667 52	5,295 57
Trent.....	3,412 32	20,403 93	3,785 47	4,988 59
Carillon.....				
Grenville.....	385 55	20,034 94	14,144 98	11,620 09
St. Peter's.....	437 05	3,852 21	2,935 94	1,986 70
Sault Ste. Marie.....	1,316,529 29			
St. Lawrence River and Canals.....	13,721 66			
Chambly.....		8,567 78	19,040 93	11,920 74
Rideau.....		14,485 11	34,943 35	16,939 47
Culbute.....		2,540 14	730 00	494 43
Ste. Anne's.....		3,497 56	2,640 00	2,799 63
St. Ours.....			2,216 68	924 55
Miscellaneous works not provided for		1,296 15	1,300 53	
Arbitrations and awards.....		540 70		
Surveys and inspections.....		1,046 23		
Salaries of extra clerks and copyists.....		666 31		
Salaries of engineers, draughtsmen and extra clerks.....		15,080 00		
Lachine Canal Commission.....		1,295 74		
Dredge vessels.....				2,187 79
do Rideau.....				5,975 68
Salaries and contingencies of canal officers.....			39,134 60	
Sunday labour.....			11,060 55	
Compensation to H. Martial for injuries received when working on Chambly Canal.....				500 00
Compensation to D. Fugère for time laid up from injuries received, St. Peter's Canal.....				26 07
Total on Canals.....	3,027,164 19	129,141 49	346,022 02	188,319 67
RAILWAYS.				
Intercolonial.....	166,362 43		2,981,671 98	
Windsor Branch.....			17,645 09	
Prince Edward Island.....			226,891 06	
Canadian Pacific.....	146,539 87			
Cape Breton.....	158,770 61			
Oxford and New Glasgow.....	112,382 75			
Annapolis and Digby.....	1,675 36			
Montreal and European Short Line.....	17 99			
Surveys and inspections.....		4,452 53		
Railway statistics.....		176 23		
Railway subsidies.....	1,043,285 10			
Reporting evidence before Railway Committee of Privy Council.....		226 35		
Total on Railways.....	1,629,034 11	4,855 11	3,226,208 13	
Total on Railways and Canals....	4,656,198 30	133,996 60	3,572,230 15	188,319 67

Total amount expended, \$8,550,744.72.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

APPENDIX No. 2.

STATEMENTS showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to the 30th June, 1894.

ST. PETER'S CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868	156,523 32			
do since do	1869	21,519 72			
do do do	1870	70,719 80			
do do do	1871		46,193 57		
do do do	1872			225 36	555 78
do do do	1873			280 00	6,122 07
do do do	1874			343 32	6,539 58
do do do	1875			725 93	1,558 57
do do do	1876	20 97		560 00	889 35
do do do	1877	11,125 00		641 55	
do do do	1878	63,330 18		600 00	17 45
do do do	1879	26,511 51		600 00	
do do do	1880	107,337 75		631 50	
do do do	1881	80,120 54		400 00	
do do do	1882	69,434 76		959 58	
do do do	1883	484 00		1,920 54	200 63
do do do	1884			2,089 19	232 42
do do do	1885	2,471 40		2,601 47	367 85
do do do	1886	16,820 15		1,929 11	183 11
do do do	1887	2,316 85		2,360 67	297 81
do do do	1888	1,087 75	750 00	2,777 13	343 23
do do do	1889			3,217 77	1,588 40
do do do	1890		500 00	3,085 29	353 38
do do do	1891			3,110 15	255 34
do do do	1892	972 65	510 53	3,255 30	312 02
do do do	1893	14,387 00	30,936 82	3,007 70	1,461 24
do do do	1894	811 59	9,987 78	2,938 15	1,866 30
do do do	1894	437 05	3,852 21	2,935 94	1,986 70
Total		646,431 99	92,730 91	41,195 65	25,121 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

Department of Railways and Canals.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

BAIE VERTE CANAL—SURVEY.

	Year ending 30th June.	Capital.	Income.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868		
do since do	1869		
do do do	1870		
do do do	1871		17,929 34
do do do	1872		6,399 41
do do do	1873		14,943 83
do do do	1874		4,018 90
do do do	1875		443 00
do do do	1876		110 75
do do do	1877		22 30
do do do	1878		
do do do	1879		
do do do	1880		
do do do	1881		520 00
do do do	1882		
do do do	1883		
do do do	1884		
do do do	1885		
do do do	1886		
do do do	1887		
do do do	1888		
do do do	1889		
do do do	1890		
do do do	1891		
do do do	1892		
do do do	1893		
do do do	1894		
Total.			44,387 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
LACHINE CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure by Imperial Government.....		40,000 00			
Government expenditure prior to Confederation		2,547,532 85			
do since do ..	1868		1,852 70	13,742 05	16,431 51
do do do ..	1869	2,000 00		14,209 02	12,085 84
do do do ..	1870			15,834 49	13,302 39
do do do ..	1871		12,231 40	17,478 52	15,093 25
do do do ..	1872	36,708 15		16,076 93	12,334 69
do do do ..	1873	7,824 28	35,158 21	23,601 03	34,300 60
do do do ..	1874	158,618 35		25,811 07	22,828 66
do do do ..	1875	197,420 52		28,592 01	30,057 34
do do do ..	1876	327,769 39		33,797 73	29,103 65
do do do ..	1877	1,439,375 73		33,148 86	19,824 33
do do do ..	1878	1,484,619 63		39,062 97	13,646 41
do do do ..	1879	958,053 30		42,338 84	12,400 78
do do do ..	1880	369,566 74		38,950 90	10,223 62
do do do ..	1881	292,165 51		39,027 99	19,888 53
do do do ..	1882	252,821 33	2,978 66	41,158 90	17,116 46
do do do ..	1883	396,496 96	1,859 68	45,564 91	18,199 69
do do do ..	1884	188,266 18		48,624 51	19,685 24
do do do ..	1885	111,215 23		49,004 85	20,199 78
do do do ..	1886	210,509 42		50,969 10	19,199 18
do do do ..	1887	28,772 52	12,981 59	53,113 97	22,567 81
do do do ..	1888	19,414 34	7,996 38	52,229 61	19,999 64
do do do ..	1889	76,032 96	972 71	54,110 67	22,957 71
do do do ..	1890	7,448 03	8,236 46	53,114 34	22,999 38
do do do ..	1891	217 53	16,155 75	50,721 69	36,292 98
do do do ..	1892	87,852 35	27,480 80	52,729 37	67,499 62
do do do ..	1893	445,983 21	50,937 40	53,185 00	51,616 79
do do do ..	1894	64,345 14	15,856 74	60,174 03	40,939 70
Total		9,751,029 65	194,700 48	1,046,363 36	634,793 28

BEAUHARNOIS CANAL.

Government expenditure prior to Confederation		1,611,424 11			
do since do ..	1868		63,193 75	9,349 99	6,216 98
do do do ..	1869		55 00	9,626 99	6,498 57
do do do ..	1870		27 50	10,117 57	6,384 81
do do do ..	1871			12,316 53	5,722 36
do do do ..	1872		27 50	11,792 46	15,733 38
do do do ..	1873		5,122 50	12,210 73	9,882 06
do do do ..	1874		26 00	15,392 51	10,990 56
do do do ..	1875		36 00	14,399 32	12,253 01
do do do ..	1876			14,465 86	17,170 83
do do do ..	1877			14,377 63	15,207 36
do do do ..	1878			14,383 37	9,861 05
do do do ..	1879			15,015 86	10,370 71
do do do ..	1880	266 15		15,362 61	8,997 34
do do do ..	1881			17,659 93	10,770 67
do do do ..	1882			18,804 53	20,813 86
do do do ..	1883		6,727 44	18,287 77	15,826 71
do do do ..	1884		3,277 98	19,107 38	16,232 61
do do do ..	1885		7,999 79	18,966 40	14,637 70
do do do ..	1886		8,491 80	19,228 90	14,356 00
do do do ..	1887		3,633 57	18,867 45	14,999 88
do do do ..	1888		14,411 97	19,325 05	14,285 98
do do do ..	1889		10,993 52	20,019 11	14,982 84
do do do ..	1890			19,847 42	14,999 20
do do do ..	1891		17,085 68	18,886 86	12,537 39
do do do ..	1892		1,696 23	20,050 01	14,999 80
do do do ..	1893			20,348 34	14,107 11
do do do ..	1894		6,547 72	20,574 53	13,903 46
Total		1,611,690 26	149,353 95	438,779 11	342,741 93

DEPARTMENT OF RAILWAYS AND CANALS,

LEONARD SHANNON,

OTTAWA, 1st November, 1894.

Accountant.

Department of Railways and Canals.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending 30th June.	Chargeable to Capital.	Chargeable to Income.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868	18,442 85	98,378 46
do since do	1869		
do do do	1870		
do do do	1871		
do do do	1872		
do do do	1873	33,241 69	
do do do	1874	26,541 30	
do do do	1875	20,611 36	
do do do	1876	50,215 47	
do do do	1877	47,377 31	
do do do	1878	5,570 46	
do do do	1879	9,265 77	
do do do	1880	9,214 56	
do do do	1881	6,927 96	
do do do	1882	28,933 45	
do do do	1883	44,874 31	
do do do	1884	89,846 03	
do do do	1885	115,110 17	
do do do	1886	116,051 73	
do do do	1887	74,437 31	
do do do	1888	56,482 85	
do do do	1889	18,493 92	
do do do	1890	23,979 91	
do do do	1891	35,137 25	
do do do	1892	59,779 31	
do do do	1893	52,643 39	
do do do	1894	13,721 66	
Total.....		956,900 02	98,378 46

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

CORNWALL CANAL.

	Year ending 30th June.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation	1868	1,933,152	69	2,786	00	11,244	47	3,774	18
do since do	1869	10,692	04			10,347	91	3,859	14
do do do	1870			17,780	05	10,368	16	7,145	42
do do do	1871			7	50	11,848	39	8,891	61
do do do	1872			10,000	21	10,594	30	8,163	70
do do do	1873			1,011	75	13,042	25	12,467	65
do do do	1874					13,405	20	7,610	70
do do do	1875	1,780	00			13,351	91	7,097	34
do do do	1876					13,320	61	6,423	67
do do do	1877	49,211	37			13,375	70	6,440	54
do do do	1878	145,015	45			13,825	50	4,935	21
do do do	1879	143,092	05			13,817	96	4,983	15
do do do	1880	109,454	95			14,440	33	9,735	76
do do do	1881	53,948	14			15,173	60	5,524	10
do do do	1882	44,587	61			15,052	20	6,634	62
do do do	1883	21,728	93			18,283	67	8,361	71
do do do	1884	23,018	13			18,475	48	9,007	73
do do do	1885	62,034	90	16,298	96	15,988	96	12,368	51
do do do	1886	57,820	83	6,960	95	15,994	80	11,832	83
do do do	1887	46,966	43			17,520	54	12,100	29
do do do	1888	67,945	74			16,938	54	13,942	64
do do do	1889	163,9	3 85			17,890	55	53,205	26
do do do	1890	365,038	01	2,000	00	17,063	49	12,758	18
do do do	1891	599,001	85	1,459	98	16,077	72	9,830	05
do do do	1892	398,555	25	2,345	26	15,596	66	9,864	36
do do do	1893	352,536	13			15,173	01	9,668	14
do do do	1894	404,990	22			15,344	02	7,733	54
Total		5,054,564	57	60,650	66	393,555	93	279,360	03

WILLIAMSBURG CANALS.

Government expenditure prior to Confederation	1868	1,320,655	54			5,745	97	6,442	41
do since do	1869					5,769	81	5,670	88
do do do	1870					5,573	13	6,546	16
do do do	1871					6,382	17	5,308	41
do do do	1872			1,077	00	5,542	94	3,230	07
do do do	1873					6,424	49	7,347	75
do do do	1874					6,857	19	7,395	92
do do do	1875					6,547	62	4,110	29
do do do	1876					7,418	39	11,690	98
do do do	1877					7,388	08	10,053	61
do do do	1878					7,430	11	4,449	78
do do do	1879					7,517	20	3,549	71
do do do	1880					7,590	15	3,999	77
do do do	1881					7,572	35	5,020	73
do do do	1882					7,589	44	7,447	69
do do do	1883	13	19			7,423	48	7,299	39
do do do	1884	2,473	44			7,757	04	7,349	37
do do do	1885	103,237	12			7,696	67	8,198	03
do do do	1886	149,835	71			7,671	54	7,847	05
do do do	1887	115,853	00			7,635	54	7,904	76
do do do	1888	70,128	29	1,613	67	7,646	79	8,190	13
do do do	1889	59,867	26			7,485	28	8,794	61
do do do	1890	139,078	37			8,954	53	8,191	69
do do do	1891	230,670	60			8,678	25	7,987	40
do do do	1892	376,545	32	797	83	9,458	33	8,551	32
do do do	1893	372,193	29	3,675	00	8,676	03	8,347	97
do do do	1894	498,390	23			10,230	09	7,029	95
Total		3,438,941	36	7,163	50	200,662	61	187,955	83

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

Department of Railways and Canals

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

WELLAND CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		222,220 00			
Government expenditure prior to Confederation.....		7,416,019 83			
do since do	1868	12,097 84		37,679 05	38,852 96
do do do	1869	43,486 36		39,060 61	50,773 03
do do do	1870		22,173 72	40,340 45	65,009 19
do do do	1871		48,569 10	42,383 33	53,381 02
do do do	1872	53,680 32	6,022 44	37,085 37	50,276 90
do do do	1873	82,282 20	47,876 27	45,382 99	66,550 73
do do do	1874	746,420 61		50,966 48	103,666 99
do do do	1875	1,047,119 91		52,595 00	88,539 99
do do do	1876	1,569,478 19	700 00	57,623 31	81,376 12
do do do	1877	2,194,962 61		59,963 47	49,788 93
do do do	1878	2,138,392 99		60,138 59	66,393 53
do do do	1879	1,552,697 41		59,942 23	56,755 57
do do do	1880	1,252,924 75		63,198 10	76,535 25
do do do	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
do do do	1882	603,402 17	13,664 80	74,641 51	84,374 97
do do do	1883	549,433 29	5,979 03	109,207 21	72,707 62
do do do	1884	432,336 21		113,276 87	90,926 97
do do do	1885	463,505 38	6,150 21	112,670 00	91,534 66
do do do	1886	215,380 75	1,359 00	111,660 22	69,507 48
do do do	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
do do do	1888	429,720 94	10,740 86	110,806 01	86,518 97
do do do	1889	225,910 21	43,803 80	113,587 05	77,547 77
do do do	1890	117,633 22	51,648 28	109,202 02	72,686 19
do do do	1891	36,371 03	19,767 73	107,662 63	82,548 30
do do do	1892	29,541 21	9,008 80	104,673 73	73,771 87
do do do	1893	8,259 94	25,103 13	104,926 73	65,016 84
do do do	1894	1,571 78	13,430 20	102,018 80	53,053 71
Total.....		23,763,866 39	336,419 23	2,086,461 49	1,914,780 89

STE. ANNE'S LOCK AND CANAL.

Government expenditure prior to Confederation.....		134,456 51			
do since do	1868			778 16	432 47
do do do	1869			1,062 96	1,873 51
do do do	1870			1,136 54	1,280 36
do do do	1871			1,285 84	1,539 02
do do do	1872		1,939 46	1,106 80	1,393 63
do do do	1873		540 11	2,199 64	1,264 40
do do do	1874	12,753 27		2,614 90	7,208 63
do do do	1875	32,627 71		1,859 20	4,506 68
do do do	1876	24,935 85		1,952 14	4,033 72
do do do	1877	30,003 08		1,982 65	1,756 93
do do do	1878	14,618 85		2,057 32	541 95
do do do	1879	22,113 02		2,202 03	3,259 70
do do do	1880	3,054 68		2,152 57	1,704 71
do do do	1881	69,042 76		2,553 02	3,257 92
do do do	1882	193,158 36		2,611 30	2,343 99
do do do	1883	172,959 95		2,569 86	3,448 83
do do do	1884	142,006 25		2,775 32	2,725 49
do do do	1885	93,679 57		2,618 60	4,042 04
do do do	1886	129,681 67		2,611 90	5,803 01
do do do	1887	45,276 08	6,054 10	2,537 41	1,499 96
do do do	1888	18,910 55	1,372 59	2,505 61	1,380 75
do do do	1889	24,786 33		2,569 22	1,750 79
do do do	1890	6,151 14		2,571 04	1,525 51
do do do	1891		8,173 69	2,505 69	1,503 56
do do do	1892		25,471 61	2,571 28	1,666 21
do do do	1893		6,521 88	2,581 08	2,890 03
do do do	1894		3,497 56	2,640 00	2,799 63
Total.....		1,170,215 63	53,571 00	58,612 08	67,323 43

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

CARILLON AND GRENVILLE CANALS.

	Year ending 30th June.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		63,053	64						
do since do	1868			19,817	22	6,301	88	8,911	28
do do do	1869					6,549	38	10,157	42
do do do	1870			4,167	96	6,617	81	9,852	09
do do do	1871			23,119	37	8,676	90	8,218	24
do do do	1872	165,257	28			8,324	51	17,235	31
do do do	1873	133,199	10	3,051	38	10,068	28	8,781	50
do do do	1874	245,258	38			10,710	88	10,605	82
do do do	1875	339,864	76			10,378	57	18,520	44
do do do	1876	326,203	16			10,764	38	11,475	96
do do do	1877	245,738	04			11,050	27	10,304	06
do do do	1878	22,676	20			11,401	30	5,082	72
do do do	1879	243,141	24			11,501	22	7,629	98
do do do	1880	281,514	27			11,959	14	7,625	54
do do do	1881	336,707	53			13,059	18	8,076	91
do do do	1882	433,084	39			14,387	49	7,582	68
do do do	1883	433,575	10			17,479	58	8,310	02
do do do	1884	399,267	16			17,393	91	7,918	42
do do do	1885	157,187	72			19,702	30	10,429	26
do do do	1886	104,973	24	75	00	20,597	82	9,303	31
do do do	1887	20,747	11			20,011	36	10,554	41
do do do	1888	38,996	29			21,531	12	10,036	62
do do do	1889	298	17			22,098	88	10,135	66
do do do	1890	17	58	4,526	61	15,896	16	7,582	38
do do do	1891			4,395	25	21,230	22	10,796	68
do do do	1892	34,585	64	15,036	48	17,458	69	8,620	15
do do do	1893	207	00	42,298	74	16,762	71	10,669	28
do do do	1894	385	55	20,034	94	14,144	98	11,620	09
Total		4,025,938	55	136,522	95	376,058	92	266,036	23

CULBUTE LOCK AND DAM.

Government expenditure since Confederation.	1868								
do do do	1869								
do do do	1870								
do do do	1871								
do do do	1872								
do do do	1873					835	53		
do do do	1874					38,388	99		
do do do	1875	63,659	29						
do do do	1876	76,842	44						
do do do	1877	56,081	87						
do do do	1878	5,933	53						
do do do	1879	20,694	19						
do do do	1880	16,688	20			202	50	259	31
do do do	1881	4,721	62			962	85		
do do do	1882	29,567	15			790	00	162	33
do do do	1883	14,249	60			695	00	288	99
do do do	1884	8,151	16			733	50		
do do do	1885	19,071	76			730	00	572	75
do do do	1886	26,385	27			730	00	2,396	14
do do do	1887	7,760	88			730	00	967	33
do do do	1888	7,573	99			739	50	730	60
do do do	1889	17,112	01			1,050	00	116	53
do do do	1890	2,818	35			747	83		
do do do	1891	2,183	15	9,122	05	745	25	499	91
do do do	1892			1,546	25	736	00		
do do do	1893			1,420	65	749	00	13	55
do do do	1894			2,540	14	730	00	494	43
Total		379,494	46	53,853	61	11,071	43	6,501	87

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,

Accountant.

Department of Railways and Canals.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

RIDEAU CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation		153,062 60			
do since do ..	1868		7,298 12	18,397 28	16,475 21
do do do ..	1869			19,250 71	13,140 77
do do do ..	1870		13 16	20,022 37	19,469 33
do do do ..	1871		11,732 98	22,814 58	18,120 52
do do do ..	1872		4,967 50	22,139 48	14,005 32
do do do ..	1873		18,070 97	22,841 51	26,074 49
do do do ..	1874		5,793 16	26,815 44	22,957 40
do do do ..	1875	9,310 85		26,553 37	19,699 81
do do do ..	1876	2,163 96		26,430 77	14,428 25
do do do ..	1877	214 11		25,959 56	14,198 18
do do do ..	1878			26,651 51	11,034 22
do do do ..	1879	7,703 88		26,042 52	7,134 55
do do do ..	1880			26,463 88	11,434 05
do do do ..	1881		133 50	26,024 71	8,627 00
do do do ..	1882			26,915 29	13,860 28
do do do ..	1883		70 65	27,322 81	23,524 84
do do do ..	1884		4,597 50	26,938 95	19,245 02
do do do ..	1885		2,098 76	26,971 32	18,189 55
do do do ..	1886		550 00	27,045 95	35,648 04
do do do ..	1887		20,823 96	29,440 46	18,565 34
do do do ..	1888		18,889 48	33,458 83	25,478 87
do do do ..	1889		6,665 22	33,801 77	18,106 36
do do do ..	1890		21,124 10	34,270 57	18,025 21
do do do ..	1891		20,967 25	34,641 98	21,537 56
do do do ..	1892		31,363 23	35,500 82	21,507 16
do do do ..	1893		24,274 71	35,022 49	18,789 50
do do do ..	1894		14,485 11	34,943 35	16,939 47
Total		4,084,156 87	213,919 36	742,682 28	486,216 30

ST. OURS LOCK.

Government expenditure prior to Confederation		121,537 65			
do since do ..	1868			1,532 75	758 74
do do do ..	1869			1,755 15	1,399 18
do do do ..	1870			1,458 09	1,006 22
do do do ..	1871			1,414 48	1,210 98
do do do ..	1872			1,565 80	1,263 19
do do do ..	1873			2,076 50	1,575 10
do do do ..	1874			2,219 13	2,363 42
do do do ..	1875			1,362 22	1,245 69
do do do ..	1876			1,403 92	1,601 71
do do do ..	1877			1,533 40	750 80
do do do ..	1878			1,556 65	283 77
do do do ..	1879			1,581 55	456 07
do do do ..	1880			1,614 01	705 54
do do do ..	1881			1,741 97	1,299 77
do do do ..	1882			2,002 71	1,902 41
do do do ..	1883		17,230 32	2,361 65	2,188 08
do do do ..	1884		5,279 17	2,315 37	1,494 99
do do do ..	1885		4,700 64	2,271 57	3,652 63
do do do ..	1886			2,311 70	4,143 47
do do do ..	1887			2,175 37	5,864 78
do do do ..	1888			2,216 04	2,801 17
do do do ..	1889		17,964 45	2,421 14	2,002 63
do do do ..	1890		24,571 96	2,138 40	1,935 44
do do do ..	1891		21,696 74	2,011 08	4,460 16
do do do ..	1892		3,585 34	2,168 44	1,944 33
do do do ..	1893			2,136 66	1,994 34
do do do ..	1894			2,216 68	924 55
Total		121,537 65	95,028 62	51,562 43	51,224 16

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,

Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*
CHAMBLY CANAL.

			Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				634,711 76			
do	since	do	1868			8,312 90	9,355 70
do	do	do	1869			8,437 22	13,120 97
do	do	do	1870			8,934 41	20,180 73
do	do	do	1871		2,839 85	10,214 71	22,426 33
do	do	do	1872		1,906 40	9,628 50	22,327 99
do	do	do	1873		759 00	10,390 44	11,789 27
do	do	do	1874		2,810 00	11,675 67	16,427 19
do	do	do	1875	2,415 00		12,201 99	16,306 91
do	do	do	1876			10,593 14	13,273 56
do	do	do	1877	80 00		10,281 78	10,111 32
do	do	do	1878			10,413 99	6,022 96
do	do	do	1879			11,301 53	8,809 77
do	do	do	1880			11,516 22	12,377 74
do	do	do	1881			13,950 47	20,705 17
do	do	do	1882		31,796 41	16,686 78	16,843 60
do	do	do	1883		21,332 36	15,904 38	15,182 24
do	do	do	1884		41,640 77	18,448 85	12,003 34
do	do	do	1885		21,049 23	18,378 55	13,046 95
do	do	do	1886		14,547 27	19,501 28	11,999 77
do	do	do	1887		17,911 17	19,053 62	20,071 37
do	do	do	1888		65,536 64	20,073 60	11,823 74
do	do	do	1889		51,437 87	19,679 22	19,392 18
do	do	do	1890		23,221 48	19,655 38	14,399 93
do	do	do	1891		43,344 41	19,204 76	11,399 93
do	do	do	1892		38,353 99	19,665 22	12,976 48
do	do	do	1893		21,127 65	19,310 29	12,451 03
do	do	do	1894		8,567 78	19,040 93	11,920 74
Total				637,206 76	408,182 28	392,455 83	386,746 91

MURRAY CANAL.

Government expenditure prior to Confederation							
do	since	do	1868		400 00		
do	do	do	1869				
do	do	do	1870				
do	do	do	1871				
do	do	do	1872				
do	do	do	1873				
do	do	do	1874				
do	do	do	1875				
do	do	do	1876				
do	do	do	1877				
do	do	do	1878				
do	do	do	1879				
do	do	do	1880				
do	do	do	1881				
do	do	do	1882	7,135 63			
do	do	do	1883	84,071 68			
do	do	do	1884	118,187 43			
do	do	do	1885	148,902 66			
do	do	do	1886	179,704 52			
do	do	do	1887	142,563 66			
do	do	do	1888	146,754 37			
do	do	do	1889	215,326 46			
do	do	do	1890	106,760 35		494 31	
do	do	do	1891	61,260 49		5,137 03	173 53
do	do	do	1892	5,964 22		5,803 48	3,505 15
do	do	do	1893	30,838 79		5,499 62	5,341 34
do	do	do	1894			5,667 52	5,295 57
Total				1,247,470 26	400 00	22,601 96	14,315 59

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

Department of Railways and Canals.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

TRENT CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868	309,371 31			
do since do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880	561 50		1,188 92	3,568 89
do do do	1881			2,489 93	2,233 50
do do do	1882		5,836 51	2,011 92	8,115 50
do do do	1883	40,767 16	9,303 66	2,235 50	3,047 42
do do do	1884	120,393 91	6,198 57	2,208 64	5,264 35
do do do	1885	121,382 84		3,303 87	4,653 50
do do do	1886	75,103 30		1,639 75	5,917 88
do do do	1887	179,541 63		1,938 08	6,008 88
do do do	1888	114,879 35		1,770 29	5,151 42
do do do	1889	47,592 13	29,677 92	3,242 05	5,935 94
do do do	1890	58,644 50	11,522 65	3,450 99	730 55
do do do	1891	9,826 49	3,164 81	3,803 66	4,888 98
do do do	1892	4,457 28	6,506 97	3,695 85	4,721 85
do do do	1893	5,962 47	10,838 90	3,739 86	2,087 17
do do do	1894	3,412 32	20,403 93	3,785 47	4,988 59
Total		1,091,896 19	103,453 92	40,504 78	67,314 42

TAY CANAL.

Government expenditure since Confederation	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882		748 65		
do do do	1883	4,831 80			
do do do	1884	50,878 12			
do do do	1885	92,473 97			
do do do	1886	65,561 51			
do do do	1887	49,617 92			
do do do	1888	54,166 57			
do do do	1889	89,486 18			
do do do	1890	22,226 23		*	*
do do do	1891	17,114 78		*	*
do do do	1892	29,771 65		*	*
do do do	1893			*	*
do do do	1894			*	*
Total		476,128 73	748 65		

* Included in Rideau Canal.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

SAULT STE. MARIE CANAL.

			Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.			1868	.....	.....	.....	.....
do	do	do	1869	.....	.....	.....	.....
do	do	do	1870	.....	.....	.....	.....
do	do	do	1871	.....	.....	.....	.....
do	do	do	1872	.....	949 35	.....	.....
do	do	do	1873	.....	.....	.....	.....
do	do	do	1874	.....	.....	.....	.....
do	do	do	1875	.....	.....	.....	.....
do	do	do	1876	.....	.....	.....	.....
do	do	do	1877	.....	.....	.....	.....
do	do	do	1878	.....	.....	.....	.....
do	do	do	1879	.....	.....	.....	.....
do	do	do	1880	.....	.....	.....	.....
do	do	do	1881	.....	.....	.....	.....
do	do	do	1882	.....	.....	.....	.....
do	do	do	1883	.....	.....	.....	.....
do	do	do	1884	.....	.....	.....	.....
do	do	do	1885	.....	.....	.....	.....
do	do	do	1886	.....	.....	.....	.....
do	do	do	1887	.....	.....	.....	.....
do	do	do	1888	8,145 06	.....	.....	.....
do	do	do	1889	34,018 95	.....	.....	.....
do	do	do	1890	176,568 55	.....	.....	.....
do	do	do	1891	325,336 33	.....	.....	.....
do	do	do	1892	341,474 31	.....	.....	.....
do	do	do	1893	589,801 25	.....	.....	.....
do	do	do	1894	1,316,529 29	.....	.....	.....
Total				2,791,873 74	949 35	.....	.....

SOULANGES CANAL.

Government expenditure prior to Confederation			.....	.....	.....	.....	.....
do	since	do	1868	.....	.....	.....	.....
do	do	do	1869	.....	.....	.....	.....
do	do	do	1870	.....	.....	.....	.....
do	do	do	1871	.....	.....	.....	.....
do	do	do	1872	.....	.....	.....	.....
do	do	do	1873	.....	.....	.....	.....
do	do	do	1874	.....	.....	.....	.....
do	do	do	1875	.....	.....	.....	.....
do	do	do	1876	.....	.....	.....	.....
do	do	do	1877	.....	.....	.....	.....
do	do	do	1878	.....	.....	.....	.....
do	do	do	1879	.....	.....	.....	.....
do	do	do	1880	.....	.....	.....	.....
do	do	do	1881	.....	.....	.....	.....
do	do	do	1882	.....	.....	.....	.....
do	do	do	1883	.....	.....	.....	.....
do	do	do	1884	.....	.....	.....	.....
do	do	do	1885	.....	.....	.....	.....
do	do	do	1886	.....	.....	.....	.....
do	do	do	1887	.....	.....	.....	.....
do	do	do	1888	.....	.....	.....	.....
do	do	do	1889	.....	.....	.....	.....
do	do	do	1890	.....	.....	.....	.....
do	do	do	1891	.....	.....	.....	.....
do	do	do	1892	54,235 76	.....	.....	.....
do	do	do	1893	210,336 24	.....	.....	.....
do	do	do	1894	723,380 95	.....	.....	.....
Total				987,952 95	.....	.....	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

Department of Railways and Canals.

RECAPITULATION—EXPENDITURE on Canals, also showing Revenue received.

	Year ending 30th June.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		\$	\$	\$	\$	\$
Government expenditure prior to Confederation, including Imperial Government	1868	20,593,866 13	98,378 46	113,084 50	101,646 44	408,879 19
Government expenditure since Confederation	1869	38,617 56	95,347 79	116,069 76	118,579 31	400,263 32
do	1870	126,898 20	55 00	120,403 02	150,176 70	414,687 02
do	1871		90,355 96	135,040 81	140,467 52	488,538 76
do	1872		116,429 54	124,137 09	152,086 25	466,847 52
do	1873	256,547 27	33,289 27	143,581 18	186,573 13	486,433 26
do	1874	255,645 75	127,369 55	168,401 21	213,613 86	510,756 99
do	1875	1,189,591 91	479 00	178,411 80	203,226 86	414,979 59
do	1876	2,388,733 46	810 75	173,661 40	138,448 51	390,337 04
do	1877	4,131,374 30	22 30	187,521 31	122,251 60	373,814 17
do	1878	3,843,338 62		191,892 44	115,349 99	337,675 13
do	1879	3,064,098 61		195,039 33	147,167 52	341,598 14
do	1880	2,123,366 34		197,573 62	154,653 63	361,558 17
do	1881	2,075,891 65	7,246 69	224,512 61	187,399 02	325,231 54
do	1882	1,893,174 09	55,025 03	269,415 01	178,617 86	361,604 01
do	1883	1,703,001 97	62,503 14	280,657 29	192,219 38	372,561 49
do	1884	1,577,295 42	60,993 99	280,226 20	201,708 47	321,269 47
do	1885	1,504,621 47	58,297 59	282,323 63	198,251 97	328,977 43
do	1886	1,333,324 80	31,984 02	285,172 62	198,888 84	321,784 88
do	1887	1,783,698 16	63,983 06	292,458 76	201,928 93	317,902 04
do	1888	1,033,118 34	120,561 59	301,940 23	240,261 36	333,188 90
do	1889	972,918 43	162,015 49	290,516 63	176,069 00	354,816 92
do	1890	1,026,364 24	146,853 54	294,562 12	204,768 45	349,431 90
do	1891	1,318,092 15	165,843 87	293,115 58	231,089 54	324,475 24
do	1892	1,437,149 30	194,129 61	291,688 97	204,759 39	357,089 87
do	1893	2,069,573 30	196,186 84	294,446 34	179,630 13	387,788 97
do	1894	3,027,164 19	109,216 33	5,903,107 86	4,730,432 10	10,238,367 53
Total.		62,237,296 03	2,050,414 46			

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

CANALS,

DR.

COLLECTORS of Canal Tolls

Balance due by Collectors, 1st July, 1893.	CANAL REVENUE.				Total Canal Revenue accrued.	Hydraulic Rents, &c.	Total.
	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
136 99	129,763 37		20 00		129,783 37	168 54	130,088 90
	59,222 02		4 00	84 00	59,310 02	1,972 00	61,282 02
	346 72				346 72	350 00	696 72
	17 05				17 05		17 05
129 51	384 47				384 47	726 00	1,239 98
	676 51		37 50	9 25	723 26	5,190 26	5,913 52
5 80	31 06				31 06	5 00	41 86
272 30	190,441 20		61 50	93 25	190,595 95	8,411 80	199,280 05
	1,381 87		65 00	4 00	1,450 87	2,402 00	3,852 87
358 36	30,892 01				30,892 01	2,275 00	33,525 37
	716 24		35 00		751 24	700 00	1,451 24
16 00	2,831 16	21 09		1,187 98	4,040 23		4,056 23
	27,542 79	2,435 35		14,718 12	44,696 26	23,557 11	68,253 37
246 66	7,824 20				7,824 20		8,070 86
621 02	71,188 27	2,456 44	100 00	15,910 10	89,654 81	28,934 11	119,209 94
	9,123 35			42 83	9,166 18	70 00	9,236 18
	12,293 93		10 00		12,303 93	50 00	12,353 93
52 87	862 15				862 15		915 02
52 87	22,279 43		10 00	42 83	22,332 26	120 00	22,505 13
	19,859 57				19,859 57		19,859 57
288 05	13,953 55				13,953 55	13 00	14,254 60
9 93	60 60			8 00	68 60	23 00	101 53
130 64	1,467 93		4 00		1,471 93		1,602 57
428 62	35,341 65		4 00	8 00	35,353 65	36 00	35,818 27
	4,134 84	151 38		271 00	4,557 22	521 75	5,078 97
81 62	1,406 26				1,406 26	415 00	1,902 88
	586 92				587 46	56 90	644 36
81 62	6,128 02	151 38		271 54	6,550 94	993 65	7,626 21
73 75	2,603 88				2,603 88		2,677 63
73 75	2,603 88				2,603 88		2,677 63
105 76	648 41				648 41		754 17
105 76	648 41				648 41		754 17

Department of Railways and Canals.

1893-94.

in Account with Revenue.

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balance due by Collectors, 1st July, 1894.	Total.	Memo-randum of Expenses and Repairs.	Remarks.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.				
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
<i>Welland Canal</i>					158,484 56	Maintenance and repairs, including Sunday labour.
Port Colborne.....	129,920 36	168 54	0 01	130,088 90	3,477 76	
Port Dalhousie.....	59,310 01	1,972 00		61,282 02	2,307 13	
Dunville.....	346 72	350 00		696 72	782 50	
Port Maitland.....	17 05			17 05	574 96	
Port Robinson.....	513 98	726 00		1,239 98	753 08	
St. Catharines.....	1,723 26	5,190 26		5,913 52	204 51	
Chippewa.....	36 86	5 00		41 86	130 04	
..... Totals	190,868 24	8,411 80	0 01	199,280 05	166,714 54	
<i>St. Lawrence Canals</i>					182,401 82	do
Beauharnois.....	1,450 87	2,402 00		3,852 87	1,527 92	
Cornwall.....	31,250 37	2,275 00		33,525 37	2,167 56	
Cardinal.....	751 24	700 00		1,451 24	1,302 04	
Lachine.....	4,056 23			4,056 23	2,111 55	
Montreal.....	44,696 26	23,557 11		68,253 37	9,005 06	
Kingston.....	8,070 86			8,070 86	1,207 81	
..... Totals	90,275 83	28,934 11		119,209 94	199,723 76	
<i>Chambly Canal</i>					34,602 90	Maintenance and repairs.
Chambly.....	9,166 18	70 00		9,236 18	1,594 21	
St. Johns.....	12,303 93	50 00		12,353 93	1,762 59	
St. Ours.....	915 02			915 02	614 50	
..... Totals	22,385 13	120 00		22,505 13	38,574 20	
<i>Ottawa Canals</i>					31,204 70	do
Ottawa.....	19,859 57			19,859 57	2,416 71	
Grenville.....	14,241 60	13 00		14,254 60	1,163 29	
Carillon.....	78 53	23 00		101 53	840 96	
St. Anne's Lock.....	1,602 57			1,602 57	845 04	
..... Totals	35,782 27	36 00		35,818 27	36,470 70	
<i>Rideau Canal</i>					52,487 62	Maintenance and repairs, including Sunday labour.
Ottawa.....	4,557 22	521 75		5,078 97		
Kingston Mills.....	1,435 38	467 50		1,902 88	441 61	
Smith's Falls.....	587 46	56 90		644 36	348 24	
..... Totals	6,580 06	1,046 15		7,626 21	53,277 47	
<i>St. Peter's Canal</i>					4,948 71	Maintenance and repairs.
	2,677 63			2,677 63	239 59	
	2,677 63			2,677 63	5,188 30	
<i>Murray Canal</i>					11,053 09	Maintenance and repairs, including Sunday labour.
Brighton.....	754 17			754 17	235 42	
..... Totals	754 17			754 17	11,288 51	

CANALS,

DR.

COLLECTORS of Canal Tolls,

Balance due by Collectors, 1st July, 1893.	CANAL REVENUE.				Total Canal Revenue accrued.	Hydraulic Rents, &c.	Total.
	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
14 18	112 03			25	112 28		126 46
51 29	559 74			96 00	655 74		707 03
4 96	22 81			2 25	25 06	50 00	80 02
3 80	50 19				50 19		53 99
18 52	201 36				201 36	4 00	223 88
7 80	87 28				87 28		95 08
100 55	1,033 41			98 50	1,131 91	54 00	1,286 46
1,736 49	329,664 27	2,607 82	175 50	16,424 22	348,871 81	38,549 56	389,157 86
					1,882 20		
					346,989 61		

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

Department of Railways and Canals.

1893-94—*Concluded.*

in Account with Revenue.

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balance due by Collectors, 1st July, 1894.	Total.	Memo- randum of Expenses and Repairs.	Remarks.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.				
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
<i>Trent Valley Canal</i>					8,774 06	
Burleigh.....	126 46			126 46		
Bobcaygeon.....	707 03			707 03	41 77	
Fenelon Falls.....	30 02	50 00		80 02		
Hastings.....	53 99			53 99	2 22	
Peterboro'.....	219 88	4 00		223 88	4 05	
Buckhorn.....	95 08			95 08		
..... Totals	1,232 46	54 00		1,286 46	8,822 10	
Culbute.....					1,224 43	
Dredge vessels.....					8,241 97	
Inspection.....					2,300 44	
Department of Public Printing and Stationery.....					1,097 80	
General.....					1,495 97	
.....					14,360 61	
.... Grand Total of totals..	350,555 79	38,602 06	0 01	389,157 86	534,420 19	
.... Less Refunds.....						

LEONARD SHANNON,
Accountant.

HYDRAULIC AND OTHER RENTS.

No. 2.—SUMMARY Statement of Lessees' Accounts.

Dr.

Cr.

Balance due 1st July, 1893.	Accrued during the year ended 30th June, 1894.	Total.	NAME OF WORK.	Abatement.	Paid into hands of Collectors.	Balance.	Total.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
29,599 49	7,419 90	37,019 39	Welland Canal.		8,337 96	28,681 43	37,019 39
2,606 62	1,089 00	3,645 62	Williamsburg Canal		700 00	2,945 62	3,645 62
772 50	3,205 00	3,977 50	do		2,275 00	1,702 50	3,977 50
7,224 00	3,349 50	10,573 50	Beauharnois		2,402 00	8,171 50	10,573 50
27,185 28	24,289 30	51,474 58	do	14 58	23,555 11	27,854 98	51,424 87
251 84	145 00	396 84	Lachine		120 00	27,276 84	51,396 84
4,757 25	986 40	5,743 69	Chambly		983 65	4,750 04	5,743 69
78 00	94 00	172 00	Rideau		92 00	80 00	172 00
354 18		354 18	Sundry				354 18
72,820 20	40,478 19	113,307 39	Land sales.			74,817 09	113,307 39
			Totals	14 58	38,475 72		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894

Department of Railways and Canals.

STATEMENT SHOWING REFUNDS CANALS TOLLS PAID DURING THE YEAR 1893-94.

Date.	To whom paid.	Refunds of Tolls on.	Canal.	Amount.	Total.
				\$ cts.	\$ cts.
1893.					
Aug. 23	James Richardsons & Sons	Wheat	St. Lawrence Canals....	40 50	
do 23	Æ. D. Mackay's Sons	Cement.....	do	49 35	
do 23	Ottawa Transportation Co.....	Rye.....	do	18 26	
do 23	Steamer "Alaska"	Excursion	do	4 88	
Sept. 2	Æ. D. Mackay's Sons	Cement and iron.....	do	68 70	
1894.					
Jan. 2	J. B. Fairgrieve & Son.....	do	do	46 35	
do 20	W. A. Geddes	Str. "Ocean"	do	19 50	
Feb. 6	Montreal Transportation Co.....	Corn	do	61 60	
Mar. 22	Kingston and Montreal Forward- ing Co.	do	do	77 93	
June 7	Montreal Transportation Co.....	Cement	do	4 84	
do 7	do do	Rails and fish plates.....	do	24 08	
do 26	do do	Cement.....	do	56 44	
do 30	do do	do	do	9 68	
					482 11
1893.					
Sept. 2	Prosper La Plante	Stone.....	Lachine ...	23 04	
Oct. 21	Montreal Transportation Co.....	Cement.....	do	27 00	
do 24	O. Gillespie	Str. "Rocket"	do	8 85	
Nov. 11	Hugh McLennan	Grain	do	25 00	
Dec. 15	Æ. D. Mackay's Sons	Cement.....	do	65 40	
do 15	Prosper La Plante.....	Stone.....	do	12 80	
1894.					
Jan. 2	Montreal Transportation Co.	Cement.....	do	99 04	
do 2	Æ. D. Mackay's Sons	do and mdse.....	do	5 75	
					266 88
1893.					
Sept. 2	do do	Cement and iron.....	Welland....	75	
1894.					
Jan. 20	W. Dunbar	Barges "Lina" & "Rice"	do	2 50	
do 20	J. B. Fairgrieve & Son.....	Cement and iron	do	15 11	
April 14	J. & T. Conlon	do	do	220 22	
June 30	Kingston and Montreal Forward- ing Co.	Corn	do	26 25	
do 30	Ogdensburg Transit Co.....	Grain	do	237 70	
					502 53
1893.					
Sept. 13	John Heney	Cord wood.....	Rideau....	493 92	
Dec. 22	Poupore & Fraser.....	Timber	Ottawa Riv.	132 01	
1894.					
May 21	W. G. Craig	Chemical ore.....	do	4 75	
					136 76
					1,882 20

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.)

	Year.	Construction.	Working Expenses including Windsor Branch Railway.		Revenue received, including Windsor Branch Railway.	
			\$	cts.	\$	cts.
Expenditure prior to Construction		10,766,725 54				
do since do	1868	483,353 65	359,961 08		420,752 58	
do do do	1869	282,615 18	387,548 47		455,022 76	
do do do	1870	1,729,381 49	445,208 75		471,245 09	
do do do	1871	2,916,782 13	442,993 31		565,713 52	
do do do	1872	5,131,141 51	595,076 22		622,900 56	
do do do	1873	5,201,450 37	1,011,892 60		703,458 26	
do do do	1874	3,614,898 81	1,847,175 24		893,430 17	
do do do	1875	3,426,099 55	1,532,589 62		861,593 43	
do do do	1876	1,108,321 59	1,277,197 79		848,861 46	
do do do	1877	1,318,352 19	1,661,673 55		1,154,445 35	
do do do	1878	408,816 74	1,811,273 56		1,378,946 78	
do do do	1879	226,639 19	2,010,183 22		1,294,099 69	
do do do	1880	2,048,014 60	1,607,956 70		1,520,310 45	
do do do	1881	608,732 80	1,780,353 53		1,777,856 76	
do do do	1882	585,568 79	2,080,592 37		2,100,315 85	
do do do	1883	1,616,632 96	2,383,477 20		2,396,034 99	
do do do	1884	1,405,377 52	2,366,719 95		2,376,666 19	
do do do	1885	1,195,363 08	2,460,229 87		2,392,605 00	
do do do	1886	544,958 17	2,508,473 10		2,406,858 88	
do do do	1887	823,070 86	2,854,158 91		2,621,337 41	
do do do	1888	742,203 09	3,300,481 94		2,937,337 40	
do do do	1889	655,228 13	3,174,785 19		2,923,736 46	
do do do	1890	365,246 48	3,500,456 80		2,958,243 38	
do do do	1891	79,929 34	3,691,273 65		3,007,630 51	
do do do	1892	168,101 77	3,458,891 39		2,978,950 82	
do do do	1893	228,984 79	3,062,207 45		3,099,815 20	
do do do	1894	166,362 43	2,999,317 07		3,020,485 74	
Total		*47,848,352 75	54,612,147 53		48,187,654 69	

* Including \$296,872.90 charged to "Consolidated Fund."

Total cost of construction as above \$47,848,352 75

Less amounts transferred from Capital to Consolidated Fund as follows:—

	Nova Scotia Ry.	European and North American Ry.	
1868	\$ 16,800 99	\$ 11,302 89	
1870	34,403 45	1,749 21	
1871	50,405 69		
1873	106,899 59	75,311 08	
	<u>\$ 208,509 72</u>	<u>\$ 83,363 18</u>	
		208,509 72	
			\$ 296,872 90

Agreeing with balance sheet, Public Accounts, 1893-94, page xiv..... \$47,561,479 85

Intercolonial Railway, as above	\$47,561,479 85
Cape Breton Railway, page 23	3,859,884 54
Oxford and New Glasgow Railway, page 23	1,945,497 69
Eastern Extension Railway, page 22	1,324,042 81

Total Capital cost of Intercolonial Railway System..... \$54,680,904 89

LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

Accountant.

Department of Railways and Canals.

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868			
do since do	1869			
do do do	1870			
do do do	1871			
do do do	1872			
do do do	1873			
do do do	1874			
do do do	1875			
do do do	1876			
do do do	1877			
do do do	1878			
do do do	1879			
do do do	1880			
do do do	1881			
do do do	1882			
do do do	1883			
do do do	1884	1,284,311 97	10,033 77	30,767 66
do do do	1885	2,055 92	78,273 65	73,050 01
do do do	1886	183 79	94,756 06	66,893 11
do do do	1887		94,254 04	64,107 10
do do do	1888		90,954 73	70,552 20
do do do	1889	34,235 73	90,719 04	72,436 65
do do do	1890		79,102 77	84,658 95
do do do	1891	3,255 40	*	†
do do do	1892		*	†
do do do	1893		*	†
do do do	1894		*	†
Total.....		1,324,042 81	538,094 06	462,465 68

* Included in Intercolonial Railway working expenses. † Included in Intercolonial Railway revenue.

CARLETON BRANCH RAILWAY.

Government expenditure prior to Confederation.....	1868			
do since do	1869			
do do do	1870			
do do do	1871			
do do do	1872			
do do do	1873			
do do do	1874			
do do do	1875			
do do do	1876			
do do do	1877			
do do do	1878			
do do do	1879			
do do do	1880			
do do do	1881			
do do do	1882			
do do do	1883			
do do do	1884			
do do do	1885			
do do do	1886	85,610 69		
do do do	1887	2,299 62		
do do do	1888	500 17		
do do do	1889			
do do do	1890			
do do do	1891			
do do do	1892			
do do do	1893			
Total.....		*88,410 48		

* 56 Victoria, cap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of \$40,000 which sum was paid in March, 1893, to the Receiver General.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

CAPE BRETON RAILWAY.

	Year.	Capital.		Working Expenses.	
		\$	cts.	\$	cts.
Government expenditure prior to Confederation.....	1868				
do since do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886				
do do do	1887		76,501 89		
do do do	1888		689,450 50		
do do do	1889		1,083,276 60		
do do do	1890		1,170,523 62		
do do do	1891		521,441 62		
do do do	1892		99,936 96		
do do do	1893		59,982 74		
do do do	1894		158,770 61		
Total.....			3,859,884 54		

* Included in Intercolonial Railway working expenses.

OXFORD AND NEW GLASGOW RAILWAY.

Government expenditure prior to Confederation.....	1868				
do since do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886				
do do do	1887				
do do do	1888		280,932 35		
do do do	1889		840,553 57		
do do do	1890		434,074 60		
do do do	1891		220,886 39		
do do do	1892		48,745 23		
do do do	1893		7,922 80		
do do do	1894		112,382 75		
Total.....			1,945,497 69		

* Included in Intercolonial Railway working expenses.

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

Department of Railways and Canals.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.	Working expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....	1868			
do since do	1869			
do do do	1870			
do do do	1871			
do do do	1872			
do do do	1873			
do do do	1874			
do do do	1875			
do do do	1876			
do do do	1877			
do do do	1878			
do do do	1879			
do do do	1880			
do do do	1881			
do do do	1882			
do do do	1883			
do do do	1884			
do do do	1885	49,587 45		
do do do	1886	135,214 38		
do do do	1887	24,157 32		
do do do	1888	397 35		
do do do	1889			
do do do	1890			
do do do	1891	124,568 23		
do do do	1892			
do do do	1893			
do do do	1894	17 99		
Total.....		333,942 72		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894,

PRINCE EDWARD ISLAND RAILWAY.

—	Year.	Construction.		Working Expenses.		Revenue received.	
		\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation.....	1874	3,114,735	11	750	00		
do since do	1875	46,086	63	49,344	62	24,493	99
do do do	1876	42,546	10	219,930	43	118,060	96
do do do	1877	200,000	00	228,595	25	130,664	92
do do do	1878	6,551	86	221,599	49	135,899	60
do do do	1879	40,129	05	223,313	12	125,855	91
do do do	1880	16,539	82	164,640	55	113,851	11
do do do	1881	.....	.....	203,122	88	131,131	43
do do do	1882	402	03	228,259	97	137,267	54
do do do	1883	57,186	02	252,808	41	146,170	42
do do do	1884	130,663	38	236,428	13	144,504	12
do do do	1885	76,956	56	211,207	01	153,588	06
do do do	1886	4,668	33	216,744	34	155,584	36
do do do	1887	5,800	00	204,237	45	155,303	37
do do do	1888	.....	.....	229,639	95	158,363	62
do do do	1889	.....	.....	247,559	44	171,369	56
do do do	1890	.....	.....	266,485	85	160,971	78
do do do	1891	.....	.....	257,990	08	174,258	05
do do do	1892	8,300	49	289,706	38	157,442	69
do do do	1893	.....	.....	226,422	17	162,690	42
do do do	1894	.....	.....	226,891	06	158,533	83
Total.....	.....	3,750,565	38	4,405,676	58	2,821,005	74

LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

Department of Railways and Canals.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including Subsidy of \$25,000,000.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation...				.
do since do	1868			
do do do	1869			
do do do	1870			
do do do	1871	30,148 32		
do do do	1872	489,428 16		
do do do	1873	561,818 44		
do do do	1874	310,224 88		
do do do	1875	1,546,241 67		
do do do	1876	3,346,567 06		
do do do	1877	1,691,149 97		
do do do	1878	2,228,373 13		
do do do	1879	2,240,285 47		
do do do	1880	4,044,522 72	78,892 01	104,975 69
do do do	1881	4,968,503 93	236,944 98	291,498 06
do do do	1882	(1) 4,589,075 79	1,786 20	
do do do	1883	(2) 10,033,800 04	266 09	
do do do	1884	(3) 11,192,722 02	327 02	
do do do	1885	(4) 9,900,281 53		
do do do	1886	(5) 3,672,584 81		
do do do	1887	(6) 915,057 49		
do do do	1888	52,098 65		
do do do	1889	86,716 07		
do do do	1890	40,980 54		
do do do	1891	37,367 00		
do do do	1892	66,211 39		
do do do	1893	413,836 49		
do do do	1894	146,539 87		
Total.....		62,604,535 44	318,216 30	396,473 75

* Agrees with Public Accounts balance sheet, 1893-94, page xiv.

(1) Including	\$ 2,210,000 00	on account subsidy.
(2) do	5,323,076 60	do
(3) do	7,254,208 27	do
(4) do	6,862,201 00	do
(5) do	2,890,427 00	do
(6) do	460,087 13	do
	\$25,000,000 00	

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

ANNAPOLIS AND DIGBY RAILWAY.

			Year.	Capital.	Working Expenses.
				\$ cts.	\$ cts.
Government expenditure prior to Confederation.....			1868		
do since do			1869		
do do do			1870		
do do do			1871		
do do do			1872		
do do do			1873		
do do do			1874		
do do do			1875		
do do do			1876		
do do do			1877		
do do do			1878		
do do do			1879		
do do do			1880		
do do do			1881		
do do do			1882		
do do do			1883		
do do do			1884		
do do do			1885		
do do do			1886		
do do do			1887		
do do do			1888		
do do do			1889	9,847 27	
do do do			1890	381,942 75	
do do do			1891	196,869 36	
do do do			1892	26,129 39	
do do do			1893	2,190 62	
do do do			1894	1,675 36	
Total.....				618,655 25	

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

Department of Railways and Canals.

RECAPITULATION—RAILWAYS.

	Year.	Construction.		Working Expenses.		Revenue Received.	
		\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation		13,881,460	65				
do since do	1868	483,353	65	359,961	08	420,752	58
do do do	1869	282,615	18	387,548	47	455,022	76
do do do	1870	1,729,381	49	445,208	75	471,245	09
do do do	1871	2,946,930	45	442,993	31	565,713	52
do do do	1872	5,620,569	67	595,076	22	622,900	56
do do do	1873	5,763,268	81	1,011,892	60	703,458	26
do do do	1874	3,925,123	69	1,847,925	24	893,430	17
do do do	1875	5,018,427	85	1,581,934	24	886,087	42
do do do	1876	4,497,434	75	1,497,128	22	966,922	42
do do do	1877	3,209,502	16	1,890,268	80	1,285,110	27
do do do	1878	2,643,741	73	2,032,873	05	1,514,846	38
do do do	1879	2,507,053	71	2,233,496	34	1,419,965	60
do do do	1880	6,109,077	14	1,851,489	26	1,739,137	25
do do do	1881	5,577,236	73	2,220,421	39	2,200,486	25
do do do	1882	5,175,046	61	2,310,638	54	2,237,583	39
do do do	1883	11,707,619	02	2,636,551	70	2,541,205	41
do do do	1884	14,013,074	89	2,613,508	87	2,551,937	97
do do do	1885	11,224,244	54	2,749,710	53	2,624,243	07
do do do	1886	4,443,220	17	2,819,973	50	2,628,336	35
do do do	1887	1,846,887	18	3,152,650	40	2,840,747	88
do do do	1888	1,765,582	11	3,621,076	62	3,166,253	22
do do do	1889	2,709,857	37	3,513,063	67	3,167,542	67
do do do	1890	2,392,767	99	3,846,044	42	3,203,874	11
do do do	1891	1,184,317	34	3,949,263	73	3,181,888	56
do do do	1892	417,425	73	3,748,597	77	3,136,393	51
do do do	1893	712,917	44	3,288,629	62	3,262,506	62
do do do	1894	585,749	01	3,226,208	13	3,179,019	57
Total		*122,373,887	06	59,874,134	47	51,866,599	86

* Total amount paid on construction \$122,373,887 06
 Less amount received from the city of St. John, N.B., as purchase of the
 Carleton Branch Railway 40,000 00
 Total cost of construction \$122,333,887 06

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 1st November, 1894.

APPENDIX

STATEMENT showing Subsidies voted for Railways as to which contracts

Subsidies voted.		Railways.	1883-84.	1884-85.	1885-86.
Authority.	Amount.				
	\$ c'ts.		\$	\$	\$
46 Vic., cap. 25	156,800 00	International Railway, Quebec.....	144,000		
53 do 2					
45 do 14	384,000 00	Quebec and Lake St. John Railway, Quebec	32,000	37,027	186,745
46 do 25	80,000 00				
48-49 do 59	96,000 00				
49 do 10	186,295 00				
50-1 do 24	28,800 00				
51 do 3	96,000 00				
52 do 3	64,000 00				
53 do 2	30,000 00				
54-5 do 8	5,250 00	Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Railway, Ontario.....	32,000	57,600	
46 do 25	89,600 00				
49 do 10	70,000 00				
50-1 do 24	12,800 00				
52 do 3	32,000 00	Pontiac Pacific Junction Railway, Quebec.....		49,090	41,000
55-6 do 5	64,000 00				
47 do 8	272,000 00	Caraquet Railway, N. B.....		32,000	76,800
46 do 25	115,200 00				
47 do 8	76,800 00				
50-1 do 24	32,000 00				
47 do 8	32,000 00	Great Northern Railway, Quebec.....		25,088	
49 do 10	57,600 00				
52 do 3	22,400 00				
53 do 2	48,000 00				
54-5 do 8	28,100 00	Kingston and Pembroke Railway, Ontario.....		48,000	
56 do 2	25,600 00				
47 do 8	48,000 00	Northern and Pacific Junction Ry., Ontario.....		154,440	1,051,590
45 do 14	660,000 00				
46 do 26	660,000 00				
53 do 2					
47 do 8	128,000 00	Northern and Western Railway, N. B.....			128,000
48-9 do 59	19,200 00				
49 do 10	32,000 00				
48-9 do 59	140,800 00				
47 do 8	60,342 00	Quebec Central Railway, Quebec.....			60,342
51 do 3					
53 do 2	288,000 00	Montreal and Sorel Railway, Quebec.....			64,972
48-9 do 59	72,000 00				
53 do 2	40,000 00	Montreal and Champlain Junction Ry., Que.....			30,000
48-9 do 59	30,000 00				
50-1 do 24	64,000 00				
51 do 3	9,600 00				
46 do 25	38,400 00	Elgin, Petitcodiac & Havelock Railway, N.B.....			38,400
51 do 3	44,252 82				
47 do 8	22,400 00	St. Louis and Richibucto Railway, N.B.....			22,400
48-9 do 59	96,000 00				
49 do 10	38,400 00	Canada Atlantic Railway, Ont.....			48,480
50-1 do 24	180,000 00				
47 do 6	750,000 00	Esquimalt and Nanaimo Railway, B.C.....			422,520
47 do 8	96,000 00				
46 do 25	320,000 00	Baie des Chaleurs Railway, Que.....			
47 do 8	300,000 00				
52 do 3					
48-9 do 59	118,400 00	New Brunswick and Prince Edward Ry., N.B.....			

Department of Railways and Canals.

No. 3.

have been entered into and payments made up to the 30th June, 1894.

Payments.								Total to
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	30th June, 1894.
\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
	8,960 00		3,840 00					156,800 00
202,219	232,013 00	19,911 00	38,440 00	70,350 00	26,222 73	76,471 77	81,600 00	1,002,999 50
			95,744 00	7,600 00		1,856 00	13,932 80	208,732 80
60,580	24,158 00							174,828 00
61,200	40,050 00	13,950 00						224,000 00
			20,000 00	9,500 00	24,100 00			78,688 00
								48,000 00
78,370			35,000 00	600 00				1,320,000 00
18,200	159,400 00	6,300 00	100 00					312,000 00
								60,342 00
4,950			6,719 50	17,116 07				98,757 57
	16,400 00	36,700 00	5,400 00			15,100 00		103,600 00
					44,262 82			82,652 82
								22,400 00
44,384		9,491 20	149,812 00	30,188 00				282,355 20
327,480								750,000 00
96,000								96,000 00
250,000	50,300 00	75,200 00	148,675 00				95,825 00	620,000 00
97,440	16,000 00							113,440 00

APPENDIX No. 3.—Statement showing Subsidies voted for Railways

Subsidies voted.		Railways.			
Authority.	Amount.		1883-84.	1884-85.	1885-86.
	\$ cts.		\$	\$	\$
50-1 Vic., c. 24	217,600 00	St. Lawrence, Lower Laurentian and Saguenay Railway, Que.....			
49 do 10	11,200 00	L'Assomption Railway, Quebec.....			
49 do 10	32,000 00	.....		
50-51 do 24	96,000 00	} Great Eastern Railway, Que.....			
56 do 2	64,000 00				
47 do 8	160,000 00	} Irondale, Bancroft and Ottawa Ry., Ont....			
52 do 3					
49 do 10					
50-51 do 24	96,000 00	} Buctouche and Moncton Railway, N.B.....			
47 do 8	6,400 00				
52 do 3	51,200 00	} Albert Southern Railway, N.B.....			
48-9 do 59					
50-1 do 24	65,200 00	} Lac Témiscamingue Colonization Ry., Que.....			
49 do 10	38,400 00				
50-1 do 24	4,000 00	} Joggins Railway, N.S.....			
45 do 14	240,000 00				
48-9 do 58	258,000 00	} Témiscouata Railway, N.B. and Quebec.....			
51 do 3	100,000 00				
53 do 2	51,200 00				
48-9 do 59	44,800 00	} Leamington and St. Clair Railway, Ont.....			
50-1 do 24	6,400 00				
49 do 10	16,000 00	Toronto, Grey and Bruce Railway, Ont.....			
50-1 do 24	22,400 00	Dominion Lime Co., Quebec.....			
49 do 10	256,000 00	} West Ontario Pacific Railway, and Ontario and Quebec Railway.....			
53 do 2					
50-1 do 24	96,000 00	} Drummond County Railway, Quebec.....			
52 do 3	14,400 00				
53 do 2	76,800 00				
57-8 do 4	96,000 00	} Brockville, Westport and Sault Ste. Marie Railway, Ontario.....			
48-9 do 59	128,000 00				
53 do 2					
49 do 10	32,000 00	} Montreal and Lake Maskinongé Railway, Quebec.....			
53 do 2	10,200 00				
50-1 do 24	54,400 00	South Norfolk Railway, Ontario.....			
50-1 do 24	51,200 00	Guelph Junction Railway, Ontario.....			
48-9 do 59	22,400 00	} Belleville and North Hastings Railway, Ontario.....			
49 do 10					
49 do 10	108,800 00	} Hereford Railway, Quebec.....			
52 do 3	48,000 00				
50-1 do 24	118,400 00	} Lake Erie, Essex and Detroit River Railway, Ontario.....			
55-6 do 5	224,000 00				
50-1 do 24	96,000 00	Beauharnois Junction Railway, Quebec.....			
50-1 do 24	38,400 00	St. Catharines and Niagara Central Railway, Ontario.....			
52 do 3	64,000 00	} Fredericton and St. Mary's Railway Bridge Co., N.B.....			
52 do 3	30,000 00				
50-1 do 24	9,600 00	Harvey Branch Railway Co., N.B.....			
50-1 do 24	108,800 00	} Nova Scotia Central Railway Co., N.S.....			
51 do 3	147,200 00				
50-1 do 24	44,800 00	Cumberland Railway and Coal Co., N.S.....			
52 do 3	19,200 00	Pontiac and Renfrew Railway Co., Ont.....			
52 do 3	54,400 00	Thousand Islands Railway Co., Ontario.....			
52 do 3	96,000 00	Quebec, Montmorency and Charlevoix Railway, Quebec.....			
52 do 3	375,000 00	St. Clair Frontier Tunnel Co., Ontario.....			
50-1 do 24	57,600 00	Brantford, Waterloo and Lake Erie Railway, Ontario.....			
51 do 3	287,200 00	} Port Arthur, Duluth and Western Ry., Ont.....			
53 do 2					
50-1 do 24	192,000 00	Montreal and Ottawa Ry., Ont.....			
53 do 2	44,800 00	} Cornwallis Valley Ry., N.S.....			
50-1 do 24					
52 do 3					
52 do 3	320,000 00	Ottawa and Gatineau Valley Ry., Que.....			

Department of Railways and Canals.

as to which contracts have been entered into, &c.—*Continued.*

Payments.								Total to 30th June, 1894.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	
\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
64,430	28,383 00			32,003 00	92,784 00			217,600 00
11,200								11,200 00
19,200				16,300 00	4,845 00			40,345 00
15,000						17,000 00	32,000 00	64,000 00
40,480	20,573 57		4,366 00	1,600 43			34,580 00	101,600 00
1,000	18,428 57	1,387 06		10,684 37	18,960 00			50,460 00
14,000	3,000 00	9,000 00	26,360 00					52,760 00
	26,138 78		9,761 22	1,600 00				37,500 00
	249,684 00	163,216 00	74,300 00	82,770 00	54,830 00	21,150 00		645,950 00
	32,000 00	19,200 00						51,200 00
	14,656 00							14,656 00
	11,840 00	3,520 00						15,360 00
	60,900 00	800 00	189,200 00	6,000 00				256,000 00
	15,057 00	13,815 00	12,428 00	136,000 00	5,105 00	13,435 00		195,840 00
		45,000 00		47,400 00	12,800 00			105,200 00
		19,700 00	20,080 00	1,500 00				41,280 00
		54,400 00						54,400 00
		46,000 00						46,000 00
		21,888 00						21,888 00
		63,900 00	91,300 00					155,200 00
		106,500 00	11,900 00				220,331 00	338,731 00
		54,650 00	4,250 00					58,900 00
		26,640 00		11,760 00				38,400 00
		30,000 00						30,000 00
		5,553 57						5,553 57
			219,100 00	3,300 00	8,300 00			230,700 00
			29,400 00	10,450 00				39,850 00
			9,800 00	3,800 00				13,600 00
			10,400 00				14,000 00	24,400 00
			65,600 00					65,600 00
			173,000 00	143,400 00	58,600 00			375,000 00
			36,620 00	16,190 00				52,810 00
				87,000 00	70,075 00	114,125 00		271,200 00
				49,960 00			23,640 00	73,600 00
				42,670 00	2,130 00			44,800 00
				87,582 00	38,790 00	104,380 00	53,376 00	284,128 00

APPENDIX No. 3.—Statement showing Subsidies voted for Railways

Subsidies voted.		Railways.			
Authority.	Amount.		1883-84.	1884-85.	1885-86.
	\$ cts.		\$	\$	\$
51 Vic., cap. 3	83,612 54	{ Central Railway, N.E.			
52 do 3			142,400 00		
53 do 2	361,270 00	} Montreal and Western Railway, Que.			
53 do 2			123,000 00		
52 do 3	123,000 00	Parry Sound Colonization Ry. Co., Ont.			
52 do 3	163,200 00	Shuswap and Okanagan Ry. Co., B.C.			
54-5 do 8	89,600 00	} ^{NOVA} Tobique Valley Ry. Co., N.B.			
53 do 2	35,200 00				
55-6 do 5	9,600 00	Columbia and Kootenay Ry. Co., B.C.			
53 do 2	112,000 00	Waterloo Junction Ry. Co., Que.			
53 do 2	35,200 00	Orford Mountain Ry. Co., Que.			
53 do 2	99,200 00	} St. Lawrence and Adirondack Ry. Co., Que.			
53 do 2	57,600 00				
55-6 do 5	25,024 00	Chatham Branch Ry. Co., N.B.			
51 do 3	24,439 84	New Glasgow Iron, Coal and Ry. Co., N.S.			
55-6 do 5	40,000 00	United Counties Ry. Co., Que.			
56 do 2	102,400 00	Philipsburg Junction Ry. Quarry Co., Que.			
55-6 do 5	21,600 00	Ottawa, Arnprior & Parry Sound Ry. Co., Ont.			
55-6 do 5	430,400 00	Montfort Colonization Ry. Co., Que.			
56 do 2	67,200 00	} Lotbinière and Mégantic Ry. Co., Que.			
55-6 do 5	48,000 00				
57-8 do 4	48,000 00				
			208,000	403,245	2,171,249

This return does not include the following :—

1. The Canada Central Railway.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, 1st November 1894.

Department of Railways and Canals.

as to which contracts have been entered into, &c.—*Concluded.*

Payments.								Total to 30th June, 1894.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	
\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
				75,639 00	83,612 54			159,251 54
				76,143 00	32,253 00	133,388 00	119,486 00	361,270 00
					30,400 00	28,820 00		59,220 00
					162,260 00		640 00	162,900 00
					73,000 00	41,674 46	19,341 54	134,016 00
					88,800 00			88,800 00
					32,800 00			32,800 00
					32,000 00		52,800 00	84,800 00
					40,256 00	24,448 00	297 60	65,001 60
					24,439 84			24,439 84
						32,945 84	5,454 16	38,400 00
							88,973 00	88,973 00
							18,688 00	18,688 00
							101,120 00	101,120 00
							32,000 00	32,000 00
							35,200 00	35,200 00
1,406,533	1,027,041 92	846,721 83	1,491,595 72	1,079,105 87	1,061,615 93	624,794 07	1,043,285 10	11,363,187 44

2. The Canadian Pacific Railway—main line.

3. The Atlantic and North-western Railway.

LEONARD SHANNON,

Accountant.

APPENDIX No. 4.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,

OTTAWA, 25th October, 1894.

SIR,—I have the honour to submit my annual report for the fiscal year ended 30th June, 1894, which covers :—

First.—The annual report of the General Manager of the Government Railways, which has attached thereto the report of the Chief Engineer and Mechanical Superintendent of the Intercolonial Railway Division, and the report of the Superintendent and Mechanical Superintendent of the Prince Edward Island Railway Division, with statements of accounts prepared by the accountants of these roads.

Second.—The annual reports of the Superintending Engineers and Superintendents of the Canals ; also the report of the Inspector of Canals Revenue.

Third.—A statement of the condition of the subsidies granted in aid of the construction of railways ; also a list of the Railway Subsidy Acts.

Fourth.—Statement of contracts entered into during the year, prepared by Mr. Fissiault.

Fifth.—Statement of water power and other public property leased by the department during the year, prepared by Mr. Fissiault.

Sixth.—Statement of property purchased or damaged during the year, prepared by Mr. Fissiault.

Seventh.—Agreements respecting subsidies in aid of construction of railways entered into during the year, prepared by Mr. Fissiault.

Eighth.—The canal statistics for the season of navigation of 1893, compiled by Mr. Teakles.

Ninth.—The railway statistics, which have been carefully compiled by Mr. Thomas Ridout.

This report will deal with the operations of the Government railways and canals up to 30th June last, and the works of construction up to date.

TABLE showing the length of the Government railways on the 30th June, 1894 :—

INTERCOLONIAL RAILWAY.

	Miles.	Total miles.
Chaudière Junction to Halifax	678	
Moncton to St. John	89	
Truro to Sydney	217	
Oxford Junction to Pictou	70	
Chaudière Junction to Lévis	8	
Lévis to St. Charles Junction via Harlaka	14	
Dalhousie Junction to Dalhousie	7	
Derby Junction to Indiantown	14	
Painsec Junction to Point du Chêne	11	
Pugwash Junction to Pugwash	5	
Stellarton Junction to Brown's Point	12	
North Sydney Junction to North Sydney	5	
New Glasgow to Pictou Landing	7	
Richmond to Dartmouth	5	

Total miles showing a regular train service 1,142

Department of Railways and Canals.

FREIGHT BRANCHES.

	Miles.	Total miles.
Rivière du Loup Wharf Branch.....	4	
Rimouski do	2	
Newcastle do	2	
Dorchester do	1	
Courtney Bay do	1	
Sackville do	1 $\frac{1}{2}$	
Stewiacke do	1	
Halifax Cotton Factory Branch.....	1	
	—	12 $\frac{1}{2}$
Total length of the Intercolonial Railway		1,154 $\frac{1}{2}$

WINDSOR BRANCH.

Windsor Branch Junction to Windsor..... 32

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish..... 168
 Mount Stewart to Georgetown..... 24
 Charlottetown to Royalty Junction..... 5
 Emerald Junction to Cape Traverse..... 13
 Alberton to Cascumpec Wharf..... 1

211

Total length of Government railways..... 1,397 $\frac{1}{2}$

The result of the year's operations of the Government railways may be stated as follows :—

Name of Railway.	Mileage in operation.		Amount.	Profit.	Loss.
			\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway.....	1,142	Earnings.....	2,987,510 27		
		Working expenses.....	2,981,671 98	5,838 29	
Windsor Branch Railway.....	32	Earnings.....	32,975 47		
		Maintenance.....	17,645 09	15,330 38	
Prince Edward Island Railway.	211	Earnings.....	158,533 83		
		Working expenses.....	226,891 06		68,357 28
				21,168 67	68,357 28
		Deduct profit from loss.....			21,168 67
Total miles.....	1,385	Net loss.....			47,188 56

The road and rolling stock have been efficiently maintained and the traffic has been well conducted.

The gross earnings of the Government railways for the last two years compared as follows :—

	1892-93.		1893-94.	
	\$	cts.	\$	cts.
Intercolonial Railway.....	3,065,499	09	2,987,510	27
Windsor Branch Railway.....	34,816	11	32,975	47
Prince Edward Island Railway.....	162,690	42	158,533	83
Total.....	3,262,505	62	3,179,019	57

Showing a slight falling off in the traffic, the gross earnings showing a decrease of \$83,486.05.

The gross working expenses of the Government railways for the last two years compared as follows :—

	1892-93.		1893-94.	
	\$	cts.	\$	cts.
Intercolonial Railway.....	3,045,317	50	2,981,671	98
Windsor Branch Railway.....	16,889	95	17,645	09
Prince Edward Island Railway.....	226,422	17	226,891	06
Total.....	3,288,629	62	3,226,208	13

Showing a reduction in working expenses for the year, compared with the previous year, of \$62,421.49. This is made up of the following :—

	1892-93.	1893-94.	Difference.					
			Increase.	Decrease.				
			\$	cts.	\$	cts.		
Locomotive power.....	1,113,683	53	1,139,245	50	25,561	97		
Car expenses.....	691,605	47	710,681	32	19,075	85		
Maintenance of way and works.....	877,123	19	774,183	33			102,939	86
Station expenses.....	400,207	50	395,972	08			4,235	42
General charges.....	206,009	93	206,125	90	115	97		
	3,288,629	62	3,226,208	13	44,753	79	107,175	28
							44,753	79
Net decrease.....							62,421	49

INTERCOLONIAL RAILWAY.

The ocean-borne traffic both in passenger and freight via the port of Halifax was much lighter during the winter season of 1893-94 than during the corresponding season of the year previous, as will be seen by the figures given on the following page :

Department of Railways and Canals.

COMPARATIVE STATEMENT of ocean-borne passenger business done at the port of Halifax during the winter seasons of 1892-93 and 1893-94.

Name of Steamer.	1892-93. No. of Passengers.			Name of Steamer.	1893-94. No. of Passengers.		
	1st. Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Mongolian	41	1,369	1,410	Carthaginian	7	273	280
Labrador	65	1,057	1,122	Oregon	37	273	310
Sardinian	55	1,054	1,109	Markomonia	9	41	50
Vancouver	51	1,812	1,863	Numidian	52	436	488
Assyrian	4	118	122	Stubbenhuk	255	255	255
Numidian	66	1,936	2,002	Labrador	65	667	732
Carthaginian	14	273	287	Assyrian	7	33	40
Oregon	19	616	635	Gremin	225	225	225
Parisian	68	1,029	1,097	Mongolian	27	290	317
Sarnia	25	569	594	Lake Winnipeg	11	334	345
Prussian	1	201	202	Vancouver	34	342	376
Bauwall	378	378	378	Coraan	1	42	43
Lake Superior	9	408	417	Laurentian	15	240	255
Lake Ontario	1	346	347	Lake Ontario	16	144	160
Hungarian	372	372	372	Lake Superior	6	132	138
Peruvian	1	424	425	Lake Nepigon	1	43	44
Slavonia	442	442	442	Pomeranian	4	55	59
State of Nebraska	247	247	247	Parisian	22	423	445
Buenos Ayres	2	579	581	Sarnia	13	420	433
Total	422	13,230	13,652	Total	327	4,668	4,995

Of these 13,652 passengers, in 1892-93, 8,887 travelled via St. John by the Canadian Pacific Railway, and 4,765 travelled via Chaudière by the Grand Trunk Railway. Of the 4,995 passengers, in 1893-94, 3,303 travelled via St. John by the Canadian Pacific Railway, and 1,692 travelled via Chaudière by the Grand Trunk Railway.

COMPARATIVE STATEMENT of the ocean-borne freight traffic during the winter seasons of 1892-93 and 1893-94.

Name of Line of Steamers.	WINTER OF 1892-93.			Name of Line of Steamers.	WINTER OF 1893-94.		
	Measure- ment tons.	Weight.	Total tons.		Measure- ment tons.	Weight.	Total tons.
Allan Line from Liverpool	1,478	1,038	2,516	Allan Line from Liverpool	2,280	1,536	3,816
Dominion Line from Liverpool	821	424	1,245	Canada and Newfoundland from Liverpool	134	360	494
Beaver Line from Liverpool	194	99	293	Furness Line from London	1,183	817	2,000
Halifax, Liverpool & London Line from Liverpool	150	370	520	Dominion Line from Liverpool	673	133	806
Furness Line from London	1,756	2,226	3,982	Donaldson Line from Glasgow	10	213	223
Furness Line from Hamburg	45	1,262	1,307	Hansa Line from Antwerp	1	.....	1
Hansa Line from Hamburg	24	28	52	Beaver Line from Liverpool	101	121	222
Donald Line from Glasgow	477	4,347	4,824				
Allan Line from Glasgow	2,871	2,104	4,975				
Total	7,816	11,898	19,714	Total	4,382	3,180	7,562

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to 30th June, 1894 :—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	204	15	92	7	94	24	99	2,071	2,209	999	44	10	21	2
		5	.....	.....	.....	39	.....	103	.....	418				
										768				
Total	204	20	92	7	94	63	99	2,174	2,209	2,185	44	10	21	2

One second-class passenger car was converted into a second-class sleeper, and sixty-seven coal cars have been converted into platform cars during the year ended 30th June, 1894.

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended 30th June, 1894, at cost of revenue to maintain the stock :—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	5	.....	.....	.....	1	.....	.....	210	59	74	1	.....	.....	.....

NOTE.—One 2nd class car rebuilt as a 2nd class sleeper ; of the 74 coal cars rebuilt, 58 were rebuilt as platform cars.

Department of Railways and Canals.

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since 1st July, 1876, when the road was first opened as a through line to the west :—

Year.	Average Miles in Operation.	Working Expenses.		Gross Earnings.		Profit.		Loss.		Tons of Freight carried.	No. of Passengers carried.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.		
1876-77	714	1,661,673	55	1,154,445	33			507,228	22	421,327	613,420
1877-78	714	1,816,273	56	1,378,946	78			432,326	78	522,710	618,957
1878-79	714	2,010,183	22	1,294,009	69			716,083	53	510,861	640,101
1879-80	829	1,603,429	71	1,506,298	48			97,131	23	561,924	581,483
1880-81	840	1,759,851	27	1,760,393	92		542 65			725,777	631,245
1881-82	840	2,069,657	48	2,079,262	66		9,605 18			838,956	779,994
1882-83	840	2,360,373	27	2,370,910	10		10,547 83			970,961	878,600
1883-84	887	2,377,433	62	2,384,414	92		6,981 30			1,009,237	944,636
1884-85	941	2,519,751	56	2,441,203	66			78,547	90	989,936	957,228
1885-86	946	2,583,999	67	2,450,093	88			133,905	79	1,023,788	932,880
1886-87	966	2,922,369	62	2,660,116	93			262,252	69	1,143,020	942,784
1887-88	971	3,366,781	74	2,983,336	05			383,445	69	1,288,823	1,040,163
1888-89	971	3,244,647	73	2,967,801	00			276,846	73	1,218,877	1,136,272
1889-90	971	3,560,575	74	3,012,739	87			547,835	87	1,368,819	1,219,233
1890-91	1,094	3,662,341	94	2,977,395	38			684,946	56	1,304,534	1,298,304
1891-92	1,142	3,439,377	00	2,945,441	97			493,935	03	1,264,575	1,297,732
1892-93	1,142	3,045,317	50	3,065,499	09		20,181 59			1,388,080	1,292,878
1893-94	1,142	2,981,671	98	2,987,510	27		5,838 29			1,342,710	1,301,062

The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Chaudière Junction and St. John for points west thereof, and to local stations in each year since the commencement of the trade in 1878-79 :—

Year.	For the West.		To Local Stations.	Total.
	Via Chaudière.	Via St. John.		
1876-77			103,420	103,420
1877-78			97,043	97,043
1878-79			112,232	112,532
1879-80	300		135,369	136,466
1880-81	1,097		174,483	184,607
1881-82	6,102	4,022	218,364	248,158
1882-83	18,015	11,779	227,380	262,423
1883-84	12,837	22,206	252,014	293,562
1884-85	22,014	19,534	213,791	349,004
1885-86	133,440	1,773	215,272	407,592
1886-87	171,170	21,150	233,178	453,585
1887-88	192,871	27,536	309,727	529,659
1888-89	183,704	36,228	338,538	526,487
1889-90	160,026	27,923	366,967	556,546
1890-91	164,453	25,126	344,829	498,038
1891-92	113,996	39,213	392,441	433,806
1892-93	35,447	5,918	402,653	543,296
1893-94	136,868	3,775	367,390	478,691
	102,273	8,028		

It thus appears that the largest tonnage of coal carried over the road for the west was in the year 1886-87, when it reached 220,407, since which the through coal traffic for points west of the Intercolonial Railway has been on the decline.

TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
				Brought forward	405,301		405,301
1876-77				1885-86	389,122		389,122
1877-78				1886-87	575,880		575,880
1878-79				1887-88	69,021		69,021
1879-80				1888-89	129,725		129,725
1880-81				1889-90	502,012		502,012
1881-82				1890-91	148,803	69,534	218,337
1882-83	31,011		31,011	1891-92	745,997	519,500	1,265,497
1883-84	73,389		73,389	1892-93	155,306	197,669	352,975
1884-85	300,901		300,901	1893-94	Nil.	8,026	8,026
Carried forward	405,361		405,301	Total	3,121,167	794,729	3,915,896

TABLE showing the number of barrels of flour carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77	254,710	1885-86	761,127
1877-78	657,778	1886-87	763,894
1878-79	630,329	1887-88	871,838
1879-80	533,248	1888-89	948,514
1880-81	672,310	1889-90	1,116,050
1881-82	692,095	1890-91	1,013,129
1882-83	983,916	1891-92	954,015
1883-84	817,134	1892-93	856,913
1884-85	935,977	1893-94	944,967

TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1885-86	849,800
1877-78	331,170	1886-87	1,018,395
1878-79	302,921	1887-88	1,219,035
1879-80	534,021	1888-89	1,526,158
1880-81	565,678	1889-90	2,610,202
1881-82	560,253	1890-91	2,890,921
1882-83	1,195,601	1891-92	3,776,677
1883-84	654,673	1892-93	1,514,619
1884-85	734,902	1893-94	1,304,684

Department of Railways and Canals.

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77.....	58,096,474	1885-86.....	117,186,512
1877-78.....	56,626,547	1886-87.....	161,801,763
1878-79.....	55,626,696	1887-88.....	197,755,272
1879-80.....	55,462,654	1888-89.....	199,507,777
1880-81.....	72,841,388	1889-90.....	210,886,071
1881-82.....	78,356,418	1890-91.....	184,188,324
1882-83.....	104,633,417	1891-92.....	175,474,340
1883-84.....	131,120,948	1892-93.....	181,211,013
1884-85.....	138,493,675	1893-94.....	200,507,949

TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1885-86.....	74,498
1877-78.....	46,498	1886-87.....	82,896
1878-79.....	47,584	1887-88.....	98,302
1879-80.....	70,990	1888-89.....	85,960
1880-81.....	61,574	1889-90.....	86,771
1881-82.....	73,479	1890-91.....	95,529
1882-83.....	68,338	1891-92.....	87,889
1883-84.....	60,090	1892-93.....	93,369
1884-85.....	70,785	1893-94.....	79,203

TABLE showing the number of tons of ocean-borne goods from Europe, via the port of Halifax, carried over the road during each year since it was first opened for traffic as a through line.

Year.	Via Chau- dière for the West.	Via St. John for the West.	To local stations.	Total.
	Tons.	Tons.	Tons.	Tons.
1876-77.....				
1877-78.....	14,949		3,405	18,354
1878-79.....	21,628		2,643	24,271
1879-80.....	21,073		4,952	26,025
1880-81.....	15,454		3,334	18,788
1881-82.....	21,607		4,168	25,775
1882-83.....	24,875		7,911	32,786
1883-84.....	19,696		6,533	26,229
1884-85.....	22,787		8,405	31,192
1885-86.....	13,464		8,216	21,680
1886-87.....	16,923		9,811	26,734
1887-88.....	41,864		8,878	50,742
1888-89.....	17,340		11,481	28,821
1889-90.....	9,895		11,730	21,625
1890-91.....	9,923		10,764	20,687
1891-92.....	9,719	17	23,835	33,571
1892-93.....	7,295	100	12,319	19,714
1893-94.....	3,023	204	13,455	16,682

TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

Year.	Raw Sugar.				Refined Sugar.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....	340			340				
1877-78.....	186			186				
1878-79.....	1,041			1,041				
1879-80.....	12,220			12,220				
1880-81.....	13,872			13,872	4,022		2,902	6,924
1881-82.....	14,256		1,290	15,546	7,146		3,607	10,753
1882-83.....	9,465		508	9,973	11,126		5,497	16,623
1883-84.....	13,778		3,068	16,846	14,543		7,265	21,808
1884-85.....	10,381		3,661	14,042	18,024		8,445	26,469
1885-86.....	4,394		3,998	8,392	7,660		5,858	13,518
1886-87.....	20,450		8,500	28,950	15,044		8,395	23,439
1887-88.....	14,320		14,085	28,405	21,641		7,133	28,774
1888-89.....	24,358		7,160	31,518	12,955		11,120	24,075
1889-90.....	7,390		1,913	9,303	6,778		6,125	12,903
1890-91.....	5,088	4,670	8,215	17,973	10,130	468	5,996	16,594
1891-92.....	7,142	3,960	10,535	21,637	12,633	7,674	12,414	32,721
1892-93.....	Nil.	Nil.	10,137	10,137	8,327	6,456	7,840	22,623
1893-94.....	Nil.	Nil.	6,775	6,775	17,729	6,967	8,885	33,581

TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was opened as a through line.

Year.	Fresh Fish.				Salt Fish.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....	530	921	527	1,978	551	1,848	802	3,201
1877-78.....	596	1,015	474	2,085	898	1,644	805	3,347
1878-79.....	471	1,336	817	2,624	988	1,038	1,048	2,974
1879-80.....	519	1,362	453	2,334	1,612	2,238	959	4,809
1880-81.....	498	1,879	920	3,297	2,418	937	1,051	4,406
1881-82.....	475	1,619	957	3,051	4,031	1,066	2,487	7,584
1882-83.....	542	384	393	1,319	3,299	759	1,354	5,412
1883-84.....	838	1,682	412	2,932	1,322	1,143	1,224	3,689
1884-85.....	1,062	1,885	484	3,431	3,563	3,600	1,596	8,759
1885-86.....	1,669	1,645	902	4,216	1,680	2,047	3,376	7,103
1886-87.....	1,278	1,572	2,008	4,858	3,236	569	1,747	5,552
1887-88.....	1,533	1,477	1,031	4,041	2,617	476	1,099	4,193
1888-89.....	2,474	2,000	1,870	6,344	3,070	7,746	2,994	13,810
1889-90.....	2,235	1,787	2,111	6,223	2,449	847	3,288	6,584
1890-91.....	2,029	2,788	1,848	6,665	1,953	1,917	3,236	7,106
1891-92.....	1,367	1,746	547	3,660	1,946	928	1,889	4,763
1892-93.....	1,683	1,875	3,340	6,898	3,262	1,811	2,176	7,249
1893-94.....	1,959	2,192	2,224	6,375	2,921	1,814	2,962	7,697

Twenty-seven miles of the 56-lb. steel rails have been lifted and replaced at the cost of revenue by 2,943 tons of 67-lb. steel rails, and 262,927 ties have been renewed.

Department of Railways and Canals.

CAPITAL ACCOUNT.

Total cost of road and equipment up to 30th June, 1894 :—

Road, &c.....	\$46,893,281 32
Rolling stock.....	7,787,623 57
Total.....	\$54,680,904 89

The train ferry established across the Strait of Canso between Mulgrave and Point Tupper stations is doing good work, and is a great improvement to the service. Both the road and rolling stock have been maintained in a high state of efficiency.

WINDSOR BRANCH RAILWAY.

This road has been operated under the new agreement with the Windsor and Annapolis Railway Company, it being practically a renewal of the lease dated 21st September, 1891. The company continue to receive two-thirds of the gross earnings for working the traffic, and the Government one-third of the gross earnings for maintaining the way and works.

TABLE showing the earnings and its division between the Windsor Branch and the Main Line of the Intercolonial Railway between Windsor and Halifax, the maintenance, expenses and net earnings of the Windsor Branch for each year since 1880.

Year.	Miles in Operation.	One-third Gross Earnings.		Proportion of one-third Gross Earnings credited to Line Windsor Junction to Halifax.		Proportion of one third Gross Earnings credited to the Windsor Branch.		Maintenance Expenses.		Profit.		Loss.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1880-81..	32	28,434	29	7,217	76	21,216	53	20,502	26	714	27	.....	.....
1881-82..	32	28,461	07	7,407	88	21,053	19	13,099	55	7,953	64	.....	.....
1882-83..	32	32,199	77	8,085	98	24,113	89	23,103	93	1,009	96	.....	.....
1883-84..	32	30,428	39	7,409	46	23,018	93	22,140	86	878	07	.....	.....
1884-85..	32	32,246	30	7,794	95	24,451	35	18,751	96	5,699	39	.....	.....
1885-86..	32	31,185	63	7,527	52	23,658	11	19,229	49	4,428	62	.....	.....
1886-87..	32	33,564	58	8,237	00	25,327	58	26,042	33	.....	.....	714	75
1887-88..	32	32,242	85	7,689	30	24,553	55	24,040	33	513	22	.....	.....
1888-89..	32	37,313	43	8,941	32	28,372	11	20,856	50	7,515	61	.....	.....
1889-90..	32	39,544	19	9,381	73	30,162	46	18,982	82	11,179	64	.....	.....
1890-91..	32	33,519	56	9,284	43	30,235	13	28,931	31	1,303	42	.....	.....
1891-92..	32	42,891	23	9,382	38	33,508	85	19,514	77	13,994	48	.....	.....
1892-93..	32	43,901	28	9,585	17	34,316	11	16,889	95	17,426	16	.....	.....
1893-94..	32	41,834	70	8,859	23	32,975	47	17,645	09	15,330	38	.....	.....

Three miles of old iron rails were lifted and replaced by steel rails of 56 lbs. to the yard.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

Total cost of road and rolling stock up to 30th June, 1894 :—

Road, &c.....	\$3,291,836 38
Rolling stock	458,729 00

Total.....	<u>\$3,750,565 38</u>
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The rolling stock provided on capital account consists of :—

Engines.	Passenger Car Stock.				Box and Cattle Cars.	Platform Cars.	Conductors' Vans.	Pay Cars.	Snow Ploughs	Flangers
	1st Class Cars.	2nd Class Cars.	Baggage and Smoking Cars.	Official Cars.						
21	17	16	3	1	175	125	3	1	8	7

Statement of rolling stock rebuilt during the year—4 platform cars, 1 second-class car.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of passengers carried each year since the 30th June, 1875, when the road was first opened for traffic :—

Year.	Miles in Operation.	Working Expenses.		Gross Earnings.		Loss.	Tons of Freight carried.	No. of Passengers carried.
		\$	cts.	\$	cts.			
1875-76.....	199	214,930	43	118,060	96	96,869 47	28,358	93,964
1876-77.....	199	228,595	25	130,664	92	97,930 33	41,039	93,478
1877-78.....	199	221,599	49	135,899	60	85,699 89	38,523	111,428
1878-79.....	199	223,313	12	125,855	99	97,457 21	38,668	105,046
1879-80.....	199	164,640	55	113,851	11	50,789 44	37,208	90,533
1880-81.....	199	203,122	88	131,131	43	71,991 45	45,336	102,937
1881-82.....	199	228,259	97	137,267	54	90,922 43	48,315	118,436
1882-83.....	199	252,808	41	146,170	42	106,637 99	51,920	117,162
1883-84.....	199	236,428	13	144,504	12	91,924 01	51,841	118,988
1884-85.....	211	211,207	01	158,588	06	52,618 95	57,346	130,423
1885-86.....	211	216,744	34	155,584	36	61,159 98	57,913	120,374
1886-87.....	211	204,237	37	155,303	37	48,934 00	53,589	103,067
1887-88.....	211	229,639	95	158,363	62	71,276 33	59,603	131,246
1888-89.....	211	247,559	44	171,369	56	76,189 89	55,682	152,780
1889-90.....	211	266,485	85	160,971	78	105,514 07	51,604	133,099
1890-91.....	211	257,990	08	174,258	05	83,732 03	59,511	145,508
1891-92.....	211	289,706	38	157,442	69	132,263 69	51,065	139,389
1892-93.....	211	226,422	17	162,690	42	63,731 75	56,718	132,111
1893-94.....	211	226,891	06	158,533	83	68,357 23	53,577	123,727

Nine miles of old iron track were renewed with steel rails weighing 50 lbs. to the yard, so that the track now stands :—

Steel rails (50 lbs. to yard).....	Miles. 101
Iron rails (40 lbs. to yard).....	110
Total length of road.....	<u>211</u>

One thousand tons of 50-lb. steel rails have been delivered for renewals of track in 1894-95, and a contract has recently been entered into for the supplying of 1,000 tons to be delivered in June, 1895, for renewals in 1895-96.

The road and rolling stock are in good running condition.

Department of Railways and Canals.

CAPITAL ACCOUNT. CANADIAN PACIFIC RAILWAY.

The work of improvements on the section of the railway in British Columbia between Savona's Ferry (Kamloops) and Port Moody, built by the Government, has not advanced very rapidly during the year.

The total award of the arbitrators in favour of the Canadian Pacific Railway Company was \$579,255 20

The following statement shows the progress made with the work from time to time :

Amount of work done previous to date of award, July, 1891	\$202,675 20
Amount of work since done :	
From July, 1891, to February, 1892.....	11,966 79
In February, 1892.....	188 15
March "	9,160 77
April "	16,674 16
May "	16,010 86
June "	21,696 89
July "	21,907 15
August "	19,477 77
September "	21,182 75
October "	22,278 71
November "	12,349 29
December "	4,772 04
January, 1893.....	6,183 40
February "	3,873 20
March "	4,014 85
April "	10,815 33
May "	10,445 76
June "	8,329 18
July "	6,269 49
August "	7,889 02
September "	11,954 28
October "	9,398 85
November "	1,920 40
December "	Nil
January, 1894.....	Nil
February "	84 37
March "	2,026 64
April "	6,108 73
May "	8,455 57
June "	615 20
July "	4,702 91
August "	8,919 75
	492,347 46
Value of balance of work remaining to be done.....	\$ 86,907 74

Mr. Desbarats, the Government Superintending Engineer, informs me the work is being well and substantially done, and that other great improvements in the road are being made, outside the award, by the Canadian Pacific Railway Company, which will produce a road of the most permanent character. An unprecedentedly heavy freshet occurred in the Thompson and Fraser Rivers early last spring causing serious and extensive damage to the road-bed and works, resulting in a suspension of through traffic for a short period, but so soon as the flood began to subside, the company with their usual promptness set to work to repair the damage, and in a very short time their trains were running with their accustomed regularity.

Owing to the great depression in trade on this continent the earnings of the road were less than in the previous year.

The following are the traffic operations of the Canadian Pacific Railway for each year ended 30th June, since the road first opened through to the Pacific Coast, for traffic, in June, 1886:—

	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
	Miles, 4,274.	Miles, 4,662.	Miles, 4,974.	Miles, 5,066.	Miles, 5,537.	Miles, 5,537.	Miles, 5,782.	Miles, 6,094.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Earnings	10,650,254 08	12,711,040 01	13,016,611 81	15,572,985 62	18,672,174 04	20,789,104 17	20,795,304 66	19,357,098 05
Working expenses	7,299,045 16	9,034,360 27	8,997,312 05	9,424,166 45	11,538,133 53	12,441,126 28	12,665,587 12	12,447,308 03
Net revenue.....	\$3,351,208 82	\$3,676,649 74	\$4,019,299 76	\$6,148,819 17	\$7,134,040 51	\$8,347,977 89	\$8,129,717 54	\$6,909,290 02
No. Passengers carried	1,949,215	2,135,735	2,457,306	2,685,730	2,971,774	3,150,684	3,335,598	3,153,340
Tons Freight carried	2,118,319	2,321,957	2,636,121	3,006,684	3,675,113	4,058,575	4,266,346	4,401,915

Department of Railways and Canals.

Though the working of the road showed reduced earnings and a less volume of business than during the year previous, nevertheless the falling off in the traffic is much less marked than on the American transcontinental lines of railway which are its great competitors.

The company has continued the work of replacing wooden structures throughout their line with culverts and solid earthen embankments and with steel structures during the past season, so that year by year the road and works become more permanent in character.

CAPITAL ACCOUNT—CANALS.

SAULT STE. MARIE CANAL.

Construction.

The work of construction of this canal is practically completed, excepting the river reaches, which have only been dredged out for a depth of 18 feet of water at extreme low water, whereas the lock and prism of the canal are constructed for a 20 feet navigation.

On the 27th of September, 1894, the water was let into the lower level of the canal, and the guard gates were hung, and on the 15th of October, 1894, water was let into the upper level when the steam tug "Rooth" was locked through by hand, she being the first vessel to pass through the canal, the machinery for operating the valves and lock gates not then being in operating condition.

This work has been visited from time to time during its progress by eminent foreign and Canadian engineers, all of whom, so far as I have heard, speak in the highest terms of the character of the work, more especially of the works of construction of the lock, and I believe it to be one of the finest works of its kind on this continent, reflecting credit on the several contractors engaged in the work, and of the government staff in charge.

The following is a list of the names of the contractors for the several classes of work :

Messrs. Hugh Ryan & Co., for the eastern entrance, lock, prism and power house.

Messrs. Allan & Fleming, for the western entrance.

The Hamilton Bridge Co., for the swing bridge over canal.

Messrs. Beatty & Sons, for the pumps for emptying locks.

Messrs. Kennedy & Bros., for the water wheels, shafting, &c.

The Canadian Machine and Engine Co., for the machinery for working lock gates and valves.

Messrs. Miller Bros., for the motor houses.

Messrs. Miller Bros. also built the lock gates for the contractors, and a splendid piece of work they made of them.

The estimated cost of the work complete (including the river stretches) for 20 feet navigation is.....	\$4,000,000
Amount paid up to 1st October, 1894.....	2,823,498

Balance.....	<u>\$1,176,502</u>
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Of this balance, about \$600,000 is for deepening the river reaches for 20 feet navigation.

Appended hereto will be found the report of Mr. William G. Thompson, the Superintending Engineer, from a perusal of which full information as regards the works up to 30th June, 1894, can be obtained.

SOULANGES CANAL.

Construction.

The work on this canal has progressed steadily during the year, but not with any great degree of vigour. The only masonry built so far has been the piers and abutments for the swing bridge and fixed bridge carrying the Canada Atlantic Railway over the canal and highway, and a retaining wall on section No. 13.

A very considerable quantity of excavation has been done in forming the prism of the canal throughout, excepting upon section No. 12 on which no work has been done during the past year. On sections Nos. 8, 10 and 11, the large 10 feet iron cylinder culverts have been well advanced, many of the cylinders having been set in place and the concrete bedding and covering laid. Of the five locks, not a stone or a yard of concrete has been laid, but the contractor for sections Nos. 1 and 2, on which are located four of the locks, has quarried about 22,000 cubic yards of stone, about 5,500 cubic yards are cut, the balance being for backing. On contract No. 4, no preparation has been made for building the lock.

Some advancement has been made with the cribwork at both the upper and lower entrances of the canal.

The following statement will give a pretty clear idea of the progress made with the work :

Sections Nos. 1 and 2.—Archibald Stewart, contractor.

Approximate value of work under contract	\$818,400
Amount paid up to 1st October, 1894	197,280
	<hr/>
Balance	<u>\$621,120</u>

Section No. 3.—Messrs. O'Leary Bros., contractors.

Approximate value of work under contract	\$191,500
Amount paid up to 1st October, 1894	81,270
	<hr/>
Balance	<u>\$110,230</u>

Sections Nos. 4, 5, 6 and 7.—George Goodwin, contractor.

Approximate value of work under contract	\$848,000
Amount paid up to 1st October, 1894	234,450
	<hr/>
Balance	<u>\$613,550</u>

Section No. 8.—Charles Raynor, contractor.

Approximate value of work under contract	\$240,000
Amount paid up to 1st October, 1894	97,480
	<hr/>
Balance	<u>\$142,520</u>

Section No. 9.—Randolph McDonald, contractor.

Approximate value of work under contract	\$130,000
Amount paid up to 1st October, 1894	47,880
	<hr/>
Balance	<u>\$ 82,120</u>

Section No. 10.—Messrs. Rogers & Taylor, contractors.

Approximate value of work under contract	\$210,500
Amount paid up to 1st October, 1894	108,666
	<hr/>
Balance	<u>\$ 101,834</u>

Section No. 11.—Messrs. Poupore & Fraser, contractors. This section was first under contract with George Goodwin, who was allowed to transfer it to Thomas Feeney,

Department of Railways and Canals.

who struggled with it for some time, but was making unsatisfactory progress, and was permitted to transfer his contract to the present contractors, who are getting the work into better shape.

Approximate value of work under contract.....	\$255,000
Amount paid up to 1st October, 1894.....	112,200
Balance.....	\$142,800

Section No. 12.—George Goodwin, contractor. This contract was originally let to Messrs. O'Brien & Son, who failed to carry it out, and the work was re-let to the present contractor.

Approximate value of work under contract....	\$202,935
Amount paid up to 1st October, 1894.....	36,941
Balance.....	\$165,994

Section No. 13.—Randolph McDonald, contractor.

Approximate value of work under contract.....	\$480,000
Amount paid up to 1st October, 1894.....	146,370
Balance.....	\$333,630

In addition to the foregoing, the Dominion Bridge Company have a contract for the erection of the steel superstructure of the bridge carrying the Canada Atlantic Railway over the canal; the work is nearly completed, but no payment has been made.

Summary.

Approximate value of work under contract.....	\$3,376,335
Amount paid up to 1st October, 1894.....	1,062,537
Balance.....	\$2,313,798

Based upon the above named contracts, the canal is estimated to cost, including land and damages....	\$4,750,000
Total amount paid up to 1st October, 1894.....	1,239,253
Balance.....	\$3,510,747

At the rate of progress made with the works during the past season, it will take from three to four years or more yet to complete the canal and place it in working order.

LACHINE CANAL.

CONSTRUCTION AND ENLARGEMENT.

The works carried on under the above heading were :—

- 1st. The Lachine drain.
- 2nd. Dredging between the lower entrance to the Lachine Canal and St. Gabriel Basin.

3rd. The Wellington bridges.

The Lachine drain, embracing an open ditch and a brick sewer, under contract with Messrs. Heney & Borthwick, is now completed and the final estimate is being prepared. Up to the 30th September, 1894, there had been paid on this work the sum of \$114,546, leaving a few thousand dollars only remaining unpaid upon the completed work.

The town of Lachine paid for the land required for the brick sewer through that municipality, and that part of the sewer is to be the property of the town and they are to maintain it hereafter.

The estimated cost of the Lachine drain is.....	\$159,000
The amount paid up to 1st October, 1894, is.....	156,635
Balance.....	<u>\$ 2,365</u>

The dredging is being done from the lower entrance of the Lachine Canal to the St. Gabriel Basin by the Government dredge, the design is to give a depth of water of 22 feet, but the cut now being made gives only 20 feet of water, some alterations will have to be made in the machine to enable it to take out the additional 2 feet in depth. Good progress has been made with the work during this season, and a large body of material has been moved, the larger portion of which has been dumped in the harbour of Montreal, on the site of the bank now being formed in connection with the harbour improvements.

The estimated cost of this dredging is.....	\$150,000
Cost of carrying on work by Government dredge to 1st October, 1894.....	23,486
Balance.....	<u>\$126,514</u>

It is proposed to carry on this work upon the opening of navigation next season. The dredge has done good service this year.

The amount paid during the year up to 1st October, 1894, on account of the Wellington bridges is \$22,052.43.

A contract has been entered into with Messrs. McNamee & Mann for the deepening of the prism of the Lachine Canal to 16 feet from St. Gabriel to Lachine, but no work has yet been done.

For full particulars of the operations up to 30th June, 1894, I must refer you to the reports of the Superintending Engineer and his assistants.

LAKE ST. LOUIS.

DEEPENING AND STRAIGHTENING CHANNEL.

A contract has been made with the Weddell Dredging Company of Trenton to cut a straight channel 300 feet wide with a depth of 16 feet of water for a distance of about four miles. The contractors are organizing for a vigorous commencement of the work next spring, no work can be done in the open lake this season.

TRENT VALLEY CANAL.

CONSTRUCTION.

During the season, surveys have been made of the Peterboro' and Lakefield Division, a distance of about 9 miles and also of the Simcoe and Balsam Lake Division, a distance of about 17½ miles. Plans and specifications have been prepared and tenders invited for a 3½ mile section on the first named division, and for a 5½ mile section on the second division, and in the course of a few weeks it is proposed to put the balance of each of these two divisions up to competition. Mr. R. Rogers is the superintending engineer, and his chief assistants are Messrs. Fellowes and Greenwood.

MURRAY CANAL.

EQUIPMENT.

Provision is made in the parliamentary appropriation for the equipment of this canal, viz., erection of houses for lockmen, store, &c., but up to the 30th September, 1894, no work had been commenced.

Department of Railways and Canals.

CORNWALL CANAL.

CONSTRUCTION AND ENLARGEMENT.

The works of enlargement are drawing near a close with the exception of the works contracted for in 1893, with Messrs. Davis & Sons, which are familiarly known as the Sheik's Island dams. These large dams and works in connection are being prosecuted with vigour, and most excellent work is being done; when completed, and this stretch of navigation is available for traffic, it will be found such an immense advantage over the old route of the canal, that navigators who have occasion to use the canal will fully appreciate it.

The estimated cost of the enlargement of this canal is... \$4,000,000
 The amount paid up to 1st October, 1894, is..... 3,210,679

Balance..... \$ 789,321

The contractors have been paid the following amounts up to 1st October, 1894 :—

Section 2, Wm. Davis & Sons.....	\$ 646,336
do 3 do	399,089
do 4 do	443,323
do 5, E. Gilbert & Sons.....	91,098
Sheik's Island dams, Wm. Davis & Sons.....	147,200
Section 6, E. Gilbert & Sons.....	47,721
do 7 do	96,832
do 8 do	162,423
do 10, Jocks, DeLorimier & Co.....	410,380
Total.....	<u>\$2,444,402</u>

FARRAN'S POINT CANAL.

CONSTRUCTION.

No work has yet been placed under contract for its enlargement, but the surveys are completed and plans prepared for the work.

RAPIDE PLAT CANAL.

ENLARGEMENT.

The work on section No. 1 of this canal has not progressed so rapidly as was expected, owing to unforeseen difficulties which have presented themselves in shutting out the water from the foundation of the lock pit at Morrisburg; however, it is now believed the difficulty has been overcome and that early next season the laying of masonry of the lock will be commenced. The works of widening and deepening have been pushed forward satisfactorily on all the three sections under contract.

The estimated cost of the enlargement is..... \$1,600,000
 Amount paid up to 1st October, 1894..... 1,049,122

Balance..... \$ 550,878

The following is a list of the names of the contractors, showing the amounts paid to each up to 1st October, 1894 :—

Section 1—Poupore & Fraser.....	\$373,910
do 2—Weddell Dredging Co.....	173,020
do 3—Poupore, Fraser & Co.....	142,080
do 4—William Broder.....	271,141
Total.....	<u>\$960,151</u>

GALOPS CANAL.

ENLARGEMENT.

The only work in progress is at the upper entrance, where Messrs. Murray & Cleveland have been at work for some years building a lift lock and a guard lock, also widening and deepening the prism; they expect to complete their work next season. The locks are finished and the water was let into them in October, 1894.

The only portion of the enlargement of this canal under contract is the $1\frac{1}{2}$ miles at the upper entrance.

The estimated cost of this section of the enlargement is..	\$1,300,000
The amount expended to 1st October, 1894, is.....	1,163,118
	<hr/>
Balance:.....	\$ 136,882

The contractors' names and the amounts paid them up to 1st October, 1894, are as follows, viz. :—

William Allan.....	\$ 193,652
Murray & Cleveland.....	910,360
	<hr/>
Total.....	\$1,104,012

GALOPS RAPID IMPROVEMENTS.

These works remain untouched since last year's report, but in the suit of Messrs. Gilbert & Son *vs.* the Crown, in connection with this work, the Exchequer Court has given judgment in favour of the plaintiff for \$171,308.09, which had not been paid up to 1st October, 1894.

Names of contractors and amounts paid up to 1st October, 1894 :—

Wm. Davis & Sons.....	\$ 22,000
E. Gilbert & Sons.....	434,500
	<hr/>
Total.....	\$456,500

There remain from 2,000 to 3,000 cubic yards of rock in the channel which require moving to give a clear navigation for 14 feet draught or 17 feet depth of water.

NORTH AND SOUTH CHANNELS.

No steps have yet been taken towards straightening and deepening either of these channels.

Superintending Engineer Rubidge has made a very full and complete report on the St. Lawrence Canals works, a perusal of which is interesting as giving a clear insight into what has been, is being and is proposed to be done.

ST. PETER'S CANAL.

The work of constructing a wharf has been completed.

The total expenditure on that work, which was completed on 30th June, 1894, amounted to \$16,608.

CANALS.

OPERATIONS AND MAINTENANCE—GENERAL.

The canals have been operated throughout the year without any very serious delay to traffic, and the necessary repairs have been executed to maintain them in efficient working condition.

Department of Railways and Canals.

STATEMENT showing the dates of closing and opening of Canals.

Canals.	Closed.	Opened.	
Lachine.....	30th November, 1893....	23rd April, 1894.	
Beauharnois.....	1st December, 1893....	23rd do 1894.	
Cornwall.....	10th do 1893....	23rd do 1894.	
Williamsburg.....	13th do 1893....	23rd do 1894.	
Welland.....	11th do 1893....	19th do 1894.	
Chambly.....	30th November, 1893....	2nd May, 1894.	
St. Ours.....	26th do 1893....	2nd April, 1894.	
Ste. Anne's.....	27th do 1893....	21st do 1894.	
Carillon and Grenville.....	30th do 1893....	23rd do 1894.	
Rideau.....	{ At Kingston.....	23rd do 1893....	30th do 1894.
	{ At Ottawa.....	30th do 1893....	1st May, 1894.
Trent Valley.....	{ On Central Reach.....	19th do 1893....	16th April, 1894.
	{ On Lower Reach.....	27th do 1893....	5th do 1894.
Murray.....	3rd December, 1893....	1st do 1894.	
St. Peter's.....	6th January, 1894....	28th do 1894.	

MEMO.

The question of organization and staff requirements on the Welland and Lachine Canals has taken form, the staff on the Welland Canal having been, upon the opening of navigation last spring, largely reduced and placed on a sound working basis, and an order has been given to open navigation on the Lachine Canal, next spring, with a reduced force, which will be carried out in due course.

STATEMENT showing the dimensions of the Locks on the Canals.

Name of Canal.	EXISTING SYSTEM.				UNDER CONSTRUCTION.			
	No. of Locks.	Length.	Width.	Depth of water on mitre sills.	No. of Locks.	Length.	Width.	Depth of water on mitre sills.
Lachine.....	5	270	45	14				
Beauharnois.....	9	200	45	9				
Chambly.....	9	118to125	22 6	7				
St. Ours.....	1	200	45	7				
Ste. Anne's (new).....	1	200	45	9				
Carillon and Grenville.....	7	200	45	9				
Culbute.....	2	200	45	5				
Trent Valley.....	13	134	33	5				
Rideau.....	49	134	33	5				
do Perth branch.....	2	134	32	5 6				
Murray.....		No Locks.		11				
Cornwall.....	3	200	55	9	6	270	45	14
Williamsburg.....	3	270	45	14				
Williamsburg.....	6	200	45	9	6	270	45	14
Welland (new).....	26	270	45	14				
do (old).....	24	150	45	10 3				
	2	200	45	10 3				
	1	230	45	10 3				
Welland Feeder.....	1	150	26 6	9				
	1	200	45	9				
Welland, Port Robinson branch..	2	150	26 6	9 10				
do do Maitland branch.....	1	185	45	11				
Sault Ste. Marie.....					1	900	60	20
Soulanges.....					4	270	45	14
St. Peter's.....	1	200	48	18				

LACHINE CANAL.

OPERATION.

There was no interruption to navigation on this canal during the year. The traffic which was large, was conducted satisfactorily.

MAINTENANCE.

The superintending engineer's and superintendent's reports attached give a clear statement of the repairs which were done during the year.

The cost of these repairs for the year 1893-94, amounted to as follows, viz. :—

Ordinary repairs under head of staff and repairs.....	\$40,939 70	
Special repairs under head of income :—		
Building lock gates.....	\$5,734 64	
Repairing break at St. Gabriel's lock.....	1,702 94	
Rebuilding Côte St. Paul pier.....	8,419 16	
		15,856 74
Total		<u>\$56,796 44</u>

BEAUHARNOIS CANAL.

OPERATION.

Two accidents occurred on this canal during the year.

1st.—On the night of the 9th of November, 1893, owing to a stick of timber lodging between the two leaves of the gates at lock No. 9, the lower gates were carried away, causing an interruption to traffic of 34 hours.

2nd.—On the 13th of May, 1894, the steamer "Ocean" ran into the lower gates of lock No. 12 damaging them badly, causing a stoppage of traffic for 28 hours. Otherwise the canal was navigated throughout the season satisfactorily.

MAINTENANCE.

The canal works have been well maintained, for particulars of repairs I must refer you to the attached reports of the superintending engineer and superintendent.

The cost of repairs for the year 1893-94, amounted to as follows, viz. :—

Ordinary repairs under head of staff and repairs.....	\$13,903 46	
Special repairs under head of income :—		
Small special electric plant test.....	\$1,170 00	
Building sewer at Valleyfield.....	5,377 72	
		6,547 72
Total		<u>\$20,451 18</u>

The construction of the sewer at Valleyfield was being carried on by contract, the contractor, however, failed to complete the work, and at the close of the year it was not finished.

CHAMBLY CANAL.

OPERATION.

This canal was operated throughout the year without accident or interruption to traffic.

MAINTENANCE.

Full particulars of the repairs upon this canal may be found in the attached reports of the superintending engineer and superintendent.

Department of Railways and Canals.

The cost of the repairs executed during the year 1893-94 is as follows, viz :—

Ordinary repairs under the head of staff and repairs	\$11,920 74	
Special repairs under head of income :—		
Renewals of seats of bridges Nos. 4 and 6	\$2,999 47	
Gravelling towpath	4,197 07	
Fencing along canal at St. Johns	804 14	
	8,000 68	
Total		\$19,921 42

ST. OURS LOCK.

OPERATION.

No damages to canal or delays to navigation have occurred during the year.

MAINTENANCE.

Ordinary repairs under head of staff and repairs, \$924.55
There were no special repairs provided for in the parliamentary appropriations.

ST. ANNE'S LOCK.

OPERATION.

The navigation through this lock has not been interrupted during the year.

MAINTENANCE.

The lock has been kept in good repair as well as the works in connection therewith. The cost of the work during the year is as follows, viz:—

Ordinary repairs under head of staff and repairs	\$2,799 63	
Special repairs under head of income :—		
Repairing south channel pier	\$2,499 36	
Building stop-log shed	998 20	
	3,497 56	
Total		\$6,297 19

CARILLON AND GRENVILLE CANAL.

OPERATION.

There has been a large traffic through this canal during the year, the navigation has been worked without interruption.

MAINTENANCE.

The works on this canal have been kept in an efficient state of repairs. The wharf at Grenville has on two occasions, during the year, been damaged by fire. How the fire originated is not known, but it is supposed it was started by a spark from a passing steamer.

The cost of the repairs amounted to as follows, viz :—

Ordinary repairs under head of staff and repairs	\$11,620 09	
Special repairs under head of income :—		
Wing walls at Grenville	\$3,354 40	
Repairing pier at head of lock 2, Carillon	898 76	
Repairing dry wall at lock 6	276 50	
Building two bulkheads at locks 5 and 6, Grenville	582 39	
	5,112 05	
Total		\$16,732 14

CULBUTE CANAL.

OPERATION.

The navigation on this canal consists of the passage of one tug through the lock from four to eight times a year.

MAINTENANCE.

The following is the cost of repairs for the year :—

Ordinary repairs under head of staff and repairs \$494 43

As this canal is a bill of expense without any compensating benefit to the trade of the country, the operating staff will be dispensed with at the close of the present season, and the dams will be removed.

TRENT VALLEY CANAL.

OPERATION.

The traffic on this canal is light, and must necessarily continue to be so until it is cut through to the Georgian Bay. There was no interruption to navigation during the year.

MAINTENANCE.

For details of the repairs I must refer you to the report of the superintending engineer.

The cost of the repairs was as follows, viz. :—

Ordinary repairs under head of staff and repairs \$4,988 59

Special repairs under head of income :—

Glance booms and piers at Bobcaygeon \$ 427 51

Opening channel at mouth of Scugog River 3,976 42

Towards building a swing bridge at Fenelon

Falls 13,000 00

Constructing a dredge (balance) 3,000 00

20,403 93

Total \$25,392 52

The Grand Trunk Railway swing bridge at Fenelon Falls has been completed and the \$13,000 parliamentary appropriation in aid of the work has been paid to the Grand Trunk Railway Company.

RIDEAU CANAL.

No interruption occurred to navigation during the year ended 30th June, 1894. Since the death of the lamented Superintending Engineer Wise, the canal has been in charge of Mr. Phillips, as acting superintending engineer. He has proved himself devoted to his duties, and has managed the works during the past season very satisfactorily.

The cost of repairs was as follows, viz. :

Ordinary repairs under head of staff and repairs \$16,939 47

Special repairs under head of income :

Pile sheeting west side of Deep Cut, Ottawa \$12,603 70

Balance due on contract for bulkhead at

Hog's Back 1,430 41

Buildings at Kingston Mills and Lower

Brewers 451 00

14,485 11

Total \$31,424 58

Department of Railways and Canals.

MURRAY CANAL.

The canal was operated during the year without any mishap and navigation was uninterrupted. 701 trips of vessels passed through the canal during the year ended 30th June, 1894, being 129 vessels less than during the year previous.

The cost of repairs was as follows, viz. :—

Ordinary repairs under head of staff and repairs.....	\$5,295 57
Special repairs under head of income.....	Nil.

The works have been well maintained.

CORNWALL CANAL.

There were only two short interruptions to navigation during the year. The first occurred on the 13th of November, 1893. The steamer "Cuba" struck and broke the south gate of lock 17, causing a stoppage of navigation for 21 hours.

The second occurred on the 8th of May, 1894, by reason of the anchor bolts of the gates at lock 15 failing, causing a delay to navigation of 11 hours.

The cost of repairs during the year was as follows, viz. :—

Ordinary repairs under head of staff and repairs.....	\$7,733 54
Special repairs under head of income.....	Nil.

The volume of traffic through this canal during the year ended 30th June, 1894, was large.

WILLIAMSBURG CANALS.

These canals have been free from accidents during the year and navigation has been uninterrupted.

The cost of repairs during the year has been as follows, viz. :—

Ordinary repairs under head of staff and repairs.....	\$7,029 95
Special repairs under head of income.....	Nil.

WELLAND CANAL.

Navigation was interrupted during the year ended 30th June, 1894, on four several occasions as follows, viz. :

1st. On October 5th, 1893, the steamer "Toledo" ran into the gates of lock 25. The damages through this caused a delay to navigation of 24 hours.

2nd. A leak occurred where the 12-mile creek passes under the canal, and to enable repairs to be proceeded with, lock No. 24 had to be unwatered on 1st November, 1893, and navigation was stopped until the 7th of November, or six days.

3rd. A further leak occurred at the same point on November 11th, and navigation was suspended until November 13th, two and a half days.

4th. On the 30th May, 1894, the steamer "City of Windsor" struck and damaged the gates, &c., of lock No. 1, old canal, navigation was stopped until 9th June.

The operations of this canal have been satisfactorily conducted since the reorganization of the staff took effect upon the opening of navigation this spring, and everything appears to be working along smoothly.

The canal works have been maintained in a good state of repair.

The cost of repairs for the year is as follows, viz. :—

Ordinary repairs under head of staff and repairs.....	\$53,053 71
Special repairs under head of income :—	
Overhauling superstructure of piers at Port Dalhousie and removal of shoal, also construction of piers for bridge at Thorold..	\$1,910 66
Cleaning and deepening back ditch on north side of feeder.....	611 48
Repairing about 500 feet of canal bank damaged by a slide.....	7,183 30
Bridge over old lock No. 2 and road.....	3,452 76
	13,158 20

Total.....	\$66,211 91
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ST. PETER'S CANAL.

The canal navigation was not interrupted during the year.

The cost of repairs for the year was as follows, viz. :—

Ordinary repairs under head of staff and repairs.....	\$1,986 70
Special repairs under head of income :—	
Reconstructing whole of west wall.....	3,852 21
Total.....	\$5,838 91

The stores department of the canals is being managed much more satisfactorily now than in the past, and on most of the canals the supplies and materials are purchased by tender, and are only issued upon requisition of the authorized officers, and books kept recording the receiving of their goods and their issue.

RAILWAY SUBSIDIES.

I submit herewith a statement showing the amount of cash subsidies granted in aid of railway construction and equipment, the total amount paid up to the end of June, 1894, and also up to 1st October, 1894, also a statement showing the railways which have been granted aid in land.

7,264¹¹/₁₀₀ miles have been granted cash subsidies per mile, 325 miles have been granted cash subsidies per annum, and 4,463²⁵/₁₀₀ miles have been granted land per mile. Of these 4,741 miles under cash subsidy per mile have been constructed ; 252 miles under cash subsidy per annum have been built, and 1,546 miles with land grant aid have been built :—

Total mileage cash subsidies granted.....	\$23,082,551 00
do do paid up to 30th June, 1894.....	13,210,882 24
Annual subsidy granted including interest.....	363,474 00
Total annual subsidy paid including interest.....	1,026,300 00
Total land grant, acres.....	32,257,200

The foregoing statement of cash subsidies does not include the Canadian Pacific Railway nor the Canada Central Railway. These roads received :—

Canadian Pacific Railway.....	\$25,000,000
Canada Central Railway.....	1,525,250
Total.....	\$26,525,250

The foregoing statement of land grant aid does not include the Canadian Pacific Railway or the Esquimalt and Nanaimo Railway. These roads received :—

	Acres.
Canadian Pacific Railway.....	25,000,000
Esquimalt and Nanaimo.....	1,900,000
Total.....	26,900,000

Department of Railways and Canals.

CANAL STATISTICS FOR SEASON OF 1893.

These statistics were compiled by Mr. Teakles, the clerk in charge ; they are for the season of navigation of 1893, and contain a quantity of interesting information.

TABLE showing the tons of freight passing through each canal, the tolls collected, the number of trips of vessels passing through each canal, for the year ended 31st December, 1893.

Name of Canal.	Tons of Traffic passing through.	Tolls Collected.	Number of trips of vessels passing through.
		\$ cts.	
Lachine } Beauharnois } Cornwall } Williamsburg }	1,158,386	68,249 13	11,244
Welland	1,294,823	193,276 14	2,843
Chambly	312,870	22,649 15	2,752
Ste. Anne's } Carillon } Grenville }	581,521	35,283 55	2,448
Rideau	101,409	5,773 39	2,406
Murray	16,340	635 84	671
Trent	31,219	883 22	1,488
St. Peter's	47,606	2,664 08	1,490

RAILWAY STATISTICS FOR YEAR ENDED 30TH JUNE, 1894.

I have much satisfaction in being in a position to state that the railway companies have been commendably much more prompt in sending in their statistical returns to the Honourable Minister of Railways and Canals this year than in former years, and I trust in future they will realize the importance of sending in their returns on or before the 1st of October in each year, and thus facilitate the preparation of the Honourable Minister's annual report.

TABLE showing the growth of the Railways from year to year, since the opening of the first line in 1837.

Year.	Miles in Operation.	Year.	Miles in Operation.
1836.....	0	1866.....	2,150
1837.....	16	1867.....	2,258
1838.....	16	1868.....	2,269
1839.....	16	1869.....	2,497
1840.....	16	1870.....	2,497
1841.....	16	1871.....	2,497
1842.....	16	1872.....	2,508
1843.....	16	1873.....	2,638
1844.....	16	1874.....	2,642
1845.....		1875.....	4,826
1846.....		1876.....	5,157
1847.....	59	1877.....	5,574
1848.....	59	1878.....	6,143
1849.....	59	1879.....	6,484
1850.....	71	1880.....	6,891
1851.....	93	1881.....	7,260
1852.....	212	1882.....	7,530
1853.....	423	1883.....	8,086
1854.....	657	1884.....	9,576
1855.....	855	1885.....	10,149
1856.....	1,296	1886.....	10,697
1857.....	1,428	1887.....	11,691
1858.....	1,654	1888.....	12,162
1859.....	1,997	1889.....	12,628
1860.....	2,087	1890.....	13,256
1861.....	2,087	1891.....	14,009
1862.....	2,110	1892.....	14,588
1863.....	2,110	1893.....	15,020
1864.....	2,145	1894.....	15,627
1865.....	2,145		

FATAL ACCIDENTS for Year ended 30th June, 1894.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines.....	1	25	8	34
Getting on or off trains in motion.....	6	3	14	23
At work making up trains.....		4		4
Coupling cars.....		4		4
Collisions and derailments.....	2	10		12
Striking bridges.....			1	1
Walking or being on track.....	1	12	90	103
Explosions.....				
Other causes.....	2	9	19	30
Total.....	12	67	132	211

Department of Railways and Canals.

The summary of tables for the years ended 30th June, 1893, and 30th June, 1894, is as follows, viz :—

	Comparative Statement.	
	30th June, 1893	30th June, 1894
Miles of railway completed (track laid).....	15,320	15,768
do sidings.....	2,012	2,017
do iron rails in main line.....	437	400
do steel do.....	14,883	15,368
do do do double track.....		526
Capital paid (including the four following items).....	\$872,156,475	887,975,020
Government bonuses paid.....	\$153,523,816	156,716,638
do loans paid.....	\$21,619,149	21,569,149
do subscriptions to shares paid.....	\$300,000	300,000
Municipal aid paid.....	\$14,017,957	14,153,611
Miles in operation.....	15,020	15,627
Earnings.....	\$52,042,397	49,552,528
Working expenses.....	\$36,616,033	35,218,433
Net earnings.....	\$15,426,364	14,334,095
Passengers carried.....	13,618,027	14,462,498
Freight carried (tons).....	22,003,509	20,721,116
Train mileage.....	44,385,953	43,770,029
Passengers killed.....	11	12
Number of elevators.....	53	59
do guarded level crossings.....	139	135
do unguarded do.....	9,552	9,869
do overhead bridges.....	401	406
do level crossings of other railways.....	208	212
do junctions with other railways.....	304	313
do do branch lines.....	216	215
do engines owned.....	1,937	1,965
do do hired.....	17	37
do sleepers and parlour cars owned.....	155	154
do do do hired.....	6	45
do first class cars owned.....	949	961
do do hired.....	28	31
do second class and immigrant cars owned.....	662	665
do do do hired.....	2	5
do baggage, mail and express cars owned.....	601	626
do do do hired.....	9	10
do cattle and box freight cars owned.....	33,795	32,758
do do do hired.....	1,946	3,094
do platform cars owned.....	15,545	14,589
do do hired.....	174	315
do coal and dump cars owned.....	3,330	4,685
do do hired.....	125	14

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer of Railways and Canals.

J. H. BALDERSON, Esq.,

Secretary, Department Railways and Canals,

Ottawa.

APPENDIX No. 5.

INTERCOLONIAL RAILWAY OF CANADA,

OFFICE OF THE GENERAL MANAGER,

MONCTON, N.B., 12th October, 1894.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended 30th June, 1894.

I inclose the reports of the Chief Engineer and the Mechanical Superintendent, and the following statements prepared by the Chief Accountant and Treasurer:—

- No. 1. Capital account.
2. Revenue account.
3. Locomotive power.
4. Car expenses.
5. Maintenance of way and works.
6. Station expenses.
7. General charges.
8. General stores account.
9. General balance.
10. Comparative statement of averages.

The mileage of railway in operation during the year was the same as stated in last year's report, 1,142 miles.

CAPITAL ACCOUNT.

The cost of road and equipment on the 30th June, 1893, by last report was.....	\$54,246,850 23
Less deduction made at Ottawa.....	3,461 13
	<hr/>
Total.....	\$54,243,389 10

The additions during the year were as follows:—

Increased accommodation at Halifax..\$	855 41
do do at Moncton,	
machinery.....	2,700 00
Extension along the front of city of St. John.....	30,821 01
Construction.....	1,678 19
Rolling stock.....	11,251 13
St. Charles branch.....	33,349 19
Purchase of two heavy locomotives.....	22,244 47
Train ferry between Mulgrave and Point Tupper.....	63,463 03
Oxford and New Glasgow Railway.....	112,382 75
Cape Breton Railway.....	158,770 61
	<hr/>
	437,515 79

Making the total cost on the 30th of June, 1894..\$54,680,904 89

Increased accommodation at Halifax.—This is for legal and other expenses of acquiring the new property for increased freight accommodation.

Increased accommodation at Moncton.—This is for additional engine power for the workshops.

Extension along the front of the city of St. John.—This is now completed and in use. The work was done by contract by the firm of McDonald & McManus.

Department of Railways and Canals.

Construction.—This expenditure is chiefly in settlement of Wier's old land claim at Windsor Junction.

Rolling stock.—This is for applying the Westinghouse automatic air brake to freight cars; two hundred and ten were so fitted during the year, making the total number equipped nine hundred and fifty-seven.

St. Charles Branch.—This is an old land claim paid to the heirs of D. D. Young. It also included the legal expenses of settlement.

Train ferry between Mulgrave and Point Tupper.—This is chiefly for the cost of the steam ferry boat, it includes also the completion of the dredging.

Oxford and New Glasgow Railway, and Cape Breton Railway.—These amounts consist of payments made at Ottawa.

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows:—

Gross earnings	\$2,987,510 27
Expenditure	2,981,671 98
	\$ 5,838 29

The gross earnings compare as follows with those of the previous year:—

In 1892-93	\$3,065,499 09
In 1893-94	2,987,510 27
	\$ 77,988 82

The earnings from passenger traffic compare as follows:—

In 1892-93	\$1,002,912 74
In 1893-94	958,915 13
	\$ 43,997 61

The earnings from freight traffic compare as follows:—

In 1892-93	\$1,868,823 84
In 1893-94	1,834,126 34
	\$ 34,697 50

The earnings from mails and express compare as follows:—

In 1893-94	\$ 194,468 80
In 1892-93	193,762 51
	\$ 706 29

The number of passengers carried compares as follows:—

In 1893-94	1,301,062
In 1892-93	1,292,878
	8,184

There was an increase of 27,200 in the number of local passengers, and a decrease of 19,016 in through passengers.

The weight of freight carried compares as follows:—

In 1892-93	Tons. 1,388,080
In 1893-94	1,342,710
	45,370

There was an increase of 19,144 tons of through freight, and a decrease of 64,514 tons of local freight.

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year :—

Articles.	1892-93.	1893-94.	Increase.	Decrease.
Barrels of flour	856,913	944,967	88,054	
Bushels of grain	1,514,619	1,304,684		209,935
Lumber in feet	181,211,013	200,507,949	19,296,936	
Head of live stock	93,369	79,203		14,166
Other goods in tons.....	1,031,184	956,494		74,690

The quantity of coal carried from the mines in Nova Scotia to the upper provinces, compares as follows with the previous year :—

	Via Chaudière Junction, St. Henri Junction, and Point Lévis.
In the year ended 31st December, 1892.....	118,164 tons.
do do 1893.....	<u>125,299 do</u>

WORKING EXPENSES.

The working expenses compare as follows with the previous year :

In 1892-93.....	\$3,045,317 50
In 1893-94.....	<u>2,981,671 98</u>
	<u>\$ 63,645 52</u>

The averages compare with last year as follows :—

	Cents.
Per mile run by engines—	
In 1893-94.....	57·99
In 1892-93.....	57·21
Per mile run by trains—	
In 1893-94.....	70·94
In 1892-93.....	69·20
Per mile of railway—	
In 1892-93.....	\$2,666 65
In 1893-94.....	<u>2,610 92</u>

The necessary repairs were made to the permanent way and structures, and all the works of the railway were maintained in a state of efficiency.

The number of ties renewed was 262,927. One hundred miles of the track were reballasted, twenty-seven miles of the track were relaid with heavier steel rails, 67 lbs. to the yard, and two and a quarter miles of new sidings were laid at various places.

Two new steel bridges, one of 80 feet span and one of 120 feet span, were put in to replace wooden ones, and one steel road bridge of 30 feet span was erected over the railway in place of a wooden one.

The fences received necessary repairs, and forty miles of new fences were built.

In addition to the repairs of snow fences, 14,000 lineal feet of new snow fences were built.

The snow sheds received necessary repairs, and 1,250 lineal feet of snow sheds were rebuilt.

The buildings on all parts of the line were repaired, one agent's dwelling, one station-house, and one freight shed were erected. One large coal shed and three trackmen's dwelling-houses were rebuilt.

Department of Railways and Canals.

The wharfs at various places received necessary repairs.

Semaphore signals were erected at eight stations.

The rolling stock received necessary repairs and is in good order.

Two heavy locomotives for passenger service were purchased on capital account, and therefore increased the stock. Five heavy freight locomotives were purchased and charged to the working expenses, and an equal number of smaller and lighter locomotives were taken out of service.

Two second-class sleeping cars, two hundred and ten box cars, fifty-eight platform cars, and seventy-four coal cars, were built by contract to take the place of an equal number of cars taken out of service.

The water service was well maintained, and four new tanks of 50,000 gallons capacity each were built.

STORES.

The value of stores purchased was.....	\$ 980,243 45
The value of stores used was.....	1,167,003 99
The value of old material sold was.....	48,535 01
<hr/>	
The value of stores on hand at the end of the year was :—	
Ordinary stores including fuel.....	\$ 344,527 95
Iron and steel rails and fastenings.....	266,217 00
Old material for sale.....	73,839 92
<hr/>	
Total.....	\$ 684,584 87
<hr/>	

GENERAL.

The winter of 1893-94 was severe, and the cost of clearing snow and ice was over sixty-eight thousand dollars.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer, Railways and Canals,
Ottawa.

No. 1.—INTERCOLONIAL RAILWAY

CAPITAL ACCOUNT, Year ended 30th June, 1894.

Dr.

Cr.

		\$	cts.	\$	cts.	1893.	\$	cts.	1894.	\$	cts.
1893.	June 30.	47,388,552	30	47,385,117	42	June 30.	54,243,389	10	By Dominion of Canada.....	54,243,389	10
	To cost of Intercolonial Ry. per previous report. Less refunds of previous year's expenditures (Report 1891-92, page 14).....	3,434	88	1,324,042	81						
	To cost of Eastern Extension Ry. to date..... do Oxford and New Glasgow Ry. per previous report.....	1,838,141	19								
	Less amount of salary of E. V. Johnson, charged O. & N. G. Ry. in error, 1892-3 being difference between statements of O. & N. G. expenditure per pages 23 and 65 of Annual Report of 1892-93.....	26	25	1,838,114	94						
1894.	June 30.			3,701,113	93		54,243,389	10			
	To cost of Cape Breton Ry. to date.....										
	To expenditure for current year Intercolonial Railway— Increased accommodation, Halifax..... do Moncton, machinery..... Extension along city front, St. John..... Construction..... St. Charles Branch..... Rolling stock..... Purchase of two heavy locomotives.....			855	41						
				2,700	00						
				30,821	01						
				1,678	19						
				83,349	19						
				11,251	13						
				23,244	47						
				102,899	40						
	To Eastern Extension and Cape Breton Ry. Train Ferry at Strait of Canso..... To Oxford and New Glasgow Railway..... To Cape Breton Railway.....			63,463	03	1894.					
				112,382	75	June 30.	437,515	79	By Dominion of Canada.....	437,515	79
				158,770	61		54,680,904	89		54,680,904	89

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

Department of Railways and Canals

No. 2.—INTERCOLONIAL RAILWAY.

DR.

REVENUE ACCOUNT, Year ended 30th June, 1894.

CR.

Previous Year.	Expenditure.	Year ended 30th June, 1894.	Previous Year.	Earnings.	Year ended 30th June, 1894.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
1,054,488 19	Locomotive power, Abstract No. 1	1,081,787 76	1,002,912 74	Passenger traffic..	958,915 13
675,174 52	Car expenses, Abstract No. 2....	672,852 09	1,868,823 84	Freight traffic....	1,834,126 34
763,147 96	Maintenance of way and works, Abstract No. 3.	656,758 04	193,762 51	Mails and sundries	194,468 80
374,641 07	Station expenses, Abstract No. 4.	369,839 69			
196,256 77	General charges, Abstract No. 5.	195,602 65			
3,063,708 51		2,976,840 23			
Cr. 18,391 01	Car mileage	4,831 75			
3,045,317 50		2,981,671 98			
20,181 59	.....Balance.....	5,838 29			
3,065,499 09		2,987,510 27	3,065,499 09		2,987,510 27

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1.)

Previous Year.	—	Year ended 30th June 1894.
\$ cts.		\$ cts.
12,314 20	Mechanical superintendent's salary, clerks, office and travelling expenses...	12,248 75
255,555 73	Wages, drivers, firemen and cleaners.....	273,316 77
459,021 87	Fuel.....	444,477 33
38,270 58	Oil, tallow, waste and small stores.....	34,590 72
233,911 98	Repairs to engines, tenders and engine tools.....	257,793 04
32,193 60	Water, including pump and tank repairs.....	36,960 95
23,220 23	Miscellaneous	22,400 20
1,054,488 19		1,081,787 76

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 4.—INTERCOLONIAL RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year.		Year ending 30th June, 1894.
\$ cts.		\$ cts.
82,683 36	Repairs to passenger cars.....	66,132 15
21,635 70	Repairs to postal, express and baggage cars.....	18,136 48
208,728 98	Repairs to freight cars and vans.....	217,010 47
6,249 56	Repairs to snow ploughs and flangers.....	7,554 89
233,097 91	Wages of conductors, train baggage-masters and brakemen.....	255,853 06
22,192 87	Oil and waste for packing.....	18,409 63
66,898 37	Small stores and fuel.....	59,154 87
33,687 77	Miscellaneous.....	30,600 54
675,174 52		672,852 09

T. WILLIAMS,

Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

Department of Railways and Canals.

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

Previous Year.		Year ended 30th June, 1894.
\$ cts.		\$ cts.
6,986 66	Chief and assistant engineers' salaries, clerks, office and travelling expenses	6,874 19
352,490 37	Wages, repairing roadway, fences, and semaphores, including new sidings, laid in.....	334,455 51
75,507 29	Rails and fastenings, including new sidings, laid in.....	30,001 77
84,435 73	Sleepers.....	57,754 23
123,412 60	Timber, lumber, etc., for repairs to bridges, cattle-guards, snow sheds, fences, etc.....	67,997 62
8,019 73	Repairs to wharfs.....	11,188 78
67,190 18	Repairs to buildings, and platforms including extensions and additions to same.....	65,228 34
12,961 59	Repairs to tools.....	9,195 57
29,881 31	Clearing snow and ice.....	68,413 18
2,262 50	Miscellaneous.....	5,653 85
763,147 96		656,758 04

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	---	Year ended 30th June, 1894.
\$ cts.		\$ cts.
287,068 18	Salaries and wages of station masters, agents, clerks and telegraph operators, station baggage-masters, yard-masters, switchmen, watchmen and labourers	288,114 33
87,572 89	Fuel, oil, light, stationery, tickets and other incidental expenses.....	81,725 36
374,641 07		369,839 69

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.		Year ended 30th June, 1894.
\$ cts.		\$ cts.
76,767 33	General manager, district superintendents, train despatchers, general freight agent, general passenger agent's salaries, clerks, office and travelling expenses.....	79,024 31
27,414 24	Chief accountant and treasurer, traffic auditor, paymaster and cashier salaries, clerks, office and travelling expenses.....	27,273 74
12,415 82	Damages to men, animals and goods.....	7,278 31
31,211 40	Ferry service.....	33,893 05
1,613 85	Telegraph expenses (not including pay to operators).....	1,077 35
30,233 72	Miscellaneous, printing, advertising, &c.....	29,020 59
16,600 41	Agency expenses.....	18,035 30
196,256 77		195,602 65

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

Department of Railways and Canals.

No. 8.—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT, Year ending 30th June, 1894.

Cr.

Dr.

		1894.		1894.		1894.		1894.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
1893.	To Balance.....			502,127	66			1,167,003	99
June 30									
1894.	To Purchases during year..	981,025	18					12,983	00
June 30	Charges from other departments...	370,668	47					48,535	01
	Labour, &c..	46,599	10						
	Staff pay rolls.....	13,468	19						
				1,411,760	94				
									1,228,522 00
								344,527	95
								266,998	73
								73,839	92
									688,366 60
									1,913,888 60

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 9.—INTERCOLONIAL RAILWAY.
GENERAL BALANCE, Year ended 30th June, 1894.

DR.

CR.

	\$	cts.		\$	cts.
Cash			Dominion of Canada	998,860	75
General stores—			Suspense	3,865	19
Ordinary stores, including fuel	\$ 344,527	95	Chatham Railway	0	07
Iron and steel rails and fastenings	266,998	73	Canadian Pacific Railway—traffic	14,498	56
Old material for sale	73,839	92	Grand Trunk Railway—general account		904 13
			do traffic account		4,335 69
Stations	685,366	60	Central Railway of New Brunswick	5,239	82
Rents	51,858	70	Temiscouata Railway	339	44
Department accounts—	1,474	55	Elgin, Petitecodiac and Havelock	54	69
Agriculture	\$ 1,354	12	Acadia Coal Co	0	55
Post Office	54,926	44	I. C. R. Employees' Relief and Insurance Association	530	25
Public Works	23	97		0	10
Marine	13	56			
Militia and Defence	4,748	14			
C. P. R. rolling stock	61,066	23			
Windsor and Annapolis Railway	22,446	90			
Canada Eastern Railway—general account	\$ 3,667	18			
do traffic account	5,891	09			
Carquet Railway	9,558	27			
Prince Edward Island Railway	313	24			
Canadian Pacific Railway—general account	205	65			
do New Brunswick division—					
general account	7,332	82			
Western Counties Railway—new account	21,659	08			
do general account	\$ 1	74			
do do traffic account	15,893	35			
	1,657	42			
Quebec Central Railway	17,552	51			
Salisbury and Harvey Ry	4,422	71			
New York and New England Railway	9	89			
Spring Hill and Parrsborough Railway	3,161	99			
Halifax and Cape Breton Railway	1,151	42			
Elgin Branch Railway	726	10			
New York Central and Hudson River Railway	176	00			
Cincinnati, New Orleans, Texas Pacific Railway	1	00			
New York, New Haven and Hartford Railway	7	70			
Maine Central Railway	2	00			
Boston and Maine Railway	11	78			
Central Vermont Railway	9	60			
Montreal and Sorel Railway	6	33			

Department of Railways and Canals.

St. John Street Railway Co	31 00	
Pullman Palace Car Co	324 82	
Canadian Express Co	3,219 16	
Canada Coal and Railway Co	125 70	
Intercolonial Coal Co	58 13	
Cumberland Railway and Coal Co	649 32	
Dominion Coal Co	59 66	
New Glasgow, Coal, Iron and Railway Co	3 72	
International Coal and Railway Co	535 00	
Allan Steamship Line	1,892 13	
SS. "Admiral"	1,395 24	
SS. "Barcelona"	4 95	
P. E. Island Steam Nav. Co	1 77	
SS. "Contest"	2,232 50	
Union Boating Co	928 18	
Polson Iron Works	273 25	
Ontario Car and Foundry Co	1,276 00	
Caldbrook Rolling Mills	1,967 41	
Londonderry Iron Co	5 00	
Halifax Cotton Co. Siding	7,375 03	
Town of Dartmouth	32,000 00	
Remittances destroyed	788 81	
Schooner "Mary Jane"	71 30	
Car "Victoria"	2,638 28	
Stations:		
Nauwigewank	3 00	
Glengarry	5 00	
Bloomfield	25 21	
Coal Branch	65 84	
Weldford	55 00	
Ste. Luce	80 00	
Bic.	22 00	
St. Arsène	107 12	
Valley	6 65	
Iona	72 71	
Nappan	40 00	
Kent Junction	28 38	
Derby Junction	231 04	
Gloucester Junction	78 87	
Dalhousie	19 69	
Campbellton (freight)	25 00	
Isle Verte	25 00	
Individual accounts	11,428 95	
Total	963,389 42	963,389 42

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ended 30th June, 1894.

	1894.	1893.
Mileage of railway	1,142	1,142
Engine mileage	5,140,867	5,323,279
Train mileage	4,202,740	4,400,792
Car mileage	47,367,234	49,537,490
Receipts per engine mile	Cents. 58·11	57·58
Receipts per mile of railway	Dollars. 2,616·03	2,684·32
Percentage of passenger earnings to gross earnings	32·10	32·72
do freight do do	61·39	60·96
do other do do	6·51	6·32
Expenses per engine mile:—		
Drivers, firemen and cleaners' wages	Cents. 5·32	4·80
Fuel	8·65	8·62
Oil, tallow, waste and small stores	67	72
Repairs to engines	5·01	4·39
Water and tank repairs	72	62
Miscellaneous	43	43
Total	20·80	19·58
Mechanical superintendent's salary, office and travelling expenses	24	23
Total	21·04	19·81
Locomotive power per engine mile	Cents. 21·04	19·81
Car expenses per engine mile	13·09	12·68
Maintenance of way and works per engine mile	12·78	14·34
Station expenses do	7·19	7·04
General charges do	3·80	3·68
Car mileage	57·90	57·55
	09 Cr.	34
Total per engine mile	57·99	57·21
Locomotive power per train mile	Cents. 25·74	23·96
Car expenses do	16·01	15·34
Maintenance way and works per train mile	15·63	17·34
Station expenses per train mile	8·80	8·51
General charges do	4·65	4·46
Car mileage	70·83	69·61
	11 Cr.	41
Total per train mile	70·94	69·20
Working expenses per mile of railway	Dollars 2,610·92	2,666·65

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

Department of Railways and Canals.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit my report of the Engineering Department for the year ended 30th June, 1894.

TRACK.

During the year 27 miles of old steel rails have been taken up and replaced with new four and a half inch steel rails, weighing 67 pounds to the yard.

TIES.

During the year 262,927 ordinary ties and 93 sets of switch ties were renewed.

BALLASTING.

About 100 miles of the main line were reballasted. The fine and defective ballast is now nearly all covered.

SEMAPHORES.

New standard semaphore signals were erected at the following places:—Rockingham, Ferrona Junction, Debert, Westchester, Athol, St. Phillipe de Néri and L'Islet. An electric semaphore was erected at New Glasgow.

Necessary repairs have been made to all semaphore and other signals throughout the line where required.

SIDINGS.

During the year two and a quarter miles of additional siding accommodation were provided.

FENCING.

Forty miles of new barbed wire and woven wire fence were erected during the past year in place of the old pole fence and post and board fences, and at points where no fence had previously existed.

SNOW SHEDS AND FENCES.

On northern division No. 3, 1,250 feet of snow shedding were rebuilt.

During the year 14,628 feet of new snow fencing were erected at various points throughout the line, and necessary repairs were made to fences and sheds where required throughout the line.

WHARFS AND TRESTLES.

At the deep water terminus, Halifax, the old unused coal trestle on the north wharf was removed. The old hemlock caps were replaced with pitch pine. Two lines of track stringers were laid the whole length of the wharf and sidings put in, so that wharf can now be used for lumber or general purposes.

Very heavy repairs were made to the south wharf. It has been built 12 years, and the timber and piles (hemlock) have almost lasted out their life.

The piles and timber on each side of the freight shed have been largely renewed. Pitch pine stringers and joists have replaced the hemlock. The sea-worms are very bad at this place, and in future it will probably be found more economical to use creosoted timber for piling.

At Stewiacke the wharf, 150 feet long by 25 feet wide, was renewed. The cribs were also repaired.

At Pictou Landing a large portion of the main wharf was repaired, new stringers were placed under the tracks and eight new mooring posts and fenders put in.

At Mulgrave new hardwood fenders were placed on the end and corner of wharf. The outer corner of the wharf was rounded to better enable the ss. "Mulgrave" to enter the dock. About 175 feet of crib-work were built on the shore side of the dock to keep the barge in position when receiving and discharging cars.

At Hastings hardwood fenders were provided at the outer corners and necessary repairs made to the hardwood sheathing on the face of the wharf.

At Point Tupper the south corner of wharf was rounded with hardwood sheathing placed vertically. It was also found necessary to sheathe the crib on the south side of dock with heavy timber to protect it from the transfer steamer which is liable to come in contact with it in bad weather.

At Antigonish two new coal trestles, one 120 feet long, and the other 111 feet long, were put up on the south side of the track for local business by private parties. These trestles are on ground leased by the railway and are to be maintained by the owners.

At Londonderry and Spring Hill necessary repairs were made to the coal trestles.

At Pointe du Chêne an addition, 434 feet long by 45 feet wide, was made to the present wharf to provide a berth for the ss. "Northumberland." On the west side of dock, 240 feet of the old wharf were entirely renewed.

A portion of the east wharf, forming a breakwater, was entirely renewed and made 17 feet wider for a length of 225 feet.

At Moncton necessary repairs were made to the Government wharf.

At Newcastle a new coal shed and trestle, 550 feet long, was erected to replace the one destroyed by fire. Necessary repairs were made to Newcastle wharf.

At Dalhousie new fenders were provided and necessary repairs made to the covering of wharf.

Heavy repairs were made to the coal trestles at River du Loup and St. Charles.

Heavy repairs were made to the crib-work along the water front between Lévis and Point Lévis.

BUILDINGS AND PLATFORMS.

At the deep water terminus, Halifax, the sills of freight shed were renewed under the south side. A new office was provided in this shed for the immigration agents.

A portion of the roof of the elevator gallery was renewed with tar and gravel; the south side of the deep water terminus freight shed was also recovered with tar and gravel.

At Richmond new sills were placed under the car shop, and the floor repaired.

One side of the coal shed roof was reshingled. The roofs of lean-to attached to coal shed and cattle shed were also reshingled.

The station building was overhauled, repaired, and painted two coats.

The roof of round-house was recovered with tar and gravel; the roof of oil store was also repaired.

At Elmsdale the loading platform was extended 150 feet.

At Bedford the platform was extended 50 feet.

At Stewiacke an addition was made to the loading platform of 200 feet. A portion of the freight shed was finished off for a ladies' waiting-room which was much needed at this place.

At Shubenacadie a low platform was substituted for the high one at that station.

At Truro, the general waiting-room was fitted with modern water-closets of the most approved pattern, and an excellent system of sewerage. The cattle pen at this station was renewed. The timbers of three pits in the round-house were renewed, and six new iron smoke jacks were provided.

The station master's office was sheathed, and a new hardwood floor provided.

At Union the flag station was moved several hundred feet, and a new platform 60 by 6 feet erected.

At Glengarry a portion of the loading platform was renewed.

Department of Railways and Canals.

At Hopewell the loading platform 200 feet long by 4 feet high was renewed.

At Ferrona Junction cattle guards were provided.

Necessary repairs were made to all other buildings and platforms throughout the eastern division.

At Stellarton the roof of the engine shed was overhauled and repaired where necessary.

At New Glasgow the sides and end of agent's office were shingled and painted. The iron roof of baggage-room also received two coats of paint.

At Woodburn a shelter was provided for passengers.

At West Merigomish a kitchen was erected for the accommodation of the agent.

At Merigomish necessary repairs were made to the station, the agent's office and the waiting-room; the roof of station building was painted.

At Piedmont the sides and ends of station were shingled. A kitchen was also provided at this station for the agent.

At Hetherton necessary repairs were made to the roof and floors of the station building.

At Bayfield an addition was made to the west end of station to provide for the increased business at this place. The old freight-room of station was converted into a general waiting-room.

At Mulgrave some alterations were made to the windows and a small verandah put in front of station. Modern water-closets were provided for the ladies waiting-room and for the apartments of the station agent. Necessary repairs were made to the roof of engine shed. Small buildings, 42 by 9 feet, were built over the gearing of transfer bridge at this station and also at Point Tupper.

At Cape Porcupine a shelter was provided for passengers.

At Sydney an office was erected for the trackmaster's use. Necessary repairs were made to all stations between Point Tupper and Sydney.

At Westville the walls of office and waiting-rooms were sheathed to protect the plaster.

At Scotch Hill a new freight shed was erected to provide for the increased business at that place.

At Ross Road four miles west of Tatamagouche, a new building was erected at a cost of \$1,200, for a station and dwelling apartments for the track foreman whose family sell tickets, and attend to freight business in consideration of free rent.

The following stations were painted on the Oxford and New Glasgow Division, Westville, River John, Tatamagouche, Wallace and Oxford.

At Onslow a new loading platform 150 feet long was erected, and necessary repairs were made to the passenger platform.

At Belmont and Debert the platforms were repaired.

At East Mines necessary repairs were made to the exterior walls of station, and the building painted.

At Wentworth the station and freight-house were repaired and painted, and a new well-house provided.

At Westchester new sil's were placed under the station, the roof shingled, a lean-to 12 feet square put up for a kitchen, and the buildings painted.

At Greenville the station building was raised 18 inches and a new foundation put under it. A new hardwood floor was laid in the agent's office, necessary repairs were made to the exterior walls of station, and the building painted. The platform 200 by 10 feet, was renewed.

At Thomson the platform was repaired, and the coal shed painted.

At Oxford Junction the roof of freight shed was reshingled, general repairs were made to the station, freight shed and coal-house, and all these buildings painted.

At Spring Hill necessary repairs were made to the round-house and platform. The exterior walls of station and freight-house were painted. The waiting-rooms, and roofs of store-house and car inspector's office also received a coat of paint.

At Athol and Nappan the platforms were repaired.

At Maccan the station building, freight shed and coal shed were painted.

At Amherst the roofs of station building and restaurant were repaired, the roof of the latter building was painted.

At Aulac the waiting-room and kitchen were painted inside.

At Sackville necessary repairs were made to the roof and floors of station building, and the office and waiting-room painted.

At Rockland an additional room was furnished off the freight-house for use of the agent.

At Memramcook the roofs of office and waiting-room were shingled.

At Meadow Brook the flag station was painted.

The cattle pens were renewed at Salt Springs, Nappan and Rockland.

At Pinte du Chêne the blacksmith's shop and oil shed were reshingled, and the agent's office sheathed and painted. Necessary repairs were made to the freight and coal sheds.

At Shediac one side of the station building was reshingled and the freight shed repaired.

At Moncton general repairs were made to the mechanical shops where necessary. Several of the ash-pits in the round-house were lengthened and new smoke jacks provided where required.

Necessary repairs were made to the check office and the building painted. New hardwood floors were laid in the dwelling apartments of the station agent and the telegraph office, and a new set of doors was provided for the express office. New floors were laid in the boiler, erecting, machine and fitting shops. Necessary repairs were made to the Government cottages and tenement buildings.

At Salisbury the freight-house was repaired.

At Petitcodiac necessary repairs were made to the station building, freight shed and platform.

At Apohaqui the freight-house was repaired where damaged by fire.

At Hampton modern flush water-closets were provided in the gentlemen's waiting-room.

At Torryburn, a small loading platform was erected.

At St. John necessary repairs were made to the train shed roof and the interior walls of same whitewashed and painted.

At Adamsville Siding a new loading platform, 110 by 20 feet, was erected to replace the one destroyed by fire.

At Chatham Junction the freight shed roof was recovered with Sparham roofing.

At Newcastle a new coal shed and delivery shed were built by contract to replace the buildings destroyed by fire. The cost of this work was \$2,060. The roof of the round-house was recovered with Sparham roofing.

A new platform 40 by 9 feet was erected at the Newcastle wharf.

At Beaver Brook a new dwelling-house was built for the section foreman. The old tank building was moved to the west end of the yard, placed on a cedar foundation, and general repairs made to the building.

At Bartibogue the waiting-room and office were sheathed and painted, the foundation walls of station were repaired.

At Red Pine the roof of station building was reshingled and painted.

At Bathurst the roof of station was reshingled and painted, the roof of freight shed was repaired, and a portion of the platform renewed.

At Jacquet River the walls of kitchen and dwelling apartments were shingled, and the roof of freight shed repaired.

At New Mills the freight shed roof and platform were repaired.

At Charlo the doors and windows of station and freight-house were repaired and the freight-house platform was renewed.

At Eel River the exterior walls and roof of station were painted.

At Dalhousie the station and dwelling apartments were painted. Necessary repairs were made to the engine-house, and the roof reshingled.

At Dalhousie Junction the roof of station was painted, and the passenger platform repaired.

Department of Railways and Canals.

At Campbellton, the interior walls of superintendent's and train despatcher's offices were sheathed to protect the plaster. Hardwood floors were also laid in these offices.

The wood-working shop was thoroughly overhauled, repaired and painted.

The superintendent's dwelling and station building were also overhauled and painted. Heavy repairs were made to the coal storage sheds at the west end of yard.

At Metapedia a dwelling was provided for the agent, by adding a second story to the old station.

At Assametquaghan two new dwellings were provided for the section foremen and trackmen, to replace those destroyed by fire. A new floor and a new chimney were put in the tank-house.

At Cedar Hall a new chimney was built in the tank-house, and storm sashes were provided for the station building.

At Sayabec storm sashes were provided for the station.

At Ste. Flavie necessary repairs were made to the flooring of round-house.

At Rimouski the station was overhauled and repaired. The platform at the rear of station was renewed.

At Sacré Cœur a new flag station was put up to replace the one destroyed by fire.

At Bic a hardwood floor was put in the waiting-room and the platform repaired.

At Trois Pistoles, necessary repairs were made to the restaurant and a hardwood floor put in.

At St. Eloi the station building was overhauled and repaired.

At Cacouna a hardwood floor was put in the station.

At River du Loup necessary repairs were made to the round-house and boiler shop. The roof of the blacksmith shop was resingled. Hardwood floors were laid in the waiting-rooms of station, the baggage-room was overhauled and repaired and the station platform renewed. Necessary repairs were made to the store building of machine shop.

At Ste. Hélène the station platform was renewed.

At St. Philip de Néri the station building was overhauled and repaired.

At Ste. Anne new hardwood floors were laid in the waiting-rooms and the coal shed repaired.

At St. Louis new hardwood floors were laid in the waiting-rooms and other necessary repairs made to the building.

At St. Valier the station platform was renewed.

At St. Michel the station platform was renewed.

At St. Charles the station building was overhauled and repaired.

At Chaudière necessary repairs were made to the station building and the tenements occupied by railway employees.

At Harlaka the station platform was renewed.

At Hadlow large repairs were made to the floor of engine-house, the roof of this building was resingled. The brick walls were overhauled and pointed. Heavy repairs were made to the tenement buildings on the Chapman property, occupied by railway employees.

BRIDGES AND CULVERTS.

At Grand Lake the stone abutments of a beam bridge were overhauled, repaired and painted, the walls carried up three feet and the wooden superstructure replaced with an iron span of 18 feet.

Near Shubenacadie a new stone box culvert, 40 feet long, 2½ feet by 2 feet, was provided to give more effective drainage to adjoining lands.

A number of beam and box culverts near Shubenacadie were repaired and pointed.

Near Truro stone abutments were built for a 40 feet span where steel plate girders are to be provided next year.

Near Union a tunnel under the embankment has been caving in for a number of years, causing serious damages to the lands on the upper side of the track. This tunnel was thoroughly cleaned out and lined throughout with masonry, and a settlement effected for all past damages to the lands above referred to.

At Truro a brick addition was made to the engine-house to provide accommodation for two longer engines than had ever been used on the road before this year.

At Landsburg a beam culvert was rebuilt.

Two beam bridges near Truro were overhauled, repaired and painted.

At West Merigomish the stone abutments of the French River bridge were cased with concrete where they had been seriously damaged by the action of frost and ice.

At Dewar's Mills a hemlock trestle of 7 spans, 22 feet long each, was replaced with a similar number of spans of iron trestle on stone foundations. This trestle was provided with a standard pitch pine top and iron guard rails.

At West River, Antigonish, an old Howe truss, of 120 feet span, was replaced with a steel through Pratt truss of the same length. This span was provided with pitch pine top and iron guard rails.

At Black River, near Tracadie station, some small repairs were made to a 100 feet Howe truss, which is to be replaced with a steel truss this year.

Between Antigonish and Mulgrave four French drains had become choked, and were replaced with 2 by 2 and 3 by 3 feet cedar box culverts.

Between New Glasgow and Mulgrave ten pairs of old hemlock cattle guards were replaced with cedar, which is very much superior to the hemlock.

Near Iona heavy repairs were made to the foundation of a 5 by 6 feet culvert which had settled on account of the decomposition of the plaster on which it was built.

At Grand Narrows stone rip-rapping was placed around the abutments of the shore spans.

Between Grand Narrows and Boisdale heavy repairs were made to the crib protection at the foot of the banks, these were damaged by the heavy gales of last year.

About 1,200 feet of new crib protection was built at exposed points not previously protected.

Georges River bridge, 12 spans of steel trestle, between Mulgrave and Sydney, was scraped and painted.

At Pictou, Brown's Point bridge was thoroughly overhauled and repaired, one hundred ties were renewed. The cedar crib protection of the embankment at the south end of the bridge was carried up two feet (this is in addition to the two feet referred to in my report of last year). The cedar blocks were filled with stone.

Near Meadowville three broken down clay pipe culverts were replaced with cedar box culverts.

The following bridges, on the Oxford and New Glasgow Division, were scraped and painted :

Wallace bridge, 6 spans.

Vaugh's River bridge, 1 span.

River John bridge, 3 spans.

Yankee Grant bridge, between Mulgrave and New Glasgow, was also scraped and painted.

At Dorchester an old wooden trestle was replaced with a steel plate girder of 85 feet span, and placed on first-class masonry and abutments. The cost of this work was \$26,000.

Between Truro and Painsec Junction, 16 box and beam culverts were overhauled, repaired and painted. Between the same points, 29 pairs of spruce and hemlock cattle guards were renewed with cedar walls and pitch pine stringers.

At Cook's Brook an open wooden culvert was renewed.

New and heavier steel hangers were provided for 8 iron spans of about 80 feet, between Moncton and St. John. These spans were built nearly 40 years ago, and it was found that the old hangers were entirely too light for the rolling stock now in use.

At Chatham Junction and Newcastle two new cedar culverts were built under the track to provide more efficient drainage for adjoining lands.

On the Indiantown Branch, the superstructures of 12 open culverts were renewed with pitch pine.

Between Newcastle and Campbellton, a wooden overhead bridge of 30 feet span carrying the public road over the track about one mile north of Newcastle, was replaced with a steel span of the same length.

Department of Railways and Canals.

Ten iron spans of 100 feet each were overhauled, repaired, scraped and painted.

Between the same points, 13 pairs of hemlock and spruce cattle guards were renewed with cedar.

Between Ste. Flavie and River du Loup 12 pairs of cattle guards were renewed, the necessary repairs were also made to a number of box and beam culverts.

Between River du Loup and Chaudière Junction, a gang of about eight masons and labourers was engaged about four months rebuilding and repairing all stone structures. A number of these structures were entirely renewed.

At Hadlow a stone ash-pit was rebuilt.

An embankment across St. Charles Lake was covered with rip-rap to protect it from the wash of the lake.

The following bridges between Moncton and Lévis were overhauled, scraped and painted :—

Little River.....	1 span	60 feet.
Middle River.....	2 do	80 do
Tetagauche River.....	5 do	100 do

GENERAL.

Between Halifax and New Glasgow ten semaphore signals, sixty-six switch and seventeen station signals were painted. The fences to road approaches to all public crossings throughout the line were whitewashed.

The transfer ferry between Mulgrave and Point Tupper has been completed, and has been in operation nearly a year. Crib-work approaches were built on either side of the strait of Canso to provide berths for the steamer and barge.

Double track transfer bridges were built at the heads of the docks on both sides of the strait. These bridges can be raised or lowered seven feet, so that cars can be transferred from and to the barges at all stages of the tide. A suitable steel steamer of 484 tons has been provided. Two barges have been provided. The large barge carries four of the largest passenger cars, or eight freight cars.

Some dredging has also been done in addition to that referred to in my report of last year.

New track scales were provided at Sydney at a cost of \$1,200. These were necessary on account of the large coal shipments by the railway from the Cape Breton mines.

Between Painsec Junction and Truro, in October last, several serious wash-outs occurred. An embankment was broken near Wentworth on account of the bursting of a mill-dam, about two miles above the track, about 30,000 yards of material was washed into the valley below. The cost of repairing this wash-out was about \$2,000. The other wash-outs referred to, may be quoted at \$600.

At St. John a cedar block pavement, 300 by 50 feet, was laid on the road approach to the inward freight shed at a cost of about \$1,000.

At St. John, Sussex and Ste. Flavie, turntables were lengthened and strengthened to provide for the larger class of engines lately introduced on the road.

All semaphores, and switches, and station signals, between Moncton and Campbellton, were painted.

I have the honour to be, sir,

Your obedient servant,

P. S. ARCHIBALD,

Chief Engineer

D. POTTINGER, Esq.,
General Manager, Government Railways
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 2nd August, 1894.

SIR,—I beg to submit for your information the following statements of the operations of the Mechanical Department for the year ending 30th June, 1894 :—

A.—Statement showing the number of locomotives and the various classes of cars.

B.—Statement showing the locomotive and car mileage and the average number of passenger and freight cars hauled per mile run by engines.

C.—Abstract of locomotive returns.

D.—Statement of the cost of locomotive power for each month during the year.

E.—General statement of the expenses of the Mechanical Department during the year.

Two locomotives were purchased on capital account for increase of stock.

Five of the 14 x 22 and 16 x 22 inch cylinder locomotives were taken out of service and were replaced by five 18 x 24 inch cylinder locomotives at cost of working expenses.

Two second-class sleepers were built, one to replace one of the old second-class passenger condemned, the other to replace one destroyed on the line.

Two hundred and ten of the old 10-ton box cars were taken out of service and were replaced by the same number of cars of 20 tons capacity each.

Fifty-eight platform cars 10 tons capacity were condemned and replaced by others of 20 tons capacity.

Sixty-seven gondolas and coal cars 15 tons capacity were condemned and replaced by platform cars boxed to carry 20 tons.

Seven box cars were taken into shops and their capacity increased from 10 to 20 tons, making a total of 342 cars that had their carrying capacity doubled.

Five hopper cars and one snow plough were also rebuilt.

The Westinghouse air brake was applied to two hundred and ten freight cars, making the total equipped to date 957.

The following is a summary of the principal work done :—

DRAWING OFFICE.

Sets of drawings made for rebuilding locomotives, classes B 3 and 4.

Complete sets of drawings and specifications made for new first-class passenger cars, new baggage cars, new box cars, and new platform cars.

Drawings made for additions and improvements to ss. "Mulgrave."

New locomotive haulage sheet made.

Registers of locomotive repairs, water supply, and turntable repairs kept.

LOCOMOTIVE REPAIRS.

River du Loup Shops.

Twenty-two locomotives received general repairs and six specific repairs, the following new parts being supplied :—2 new tube sheets, 2 new fire box half side sheets, 28 new driving tires, 1 new driving wheel, 1 new driving axle, 3 new engine truck axles, 2 new cylinders, 8 new crank pins, 1 new cab, 7 new pilots, 22 boilers were tested, 9 fire boxes were patched.

Five locomotives were equipped with the improved driving-wheel brakes, and 1 with steam heater.

Two rotary snow ploughs were repaired.

21,000 lbs. of bolts were forged and threaded for locomotives.

10,388 do do do cars.

2,200 lbs. of studs were threaded.

400 lbs. of nuts were tapped.

Richmond Shops.

Fourteen locomotives received general repairs, and three specific repairs, the following new parts being supplied :—2 new fire box half side sheets, 12 new driving tires, 1 new driving axle, 1 new crank pin, 1 new cab, 16 new pilots.

Department of Railways and Canals.

Seven boilers were tested, 11 fire boxes were patched.

Seven locomotives were equipped with the improved driving-wheel brakes, and 4 with steam heaters.

4,775 bolts were forged.

45,155 bolts were threaded.

704 studs were threaded.

Moncton Locomotive Shops.

One new locomotive boiler and fire-box built complete, 84 locomotives received general repairs, and 77 specific repairs, 79 boilers were tested, 29 fire-boxes were patched, 7,741 tubes were pieced.

The following new parts were supplied:—2 new tube sheets, 4 new fire-box half side sheets, 2,405 new tubes, 19 new cylinders, 3 new cylinder saddles, 12 new driving wheels, 113 new driving tires, 24 new driving axles, 6 new engine truck axles, 16 new main rods, 82 new side rods, 148 new crank pins, 3 new cabs, 23 new pilots.

Eighteen locomotives were equipped with the improved driving-wheel brakes, and 22 with steam heaters.

Two new boilers were built complete for water service.

167,464 bolts were forged.

216,786 bolts were threaded.

4,973 studs were threaded.

69,616 lbs. of nuts were tapped.

Work as follows was done for ss. "Mulgrave":—New iron bulkhead with doors complete to partition engine and boiler-rooms.

New iron coal bunkers made to replace wood bunkers.

New iron store-room made for engineer's supplies.

New 200-gallon iron water tank for sanitary purposes made to replace wood tank.

One heavy iron anchor davit, forged and fitted complete.

One lifting traveller and gear complete made for engine-room.

Condenser tube sheets faced, drilled, and threaded for brass glands.

For car barge:—Four wrought iron car stop blocks were forged and fitted complete.

Four heavy toggle irons planed. Eight heavy deck rings and staples forged.

CAR REPAIRS.

Moncton Car Shops.

Rebuilt.—73 freight cars, 1 flanger car, 1 wing plough.

Capacity increased.—7 freight cars.

Heavy repairs.—Including painting, varnishing and thorough renovation.—10 first-class sleepers. One second-class sleeper, 5 parlour cars, the Governor General's car "Victoria," official car, "Ottawa," General manager's official car, 33 first-class cars, 33 second-class cars, 17 postal cars, 14 baggage cars, 11 vans, 342 freight cars, 6 wing ploughs, 6 common snow ploughs.

Light repairs.—7 first-class sleepers, 9 second-class sleepers, 1 parlour car, 52 first-class cars, 64 second-class cars, 40 postal cars, 34 baggage cars, 5 foreign passenger cars, 87 vans, 4,318 freight cars, 12 wing ploughs, 35 common snow ploughs.

Repainted.—519 freight cars, 15 snow ploughs.

Six freight cars were equipped with the Westinghouse brake.

Steam heating was applied to 1 first-class sleeper, 2 second-class sleepers, 1 official car, and 1 first-class car.

The Governor General's car was fitted with the electric light. "Hughes" patent ventilator was applied to 2 sleeping cars.

A large amount of work was done to freight and baggage trucks, chairs, safes ticket cases, footboards, and other articles for out stations.

MONCTON BRASS FOUNDRY.

Output.—58,274 lbs. of brass castings and 124,107 lbs. of brass bearings.

NEW PLANT AND MACHINERY.

New tandem compound "Corliss" engine, 100 H.P. and "Stratton" separator for car machine shop.

New "Monarch" economic boiler, 125 H.P., for car machine shop.

New high speed engine 125 H.P., and "Stratton" separator for electric light dynamos.

The "Huyett and Smith" hot blast system for heating with exhaust steam erected in car machine and paint shops, comprising 2 new vertical engines, 2 fans and heaters, and arrangement of ducts, pipes, and deflectors for distributing hot air. All live steam heating pipes removed.

Two new belt tighteners built at Moncton shops for electric light engines.

New arrangement for operating axle testing machine with compressed air.

TURNTABLES.

Pictou Landing.—New wooden turntable built and put in.

St. John.—Turntable lengthened to 50 feet.

Ste. Flavie.—Turntable repaired, and lengthened to 50 feet.

Hadlow.—New wrought iron trucks built.

WATER SERVICE.

West River.—New 50,000-gallon tank built. New boiler and pump. New stove. Old box-car converted to coal-house.

Elmsdale.—New 50,000-gallon tank built. 40 feet 4-in. cast iron pipe laid.

Tatamagouche.—Rebuilt 50,000-gallon tank. New tank and smoke pipes. Reservoir built and fenced. 1,100 feet 4-in cast iron pipe laid.

Sussex.—Erected 50,000-gallon tank (taken from Pugwash). New boiler and new steam pump. 2 new tank pipes.

Assametquaghan.—New 16,000-gallon tank and new trestle built.

Beaver Brook.—New 16,000-gallon tank built. New steam boiler. New steam pump. New tank pipe. New stove. Reservoir built. 360 feet 2½-in. pipe laid.

Cedar Hall.—New 16,000-gallon tank and trestle. New tank pipe. Main water pipe repaired.

St. John.—New 16,000-gallon tank. 125 feet 2½-in. galvanized pipe laid.

St. Charles.—Tank repaired and painted. Boiler and steam pump put in. 260 feet 4-in. galvanized pipe laid. 1,800 feet rock excavated. Well built.

Alton.—Boiler retubed.

Amherst.—New water gate and new crane pipe.

Bayfield Road.—New tank pipe and smoke pipe.

Belledune.—Boiler retubed.

Campbellton.—Repaired steam pump and fire hydrants.

Canaan.—New smoke pipe complete.

Charrière.—Repaired windmill pump.

Causapscal.—New smoke pipe.

Ste. Anne.—New steam fittings.

Hampton.—Reservoir rebuilt.

Jacquet River.—Reservoir repaired.

Loudonderry.—Repaired boiler and pump put in.

Little Metis.—Hot air pump repaired.

Metapedia.—Reservoir cleaned out and repaired.

Moncton.—One water crane rebuilt and one repaired.

Department of Railways and Canals.

Mulgrave.—Reservoir repaired and fenced. 90 feet 2½-in. galvanized pipe laid.

New Glasgow.—Water crane and meter repaired. New crane pipe.

Pointe du Chêne.—New tank pipe.

Pictou Landing.—Second-hand pump and 80 feet pipe laid.

Point Tupper.—120 feet 3-in. galvanized pipe put in engine-house.

Pugwash Junction.—New stove and pipe. Old box-car placed for coal-house.

Rogersville.—New tank pipe and smoke pipe.

River du Loup.—Repaired reservoir, steam pump and suction pipe.

Red Pine.—Repaired steam pump.

Springhill.—Repaired crane, steam pump and smoke pipe.

St. Moïse.—New water gauge cocks, new tank pipe, new smoke pipe. Crane repaired.

St. Fubien.—Boiler removed for repairs, and a repaired boiler put in.

St. Luce.—Repaired windmill and tank pipe.

St. Flavie.—Repaired tank trestle. New sheathing applied.

St. Paschal.—Reservoir cleaned and fenced. Cast iron pipe laid.

Dalhousie.—Repaired and cleaned out reservoir.

Sydney.—Connected town water supply with engine-house, and put in two fire hydrants. 120 feet 3-in. galvanized pipe laid in engine-house.

I hereby certify the rolling stock to be in good condition. Not one locomotive is waiting repairs at close of year excepting engine 208, which requires a new cylinder to be supplied by the Canadian Locomotive and Engine Co., Kingston.

I have the honour to be, sir,

Your obedient servant,

FRANCIS R. F. BROWN,

Mechanical Superintendent.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton, N. B.

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars on the 1st July, 1893, and on the 30th June, 1894.

	The Various Classes of Cars.														Total							
	Locomotives.	First-Class Sleepers.	Second-Class Sleepers.	Parlour.	First-Class Passengers.	Second-Class Passengers.	Postal and Smoking.	Express and Baggage.	Box.	Platform, 10, 15 and 20 tons.	Hoppers, 6 tons.	Gondolas, 20 tons.	Coal Cars, 20 tons.	Cattle.		Vans.	Total.	Snow Ploughs.	Wing Ploughs.	Flangers.	Steam Ploughs.	Total
On hand, serviceable	206	15	5	5	95	24	39	2,020	2,109	999	459	777	103	99	6,840	44	10	21	2	77		
do condemned			1		1			51	33		12	5			103							
Total	206	15	6	5	92	24	39	2,071	2,142	999	471	782	103	99	6,943	44	10	21	2	77		
Taken off register, replaced by new.	4																					
Purchase on account capital	2																					
Changed from second-class to second-class sleepers		1			1																	
do do gondolas and large coal to platform, by rebuilding									67		53	14										
Total	204	15	7	5	92	24	39	2,071	2,209	999	418	768	103	99	6,943	44	10	21	2	77		
Condemned, July, 1893.			1		1			51	33		12	5			103							
do during the year		5			1			164	104	8	41	22	2		342	1						
Less, rebuilt.		5			1			215	137	8	53	27	2		445	1						
Add serviceable and repairing	204	15	6	5	91	24	39	2,066	2,130	996	418	757	101	99	6,842	44	10	21	2	77		
Deduct italic figures.	204	15	6	5	92	24	39	2,071	2,209	999	418	768	103	99	6,943	44	10	21	2	77		

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1894.

Department of Railways and Canals.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage for the Year ended 30th June, 1894.

MONTHS.	LOCOMOTIVE MILEAGE.		CAR MILEAGE.						
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Snow Ploughs.	Average Passenger.	Average Freight.
	1893—July.....	124,153	231,820	537,764	261,799	2,999,813	3,799,376	6.44	12.94
August.....	126,445	215,179	554,775	282,347	2,836,062	3,673,184	65	6.60	13.18
September.....	104,914	223,497	486,472	267,973	2,966,379	3,720,824	.....	6.92	13.51
October.....	92,582	257,714	423,528	254,978	3,556,976	4,235,482	.....	7.32	13.80
November.....	96,358	244,793	431,934	257,434	3,472,025	4,161,393	3,167	7.15	14.18
December.....	98,066	280,637	436,720	256,887	3,473,409	4,167,016	18,217	6.97	12.37
1894—January.....	101,266	262,924	407,906	238,156	3,075,670	3,721,732	24,950	6.37	11.69
February.....	90,182	243,476	359,504	213,826	2,926,234	3,439,564	28,402	6.35	12.02
March.....	100,564	265,429	420,291	239,842	3,505,986	4,166,119	2,046	6.56	13.21
April.....	94,617	261,290	421,468	231,354	3,506,764	4,159,586	1,644	6.89	13.42
May.....	97,840	248,884	417,732	237,170	3,437,922	4,092,884	3,584	6.69	13.81
June.....	103,133	236,917	460,219	243,199	3,266,656	3,970,074	90	6.72	13.75
	1,230,180	2,972,560	5,358,373	2,984,965	39,023,896	47,367,234	82,165	6.78	13.13

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1894.

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for Year ended 30th June, 1894.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Pints of Valve Oil and Tallow.	Pounds of Waste.	Miles Run to 1 hour in Steam.	Pounds of Coal.	Pints of Oil.	Pints of Valve Oil and Tallow.	Pounds of Waste.
1893—July	40,173	432,617	12,162	23,998	22,278	8,623	10.77	6,297	5.54	5.14	1.99
August	38,274	415,701	11,658	23,874	21,784	8,699	10.86	6,282	5.71	5.24	2.09
September	37,175	399,656	12,070	23,147	19,000	8,492	10.75	6,765	5.76	4.75	2.12
October	40,003	425,028	13,139	24,068	19,294	8,601	10.62	6,924	5.66	4.53	2.02
November	39,044	413,847	13,558	22,976	18,280	8,551	10.59	7,386	5.55	4.42	2.06
December	46,348	466,683	16,489	26,562	22,883	9,426	10.06	7,915	5.69	4.89	2.02
1894—January	46,215	455,229	15,638	26,514	21,626	9,115	9.85	7,694	5.82	4.75	2.00
February	42,597	418,559	14,607	25,915	20,842	8,631	9.82	7,817	6.19	4.98	2.06
March	41,406	444,267	14,900	26,379	21,531	9,363	10.73	7,512	5.93	4.84	2.10
April	40,191	430,304	14,060	25,921	20,565	8,385	10.76	7,319	6.02	4.77	1.94
May	39,604	424,405	12,774	26,548	22,210	9,222	10.71	6,742	6.25	5.23	2.17
June	38,884	414,621	12,039	26,108	22,074	9,057	10.67	6,504	6.29	5.32	2.18
Totals	489,864	5,140,867	163,094	302,010	252,307	106,155	10.49	7,094	5.87	4.99	2.06

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1894.

Department of Railways and Canals.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive Power for each month from 1st July, 1893, to 30th June, 1894.

Months.	Miles run by Engines.	Mechanical Supt.'s Salary, Clerks and Office Expenses.	Engine-men's Wages.	Fuel.	Oil, Tallow and Waste.	Repairs to Engines, Tenders and Tools.	Water.	Engine-houses and Turntables.	Total.	Average per 100 miles.						Total	
										\$	cts.	\$	cts.	\$	cts.		\$
1893—July..	432,617	964 52	22,644 83	32,893 65	2,717 47	20,783 57	1,654 79	1,446 04	83,104 87	22 5	24 7	60	63 4	80	38	33 19	20
Aug..	415,701	926 44	22,478 18	31,650 29	2,806 93	23,708 32	1,950 63	1,688 26	85,209 05	22 5	41 7	61	67 5	70	47	41 20	49
Sept..	399,656	942 39	21,642 74	33,259 47	2,659 62	22,255 86	3,272 27	1,463 40	85,495 75	23 5	42 8	32	66 5	57	82	36 21	38
Oct..	425,028	1,133 32	22,615 93	35,586 48	2,713 69	22,654 62	4,370 14	2,114 29	91,188 47	26 5	32 8	37	64 5	33	1 03	50 21	45
Nov..	413,847	1,039 43	22,107 62	37,348 70	2,802 12	20,484 75	5,090 11	1,795 75	90,668 48	25 5	34 9	02	68 4	95	1 24	43 21	91
Dec..	466,633	1,066 65	24,603 34	45,696 29	3,350 65	21,799 86	5,783 48	2,035 37	105,235 64	23 5	26 9	80	72 4	67	1 24	63 22	55
1894—Jan..	455,229	1,059 52	23,906 94	42,823 07	3,055 42	22,240 37	2,470 91	2,610 34	98,166 57	23 5	25 9	41	67 4	88	54	58 21	56
Feb..	418,559	1,043 31	22,330 01	40,441 71	2,937 87	19,571 19	3,380 75	2,630 37	92,335 21	25 5	33 9	66	70 4	68	81	63 22	06
Mar..	444,267	1,061 93	23,247 01	40,039 58	3,014 56	18,487 35	2,272 22	1,327 39	89,470 03	24 5	23 9	01	68 4	16	51	30 20	13
April.	430,304	1,013 01	22,196 80	37,552 03	2,663 02	23,471 96	2,302 06	1,563 28	90,762 16	23 5	16 8	73	62 5	46	53	36 21	09
May..	424,405	933 39	22,783 16	34,400 42	2,949 68	20,444 51	2,072 64	1,792 11	85,375 91	22 5	37 8	11	69 4	82	48	42 20	11
June..	414,621	1,044 84	22,760 21	32,785 64	2,919 70	21,890 68	2,340 95	1,033 60	84,775 62	25 5	49 7	91	70 5	28	57	25 20	45
Totals..	5,140,867	12,248 75	273,316 77	444,477 33	34,590 72	257,793 04	36,960 95	22,400 20	1,081,787 76	24 5	31 8	64	67 5	02	72	44 21	04

J. SUTTON,

Mechanical Accountant.

MONCTON, N.B., 30th June, 1894.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ended 30th June, 1894.

Miles run by trains	4,202,740
do engines	5,140,867
do cars.....	47,367,234
do snow ploughs.....	82,165
	\$ cts.
Cost of locomotive power.....	1,081,787 76
	\$ cts.
Cost of repairs to cars :	
Repairs to passenger cars	66,132 15
do postal, express and baggage cars	18,136 48
do freight cars and vans.....	217,010 47
do ploughs and flangers.....	7,554 84
Oil and waste for packing	18,409 63
Total	327,243 62
	\$ cts.
Cost of locomotive power per 100 miles run by trains.....	25 74
do do do engines.....	21 04
do do do cars.....	2 28
	\$ cts.
Cost of repairs to cars and ploughs per 100 miles run by trains	7 23
do do do engines.....	6 01
do do do cars and ploughs.....	0 65
	\$ cts.
Cost of oil and waste for packing per 100 miles run by trains.....	0 44
do do do engines.....	0 36
do do do cars and ploughs.....	0 04
	\$ cts.
Cost of repairs to cars per 100 miles run by them :	
Passenger.....	1 19
Postal, express and baggage.....	0 61
Freight cars and vans	0 56
Ploughs and flangers.....	9 19

J. SUTTON,

Mechanical Accountant.

MONCTON, N.B., 30th June, 1894.

Department of Railways and Canals.

RETURN OF ACCIDENTS AND CASUALTIES

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1893.						
July 4..	15.35	Special..	Freight.....	J. Thomas.....	E. Kennedy.....	104
do 5..	13.00	do ..	Working	W. F. Ferguson.....	E. Kean.....	114
do 5..	14.00	do ..	do	C. A. Atkinson.....	E. Hayward.....	131
do 7..	4.55	16	Freight.....	Geo. C. Keys.....	D. Yould.....	4
do 11..	18.45	13	Accommodation..	W. H. Donkin.....	John Ross.....	184
do 15..	10.00	.....	Shunting.....	.....	R. James.....	190
do 18..	9.08	1	Express.....	D. Rutherford.....	James Clark.....	82
do 18..	19.25	57	Accommodation..	W. A. Hope.....	W. Appleton.....	23
do 19..	8.20	16	Freight.....	G. Margeson.....	Geo. Feetham.....	196
do 23..	6.35	Special..	do	J. McDormand.....	H. McDonald.....	39
Aug. 4..	10.20	17	Accommodation..	J. W. Miller.....	C. Saunders.....	.....
do 7..	20.45	6	Freight	R. A. Rainnie.....	J. J. Irvine.....	50
do 8..	16.23	34	Express	M. Letarte.....	O. Jollivet.....	164
do 9..	8.25	24	Freight.....	A. E. Brown.....	Geo. Kentley.....	79
do 15..	14.30	.....	.....	.....	.....	.....
do 17..	19.00	Special..	Freight	G. W. Hopper.....	T. W. Hennessey.....	81
do 18..	20.00	.....	.....	.....	.....	.....
do 27..	24.00	Special..	Freight.....	John Henderson.....	Geo. Manning.....	208
do 30..	9.30	do ..	do	A. Gamache.....	W. H. Rogeau.....	3
do 30..	10.05	2	Express.....	G. H. Trueman.....	T. W. Prince.....	159
do 30..	15.30	97	do W. & A. Ry.	A. Le Cain.....	Jas. Leitch.....	2
Sept. 1..	7.30	Special..	Freight.....	W. W. Gordon.....	A. Sproull.....	113
do 1..	16.45	do ..	do	H. McDormand.....	P. Fraser.....	108
do 6..	8.50	76	Accommodation ..	E. L. Watts.....	T. G. Scott.....	187
do 6..	14.10	35	do	P. E. Heine.....	W. J. Coffey.....	17
do 11..	13.00	Special..	Freight.....	A. Desjardins.....	T. W. Henry.....	179
do 16..	14.15	.....	Shunting.....	.....	Wm. Fraser.....	180
do 16..	14.15	.....	Shunting.....	.....	Alex. McDonald.....	16
Oct. 5..	9.30	Special..	Freight.....	A. Gamache.....	J. Fahey.....	2
do 9..	24.00	do ..	do	J. B. Pollock.....	R. Kennedy.....	34
do 26..	8.04	7	Express.....	J. Sproull.....	F. Whitney.....	132
do 27..	9.45	55	Freight.....	W. J. Dickson.....	J. Wall.....	103
do 28..	9.10	.....	.....	.....	.....	.....
do 31..	6.40	16	Freight.....	E. Thomson.....	C. McCarthy.....	181
Nov. 1..	2.00	16	do	W. McClafferty.....	D. Yould.....	183
do 5..	22.00	.....	Shunting.....	.....	C. McHugh.....	118
do 6..	15.00	23	Freight	A. E. Brown.....	R. Wilson.....	41
do 7..	4.20	Special..	do	J. B. Dubé.....	T. Matheson.....	178
do 15..	3.30	45	Accommodation ..	Ls. Couture.....	J. Smith.....	83
do 15..	16.35	Special..	Working.....	Jas. Buchanan.....	H. Turner.....	156
do 17..	13.20	.....	Shunting.....	.....	J. G. McDonald.....	72
do 17..	13.20	.....	Shunting.....	.....	Alex. McDonald.....	16

Department of Railways and Canals.

RAILWAY.

Line of the Intercolonial Railway during the year ended 30th June, 1894.

Place of Accident.	Name of person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of injury.	Verdict of Coroner's Jury.
Thomson.....	Robt. Ryan.....	Employee	While coupling	Hand injured...	
Bartibogue	J. Arseneault	do	While loading ties.....	do do	
Acadiaville	M. Woods	Neither.....	On track	Fatal	Accidental.
Oxford Junction	E. Crowe	Employee	While coupling	Hand injured...	
2 mil. E. of Truro	Chas. Robinson..	Neither.....	Standing too near track..	Fatal	Accidental
St. John.....	Hy. McDade.....	Employee	While coupling	Finger injured..	
½ in. E. of Truro	Mrs. Bockleman..	Neither.....	Walking on track.....	Fatal	Accidental.
Near Dartm'th.	Harry Brown	do	Lying on track	do	Accidental.
¼ mile west of Stewiacke.	George Ryan	do	Walking on track	Arm broken.....	
Truro	C. W. Lutes	Employee	Slipped and fell while attempting to get on train in motion.	Seriously injured	
New Glasgow....	J. W. Miller	do	While stepping off baggage car, tripped and fell.	Shoulders and face injured.	
Pollet River....	Wm. Manship....	do	Attempting to get on train in motion.	Ankles sprained.	
3 miles E. of St. Jean Port Joli	Chas. Dubé	Neither.....	Lying on track.....	Fatal	Accidental.
Memramcook....	M. Wilson	Employee	Slipped while getting off car.	Side injured	
Truro	John Ward	do	Attempting to climb over coal cars.	Leg broken.....	
Richmond.....	Mrs. Byers	Neither	Walking on track.....	Slightly injured.	
Barnaby River..	J. O. Quilty	Employee	Fell off semaphore ladder..	Back & leg injured.	
Moncton.....	Jas. McManus... ..	do	Fell off car while stringing alarm line.	Slightly injured.	
Ste. Flavie....	E. Gagnon	do	While coupling	Hand injured	
1½ mile west of Moncton.	Indian intoxicated.	Neither	Walking on track	Only slightly injured.	
Halifax	Geo. Alexander..	do	On track.....	Fatal	Accidental.
Stellarton.....	Ed. Siddall.....	Employee	Fell under cars while shunting.	do	Accidental.
James River....	Annie Nichols (child).	Neither	On track	do	Accidental.
Dalhousie Junct.	A. McKenzie.....	Employee	While coupling	Hand injured	
Chatham Junct.	Bliss Sears.....	do	Fell off train in motion....	Seriously injured	
Campbelton....	McLean (3 yrs).	Neither.....	On track	Fatal	Accidental.
Pictou	James McDonald	do	Walking on track	do	Accidental.
Ste. Flavie.....	A. Deschamplain	Employee	While coupling	Seriously injured	
Rockingham....	C. Doyle	do	While shunting	Foot injured	
Rothessay	Geo Mahoney	do	Fell between platform and car while handing clearance order to train.	Leg broken.....	
Ferrona Junct'n.	Arch McPherson	do	Hand caught in window of car.	Finger and nail-torn off.	
Wentworth....	{ Ben. Embree... } { Chas. Teed.... }	Neither.....	While loading car with bark it tipped over.	{ Leg broken and seriously injured } { Arm broken..... }	
Londonderry ..	E. Thomson.....	Employee	Fell while running to catch his train.	Knee injured...	
Pugsley Siding..	Ang. Chisholm..	do	Fell while getting off engine in motion.	Leg injured	
Moncton	N. Stableford ..	do	While shunting caught his foot and fell under cars.	Fatal	Accidental
Sackville	J. Brown	do	While unloading freight...	Finger injured..	
Little Metis..	Oct. Lefrançois..	Neither.....	Attempting to jump on train in motion.	Fatal	Accidental
Ste. Flavie.....	N. Plourde.....	Employee	While coupling.	Body jammed...	
Union	W. Grant.....	do	Jumped off train in motion.	Considerably injured.	
Pictou	J. McPherson... ..	do	While coupling.	Hand injured...	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1893.						
Nov. 17.	14 45					
do 21.	14 30	Special..	Freight.....	W. Papineau.....	LS. Sheedy.....	6
do 26.	13 30	do ..	do	J. Chenard	O. Lebel.....	75
do 29.	8 05	55	do	W. J. Dickson	J. Wall.....	103
Dec. 6.	9 00		Shunting.....		E. Tobin	93
do 7.	20 15	Special..	Freight.....	Jas. McDormand.....	{ R. Kennedy	175 }
do 7.	23 40		Shunting.....		{ J. B. Champion	34 }
do 10.	24 30	16	Freight.....	W. McClafferty	{ C. McHugh.....	118 }
do 11.	9 55	Special..	do	A. Gamache.....	{ D. Yould	183 }
do 19.	8 00		Shunting.....		{ W. F. Hicks	44 }
do 23.	13 45	19	Express	N. Pushie	{ A. Connell	177 }
					{ J. Williamson	67 }
					{ J. McEachren	148 }
do 23.	10 30	Special..	Freight.....	J. Casey.....	B. C. Gesner.....	53
1894.						
Jan. 2.	15 40		Shunting.....		E. Tobin	93
do 3.	1 30	Special..	Freight.....	LS. Belanger	E. Thomas	202
do 22.	23 15		Shunting.....		J. Leonard	95
do 29.	22 20	Special..	Freight.....	G. Couchy.....	LS. Sheedy	76
do 30.	18 30	do ..	do	R. McDonald	A. Sproull	108
do 31.	5 50	do ..	do	C. A. Atkinson.....	{ Geo. Morrison	84 }
		do ..	Working.....	J. McGinn	{ J. Moody	139 }
Feb. 14.	17 12	46	Accommodation..	F. Derouin	{ W. H. Anderson	141 }
					{ H. A. Turner	156 }
do 19.	9 00	Special..	Freight.....	H. McDormand	A. Prowse	80
do 28.	14 15		Shunting.....		F. Cloutier	103
March 3	11 40	Special..	Freight.....	Jno. McDonald	Jas. Sproull	117
do 23.	23 40	33	Express	A. E. Olive	J. Cameron	147
do 24.	9 50	5	Freight.....	R. A. Rainnie	S. Watson.....	52
do 27.	5 10	16	do	E. Thomson	{ C. McCarthy.....	181 }
April 3.	18 50	Special..	do	H. McDormand	{ J. Gilfillan	66 }
do 9.	8 15	Light..	Engine		{ P. Fraser	110 }
do 9.	11 45	Special..	Freight.....	J. Casey.....	{ Alex. McDonald	132 }
					{ J. T. Smith	42 }
do 19.	15 20		Shunting.....		M. Tobin	189
do 21.	20 35	Special..	Freight	W. Bovard	{ A. Rushton.....	147 }
					{ F. W. Welling.....	129 }
do 23.	13 15	do ..	do	W. W. Gordon	P. Fraser	113
do 25.	8 30	do ..	do	F. Brown.....	J. Dean.....	66
do 25.	17 45	46	Accommodation..	M. Audet	J. Devereaux	138
do 28.	13 30	6	Freight.....	A. W. Melick	J. J. Irvine.....	45
May 12.	14 50	1	Express	R. Rainnie	J. H. Hunter.....	59
do 16.	9 45	36	Accommodation..	D. Hunter	D. Pineo	140
do 16.	17 50	6	Freight	R. A. Rainnie	W. J. Hunter.....	60
June 18.	8 45	Special..	do	J. B. Pollock	B. Peterson.....	182
do 27.	10 30	do ..	do	T. Bellemare.....	F. Cloutier	116
do 29.	12 50	42	do	J. A. Bernier	E. B. Price.....	30

Department of Railways and Canals.

RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Concluded.*

Place of accident.	Name of person injured.	Whether passenger or Employee.	Particulars of accident.	Extent of injury.	Verdict of Coroner's jury.
Amherst.. . . .	W. Atkinson . . .	Employee ..	Fell between car and platform while unloading freight.	Leg injured.	
Chaudière	Jos. Leclerc . . .	do ..	Fell off car in motion.	Fatal	Accidental.
St. Fabien	Vincent Daston (deaf and dumb).	Neither.	Walking on track.	do	Accidental.
Near Riversdale.	Jas. McDonald . .	Employee ..	Fell off train in motion.	Slightly injured.	
Dry Dock siding Halifax.	Edward O'Grady . .	do ..	Knocked off car by gangway.	do	
Windsor Junct.	J. Weir	do ..	Fell off train in motion.	Ankle sprained	
Moncton	H. P. Brand.	do ..	While coupling.	Hand injured	
Meadow Brook Crossing.	Dom. Melanson. . .	Neither.	Crossing track in team.	Fatal	Accidental.
St. Octave	Joseph Beaulieu . .	Employee ..	While shunting.	Feet injured	
Newcastle.	Harry Graham. . .	do ..	While coupling.	Hand do	
3 miles E. of Antigonish.	— Wadden.	Passenger.	Fell off train in motion.	Head do	
Pugsley's siding.	Jas. White	Employee ..	Slipped off car in motion.	Ankle do	
Richmond	E. Hennessey.	do ..	While coupling	Hand do	
Sayabec	P. Beaulieu.	do ..	do	do do	
Truro	Fk. Black	do ..	do	do do	
Hadlow	J. Gagné	do ..	do	do do	
Stellarton.	A. Haley	do ..	do	do do	
Barnaby River.	{ Wm. Hillman M. Estabrooks	do .. do ..	Trains collided do	Slightly injured. do do	
1½ mile W. of Rimouski.	Conrad Ringuet. . .	Neither.	Walking on track.	Fatal	Accidental.
Point Tupper.	G. J. Fadder.	Employee ..	While shunting slipped and fell.	Leg broken.	
Rivière du Loup	Andrew Earl	do ..	While coupling	Fatal	Accidental.
Stellarton.	Jno. McDonald. . . .	do ..	do	Back injured.	
Bathurst.	Bliss Sears.	do ..	Slipped and fell off tender of engine.	Head and back injured.	
Salisbury	S. Watson.	do ..	While loading cattle in car slipped and fell.	Shoulder dislocated.	
Oxford Junction.	Henry Melanson . . .	do ..	While coupling	Hand injured.	
Harb'r au Bouche	Hugh McDonald . . .	do ..	do	do	
Scotch Hill.	Thos. Elliot	Neither	Walking on track.	Fatal	Accidental.
Amherst.	Geo. Floyd	do ..	Crossing between cars while train was shunting	Foot injured.	
D. W. Terminus Halifax.	Thos. Boutillier. . .	do ..	Fell in a fit on track.	Fatal	Accidental.
Harcourt.	Hy. Pascal	do ..	Attempting to get on train in motion.	Leg injured.	
Antigonish	T. Freeland	Employee ..	While coupling	Hand injured.	
Enfield	Neil McDougall. . . .	do ..	While putting up semaphore, struck by handle	Head do	
Ste. Flavie	J. B. Michaud	do ..	While coupling	Slightly injured.	
Hampton	Miss Bradshaw. . . .	Passenger.	Knocked off end of car, while shunting.	do	
Moncton	Miss Tufts.	Neither.	Crossing track	do	
Bartibogue	G. McGinn.	Employee ..	Fell off train while applying brakes.	Head injured.	
Petitcodiac.	Fred. Pidgeon.	Neither.	Jumped from train in motion (stealing a ride).	Seriously injured	
1¼ mile W. of Riversdale.	Alfred Wilson.	do ..	Found dead alongside of track, supposed to have been struck by train.	Fatal	Accidental.
Princess Pier Lévis.	Jno. Connolly.	Employee ..	While shunting	Hand cut off.	
St. Octave.	Nap. Michaud.	Neither.	Crossing track in team	Slightly injured.	

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended the 30th June, 1894 :

- No. 1. Revenue account.
2. Maintenance of way and works.
3. General balance.
4. Statement of earnings.

I also send you the report of the chief engineer on the condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by the Windsor and Annapolis Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the Government, the latter maintaining the line.

There was a decrease in the earnings accruing to the Government when compared with last year, as follows :—

In 1892-93.....	\$34,316 11
1893-94.....	32,975 47
	\$ 1,340 64

The expenses of maintenance were :—

In 1893-94.....	\$17,645 09
1892-93.....	16,889 95
	\$ 755 14

The earnings and expenses compare as follows :—

Earnings.....	\$32,975 47
Expenses.....	17,645 09
	\$15,330 38

The necessary repairs and renewals were made, and the permanent way and works are in good order.

I have the honour to be, sir,
Your obedient servant,

D. POTTINGER,
General Manager Government Railways

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer Railways and Canals,
Ottawa.

Department of Railways and Canals.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT for Year ending 30th June, 1894.

DR.

Cr.

Previous Year.	Expenditure.	Year ending 30th June, 1894.	Previous Year.	Receipts and Earnings.	Year ending 30th June, 1894.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
16,889 95	Maintenance of way and works, Abstract No. 1.	17,645 09	11,519 00	Passenger traffic.	12,483 64
17,426 16	Balance.	15,330 38	21,645 27	Freight traffic.	19,339 99
			1,151 84	Mails	1,151 84
34,316 11		32,975 47	34,316 11		32,975 47

Certified correct,
 T. WILLIAMS,
 Chief Acct. and Treas. I. C. R.

R. B. BOGGS,
 Acct. W. B. Ry.

MONROE, N.B., 30th June, 1894.

No. 2.—WINDSOR BRANCH RAILWAY.

ABSTRACT No. 1.

Maintenance of Way and Works.

Previous Year.	Particulars.	Amount.
\$ cts.		\$ cts.
9,945 42	Repairs of track.....	9,783 98
Cr. 2,978 00	Rails and fastenings.....	2,836 16
4,050 85	Sleepers.....	1,378 97
2,335 21	Bridges.....	773 86
19 19	Signals.....	39 90
3 60	Switch locks.....	
211 35	Culverts and cattle guards.....	
203 31	Wharf at Windsor.....	347 68
745 09	Buildings and platforms.....	280 66
77 12	Hand cars and trollies.....	51 40
282 60	Snow ploughs and flangers.....	411 07
165 70	Tools, and repairs of same.....	145 26
715 65	Fencing.....	418 20
1,112 86	Accountant's office and expenses.....	1,142 08
.....	Miscellaneous.....	35 87
16,889 95		17,645 09

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas. I. C. R.

R. B. BOGGS,
Acct. W. B. Ry.

MONCTON, N.B., 30th June, 1894.

Department of Railways and Canals.

No. 3.—WINDSOR BRANCH RAILWAY.

Dr.		GENERAL BALANCE.		Cr.	
1894.		\$	cts.	1894.	
June 30.	To old rails account	4,200	00	June 30.	By Dominion account
	Stores Department	6,462	02		
	Windsor and Annapolis Railway	3,499	08		
		14,161	10		14,161
					10

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas. I.C.R.

R. B. BOGGS,
Acct. W. B. Ry.

MONCTON, N.B., 30th June, 1894.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT OF RECEIPTS—One-third Earnings.

Month.	Passenger Traffic.	Mails.	Freight Traffic.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1893—July	1,391 37	96 91	1,497 25	2,985 53
August	1,664 20	96 91	1,679 66	3,440 77
September	1,531 56	96 90	1,829 00	3,457 46
October	626 38	95 68	2,194 41	2,916 47
November	1,424 42	95 68	1,971 70	3,491 80
December	924 07	95 68	1,441 24	2,460 99
1894—January	606 32	99 36	1,332 22	2,037 90
February	609 48	88 32	1,120 57	1,818 37
March	817 76	99 36	1,404 94	2,322 06
April	653 25	92 00	1,585 20	2,280 45
May	885 16	99 36	1,717 94	2,702 46
June	1,349 67	95 68	1,615 86	3,061 21
	12,483 64	1,151 84	19,339 99	32,975 47

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas. I.C.R.

R. B. BOGGS,
Acct. W. B. Ry.

MONCTON, N.B., 30th June, 1894.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit my report of the maintenance of the Windsor Branch for the year ending 30th June, 1894.

TRACK.

Three miles of old iron rails have been taken up and replaced with $4\frac{1}{4}$ steel weighing 56 pounds to the yard.

TIES.

During the year 7,834 ordinary ties and five sets of single throw switch ties were renewed.

BALLASTING.

About six miles of the branch were lifted, and about 3,500 yards of ballast put under track.

SIDINGS.

An additional siding was put in at Newport, 400 feet long, to connect with a branch line leading to plaster quarry. A large business is now being done over this siding and branch.

FENCING.

Three hundred and fifty-seven rods of woven wire and barbed wire fencing were put up in place of the old pole fence.

BUILDINGS AND PLATFORMS.

The platform at Mount Uniacke, 260 feet by 9 feet, was entirely renewed. Large repairs were made to the platforms at Ellershouse and Newport.

The foundation of the freight shed at Windsor was overhauled and new mud sills provided.

A hardwood floor was put in the dwelling apartments of Windsor Station.

BRIDGES AND CULVERTS.

Four old wooden spans of the St. Croix Bridge were replaced with four steel plate girders, two of 34 feet and two of 32 feet. The abutments and piers of this structure were also overhauled and pointed.

Two cedar culverts were put in between Beaver Bank and Mount Uniacke to replace stone drains that had become choked up.

A portion of the front of Windsor wharf was sheathed on the harbour side to protect it from the ice. A number of new fenders were also provided.

I have the honour to be, sir,
Your obedient servant,

P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
General Manager Government Railways,
Moncton.

Department of Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended 30th June, 1894.

I inclose the report of the superintendent, and statements of the various accounts.

Mr. Joseph Unsworth was superintendent of the railway during the year, but as he had not signed the annual report at the time of his much to be regretted death on the 10th September last, it has been signed by his successor, Mr. A. McDonald.

The mileage of railway in operation was the same as last year, 210 miles.

There was no expenditure on capital account during the year, the total cost of the railway on the 30th June, 1894, being \$3,750,565.38.

The working expenses for the year were	\$226,891 06
The gross earnings were	158,533 83
	\$ 68,357 23

When compared with the previous year, there was a decrease of gross earnings of \$4,156.59, and an increase of working expenses of \$468.89.

The necessary repairs and renewals were made, and the railway and rolling stock are in a state of efficiency.

The work of relaying the track with steel rails was continued, and nine miles of iron rails weighing 40 pounds to the yard were replaced with steel rails weighing 50 pounds to the yard.

The winter of 1893-94 was severe and the snow fall very heavy, and the working expenses were much increased by the extra cost of clearing snow and ice.

This work cost in 1893-94	\$9,694 94
do 1892-93	1,281 65
	\$8,413 29

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,

Deputy Minister and Chief Engineer Railways and Canals,

Ottawa.

PRINCE EDWARD ISLAND RAILWAY,

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., 10th October, 1894.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended 30th June, 1894.

I inclose the following statements prepared by the accountant and auditor:—

- | | |
|---------------------------------------|-------------------|
| No. 1. Capital account. | |
| 2. Revenue account. | |
| 3. Locomotive power. | (Abstract No. 1.) |
| 4. Car expenses. | (do 2.) |
| 5. Maintenance of way and works. | (do 3.) |
| 6. Station expenses. | (do 4.) |
| 7. General charges. | (do 5.) |
| 8. General stores account. | |
| 9. General balance. | |
| 10 Comparative statement of averages. | |

The mileage of railway in operation during the year was the same as stated in last year's report, 210 miles.

CAPITAL ACCOUNT.

The total expenditure on capital account to 30th June, 1893, was.....	\$3,750,565 38
No additions being made during the year, the total expenditure to 30th June, 1894, was the same as the previous year.....	<u>\$3,750,565 38</u>

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows:—	
Expenditure.....	\$226,891 06
Earnings.....	158,533 83
	<u>\$ 68,357 23</u>
The gross earnings compare as follows with the previous year:—	
In 1892-93.....	\$162,690 42
In 1893-94.....	158,533 83
Decrease.....	<u>\$ 4,156 59</u>
The earnings per mile of railway compare as follows:—	
In 1892-93.....	\$ 774 72
In 1893-94.....	754 92
Decrease.....	<u>\$ 19 80</u>
The earnings from passenger traffic compare as follows:—	
In 1892-93.....	\$ 67,445 41
In 1893-94.....	64,159 60
Decrease.....	<u>\$ 3,285 81</u>
The earnings from freight traffic compare as follows:—	
In 1892-93.....	\$ 76,347 51
In 1893-94.....	74,942 83
Decrease.....	<u>\$ 1,404 68</u>
The earnings from mails and sundries compare as follows:—	
In 1892-93.....	\$ 18,897 50
In 1893-94.....	19,431 40
Increase.....	<u>\$ 533 90</u>
The number of passengers carried compares as follows:—	
In 1892-93.....	132,111
In 1893-94.....	123,727
Decrease.....	<u>8,384</u>
The weight of freight carried compares as follows:—	
In 1892-93.....	56,718
In 1893-94.....	53,577
Decrease.....	<u>3,141</u>

Department of Railways and Canals.

WORKING EXPENSES.

The working expenses compare as follows with the previous year :—	
In 1892-93.....	\$226,422 17
In 1893-94.....	226,891 06
Increase.....	\$ 468 89
They compare with last year as follows :—	
	Cents.
Per mile run by engines—	
In 1892-93.....	78·07
In 1893-94.....	73·94
Per mile run by trains—	
In 1892-93.....	98·35
In 1893-94.....	96·92
The engine mileage compares as follows :—	
In 1892-93.....	290,011
In 1893-94.....	306,853
Increase.....	16,842
The train mileage compares as follows :—	
In 1892-93.....	230,207
In 1893-94.....	234,093
Increase.....	3,886
The car mileage compares as follows :—	
In 1892-93.....	1,236,769
In 1893-94.....	1,237,083
Increase.....	314

I also inclose the following statements showing the operations of the Mechanical Department for the year :—

- A. Monthly statement of the cost of locomotive power.
- B. Statement of the performance and consumption of locomotives.
- C. Monthly statement of car mileage.
- D. Statement showing the number of locomotives and cars, snow ploughs and flangers.
- E. Comparative statement of the expenses of the Mechanical Department for years 1892-93 and 1893-94.

During the year a new foundation for stationary engine and boiler was laid, on which a new stationary engine was set up, the boiler being old was also replaced by another.

TRACK.

During the year 9 miles iron rails, weighing 40 pounds to the yard, were replaced with steel rails weighing 50 pounds to the yard ; 101 miles now being laid with steel rails and 109 with iron rails.

TIES.

During the year 52,100 ordinary ties, 30 sets switch ties and 28 head-blocks and frames were renewed.

BALLASTING.

During the year, 8,870 cubic yards ballast were distributed where most required.

FENCING.

During the year 16½ miles new barbed and woven wire fence were erected to replace old fence burnt and worn out.

100 farmers' gates renewed.

1 mile snow fence rebuilt.

WHARFS.

The wharf at Summerside received extensive repairs—200 tons hemlock, 100 tons hard stone and 150 cubic yards clay being used.

At Cape Traverse 400 tons hard stone and 50 cars brush were used to protect the west side of wharf.

The wharfs at Charlottetown, Georgetown and Souris, received necessary repairs.

BRIDGES AND CULVERTS.

At Huntley River bridge 3 stringers were renewed and other necessary repairs made.

At Richmond bridge abutments rebuilt with cedar, stringers renewed, standard floor put on and painted.

At Mount Stewart the old wooden bridge, Howe truss, was replaced with a 100-foot steel girder, standard floor put on and painted.

At Black Road bridge ties renewed and painted.

At Keefe's River bridge ties renewed and painted.

At Bell's River bridge ties renewed and painted.

At Pig Brook bridge ties painted with two coats iron ore paint.

At Trout Brook bridge ties painted with two coats iron ore paint.

At Carroll's bridge ties painted with two coats iron ore paint.

At Pawe's bridge ties painted with two coats iron ore paint.

At Pawe's bridge, west, ties painted with two coats iron ore paint.

At Ellerslie bridge ties painted with two coats iron ore paint,

At Northam bridge ties painted with two coats iron ore paint.

All other bridges received the necessary repairs.

Eight timber culverts rebuilt.

One stone culvert rebuilt.

Twenty-five cattle guards rebuilt and ten repaired.

BUILDINGS AND PLATFORMS.

At Ashton the flag station and platform were rebuilt and station painted.

At New Zealand the flag station and platform were rebuilt and station painted.

At Bradalbane the platform was renewed.

At York the platform was renewed.

At Bloomfield the platform was renewed.

At Elliott's the platform was renewed.

At Lot 40 the platform was renewed.

At Summerside the warehouse on the wharf reshingled and painted ; roof of engine-house partially reshingled, and roof of freight-house repaired.

At Freetown station painted and floor of freight-house renewed.

At Kensington the dwelling apartments were painted and repaired.

At Charlottetown part of round-house floor, timber and covering of turn-table renewed. Two engine pits in round-house and one in repair shop rebuilt. Spring and case hardening furnace rebuilt in blacksmith's shop. Foundation of one-half of coal shed renewed, coal shed repaired.

At Emerald two flues were taken down and replaced by one large chimney. The station dwelling was repainted and repaired.

Department of Railways and Canals.

STORES.

The purchase of stores during the year amounted to \$82,315.07.

The value of stores on hand, 30th June, 1894, was:—

General stores.....	\$48,406 68
Fuel.....	6,409 00
Rails and fastenings.....	43,577 16
Old material serviceable.....	4,385 90
Total.....	<u>\$102,778 74</u>

The stores for the most part have been purchased by tender and contract, and from the general railway store at Moncton.

I am pleased to state that we have no accidents to report this year.

I am also pleased to say that the road-bed, rolling-stock and buildings are in good condition.

I have the honour to be, sir,

Your obedient servant,

A. McDONALD,

Superintendent.

D. POTTINGER, Esq.,
General Manager Government Railways,
Moncton, N.B.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR.		CAPITAL ACCOUNT.		CR.		
1893.		\$	cts.	1893.	\$	cts.
June 30.	To cost of road and equipment to date	3,750,565	38	June 30.	By Dominion of Canada...	3,750,565 38
1894.				1894.		
June 30.	To expenditure, year ended 30th June, 1894			June 30.	do do	
		\$3,750,565	38			\$3,750,565 38

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended 30th June, 1894.

Previous Year.	Expenditure.	Year ended 30th June, 1894.	Previous Year.	Receipts.	Year ended 30th June, 1894.
\$		\$	\$		\$
cts.		cts.	cts.		cts.
59,195 34	Locomotive power, per Abstract No. 1	57,457 74	67,445 41	Passenger traffic.....	64,159 60
34,821 96	Car expenses, per Abstract No. 2	32,997 48	76,347 51	Freight traffic.	74,942 83
97,085 28	Maintenance of way and works, per Abstract No. 3	99,780 20	18,897 50	Mails and sundries.....	19,431 40
25,566 43	Station Expenses, per Abstract No. 4	26,132 39	162,690 42	.... Total receipts.....	158,538 83
9,753 16	General charges, per Abstract No. 5	10,523 25	63,731 75	.... Balance.....	68,357 23
226,422 17	Totals	226,891 06	226,422 17	.... Totals.....	226,891 06

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

Department of Railways and Canals.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Previous Year.	Details.	Year ended 30th June, 1894.
\$ cts.		\$ cts.
1,124 50	Mechanical superintendent's salary, clerks, office and travelling expenses....	896 96
14,813 48	Wages of drivers, firemen and cleaners.....	15,770 34
14,403 31	Fuel.....	13,099 55
2,665 68	Oil, tallow, waste and small stores.....	2,708 13
24,089 79	Repairs to engines, tenders and engine tools.....	22,286 14
675 52	Water, including pump and tank repairs..	797 62
1,423 06	Miscellaneous.....	1,899 00
59,195 34	Totals.....	57,457 74

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June, 1894.
\$ cts.		\$ cts.
8,941 16	Repairs to passenger cars.....	8,689 62
1,544 77	do postal and baggage cars.....	1,149 75
7,196 81	do freight cars and vans.....	6,363 15
12,876 29	Wages of conductors, train baggage-masters and brakemen.....	13,277 36
877 32	Oil and waste for packing.....	420 94
2,603 33	Small stores and fuel.....	2,313 30
782 28	Miscellaneous.....	783 36
34,821 96	Totals.....	32,997 48

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE of Way and Works—(Abstract No. 3.)

Previous Year.	Details.	Year ended 30th June, 1894.
\$ cts.		\$ cts.
369 96	Engineer's salary, clerks, office and travelling expenses.....	482 46
35,145 28	Wages in repairing roadway, fences and semaphores.....	35,666 47
14,868 76	Rails, chairs and spikes.....	13,966 82
22,679 85	Sleepers.....	18,126 29
11,059 82	Timber and lumber for repairs to bridges, cattle guards, fences, &c.....	10,438 72
2,949 16	Repairs to wharfs.....	3,560 75
6,696 91	do buildings and platforms.....	6,240 05
2,033 89	do snow ploughs, flangers and tools.....	1,603 70
1,281 65	Clearing ice and snow.....	9,694 94
97,085 28	Totals.....	99,780 20

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June, 1894.
\$ cts.		\$ cts.
18,658 96	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen, watchmen and labourers....	19,523 06
6,907 47	Fuel, oil, light, stationery and other incidental expenses.....	6,609 33
25,566 43	Totals.....	26,132 39

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

Department of Railways and Canals.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5.)

Previous Year.	Details.	Year ended 30th June, 1894.
\$ cts.		\$ cts.
3,943 44	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses.	3,807 07
4,454 60	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses.	4,549 53
685 67	Advertising	543 85
128 66	Damages to men, animals and goods.	168 92
378 13	Telegraph expenses (not including pay to operators)....	684 14
162 66	Miscellaneous.....	769 74
9,753 16	Totals.....	10,523 25

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1894.

1893.	DR.	\$ cts.	\$ cts.																				
June 30...	To Balance brought forward.....		92,400 51																				
1894.																							
June 30...	To Purchases during the year, including rails	81,554 90																					
	Charges from other departments	15,142 71																					
	Pay-rolls	2,347 41																					
			99,045 02																				
1894.																							
June 30...	By Issues during the year		191,445 53																				
			88,666 79																				
	Balance		102,778 74																				
	<table style="border: none; margin-left: 20px;"> <tr> <td style="border: none;">{</td> <td style="border: none;">Ordinary stores</td> <td style="border: none; text-align: right;">\$48,406 68</td> <td style="border: none;">}</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">{</td> <td style="border: none;">Fuel</td> <td style="border: none; text-align: right;">6,409 00</td> <td style="border: none;">}</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">{</td> <td style="border: none;">Rails and fastenings on hand.....</td> <td style="border: none; text-align: right;">43,577 16</td> <td style="border: none;">}</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">{</td> <td style="border: none;">Old material, serviceable.....</td> <td style="border: none; text-align: right;">4,385 90</td> <td style="border: none;">}</td> <td style="border: none;"></td> </tr> </table>	{	Ordinary stores	\$48,406 68	}		{	Fuel	6,409 00	}		{	Rails and fastenings on hand.....	43,577 16	}		{	Old material, serviceable.....	4,385 90	}			
{	Ordinary stores	\$48,406 68	}																				
{	Fuel	6,409 00	}																				
{	Rails and fastenings on hand.....	43,577 16	}																				
{	Old material, serviceable.....	4,385 90	}																				

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR.	GENERAL BALANCE.		CR.
	\$ cts.		\$ cts.
General stores.....	102,778 74	Dominion account.....	105,358 23
Cash.....	5,183 30	Accident insurance.....	4,792 04
Stations ..	1,128 88		
Militia Department ..	113 09		
Anglo-American Telegraph Co.....	46 43		
Judge Weatherbee.....	30 00		
Sidney Grey.....	35 00		
Railway Extension, Charlottetown ..	812 83		
Intercolonial Railway	22 00		
Total.....	110,150 27		110,150 27

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

Department of Railways and Canals.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1894.

Details.	1894.	1893.
Mileage of railway open.....	210	210
Engine mileage.....	306,853	290,011
Train do	234,093	230,207
Car do	1,237,083	1,236,769
Receipts per engine mile..... Cents	51·66	56·09
do mile of railway..... Dollars	754·92	774·72
Percentage of passenger earnings to gross receipts.....	40·47	41·45
do freight do do	47·27	46·98
do other do do	12·26	11·62
Expenses per engine mile—		
Drivers', firemen's and cleaners' wages.....	5·14	5·11
Fuel	4·27	4·96
Oil, tallow, waste and small stores.....	0·88	0·92
Repairs to engines	7·26	8·31
Water and tank repairs	0·26	0·27
Miscellaneous.....	0·62	0·45
Mechanical superintendent's salary, office and travelling expenses	18·43	20·02
	0·29	0·39
Total..... Cents	18·72	20·41
Locomotive power per engine mile.....	18·72	20·41
Car expenses do	10·75	12·01
Maintenance of way and works do	32·52	33·48
Station expenses do	8·52	8·81
General charges do	3·43	3·36
Total per engine mile..... Cents	73·94	78·07
Locomotive power per train mile.....	24·54	25·71
Car expenses do	14·10	15·12
Maintenance of way and works do	42·62	42·17
Station expenses do	11·16	11·11
General charges do	4·50	4·24
Total per train mile..... Cents	96·92	98·35
Working expenses per mile of railway..... Dollars	1,080·43	1,078·20

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

A.—PRINCE EDWARD

MECHANICAL

STATEMENT of Cost of Locomotive Power

Months.	Miles run by Engines, less Ballasting.	Cost of				
		Enginemen's Wages.	Fuel.	Oil, Tallow, Waste, &c.	Repairs.	Water, including Tank and Pump Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1893—July.....	28,780	1,391 71	1,025 61	257 22	2,504 06	57 38
August.....	28,699	1,264 98	929 12	299 59	2,032 81	13 09
September.....	28,286	1,312 25	1,070 01	244 47	1,557 58	126 66
October.....	27,561	1,359 05	1,094 47	245 34	1,669 27	148 69
November.....	29,006	1,319 78	1,296 12	258 24	1,688 02	6 63
December.....	25,775	1,366 21	1,214 35	235 61	1,883 31	174 71
1894—January.....	22,328	1,343 38	1,207 57	214 73	1,918 98	23 66
February.....	21,748	1,466 19	1,233 88	174 08	1,773 00	35 89
March.....	23,794	1,328 95	1,068 17	223 15	1,698 38	4 78
April.....	19,491	1,166 74	853 04	125 94	1,738 93	5 40
May.....	21,452	1,224 75	986 76	161 72	2,036 37	39 98
June.....	29,933	1,226 35	1,120 45	268 04	1,785 43	160 75
Totals.....	306,853	15,770 34	13,099 55	2,708 13	22,286 14	797 62

Department of Railways and Canals.

ISLAND RAILWAY.

DEPARTMENT.

for the Year ended 30th June, 1894.

Miscellaneous, including Expenses of Office and Engine House.		Average per Mile run .						
		Total.	Engine- men.	Fuel.	Oil, Tallow, &c.	Repairs.	Water.	Miscella- neous.	Total.
\$ cts.	\$ cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
213 60	5,449 58	4·16	3 56	0·89	8·63	0·11	0 74	18·93
143 04	4,682 63	4·41	3·23	1·04	7·08	0·04	0·49	16 32
150 53	4,461 50	4·64	3·78	0·86	5·50	0·44	0·53	15·77
210 38	4,727 20	4·93	3·97	0·88	6·05	0·53	0·76	17 15
211 49	4,780 28	4·55	4·47	0·89	5·82	0·02	0·72	16·48
268 37	5,142 56	5·30	4·71	0·91	7·36	0·67	1·04	19·95
305 64	5,013 96	6·02	5·40	0·96	8·59	0 10	1·36	22·45
299 56	4,982 60	6·75	5·67	0·80	8·15	0·16	1·37	22·91
369 93	4,693 36	5·58	4 48	0·93	7·13	0·02	1·55	19·72
338 83	4,228 88	5·98	4·37	0·64	8·92	0·02	1·73	21·69
153 55	4,603 13	5·71	4·59	0·75	9·49	0·18	0·71	21·45
131 04	4,692 06	4·09	3·74	0·89	5·96	0·53	0·43	15·67
2,795 96	57,457 74	5·14	4 27	0·88	7·26	0·26	0·91	18·72

J. J. CHAPPELL,
Mechanical Accountant.

B.—PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

Month.	Hours in Steam.	Train Mileage.				Miles by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1893—July.....	3,622	12,279	11,100	1,441	.....	24,820	142	5,409	30,371
August.....	3,848	11,540	11,602	2,872	32	26,046	289	5,426	31,761
September.....	3,675	11,573	11,595	2,696	49	25,913	226	5,053	31,192
October.....	3,534	10,730	11,606	1,743	.....	24,079	282	5,193	29,554
November.....	3,403	10,206	12,107	518	81	22,912	228	6,484	29,624
December.....	3,205	5,742	12,064	.....	1,107	18,913	207	6,555	25,775
1894—January.....	3,148	2,687	10,543	448	2,823	16,501	386	5,964	22,851
February.....	3,731	2,107	8,197	.....	4,453	15,757	355	5,636	21,748
March.....	3,013	3,050	13,108	.....	1,635	17,793	228	5,773	23,794
April.....	2,611	1,946	11,289	.....	478	13,713	22	5,756	19,491
May.....	3,043	2,766	12,237	2,274	.....	17,296	54	6,594	23,944
June.....	3,335	10,628	11,714	242	.....	22,584	98	7,533	30,215
Totals.....	40,168	85,254	137,162	12,234	10,658	246,327	2,517	71,376	320 320

*Deduct piloting in making these averages.

Department of Railways and Canals.

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for year ended 30th June, 1894.

Total Mileage.		* Average of Cars per Mile run with train.	Average Mileage.		Consumption.				Consumption per 100 miles run by Engines.			
Cars.	Snow Ploughs.		Miles to one hour in Steam.	Of cars to one of Engine.	Bushels of Coal.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.	Bushels of Coal.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.
139,006	.....	5·60	8·38	4·57	10,913	2,676	256	522	35·93	8·81	·84	1·71
144,000	.....	5·53	8·25	4·53	10,790	3,124	257	695	33·97	9·83	·80	1·87
152,587	.....	5·89	8·48	4·89	11,870	2,636	236	552	38·05	8·45	·75	1·76
129,002	.....	5·35	8·36	4·37	11,359	2,374	274	550	38·43	8·03	·93	1·86
132,952	.....	5·82	8·70	4·49	12,512	2,280	440	608	42·23	7·69	1·48	2·05
92,733	3,543	5·20	8·04	3·59	11,289	1,568	310	514	43·79	6·08	1·20	1·99
69,314	6,503	5·06	7·25	3·03	12,067	1,785	199	401	52·80	7·81	·87	1·75
55,585	9,217	4·91	5·82	2·55	11,408	1,568	190	367	52·45	7·21	·87	1·69
89,843	2,450	5·56	7·89	3·77	9,491	2,064	247	447	39·88	8·67	1·03	1·87
80,170	579	6·05	7·46	4·11	7,411	1,035	121	337	38·02	5·31	·62	1·73
123,024	.....	7·11	7·86	5·13	9,735	1,516	296	447	40·65	6·33	1·23	1·86
122,209	.....	5·41	9·06	4·04	10,199	2,592	433	621	33·75	8·57	1·43	2·05
1,330,425	22,292	5·60	7·97	4·15	129,044	25,218	3,259	6,061	40·28	7·87	1·01	1·89

J. J. CHAPPELL,
Mechanical Accountant.

C.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

MONTHLY STATEMENT of Car Mileage for year ended 30th June, 1894.

Months.	First Class.	Second Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1893—July	29,697	20,120	29,332	38,455	21,402	139,006
August	25,087	23,278	27,014	33,139	35,482	144,000
September	28,177	22,136	28,141	37,553	36,580	152,587
October	22,792	21,020	26,542	40,125	18,523	129,002
November	20,830	20,001	25,478	55,064	11,579	132,952
December	17,402	14,480	19,347	36,173	5,331	92,733
1894—January ..	12,928	12,000	11,722	22,902	9,762	69,314
February	9,649	9,249	10,160	18,657	7,870	55,585
March	14,427	11,688	14,512	30,005	19,211	89,843
April	14,358	11,544	11,775	32,278	10,215	80,170
May.....	14,104	14,169	21,147	52,175	21,429	123,024
June.....	22,564	17,488	23,229	42,156	16,772	122,209
Totals..	232,015	197,173	248,399	438,682	214,156	1,330,425
Less—Ballasting			12,628	3,720	76,994	93,342
Balance	232,015	197,173	235,771	434,962	137,162	1,237,083

J. J. CHAPPELL,
Mechanical Accountant.

Department of Railways and Canals.

D.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

STATEMENT showing the number of Locomotives and the various classes of Cars and Snow-ploughs on hand, 30th June, 1894.

Particulars.	Locomotives.	Classification of Cars.							Total.	Snow-ploughs.	Flangers.	Total.
		1st Class.	2nd Class.	Postal and Smoking.	Box and Stock.	Platform.	Vans.	Pay Car.				
On hand, 30th June, 1893, serviceable..	21	17	15	3	175	122	3	1	336	8	7	15
do do condemned.....			1			3			4			
Total stock 30th June 1893	21	17	16	3	175	125	3	1	340	8	7	15
Condemned on hand, 1st July, 1893.....			1			3			4			
do during the year.....	1					4			4		2	2
LESS—Rebuilt.....	1		1			7			8		2	2
			1			4			5			
ADD—Serviceable and repairing.	20	17	16	3	175	122	3	1	337	8	5	13
Total on record, 30th June, 1894....	20	17	16	3	175	125	3	1	340	8	5	13

J. J. CHAPPELL,
Mechanical Accountant.

E.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the Year ended 30th June, 1894.

	1894.	1893.
The miles run by trains were	234,093	230,207
do engines were	306,853	290,011
do cars were	1,237,083	1,236,769
do snow-ploughs were	22,292	9,540
	\$ cts.	\$ cts.
The cost of locomotive power was	57,457 74	59,195 34
do repairs to cars was	16,202 52	17,682 74
do labour, oil, and waste for packing was	420 94	877 32
do repairs to passenger cars was	8,689 62	8,941 16
do do postal and smoking cars was	1,149 75	1,544 77
do do freight cars and vans was	6,363 15	7,196 81
	\$ cts.	\$ cts.
The cost of locomotive power per 100 miles run by trains was	24 54	25 71
do do do engines was	18 72	20 41
do do do cars was	4 64	4 78
	\$ cts.	\$ cts.
The cost of repairs to cars per 100 miles run by trains was	6 92	7 68
do do do engines was	5 28	6 09
do do do cars was	1 31	1 43
	\$ cts.	\$ cts.
The cost of labour, oil and waste for packing per 100 miles run by trains was ..	0 18	0 38
do do do engines was	0 13	0 30
do do do cars was	0 03	0 07
	\$ cts.	\$ cts.
Repairs to passenger cars per 100 miles run by trains were	3 71	3 88
do postal and smoking cars were	0 49	0 67
do freight cars and vans were	2 71	3 12

J. J. CHAPPELL,
Mechanical Accountant.

Department of Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred in Canada, on the line of the Prince Edward Island Railway, during the Year ended 30th June, 1894.

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
1893.												
Aug. 2	12.50 p.m.		Shunting.		H. Sutherland.	3	Souris yard	Jas. McKenna	Employee.	While coupling	Thumb injured	
Sept. 4	6.00 p.m.				P. Lappin	9	Charlottetown round house.	P. Lappin	do	Fell while alighting from engine.	Leg broken	
do	4.45 p.m.	Sp1	Working	J. Munroe	D. Pound	4	Alberton ballast pit.	D. Koughan	do	While coupling	Thumb crushed	
Dec. 19	11.00 a.m.						Summerside	J. H. Burns	do	While working in yard.	Side injured	
1894.												
Feb. 14	12.50 a.m.					12	Cape Traverse	F. Gillis	do	Fell while stepping on engine.	Knee injured	
do	5.00 p.m.						Charlottetown	E. Praught	do	Fell while removing draw-bar from snow plough.	Ribs fractured	
April 16	5.45 a.m.		Shunting.		A. J. McLaune	11	Souris yard	B. Cox	do	While shunting	Ankle injured	

APPENDIX No. 6.

SAULT STE. MARIE CANAL.

ST. CATHARINES, 12th September, 1894.

SIR,—I have the honour to report upon the work of construction of the Sault Ste. Marie Canal, during the fiscal year ended 30th June, 1894.

The work was divided into three sections, No. 1 commencing at the navigable channel of St. Mary's River, below the rapids, and extending up stream to the foot of St. Mary's Island, a distance of 5,300 feet.

The contract for this section was awarded to Messrs. Hugh Ryan & Co., 30th January, 1889, and comprised the formation of the lower entrance channel, with a bottom width of 250 feet, and a depth of 18½ feet of water below the lowest recorded water surface in the St. Mary's River at the foot of the rapids, the formation of entrance piers, and the construction of a beacon.

The contract was to be completed 20th May, 1891, except 150 lineal feet at the upper end of the section required as a dam, which was to be completed 10th April, 1892.

At the end of the fiscal year, the excavation, with the exception of the dam just mentioned, and some high points and cleaning up generally, was completed; also the pier work as far as practicable without interfering with the dam.

The beacon had been dispensed with and its equivalent in cost expended in adding 390 feet in length to the east end of the north pier.

The quantities returned to 30th June, 1894, are as under:—

Excavation, dredging and deepening channel	cub. yds.	170,199
Timber in sides and ends of cribs	lineal ft.	91,530
Timber for ties, stringers and bottoms	"	93,768
Binding pieces	"	6,258
Blocks under heads of ties	each.	4,586
Wrought iron in bolts	lbs.	60,465
Pine in superstructure	cub. ft.	14,311
Ties in "	lineal ft.	22,065
Blocks in "	each.	1,541
Stringers for top covering	lineal ft.	3,900
Three-inch pine planking	M ft. B.M.	54,222
Cap pieces	lineal ft.	2,442
Mooring posts	each.	16
Stone filling	cub. yds.	23,939
Pressed spike for top covering	lbs.	2,361

The second section extends from the foot to the head of St. Mary's Island, a distance of 3,500 feet, and embraces the excavation of the prism of the canal and lock pit, the lock, the guard gate, side walls, a railway swing bridge, towing paths, &c.

A contract for the excavation, the masonry of the lock and guard gate, side walls and puddle trenches was awarded to Messrs. Hugh Ryan & Co., 20th November, 1888, the work to be completed 10th May, 1892.

In consideration of changes made in the design of the lock, the time for the completion of the contract was extended to 10th May, 1893, and the additional work of constructing the supply and discharge culverts in the bottom of the lock having been undertaken by Messrs. Hugh Ryan & Co., the time for the completion of the contract was further extended to 31st December, 1894.

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The work of deepening the prism of the canal above the lock up to station 88, or the west end of section No. 2, was also undertaken by Messrs. Hugh Ryan & Co., the increased depth giving 22 feet of water at the lowest recorded water surface above the rapids, instead of 18 feet as originally intended.

Messrs. Hugh Ryan & Co. also undertook the construction of the masonry piers and abutments for the railway swing bridge, to replace the railway trestle crossing the line of the canal.

At the date of 30th June the masonry of the lock, also the supply and discharge culverts were about completed, the excavation of the prism was near completion, and the side walls were not far from half built; the masonry of the railway swing bridge was completed.

The following quantities represent the work returned to 30th June, 1894, under Messrs. Hugh Ryan & Cos' contract No. 9,594.

Chopping, clearing, and grubbing	acres	30
Earth excavation in side trenches	cubic yards.	2,507
Rock do do	do	74
Earth excavation in prism of canal	do	209,394
Rock do do	do	126,790
Additional rock excavation lowering prism	do	12,359
do do	do	31,231
Quarry waste	do	38,074
Earth excavation in lock pit	do	39,249
Additional excavation in lock pit	do	3,230
do do	do	425
Filling in behind lock walls	do	29,889
Rock excavation in lock pit	do	80,586
Additional excavation from sides	do	9,187
do bottom sides	do	14,622
do in culvert pits	do	13,343
do lengthening lock pit	do	24,270
do do culvert pits	do	8,924
Concrete of Portland cement	do	6,426
Additional do	do	11,078
Pine timber platforms for mitre sills	cubic feet.	4,852
Timber in culverts under mitre sill platform	do	121,513
Drilling holes in rock for anchor bolts	lineal feet.	4,070
Horizontal bolts in platforms	do	654
Plank in culvert flooring	M. ft. B. M.	333,742
Wrought iron in mitre sills	lbs.	1,568
do bolts in culverts	lbs.	417,820
Pressed spike in culverts	lbs.	84,133
Masonry in lock walls (600' lock)	cubic yards.	44,107
do (650' do)	do	5,581
do (900' do)	do	18,155
Excavation for movable dam	do	644
do do	do	482
Stone revetment wall of prism	do	608
Timber do do	do	36,809
Floor under do	do	95
Excavation for railway swing bridge	do	951
Masonry of do do	do	2,483

Section No. 2 further embraces the contract for the steel-power tube, 6' 8" inside diameter, to convey water from the upper reach, to the turbines in the power-house, at the lower end of the lock, also the necessary valves, and discharge pipes from the turbines and pumps.

This contract was awarded to Messrs. Hugh Ryan & Co., 19th December, 1893, and at date of 30th June, the tubes were in place with the exception of some closures.

The contract for the eight valves for the supply and discharge culverts was awarded to Messrs. Hugh Ryan & Co., 8th February, 1894, to whom also was awarded 19th December, 1893, the contract for the five pairs of lock gates.

The former of these contracts was executed by the Bertram Engine Works Co., of Toronto, and the St. Lawrence Foundry Co., and the latter by Mr. Roger Miller, whose reputation as a lock-gate builder was well sustained in the construction of the Sault Ste. Marie Canal lock gates.

Both of the above contracts were nearing completion at date of 30th June.

The contract for the two pumps for unwatering the lock was awarded to the Messrs. Beatty, of Welland, 26th January, 1894, and the work has been completed satisfactorily.

The contract for the two 45-inch new American water-wheels, to furnish power for pumping, and for the electric plant for operating the lock gates and valves, was awarded to the Messrs. Kennedy, of Owen Sound, 13th April, 1894, and progressed as rapidly as circumstances would permit, being well advanced at date of 30th June, and since completed.

The contract for the electric light and power plant for the Sault Ste. Marie Canal was awarded to the Canadian General Electric Co., Limited, 9th May, 1894, and was to have been completed 1st July, 1894, but circumstances beyond their control prevented the progress that was desired, and at date of 30th June the work was but half done.

The contract for the swing bridge to carry the line of the "Soo" branch of the Canadian Pacific Railway over the Sault Ste. Marie Canal, was awarded to the Hamilton Bridge Co., Limited, 10th October, 1893, and the work was practically completed 30th June.

No. 3 section extends from the head of St. Mary's Island, 9,300 feet, to the navigable channel of the river, above the rapids, the excavation after leaving the island being through detached shoals of boulders, and gravel, with bed rock reached in some places.

The contract was awarded to Messrs. Allan & Fleming, 26th March, 1889, and in addition to dredging a channel 250 feet wide at bottom, and to a depth of 18 feet at the lowest recorded stage of the river above the rapids, comprised the construction of a beacon and entrance piers.

Under the provisions of the contract, the work, with the exception of 150 feet at the extreme lower end of the section, reserved as a dam, was to be completed 20th May, 1891, and the dam removed and piers finished 10th April, 1892.

At date of 30th June, the work remaining to be done was the cleaning up of the bottom, the construction of a 400 feet extension of the original south pier, the removal of the dam and the completion of the gaps in the piers adjoining the dam.

The quantities returned to 30th June, are as follows:—

Excavation, dredging and deepening channel . . .	cubic yards.	252,588
Timber for sides and ends of cribs	lineal ft.	38,313
Timber for ties, stringers and bottoms	do	36,862
Binding pieces	do	3,574
Blocks under heads of ties	each.	1,968
Wrought iron in bolts	lbs.	26,254
Pine in superstructure	cubic ft.	9,755
Pine in ties	lineal ft.	12,448
Blocks under heads of ties	each.	1,012
Stringers for top covering		2,575
Three-inch pine plank for top covering of piers . . .	ft. B.M.	29,950
Cap pieces	lineal ft.	609
Mooring posts	each.	5
Stone filling	cubic yds.	10,025
Pressed spike	lbs.	758
Rock elm in sides of beacon	cubic ft.	6,959
Cross-ties in beacon	lineal ft.	10,835
Blocks under heads of ties	each.	426

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Pine plank in binders.....	lineal ft.	448
Elm do do	do	192
Stone filling.....	cubic yds.	2,055
Sheeting 5 inches thick.....	ft. B.M.	16,972
Top covering 3-inch pine plank.....	do	3,885
Hip joists and girts.....	do	2,914
Iron in bolts.....	lls.	15,170
Iron in screw bolts in bottom, &c.....	do	885
Iron in straps.....	do	5,984
Pressed spike.....	do	269

I have the honour to be, sir,
Your obedient servant,

W. G. THOMPSON, M. Inst. C.E.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer Railways and Canals,
Ottawa.

SOULANGES CANAL.

ENGINEER'S OFFICE,
COTEAU LANDING, P.Q., 18th August, 1894.

SIR,—I have the honour to report as follows :—

The total value of the work let on this canal is, at contract rates, about \$3,500,000. The subjoined list gives the names of the contractors, and the dates of the various contracts.

Sections Nos. 1 and 2—	Archibald Stewart.....	24th Sept., 1892
do	3—J. & M. O'Leary.....	27th March, 1893
do	4, 5, 6 & 7—George Goodwin.....	9th May, 1893
do	8—Charles H. Raynor.....	29th Dec., 1892
do	9—Randolph Macdonald.....	30th Jan., 1893
do	10—Rogers & Taylor.....	24th Dec., 1892
do	11—George Goodwin & Thos. Feeney.....	11th May, 1892
do	12—Denis O'Brien & Son.....	8th April, 1892
Reletting Sec. No. 12—	George Goodwin.....	9th May, 1893
Section No.	13—Randolph Macdonald.....	24th Sept., 1892

The above contracts do not include the cost of cement, superstructure of bridges, the lock gates and their machinery, or the power-house and electrical apparatus for operating the canal.

For a description of the line under construction, reference is made to my reports dated 5th November, 1892, and 4th October, 1893.

The present condition of the works may be briefly described as follows :

SECTIONS NOS. 1 AND 2.

Work on these sections was begun in 1892. About 150,000 cubic yards of earth and rock have been excavated and placed principally in the north bank of the canal, and the clay dam at the entrance. Part of this material has been dumped from a trestle erected on the site of the bank of the large reservoir behind lock No. 2. About 5,000 cubic yards of cut stone, and 15,000 cubic yards of backing in the rough are at a quarry near Rockland, Ont., but none of this has been delivered on the ground. 300 feet in length of the crib-work forming the base of the north entrance pier is built, and a part

of the south pier begun. The channel from the foot of lock No. 1 to deep water in the Ottawa River is to grade, and the excavation for the foundations of this lock is in progress. The reach between locks Nos. 1 and 2 is almost finished, and also the foundation for lock No. 2, which crosses the line of the old military canal of 1817. There are between 90 and 100,000 cubic yards of masonry in the four locks, regulating weirs, retaining walls, &c., of these sections, but none of this has been laid to the 30th June, 1894.

As previously stated, the date of opening the canal will almost entirely depend upon the progress made with this contract, as the other portions of the line can be finished in less time than it will now take to complete sections Nos. 1 and 2.

SECTION No. 3.

About one-half of the excavation of this section has been done, and a considerable quantity of stone delivered and broken for concrete, protection lining, &c. The whole work will probably be finished next year.

SECTIONS Nos. 4, 5, 6 AND 7.

These sections were grouped into one contract (5½ miles in length) mainly for the purpose of securing the hauling forward of the surplus material from the western end to sections 5 and 4, so as to widen the banks uniformly throughout. There are nearly 2,000,000 of yards of excavation all in clay. At the lower end of section No. 4 there is a lift-lock, guard gates, regulating weir, &c., &c. No stone has been delivered for this masonry and concrete, nor have any preparations, that I am aware of, been made to proceed with this part of the work, of which the quantity is about 40,000 cubic yards. The work done hitherto has been confined to the removal of the brown clay overlying the blue material. This has been deposited in the banks on each side by wheeled scrapers and without reference to the ultimate haul. About 600,000 cubic yards were moved up to the 30th June, 1894.

SECTION No. 8.

Work on this section proceeds steadily and satisfactorily. Nearly one-half of the excavation is done, principally with a steam shovel of excellent type. The culvert pit at Rivet à la Graisse is in progress, and a large number of piles are delivered for the foundations, together with stone for masonry, concrete, &c. All the cast-iron tubes are on the ground. The culvert will be finished this fall, and the whole of the work can be completed next year.

SECTION No. 9.

An important change has been made in the mode of carrying on the work of this section. The blue clay previously taken out with a steam shovel is now removed by a dredge. This dredge was built on the spot and the partly formed trench for the canal filled with surface water to receive her. She is now afloat and at work. The soft material is easily handled and filled into cars which are run out by a small locomotive to the steep bank of the St. Lawrence at Pointe au Diable, and there dumped into the river. This is an excellent and economical plan for disposing of the blue clay on section 9 where there is scarcely any embankment, the whole of this material being thrown to spoil. About one third of the excavation has been done to date. It will take two years more to finish at the present rate of progress.

SECTION No. 10.

On this section the River Rouge will be passed under the canal by a double line of 10-foot tubes. The stream makes a sharp bend here, but the culvert and diversion channel are located on a short straight line forming the chord of this arc. On this plan

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the culvert will have an excellent foundation of boulders throughout, whereas at the point of crossing of the stream (about 500 feet to the east) there is a depth of 25 feet of soft clay below the grade line of canal bottom. All the tubes are on the ground; also the stone, sand, &c., necessary, so that the structure should be completed this fall. About one-half of the excavation of the section is done.

SECTION No. 11.

The River Delisle crosses the canal line on Section 11. The culvert will be formed of four lines of 10 feet cast-iron tubes inclosed in concrete and laid in a trench 50 feet wide, excavated in the solid rock. The approximate discharge of this stream during the heaviest spring freshets is 300,000 cubic feet per minute. About two-thirds of the tubes are delivered, and the structure may be finished this year. The other work of this section consists mainly of rock and clay excavation. About one-half of the rock is taken out and one-quarter of the earth. The progress here has been very slow and unsatisfactory. The work was originally let to George Goodwin, by whom it was transferred to Thomas Feeney.

SECTION No. 12.

Nothing has been done on this section since it was abandoned by George Goodwin last fall. There are about 100,000 cubic yards of rock excavation, which should be no longer delayed.

SECTION No. 13.

Six of the entrance cribs at Lake St. Francis are in position and others are in progress. The channel outside the shore line is nearly all out to bottom and the shoal to the west is being rapidly dredged. The masonry of the bridge to carry the Canada Atlantic Railway over the guard gates and supply race is in progress, and it is expected that the track now temporarily diverted over a trestle work will resume its permanent line this fall. The excavation of the eastern end of this section is in very hard material and proceeds slowly. There are two steam shovels at work, with attendant locomotives, cars, &c. The material is dumped along the margin of the St. Lawrence in front of Giroux's farm. It will take at least two full seasons more to complete this section at the present rate of progress.

Out of a total of about six and a quarter million yards of earth, two and a quarter millions were moved to the 30th June, 1894. Of the rock 46,050 cubic yards were excavated, or say 20 per cent of the whole in round numbers. These two items represent 92 per cent of the total value of the work done, which amounts to \$621,041.37. Materials delivered, \$205,064. Total work and materials, \$826,125.37. The masonry and concrete, of which there are about 200,000 cubic yards, were practically untouched at the close of the fiscal year. The distribution of the earthwork done is as follows:—

	C. yds.	Value at contract rates.
Sections Nos. 1 and 2, earth and rock, to 30th June, 1894	152,100	}
Section No. 3, earth	301,200	
do 4, 5, 6, and 7, earth	584,000	
do 8, earth	236,700	
do 9 do	177,000	
do 10 do	226,000	
do 11 do and rock	140,800	
do 12 do	152,987	
do 13 do	287,500	
	2,258,287	

Say two and a quarter millions.

It will thus be seen that the work done and materials delivered to the 30th June, 1894, represent about 23½ per cent of \$3,500,000, which is the approximate total cost of the work let, at contract rates.

A summary of the progress estimates of each section to 30th June, 1894, is as follows:—

	Work done.	Materials delivered or prepared.	Total.
Nos. 1 and 2, Archibald Stewart..	\$ 58,823 95	\$82,915 00	\$141,738 95
do 3, J. & M. O'Leary.....	55,002 00	20,605 00	75,607 00
do 4, 5, 6, and 7, George Goodwin.	152,640 00.....		152,640 00
do 8, Charles H. Raynor.....	58,767 00	18,202 00	76,969 00
do 9, Randolph Macdonald.....	34,277 00	1,100 00	35,377 00
do 10, Rogers & Taylor.....	57,864 00	36,682 50	94,546 50
do 11, Thomas Feeney.....	77,715 00	18,731 00	96,446 00
do 12, Denis O'Brien & Son.....	26,572 65	238 50	26,811 15
do 12, George Goodwin.....	11,400 37.....		11,400 37
do 13, Randolph Macdonald.....	87,979 40	26,590 00	114,569 40
	<u>\$621,041 37</u>	<u>\$205,064 00</u>	<u>\$826,105 37</u>

It will be observed that the furnishing of cement is not included in the contracts above enumerated. With a view of establishing a reliable system of tests here, a suitable plant was purchased in 1891-92, and since that time about forty different brands of cement have been carefully tested and the results tabulated. About 20,000 briquettes have been made almost entirely with a Faija mixer, and great caution has been exercised in conducting the experiments. Based upon the information thus obtained, specifications have been prepared and a small contract (2,000 barrels) was let in May last. This has been attended with satisfactory results. A quantity of the cement at first supplied was promptly rejected on being found defective, and immediately replaced by an article of excellent quality which is now being used in the masonry. This system will be continued, as its effect in securing solid work is obvious. Without sound cement it is impossible to build a good hydraulic wall, and the quality of the cement can only be known by the frequent application of fair and impartial tests. This question is of paramount importance in canal construction.

No further experiments have yet been made with reference to my plan of operating the gates by electricity, which was tried at lock No. 4 of the Beauharnois Canal. As previously stated, the results there proved the feasibility and economy of the system; and the masonry of the locks of this canal has been adapted to the reception of the steel beams and working apparatus. It is further intended to operate both the gates and filling or emptying sluices from one point on whichever side of the lock may be found suitable. Abundant power to do this and turn all the bridges on the canal can be obtained at the site selected for a power-house at the crossing of River à la Graisse, midway of the summit level. Here the canal is only a few hundred feet from the St. Lawrence, whilst its surface is twenty feet over that of the river. It is obvious that a very large power can be had at this point without detriment to the navigation. The building may also be arranged as a repair shop for gates, &c., and made to cover in a discharging weir or culverts of large dimensions, through which the long level can be rapidly lowered without running such a heavy volume through the Cascades locks. Further investigation may show the advisability of adopting a system of cable towing by which vessels can be taken through the first four locks at the east end of the canal without using their own steam. This would facilitate rapid passage, and probably save damage to the structures arising from the frequent starting and stopping of large and heavily laden craft.

Department of Railways and Canals.

There is only one railway bridge over the canal. This is on section 13 as previously stated. The superstructure for this is under contract with the Dominion Bridge Company at Lachine, P.Q., but its completion has been delayed by strikes and other unavoidable circumstances. It will, however, be completed before the end of the season. There are two road bridges over locks. One is at the guard gates on section 13, and the other over the upper wings of lock No. 4, section No. 2. There are also five road bridges across the canal. These are designed to swing over an opening of one hundred feet clear which is the distance between the toes of the slopes of the full prism. In this way the canal will be quite unobstructed for its entire bottom width, and vessels need not slacken speed when passing the bridges. This plan is more economical than that of placing a centre pier in the middle of the channel and dividing it into two narrow openings. In fact, the cost of the bridges will be reduced fully one-third when compared with those of the Welland Canal, whilst no impediment will be offered to rapid navigation. It is expected that the summit level (10½ miles) will be passed in about an hour and a half without damage to the canal by washing the banks. The protection lining will be made to cover a considerable height of the side slopes, and as it will be formed of small stones, the effect of the wave created by fast going vessels will be minimized.

It will be seen from the foregoing brief report that the work done so far has been principally earth excavation. That taken out is generally the brown clay forming the top layer which is obviously the easiest handled, being all scraper work. The underlying blue clay and hard material at the west end must be taken out by steam shovels or dredges.

It may be said in conclusion that the works as a whole must progress much faster than heretofore to ensure the completion of this canal within a reasonable period.

I am, sir, your obedient servant,

THOMAS MONRO, M. Inst. C.E.,
Engineer Soulanges Canal.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Railways and Canals,
Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS.

MONTREAL AND OTTAWA DIVISION OF THE GOVERNMENT CANALS.

SUPERINTENDENT ENGINEER'S OFFICE,

MONTREAL, 8th October, 1894.

SIR,—I have the honour to submit herewith my report on the works under my charge for the fiscal year ended 30th June, 1894.

These works are the Lachine and Beauharnois Canals on the St. Lawrence, the Ste. Anne, Carillon and Grenville, and Culbute Canals on the Ottawa, and the Chambly and St. Ours Canals on the Richelieu River.

Each of these will be dealt with in the above order.

LACHINE CANAL.

ORDINARY REPAIRS.

As usual the canal was emptied in the beginning of April, and all the structures under water overhauled and the prism cleaned.

In the fall of 1893, tenders were invited for the painting of all the bridges, build-ings, waste weirs and fences along the canal, and the contract awarded to Messrs. Lefebvre & Co. at \$800.

This work was commenced in November and completed in May last.

Mill Street was scraped and macadamized in October, 1893, and kept in good repair all the year round.

The paving of Common Street by the city necessitated the removal of the old ramps along the wharf above lock No. 2, and their replacing by new ones.

The tow-paths, some 14 miles long, and the foot-paths within the city were also attended to.

The tow-path on the north side of the canal requires macadamizing. This is intended to be done shortly.

In January last, the culvert at Côte St. Paul, which had become nearly choked with clay and rubbish, underwent a thorough cleaning, which necessitated the use of a steam pump for a fortnight.

Twenty-one piers in the upper entrance were rebuilt from the water's edge to the top.

The electric station was also gone over, and put in as good order as possible. This building is very small for the quantity of machinery it contains, and cannot therefore be kept in a very satisfactory state. The new generator for the Wellington bridge which was set up in June, has taxed it to its utmost capacity, and it is to be hoped that, as soon as the government takes possession of the buildings in connection with Tate's dry dock, the electric station will be transferred to the stone mill across Forfar Street.

A drain composed of a double row of pipes, 18 inches in diameter, on a length of 625 feet, and a single pipe 15 inches in diameter, for a length of 1,140 feet, was built on the south side of the canal above Côte St. Paul bridge, for the purpose of carrying surface water to River St. Pierre, through the culvert under the canal at this point. The work was awarded under contract to P. Jackson, Esq., and completed in the spring.

Another line of 12-inch pipe, 370 feet long, was laid on government property, immediately below the Côte St. Paul culvert, for the purpose of taking off canal leakage, and a third one on Mr. Evans's land, together with an open ditch 660 feet long along the front of the last mentioned property. These works were under the charge of Mr. L. G. Papineau.

INCOME.

One pair of spare gates for locks Nos. 1 and 2 was built during the year.

The guide pier above Côte St. Paul lock was taken down and rebuilt during March and April, 1894. This pier is 228 feet long, 16 feet wide, and 17 feet high.

The openings through it for the passage of the canal water to the head race leading to the mills at the lock, have been so disposed as to regulate the flow and obliterate the suction caused by the former ones, thus making the entrance to the lock much easier for boats and the feeding of the mills more satisfactory.

CAPITAL.

Lachine Drainage System.

This work has been undertaken in 1891, by Messrs. Heney, Borthwick and Léger, and is nearing completion. It consists of a covered brick sewer 6,420 feet in length, and an open ditch, extending from the outlet of the above to Côte St. Paul, where it opens into River St. Pierre, a distance of 17,860 feet.

The lower course of River St. Pierre from the canal to the St. Lawrence has not yet been touched. This portion will have to be deepened from 2 to 3 feet in order to ensure the efficiency of the works above.

Dredging.

Cross sections in connection with the deepening of the Lachine Canal to 20 feet from lock No. 2 to St. Gabriel were commenced early in July, 1893, and the dredging operations inaugurated on the 28th August following, with dredge No. 2. Dredge No. 1, which was then busy at Valleyfield, was brought back and set to work in the course of October.

The quantity of material excavated from the beginning to the 18th November, and then from the 1st of May to the 1st of July, amounted to about 28,000 cubic yards.

Department of Railways and Canals.

During the winter four large scows and some forty dumping boxes were built, the timber, lumber and iron used being taken from the stock left over from the new Wellington Street bridges, the appropriation for which being duly credited therefor.

BEAUHARNOIS CANAL.

ORDINARY REPAIRS.

The structures on this canal are in a very much dilapidated condition, and in view of the completion of the Soulanges Canal in a few years, only such repairs are now done as are absolutely necessary for the safety of navigation.

On the 9th November, 1893, the lower gates of lock No. 9 were carried away, owing to a log being caught between them, and traffic had to be suspended for 34 hours for repairs.

On the 13th of May last, the steamer "Ocean" while entering lock No. 12 on her way down broke through the lower gates. These were thrown down, as well as the south leaf of the upper pair. Repairs were commenced without delay and the canal reopened for traffic 28 hours later. The broken gates have since been rebuilt and placed in position, the spare gates used in the meantime being old and not very safe.

For details of the work done in connection with the ordinary repairs here, I beg to refer you to the superintendent's report herewith attached.

INCOME.

The amount of \$2,000 granted to provide a small electric plant for operating lock gates was used as intended. The machinery supplied by the Canadian General Electric Co. was experimented with at lock No. 4, which is close to the canal electric station, and the trial conducted under the supervision of Mr. Thomas Munro, engineer in charge of the Soulanges Canal, proved very satisfactory.

Drain at Valleyfield.

On the 2nd October, 1893, a contract was entered into with Messrs. A. Chagnon & Co., for the construction of a tile pipe drain for taking off surface water at Valleyfield. Work was commenced at once and pushed vigorously until the beginning of December, when it was stopped for the winter. It was resumed in April following, and carried on desultorily until the 23rd May. During that month the contractors were notified that unless they took steps within the following six days to make better progress with the construction of the works, their contract would be cancelled.

They failed to meet the requirements and removed their men on the 26th of that month.

Up to the 1st July last nothing had been done to complete the drain, about half of which had then been built.

This work was under the charge of Mr. L. S. Pariseau, whose report will be found further on.

STE. ANNE LOCK.

ORDINARY REPAIRS.

There is nothing special to note in connection with repairs here. The new lock, piers, wharfs, &c., received the usual amount of attention and were kept in a fair state of efficiency. Considerable work was done on the long wing-pier above the old lock, where four rows of timber were renewed for a length of 300 feet, and the sheeting taken up and replaced. This pier will now have to be planked over and an amount has been inserted in the estimates for 1894-95 to that effect.

INCOME.

The south pier in the south channel has been renewed from the top to the level of the water, a set of stop-logs for the new lock, with iron truss bars, has been prepared and a shed erected on the canal bank to store them.

CARILLON AND GRENVILLE CANALS.

REPAIRS.

These canals are now under the superintendency of Mr. G. H. Simpson, who was appointed in October, 1893.

Navigation was carried on without interruption here during the year, although it is somewhat impeded by the crookedness and narrowness of a couple of reaches where the width in the bottom does not exceed twenty feet, and is gradually getting smaller on account of the unprotected slopes being washed down. They will have to be widened at an early date.

The booms which had been carried over the dam in May, 1893, have been thoroughly repaired and were put in position at the head of the Carillon Canal on the 26th April last.

The portion of the dry walls left unfinished at lock No. 6 in the spring of 1893, were completed during the present year, and the approaches to this lock have thus been considerably improved.

The south side of the upper approach will, however, soon require to be overhauled. A new guard-house has been erected at lock No. 6, and the old one, which was no longer habitable, turned into a store-house for materials and tools.

INCOME.

Carillon Dam Repairs.

This work was completed about the end of March last, and is now in a satisfactory condition.

The portion of the structure south of the slide, 373 feet long, has been treated in the same manner as the main dam, the southern slide pier renewed on a length of about 350 feet from the top to the level of low water, and a cross pier 73 feet long, 23 feet at the base, and 20 feet high, built between the southern slide pier and the outer pier on the Point Fortune side.

The completing of these repairs ensures a permanent level in the Carillon Canal, all leaks having been effectually stopped, and a sufficient quantity of stone put into the body of the dam and above it to prevent any more breaks.

A quantity of tools and materials left over after the completion of the work is now stored at Carillon and will be used in connection with the canal when required. A statement of the operations from October, 1891, to 16th March, 1894, was handed you with my letter of the 7th June last.

CARILLON CANAL.

The mooring pier at the head of lock No. 2 was repaired as intended, the face timber renewed for a length of 150 feet, the pier proper re-filled where necessary and new flooring put in.

GRENVILLE CANAL.

Two bulkheads were built at locks Nos. 5 and 6. They are provided with a sluice valve in the bottom to regulate the level in sections Nos. 1 and 2, and are also used as surface weirs.

Department of Railways and Canals.

CULBUTE CANAL.

REPAIRS.

No repairs of any consequence were done here during the year. The two combined wooden locks are still in a fair state of efficiency for the very light traffic going through, but the gates are getting harder to work.

Nothing was done towards the removing of the dams at Rocher Fendu and Grand Calumet Falls, authorized by Order in Council of the 24th October, 1889.

INCOME.

As stated in my last report, Mr. H. G. Stanton was engaged during the early part of the year surveying lands on the upper Ottawa, which are alleged to have been flooded by the Grand Calumet and Rocher Fendu dams. He returned to Ottawa in November, and then prepared a detailed report, with plans showing the areas drowned on all the lots examined. This report was forwarded to you on the 8th April last.

CHAMBLY CANAL.

REPAIRS.

Considerable repairs, the details of which will be found in the superintendent's report, have been executed on this canal during the past year. The most important were the rebuilding of over 1,200 cubic yards of revetment and retaining walls, the repairing of the riprap in the prisms, the renewing of 85 oak mooring posts, the completion of one pair of spare gates for lock No. 1, the strengthening of the walls at lock No. 3, and the repairing of the lower platform and sill of lock No. 9.

To do this latter work, it was necessary to pump the lock dry, a substantial cofferdam was therefore put in at the lower entrance and two pumps were used, one of which was operated by steam, the other by electric power furnished by the canal electric station. This work was done immediately after the close of navigation, *i.e.*, from the 1st to the 10th December, 1893.

From the lower recess down, the masonry of this lock is considerably dilapidated, and will have to be rebuilt at some future date. All the other locks on this canal have been lately repaired and are now in good condition.

INCOME.

An amount of \$3,000 had been granted for the renewal of the seats of bridges Nos. 4 and 6. The old masonry was removed in April and replaced by crib-work, the work being completed for the opening of navigation.

Gravel on Towpath.—This gravel was supplied under contract by Messrs. Gervais Frères, and the spreading of it on the road done by the repair staff. The whole of the towpath is now covered with a good coat of hard gravel and in a first rate condition.

Fence along Canal at St. Johns.—This fence composed of cedar posts, 273 in number, 10 feet apart, and two ($\frac{5}{16}$ -in.) iron chains, was built in June last. It has considerably improved the appearance of the canal at that point, and removed a cause of accidents to people using the road there.

Encroachments on Canal property.

For years past the government property along the Chambly Canal has been encroached upon by various parties, and efforts have lately been made to remedy this state of things.

Searches have been made in the public and other offices for plans, maps and documents establishing the rights of the government, but were attended with little success. They are at present and will be continued as circumstances will permit.

ST. OURS LOCK.

The necessary repairs were done here to maintain the lock, dam and various structures in a good state of efficiency throughout the year. This lock which was thoroughly overhauled a few years ago is now in good condition, as well as the structures in connection with it.

GENERAL REMARKS.

Under instructions from you, I paid another visit to Moncton, N.B., in order to study the system used on the Intercolonial Railway for the purchase and distribution of stores as well as the method of book-keeping in use. I went down in February, and spent a couple of days with Mr. R. V. Cooke, the general storekeeper, who with the authorization of Mr. Pottinger, general manager, kindly gave me all the information I desired, and for which I now extend to him my most sincere thanks. The result of this visit, and of the combined efforts of the canal superintendents and myself, has been the adoption of a set of six books, which it is hoped, will meet all requirements in connection with the canal stores. One of these, viz., the day book, which has been devised by the Chambly Canal superintendent, will show at a glance the daily distribution of all materials, tools, implements, &c., on each canal. It is very easily kept, and will be a great help in regulating the expenditure on all the works.

CANAL STORES AND BOOK-KEEPING.

The new system of book-keeping has been inaugurated on the 1st July, 1894.

Orders have been issued to all superintendents to make a full inventory of the stock on the canals under their charge, the inventory to comprise also a detailed description of the canals and various structures and buildings in connection therewith. This is in progress at the time of writing.

SMALL DREDGES.

In December, 1893, you instructed me to travel to Prince Edward Island, and examine some of the small dredging machines used by the farmers there for digging mussel-mud, which is used as a fertilizer, and find out whether these appliances could be utilized in connection with the canals under my charge.

I was at Charlottetown on the 14th, and with the kind help of the much regretted superintendent of the Prince Edward Island Railway, Mr. Jos. Unsworth, I was enabled to attain the object of my visit.

Sketches of the appliances were furnished by me to our machinist at Chambly, who has devised on the same lines, a combined self-propelling dredge and floating derrick, which would be exceedingly serviceable where a large dredge is not required or cannot be used.

A model will be submitted to you, and should you approve of it, the machine could well be built at our shops.

Inclosed herewith are the usual statistical statements of fines, damages and water levels.

I have the honour to be, sir,
Your obedient servant,

ERNEST MARCEAU,
Superintendent Engineer.

C. SCHREIBER, Esq., C.M.G.,
Chief Engineer of Railways and Canals,
Ottawa.

Department of Railways and Canals.

MONTREAL, 10th September, 1894.

SIR,—I have the honour to submit my report upon the works under my charge during the fiscal year 1893–94.

These embrace 1st: The deepening to nineteen feet of water of a section of the Lachine Canal. 2nd. The construction of a covered drain in Valleyfield. 3rd. The construction of flat scows, dumping boxes and the repairs and alterations to the dredging fleet under your control. 4th. The preliminary surveys and estimates of cost of different proposed works.

Deepening of a Section of the Lachine Canal.

This section is situated between locks Nos. 2 and 3. It has an area of 23.2 square acres, and the total quantity of material to be excavated by submarine work is 340,000 cubic yards.

Operations on this work were commenced in basin No. 2, opposite Jaque's sheds, on the 28th August, 1893, with dredge No. 2, steam derrick No. 2, tug "St. George" and six flat scows fitted with an insufficient number of dumping boxes. On the 17th October following, dredge No. 1 and two flat scows with small boxes were added to the above plant, and the dredging was continued until the 18th November of the same year, when it had to be stopped owing to the cold weather setting in. The work was resumed on the 1st May, 1894, and was still going on on the 30th June.

The statistics of the quantity of material dredged out during the year are as follows:—

	Cubic yards.
From the 28th August to the 17th October.....	6,340
do 17th October to the 18th November.....	6,295
do 1st May to the 30th June.....	15,340
Total.....	<u>27,975</u>

The whole of the material dredged out has been transported to Côte St. Paul, two miles away from the place of excavation, and deposited partly in a swamp on the south side of the canal and partly on the north embankment. The 15,340 cubic yards deposited at the latter place were taken away from the canal ground by the Corporation of St. Henri and Messrs. Clendenning & Son free of cost to the Government.

The total expenditure for the year on this work was \$20,956.81 including the cost of constructing four scows and sixty dumping boxes which amounted to about \$8,000.

Valleyfield Drain.

This work is situated along the northern boundary of the town of Valleyfield in Beauharnois County, P.Q. Its purpose is to carry off the surface water of a portion of the said town and of that part of the parish of Ste. Cecile known as "Belle Rive."

The specification for the construction of this drain was prepared by me during the month of August, and tenders for its execution were invited for the 11th September, 1893.

The contract, which was awarded to Messrs. A. Chagnon & Co., was signed by them on the 2nd October following.

The works on this drain were commenced by the contractors right after the signature of the contract and continued up to the 5th December, 1893. On the 4th April, 1894, they were resumed and carried on up to the 23rd May, when they were abandoned by the contractors.

The portion of this drain completed by Messrs. A. Chagnon & Co. is 1,475 feet long, for which the final estimate amounted to \$5,546.15. From the 23rd of May to the 30th June, 1894, nothing has been done on this work, and the length of drain remaining to be done is 2,225 feet.

Scows, Dumping boxes, Repairs to Vessels.

During the winter months sixty dumping boxes and four flat scows were built out of timber taken from the stock of the Wellington Street bridges.

The scows are 60 feet long, 22 feet beam and 5½ feet hold. The framing is of pine and oak timber 8 x 10 inches and the planking 5 inches thick. The dumping boxes are 7 x 7 x 1 foot, and made of 2½ inches oak plank and heavily ironed. The cost of these boxes and scows is nearly \$8,000.

Surveys and Preliminary Estimates.

During the year surveys and preliminary estimates have been made for a covered drain along the south side of Beauharnois Canal at Valleyfield, and also for a new bridge across the Lost Channel at St. Timothée. The plans of these surveys are now on file in your office.

I have the honour to be, sir,
Your obedient servant,
L. S. PARISEAU.
Resident Engineer.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal

MONTREAL, 28th September, 1894.

SIR,—The works under my control during the fiscal year 1893-94 have been the Lachine drainage system and the construction of a drain at Côte St. Paul.

The Lachine drain has been under construction since 1891. Messrs. Heney & Borthwick are the contractors.

The collecting drain has been completed in the month of October, 1893. The connecting trench, which is properly the continuation of the collecting drain as far as the outlet of the brick sewer was completed at the same time. Rock was met on the whole distance excavated this year both for the brick sewer and collecting drain.

Work was interrupted on the brick sewer on November 28th, and resumed on 16th of April, 1894. At the end of the fiscal year the brick sewer was nearing completion, a little more than one month's work remaining to be done.

The drain at Côte St. Paul was surveyed in August, 1893. Tenders were called for and a contract entered into on the 7th November, 1893, with Peter Jackson, Esq., of Côte St. Paul.

The work was begun soon after and continued during the winter months with occasional interruptions. At the end of the fiscal year it was almost completed.

It consists of drain pipes; a double line of 18-inch pipes for a distance of 625 feet, then a single line of 15-inch pipe about 1,140 feet long to the junction of the present box drain.

At the upper end of this box drain, opposite lot No. 3607, an open ditch, 660 feet in length, was cut to offer drainage to the front part of Mr. Evans's property, which was shut out by the canal.

On the same lot, a ditch where the wash from the canal used to demolish the banks was filled in, a line of 15-inch pipe first being laid to serve as an outlet for drainage of lands above.

Department of Railways and Canals

In connection with this drain at Côte St. Paul, a line of 12-inch pipe, 370 feet long, was also laid along the boundary of the government ground facing lot No. 3912, east of the culvert, to stop leakage from the canal.

Plans were also prepared for a wing pier above Côte St. Paul lock, opposite the entrance of the head race of the manufactures and of the regulating weir.

This pier was built in the latter end of March and month of April, 1894, and completed for opening of navigation.

The pier is 228 feet long, 16 feet wide and 17½ feet high. Water is admitted through six openings 5 x 11 feet at the bottom of the pier, besides a larger one 17 x 13 feet. A bridge connects the end of the pier with the tow-path.

This work was done by day's work by department employees, and during construction I furnished alignments and levels.

I have the honour to be, sir,

Your obedient servant,

L. G. PAPINEAU,
Resident Engineer.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

LACHINE CANAL OFFICE,

MONTREAL, 20th September, 1894.

SIR,—As requested I have the honour to submit my report on the various works under my charge for the fiscal year 1893-94, ended 30th June last.

This canal was closed on the 30th of November, 1893, and reopened to navigation on the 23rd April, 1894.

One accident of a slight nature occurred to the Wellington bridge on August 25th, caused by one of the rollers breaking. Navigation was not interfered with, although the traffic was stopped for two hours.

REPAIRS.

The water was drawn off on the night of 7th April, and let in again on 22nd of the same month, the canal being open to traffic on the 23rd of the same month.

While the water was out of the canal all the works under water were overhauled and repaired. Several boulders were removed from the channel between lock No. 2 and Wellington bridge.

The breast work of lock No. 3, which was in bad order was repaired.

The flooring of the waste weir at Côte St. Paul was renewed in several places, as well as the crib-work at the same weir.

The valves in the several weirs and lock gates were gone over and thoroughly repaired.

During season of navigation the following repairs were attended to:—

Mill Street was scraped and macadam spread and the street put in good repair.

The several roads around the wharfs were also placed in good order.

Bridges Nos. 1, 2 and 3 were replanked, from time to time, as was considered necessary. The wharfs were planked and put in good repair. The paving of Common Street necessitated the removal of the old ramps; this was done and the ramps rebuilt.

The slope walls along the line of canal required and underwent considerable repairs. The tow-paths which measured some fourteen miles on both sides of the canal, were kept in good repair. All the government foot-paths within the city limits, which measure over 8,000 lineal feet, were planked or levelled as the case might be, and were kept in good order.

The several government buildings were repaired and placed in good order.

The snubbing posts along the line of canal were straightened up, 42 new ones set, and replaced those which had become useless.

The several drains on government property were cleaned and the weeds cut.

The culvert above Côte St. Paul bridge was cleaned during the month of January. The boom piers at Lachine were put in good repair, twenty-one piers having been rebuilt from the water's edge.

The plant connected with the canal, such as derricks, scows, &c., were not touched as they were in good repair.

The several bridges, lock-houses, waste weirs, fences, &c., were painted under contract, by Messrs. Lefebvre & Co. The work was performed satisfactorily.

The telephone line also gave fair satisfaction.

INCOME.

One pair of lock gates for upper sills of new locks Nos. 1 and 2 was built and is at present in the large shed at lock No. 3.

A pier was also built between old lock No. 4 and the waste weir at Côte St. Paul, its length being 228 feet 6 inches by 16 feet; it is constructed so as not to interfere with the head race, leading to the several factories, having six openings from the base of the pier to within four feet from the water level.

I may also state that the several manufacturers are well satisfied, it being a great improvement on the old one, which it has replaced.

Trusting the above mentioned works were carried out to your satisfaction,

I have the honour to be, sir,

Your obedient servant,

JOHN CONWAY,

Acting Superintendent.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

Department of Railways and Canals.

LACHINE CANAL.

STATEMENT showing the depth of the River Water on Mitre Sills of Old Lock No. 1, at Lower Entrance, and Old Lock No. 5, at Upper Entrance, during the fiscal year ending 30th June, 1894.

Months.	Old Lock No. 1, Lower Sill.		Old Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	20 7	18 8	12 11	11 9
August	20 6	17 4	12 8	10 10
September	20 5	17 0	12 7	10 5
October	17 2	16 4	10 9	10 2
November	16 9	16 1	10 9	9 8
December	35 8	16 1	11 11	9 6
1894.				
January	32 10	28 9	12 4	10 11
February	28 9	25 3	12 0	9 5
March	30 8	26 0	12 10	8 9
April	31 5	20 0	14 2	11 5
May	23 3	20 9	14 6	12 6
June	21 6	19 10	13 5	12 6

LACHINE CANAL.

STATEMENT showing the depth of the River Water on Mitre Sills of New Lock No. 1, at Lower Entrance and New Lock No. 5, at Upper Entrance, during the Fiscal Year ending 30th June, 1894.

Months.	New Lock No. 1, Lower Sill.		New Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	22 9	20 10	17 1	15 11
August	22 8	19 6	16 10	15 0
September	22 7	19 2	16 9	14 7
October	19 4	18 6	14 11	14 5
November	18 11	18 3	14 11	13 10
December	37 8	18 3	16 10	13 11
1894.				
January	35 0	30 11	16 5	15 0
February	30 11	27 5	16 2	13 7
March	32 10	28 4	17 0	12 11
April	33 7	22 2	18 4	15 7
May	25 5	22 11	18 8	16 8
June	23 8	22 0	17 7	16 8

BEAUHARNOIS CANAL.

MELOCHEVILLE, 4th August, 1894.

SIR,—I have the honour to submit the following report on the works under my charge during the fiscal year ended 30th June, 1894.

The Beauharnois Canal was closed on the 1st December, 1893, and reopened for navigation on the 23rd April, 1894.

Navigation was interrupted for 34 hours on the 9th November, 1893, owing to the carrying away of the lower gates of lock No. 9. The accident happened during the night, and was due to a piece of timber getting between the two leaves of the gates.

On the 13th May last, another accident happened caused by the steamer "Ocean" running into the lower gates of lock No. 12. These gates, as well as one leaf in the upper set were considerably damaged. This caused the navigation to be interrupted for 28 hours.

Locks and Lock Gates.

Locks Nos. 7, 8, 9 and 10 were pointed in April, 1894, and fender posts with braces and straps put in at lock No. 9.

A pair of lock gates was built and placed at lock No. 8, and a second pair for lock No. 9, to replace the ones broken in November, 1893. The gates broken by steamer "Ocean" in May, 1894, have been taken to the shops, rebuilt and replaced at lock No. 12.

Besides these a pair of spare gates was built for lock No. 11; these have been sunk into the canal. Other gates were more or less extensively repaired. Some of the stones in the mitre sill at lock No. 13 having been broken, were replaced by blocks of oak well bolted into the rock.

Foot bridges were renewed at lock No. 8 and repaired at lock No. 9.

Bridges.

At locks Nos. 8, 12 and 14 new waste weir bridges have been built.

The large bridge at weir No. 10 was extensively repaired.

Important repairs were made to the swing bridge at Valleyfield. These consisted in strengthening the sleepers and stringers and renewing the flooring.

The swing bridges at locks Nos. 5, 10 and 13, and that at St. Timothée were raised and the pivots dressed. The last mentioned bridge was also replanked.

Bridges 7, 8, 9, 10, 11 and 12, as well as lock gates and anchor blocks were painted during the year.

A number of farmers' bridges have been renewed and others, 120 in all, repaired.

Fender and Mooring Posts.

Locks Nos. 12, 13 and 14. New fender posts put in and painted.

Locks Nos. 6, 8, 9 and 10. Fender posts repaired and painted.

Thirty new mooring posts were planted on the canal banks and a number of others straightened.

Scows.

One new scow was built for ferry No. 1. The deck on the big repair scow was renewed and the hull caulked and painted.

A flat row boat was built for ferry No. 1.

Fences.

Fences around the collector's house were repaired and new fences built at lock No. 6, as well as at the house occupied by the electrician.

Wharfs.

The wharfs along the upper entrance have been repaired on a considerable length, but a large portion of them is still untouched, other wharfs have been properly repaired.

Department of Railways and Canals.

Canal Banks, Dykes and Roads.

Fifteen toises of stone for the Hungry Bay dyke have been purchased, broken and spread on the portions of the road here where it was most needed. This stone was then covered with a layer of gravel.

The canal banks have been thoroughly maintained during the season.

The rip-rap on both sides was repaired in the spring.

The weeds were cut in good time and the roads well kept.

Buildings.

The roof at lock-house No. 13, and that of the watch-house No. 8, were covered with Canada plate.

A story was added to the lock-house at lock No. 8.

A wooden kitchen was built for the lockmaster's house at lock No. 7.

Roofs were repaired at locks Nos. 6 and 9, and various other buildings more or less extensively repaired.

Piers.

The piers at the lower entrance to the canal were repaired in the fall, but were again slightly damaged by ice last spring.

Work Done at the Shops.

The following were built at the shops during the year:—A derrick and horse power, window sashes, doors, wheelbarrows, sledge hammers, stone hammers, &c.

I have the honour to be, sir,

Your obedient servant,

J. F. BÉIQUE,

Superintendent.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

BEAUHARNOIS CANAL.

STATEMENT showing the depth of River Water on Mitre Sills of Lock No. 6, at Lower Entrance, and Lock No. 14, at Upper Entrance, during the Fiscal Year ending 30th June, 1894.

Month.	Lock No. 6, Lower Sill.		Lock No. 14, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.
1893.				
July	12 9	12 2	12 10	12 6
August	12 1	9 10	13 0	11 6
September	12 10	9 10	13 0	12 0
October	10 4	9 7	13 0	11 8
November	9 8	9 6	12 2	11 6
December	15 10	9 9	12 7	11 5
1894.				
January	18 6	15 8	12 7	11 5
February	21 2	16 8	12 0	10 8
March	18 6	15 6	12 8	10 6
April	15 6	11 3	12 6	11 8
May	15 10	12 9	12 8	12 0
June	13 8	11 8	12 11	12 2

STE. ANNE'S LOCK.

SUPERINTENDENT'S OFFICE,

STE. ANNE, 10th August, 1894.

SIR,—I have the honour to submit herewith my report for fiscal year ending 30th June, 1894.

Navigation closed here on the 27th November, 1893, and was reopened on the 21st April, 1894. Mail boat and general traffic have not been interrupted any during the opened period. Ordinary repairs have been made to the locks, lock gates and guide lights at upper entrance, government buildings, fences and bridges. Two buoys have been repaired. Three hundred feet long of pier south of old lock have been repaired. One thousand feet long of pier above the two old locks have been repaired.

One pier 18 feet x 30 feet above the new lock has been repaired, as well as 1,150 feet of booms.

Eleven hundred and five feet of pier below locks half way to Ile Perrot have been repaired, as well as the lighthouse pier at Ile Perrot.

A stop log shed has been built.

Two scows have been repaired.

Twenty-four stop logs for lock gates have been prepared.

INCOME.

The work under this head comprises the renewal of the south pier in the south channel and the construction of a set of stop-logs for the new lock and a shed erected on canal bank to store them.

I have the honour to be, sir,

Your obedient servant,

J. L. DAoust,

Superintendent.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

STE. ANNE'S LOCK.

STATEMENT showing depth of River Water on Mitre Sills of Ste. Anne's Lock, during the Fiscal Year ended 30th June, 1894.

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.				
	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	12 11	11 0	14 5	12 5
August.....	12 5	10 0	12 9	11 5
September.....	12 3	10 5	12 5	10 8
October.....	10 7	10 1	11 6	10 10
November.....	10 4	10 0	11 6	11 0
December.....	12 0	10 0	11 2	10 6
1894.				
January.....	12 5	11 1	11 9	11 2
February.....	12 0	10 1	11 9	11 0
March.....	13 2	9 9	14 5	11 0
April.....	14 2	11 7	17 4	12 11
May.....	14 3	13 0	17 6	15 2
June.....	13 4	12 0	15 4	13 11

Department of Railways and Canals.

CARILLON AND GRENVILLE CANALS.

CARILLON, 10th July, 1894.

SIR,—I have the honour to submit to you the annual report of the maintenance of staff and repairs of the Carillon and Grenville Canals for the fiscal year ending 30th June, 1894.

The Carillon and Grenville Canals were closed on 30th November, 1893, and again reopened on the 23rd of April, 1894.

The works accomplished are as shown below. The booms which were very much broken during the high water of spring 1893, have been thoroughly repaired and were placed in position above lock No. 2, Carillon Canal, on 26th April, 1894.

I beg also to draw your attention to the removing and rebuilding of dry wall at lock No. 6, same being 230 feet long, and is now in perfect condition.

Derrick scow for use of Carillon and Grenville Canals has been put into thorough repair, same having become nearly useless.

New lock-house for lock No. 6 was completed and is now occupied, old lock-house being used for a store-house for materials in use about said lock.

The tow-paths and banks of canal have required careful watching and constant repairs, more particularly Grenville Canal, due to its low banks, is very much given to breaking down, same have been strengthened in many places during past season, but still require constant work to keep in good repair.

Buildings on said canals have been more or less repaired, and are now all in good state.

I am, sir, your obedient servant,

G. H. SIMPSON,
Superintendent.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

CARILLON CANAL.

STATEMENT showing depth of River Water on the Mitre Sills of Locks Nos. 1 and 2, Carillon Canal, during the Fiscal Year ended 30th June, 1894.

Months.	Lock No. 1, Lower Sill.		Lock No. 2, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.				
July.....	14 1	12 6	14 0	13 0
August.....	14 1	12 4	14 0	13 0
September.....	14 0	11 5	14 8	12 5
October.....	12 8	11 2	13 3	12 5
November.....	12 9	12 4	13 3	12 9
December.....	12 9	12 3	16 9	12 8
1894.				
January.....	13 1	12 3	13 7	12 6
February.....	13 4	12 8	13 0	11 9
March.....	16 8	13 3	16 6	12 0
April.....	19 7	14 6	20 6	14 5
May.....	19 9	17 0	21 0	17 8
June.....	17 4	15 4	18 6	16 3

GRENVILLE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Locks Nos. 3 and 7, Grenville Canal, during the Fiscal Year ended 30th June, 1894.

Months.	Lock 3, Lower Sill.		Lock No. 7, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.				
	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	20 0	16 8	17 0	13 10
August	16 7	15 3	14 11	12 0
September	17 0	14 6	13 9	11 0
October	15 9	14 6	12 7	11 0
November	15 9	15 0	12 10	11 0
December	19 0	15 0	12 0	11 3
1894.				
January	21 0	17 0	11 3	10 1
February	24 10	19 6	10 0	9 9
March	24 8	19 0	17 0	9 11
April	25 4	17 4	21 6	14 8
May	25 5	21 4	21 8	18 0
June	21 10	19 6	18 6	16 4

MONTREAL, 8th October, 1894.

SIR,—I have the honour to hand you my annual report for the fiscal year ending 30th June, 1894.

I was engaged on the Upper Ottawa River, surveying lands alleged to have been damaged by the government placing dams in the river at the Grand Calumet and Rocher Fendu Rapids.

The party consisted of four men, who were continuously employed from June till late in November. On the completion of the survey, I paid off my men and stored the boat and camping outfit at Fort Coulonge for the winter, returning to Ottawa, where I was engaged in plotting my summer work and writing a report on the same, which I handed to you in April. I was employed on the Grenville Canal, during that month, rebuilding a waste weir, which I had completed in time for the opening of the canal, when my services with the department were brought to a close for the time being.

I have the honour to be, sir,

Your obedient servant,

H. G. STANTON.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

CHAMBLY CANAL.

SUPERINTENDENT'S OFFICE,

CHAMBLY BASIN, 16th August, 1894.

SIR,—I have the honour to submit the annual report of the works executed under my supervision on the Chambly Canal, during the fiscal year 1893-94.

The canal was closed on the 30th of November, 1893, and reopened on the 2nd of May following. Navigation was maintained without any interruption, during the whole time.

Department of Railways and Canals.

EXPENSES CHARGEABLE TO REPAIRS.

Canal Banks.—The inside slope wall in basins Nos. 4 and 6, on the berm side, has been rebuilt for a distance of 1,500 feet, by from 2 to 3 feet in height.

A retaining wall, 300 feet in length, by from 4 to 7 feet in height, has been built at mile $1\frac{1}{2}$, to widen the tow-path at the foot of lock No. 3. During the month of April, the canal bottom was cleaned out, and stones, which were blasted, removed.

The stone of the inside slope walls of the canal, which had been disturbed by frost, was replaced on the tow-path side for a distance of $11\frac{1}{2}$ miles, and for a length of 7 miles on the opposite side.

One hundred and twenty-five cubic yards of stone were picked up after this work was done and used elsewhere.

The tow-path, over $4\frac{1}{2}$ miles of which was covered with gravel, during the year, has been kept in good order. This road which is $11\frac{1}{2}$ miles in length is now macadamized on the whole distance. The first five miles were macadamized in 1888, only to a depth of from four to five inches; the layer of gravel is not thick enough and is sinking in the clay. To properly maintain the road and ensure its permanency another layer of the same thickness would be required to be laid on these first five miles.

Eighty-five oak snubbing posts were set on the tow-path and wharfs at St. Johns. The trees alongside the canal had their branches lopped off, the brush was cut and the weeds mowed at the proper time.

LOCKS.

Lock No. 1.—Completed one pair of spare gates, took them to St. Johns and built a shed 24 x 18 feet for sheltering them. Repaired gangways, 2 new sluice rigging handles, and made a desk for the guard-house.

Lock No. 2.—Pointed lock walls with cement, 2 new sluice rigging handles. Painted upper part of gates, &c.

Lock No. 3.—Dug out trench 110 feet long, 18 feet deep in rear of lock wall, on berm bank, bored holes through the wall; put in 20 iron bars, 21 feet long by $1\frac{1}{4}$ inch through wall to trench, where they were bolted behind heavy pieces of timber, for preventing the lock wall to incline in said lock. Nailed inside three sheets of boiler plate $3\frac{1}{2}$ x $3\frac{1}{2}$. Pointed lock walls, &c., and painted upper part of gates.

Lock No. 4.—Replaced one hollow quoin coping and two copings, all new stones. Laid bolts through anchors with lead and brimstone through the hollow quoin. Repaired mitre sill, pointed lock walls and painted upper part of gates.

Lock No. 5.—Pointed lock walls, painted upper part of gates and repaired sluices.

Lock No. 6.—Pointed lock walls and painted upper part of gates.

Lock No. 7.—Put on a new balance beam on berm bank side, replaced one sluice rack, pointed lock walls and painted gates.

Lock No. 8.—Repaired a frame for culvert sluice, repaired sluice riggings, put on a new shaft and pinion, painted gates and balance beams, pointed lock walls, &c.

Lock No. 9.—Took to lock No. 9, 40 cubic yards of stone for loading derricks, built one shed 16 feet x 13 feet for steam pump. General repairs to steam pump, 8 bolts for boiler shed and two iron bars for smoke stack.

Sawn and prepared 16 pieces of timber 25 feet 2 inches long for stop logs. Put up two derricks worked by steam, for cleaning out lock No. 9 and replacing mitre sill. Laid stop-logs and made a dam at lock No. 2, and a cut or opening in by-wash below lock No. 6 and the same at lock No. 7, for preventing water from flowing into lock No. 9, which was to be pumped out.

Dammed lower entrance of lock 9, with two tiers of stop logs 14 feet high, 3 feet apart, space between filled with puddle clay. Two pumps working night and day, one 6-inch worked by steam and the other 5-inch by electric power from the electric station, nearly two miles up.

Cleaned out lock bottom, filled one-half of its area with gravel and stones, over three feet deep, with tubs worked by two steam derricks. The sill whose edge had been broken off years ago, when the gates were knocked down by accident, was repaired and squared

with pieces of hardwood, well bolted with rag-bolts into the old sill. The timber in this old sill is still first-class after 50 years of use. Planked greatest part of the floor in the recess, where some joints were leaking. The work being completed, the stop-logs, pumps, arc lamps, telephone, electric motor, &c., were removed and stored at the proper places.

Put in 1 hollow quoin coping and 4 copings, all new cut stones. Laid bolts through anchors with lead and brimstone, through hollow quoins, at lower gate on berm bank. Replaced two balance beams at lower gates. Made new stairs to reach entrance pier and one square for gangway. Pointed lock walls and painted gates and balance beams.

GENERAL.

As usual, the basins between lock 2 and the lower entrance lock No. 9, were emptied on Sunday the 10th of September, for inspection, cleaning out, repairs to sills, sluices, lock-gates, &c. Made 7 iron rakes and 8 wheelbarrows. Prepared 8 oak pieces of timber for protecting gates against vessels. Prepared 5 gangways, with ironed edges, 15 screw-bolts, 70 rag-bolts, 12 bars and collars.

Prepared 3 riggings of sluices. Turned on lathe 15 sluice-gate riggings, shafts, &c. Supplied every lock with ten hemlock deals in case of accident.

By-washes.—Puddled the by-washes below lock No. 6 and at mile 6, prepared and put on railings. By-washes Nos. 2 and 3 were also puddled, 2 sluice-gates ironed. The by-wash at Wood's creek was repaired and puddled.

Bridge No. 3.—The bridge was repaired and the pier painted.

Bridge No. 4.—Timber was sawn and prepared for a new bridge, the foundations were rebuilt, and a turntable made for the wheels. The old bridge was removed and the new one put in place, it was made wider and stronger by four chains.

Bridge No. 5.—A new bridge replaced the old one at this place, the foundations were rebuilt, new wheel tracks made, the structure was painted and the approaches planked.

Bridge No. 6.—New segments were prepared and laid for the wheel track.

Bridge No. 7.—This bridge was painted and the two approaches replanked.

Bridge No. 8.—The flooring of the bridge and approaches was renewed and the bridge painted.

Ste. Thérèse Ferry.—The movable bridge at Ile Ste. Thérèse was placed in position at the close of navigation, and removed in the spring.

Farm bridges.—Three small bridges were repaired between mile $1\frac{1}{2}$ and 4.

Wharfs.—The wharf above bridge No. 8 was repaired and the planking of wharf No. 3 at St. Johns partly renewed. A wooden drain 28 feet long was also laid at this point.

The south corner of this wharf was sheeted with plank and ironed, and a layer of gravel put on wharf No. 2.

Ditches.—29,234 lineal feet of ditches were cleaned.

Culverts.—Culverts Nos. 2, 3 and 4 and the approaches to culverts Nos. 3 and 4, 2,000 feet long, were cleaned and the outlet of culvert No. 4 rebuilt with timber.

Buildings.—The shingles on the roof of the guard-house of bridge No. 1 were renewed, the building painted inside and whitewashed outside.

The roofs of guard-houses of locks Nos. 2, 3, 4, 5 and 6, were covered with Canada plates. Two outbuildings 26 x 20 feet, for the lockmasters of locks Nos. 7 and 9 were built, painted and whitewashed. The chimney tops of lockmaster's house, lock No. 2, and bridge keeper's house of bridge No. 3, were rebuilt.

Sundry repairs were made to dwelling-houses of bridge tenders Nos. 4, 5 and 6 and of lockmaster No. 8. New stairs were made for houses of lockmasters of locks Nos. 5 and 7.

The lighthouse at the end of the entrance pier, in the Chambly Basin, was repaired.

A new kitchen was built for the lockmaster of lock No. 6 and the north portion of the roof of the house covered with Canada plates.

The roofs of the main work shops, blacksmith shop, storage and carter's sheds and of lockmaster's house of lock No. 9, were painted with mineral paint.

Department of Railways and Canals

A fire proof building 26 feet x 16 feet was built for the storage of oils and paints.

The cellar of the superintendent's office was overhauled, and a concrete floor made for receiving the hot water apparatus for heating the superintendent's and collector's office. The upper story of the office was completed, a new floor laid and the walls finished with $\frac{1}{2}$ -inch pine, painted.

The office blinds and those of lockhouses Nos. 7, 8 and 9 were painted and the sand shed braced with 3 iron bars.

Fences.—The fence from mile 0 to mile 1 was repaired and 700 feet of the old railing or garde-corps at St. Johns were removed.

Scows.—The ferry scow at Isle Ste. Thérèse was repaired and caulked; a small scow 14 feet by 3 feet was built for repairs staff, and three scows repaired.

Machinery.—Turned on lathe 7 sets of commutator segments for arc dynamo, and made two brass shafts for brush holders. The transmission shaft to the smithshop was repaired and one snatch block made for derricks. The buzz planer was repaired. One new iron gate was placed on tow-path, and five other gates repaired.

Turned and adjusted a shaft 20 feet long by 2 inches in diameter, for pumping water into boiler. Scraped rust inside of turbine pipe 330 feet long, 40 inches in diameter and painted same inside and outside.

Made a wooden rack $10\frac{1}{2}$ by 8 feet, adjusted in frame in front of feeding sluice to prevent grass and leaves from obstructing turbine. Repaired fifteen telephone instruments.

All steam machinery, electric light and motor, telephone line, and gates machinery, &c., were maintained in good order during the year.

Tools.—All the tools, of every description, used on the canal have also been kept in good order.

STAFF.

Work done by permanent staff during winter.

Bracing 9 locks to protect walls against frost.

Storing summer work implements, lamps, &c.

Taking daily record of water levels.

Blocking bridges, &c. Unblocking them in spring.

Cleaning out guard-houses.

Setting lamps, tools, life preservers, &c.

Cleaning snow on sidewalks in front of government lots.

Laying snow on bridges in spring.

Sawing and preparing timber and lumber at mainshop.

Cutting ice at entrance lock. Filling two ice-houses.

Taking care of by-washes.

Making 24 wheelbarrows and repairing 18 old ones.

Making handles and handling picks, hammers, axes, &c.

Filing saws.

Preparing ladders and poles for scows and locks, &c.

Cutting up waste timber for boiler, stoves, and for heating sand and cement, &c.

Working on repairs and on income works, and, as most of them are experienced hands, they had hired men and supervised repairs and structures.

Bridge tenders, besides, whitewashed their buildings and fences during summer time; all employees on locks and on bridges are bound to inspect daily a specified length of banks on each side of canal and to report at once to superintendent leakages, and any case of danger, &c.

Attending during summer to their respective locks and bridges.

INCOME.

Bridge seats of Bridges 4 & 6.

In November, 1893, made a trench in rear of walls of bridge seats 4 and 6, ready for work in the spring. Filled trenches with pea straw to prevent frost. In March,

1894, sawing and hauling timber. Made 300 rag-bolts (1,155 lbs.); 7 iron wedges (46 lbs). In April, 1894, demolished stone walls of bridge seats 4 and 6, 120 feet long each, 18 feet high, 4 feet thick, and rebuilt piers of same length and height, 9 feet in width: frames, face hemlock and pine 12 inches square. Cross-ties dove-tailed in face and in longitudinals, filled with rough stones (iron 1,600 lbs.) Rebuilt masonry for bridge pivot.

In May, 1894, put fenders along said piers. Removed old cut stones to stone yard at workshops. Took away, besides, forty cubic yards of rough stone to store them away above lock No. 2. In June, 1894, removed earth, cleaned and levelled grounds around bridges 4 and 6.

GRAVEL ON TOWPATH.

In October, 1893, laid gravel on towpath (between two furrows), 9 feet in width, 6 inches to 8 inches thick in centre and 4 inches to 5 inches on the sides, from mile $1\frac{1}{2}$ to mile 3 (1,621 tons).

In November, 1893, laid gravel from mile 3 to mile $4\frac{1}{4}$ (1,555 tons).

In May, 1894, laid gravel from mile $4\frac{1}{4}$ to mile $5\frac{1}{4}$ (1,376 tons).

In June, 1894, laid gravel, 1,417 tons, balance of contract.

FENCE IN TOWN OF ST. JOHNS.

In June, 1894, prepared 273 square cedar posts, 9 feet long 6 inches square at small end for fence along canal in town of St. Johns, 2,730 feet long; cast iron caps on top; two chains $\frac{5}{16}$ through posts; painted posts in white and caps and chains with black Japan.

Such are the works executed during the year 1893-94, a more detailed account of which has been given on the back of the monthly pay-lists.

Before closing my report, I will take the liberty to make the following remarks:—

I am informed that dredge No. 1, the only one which can enter the Chambly Canal, is presently laid up. I do not see where we could procure another one in case land slides should occur, which would block up the canal, as it did formerly. Without a dredge, it would be necessary to empty the canal and to remove the obstruction by shovel work, and navigation would be stopped for a few days.

I draw your attention to this danger in order that you will hasten the construction of a small dredge, which could be worked, when required, by our own men, and the expense of which could be charged to the repairs appropriation. It would be used for keeping in good order the canal bottom and the meeting places. It would be very handy in case of accident.

Books have been kept this year for the purchase and use of materials. New books for a more complete keeping of accounts will replace them.

The inventory made from time to time has been gone over and made in a more systematic manner.

The result of a careful keeping of accounts will be a better distribution of materials and a more economical management. But the complete success of these improvements cannot be obtained unless the storekeeper is a qualified book-keeper with a proper salary. It cannot be expected that a labourer paid at the rate of \$1 or \$1.25 per day can properly keep a set of books.

The work commenced a few years ago towards resuming possession of lands encroached upon by different persons along the canal has been continued during the year. Searches have been made to find maps, plans and documents to the above effect.

Action should also be taken towards regaining possession of the old Ste. Thérèse road, measuring 80,000 square feet. On this road are earth dumps deposited when the canal was built, and this material is now more necessary than ever for the maintenance of the canal banks and other works.

The Chambly Canal office continues to grow rich with maps, plans, correspondence and documents of all kinds bearing specially on the construction of the canal, and

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which are absolutely necessary in determining the rights as well as the obligations of the Government towards the adjoining proprietors on the canal, on a distance of twelve miles.

The more complete the collection of documents will be, the easier it will be to settle claims, which are unavoidable on the public works.

I have the honour to be, sir,

Your obedient servant,

P. B. BENOIT,

Supt. Chambly Canal.

ERNEST MARCEAU, Esq.,
Superintending Engineer,
Montreal.

CHAMBLY CANAL.

STATEMENT showing the depth of River Water on Mitre Sills of Lock No. 9 at Lower Entrance, and Lock No. 1 at Upper Entrance, during the Fiscal Year ending 30th June, 1894.

Months.	Lock No. 9, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.				
	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	11 0	9 3	9 0	7 8
August	14 5	8 10	8 6	7 5
September	12 2	9 9	9 0	8 4
October	10 0	8 9	9 4	8 1
November	9 4	8 1	8 6	6 11
December	10 6	8 4	8 6	7 3
1894.				
January	11 9	10 7	8 11	8 7
February	11 6	10 10	8 9	8 5
March	17 6	11 0	10 8	8 4
April	14 6	12 5	11 0	9 7
May	13 9	11 2	10 5	8 11
June	12 0	10 9	9 6	8 7

ST. OURS LOCK.

SUPERINTENDENT'S OFFICE, 13th August, 1894.

SIR,—I have the honour to submit my report for the fiscal year 1893-94. The lock was closed on the 26th November, 1893, and reopened to navigation on the 2nd April, 1894. No damages, accidents or delays to navigation have taken place during the fiscal year. The following works were executed, viz. :—

LOCK.

Some broken stone and sand were placed on the ground each side of the lock. Some mooring posts were renewed. Two guide lamps have been replaced and the others painted. The gates were painted and their anchorage repaired. The ground on both sides of the lock has been kept in good order, and the winches and chains repaired.

DAM.

Some stone was deposited on the east and west side of the dam and abutments. Some pieces of timber were placed on the west side to prevent slides. This structure was visited to ascertain if the planks on top of the dam were in good order.

ISLAND.

Stone has been scowed and placed on the west side so as to prevent damages from water, and the ground cleaned and kept in good order.

SCOWS.

The scows have been repaired and pumped at different times as needed, laid up for winter and the ice around them cut in the spring.

BUILDINGS.

The superintendent's house received sundry repairs, the roof, blinds and one floor were painted, and two oil cloths were put down. The other buildings were efficiently maintained and whitewashed.

BOOMS.

The booms received also sundry repairs. They were put into winter quarters and placed in position at the opening of navigation.

WHARFS AND PIERS.

The wharfs were maintained in a good state of repairs and the ice sawn around them to prevent their being disturbed by ice in the spring.

The piers above the lock were sheeted outside with plank and filled with stone.

The pier at the end of the wharf above the lock has been rebuilt from low water level, and the other piers repaired, the ice having also been sawn around them at the proper time.

SUNDRY WORKS.

The coal bin was repaired, as well as the wheelbarrows. Firewood was cut for heating the lockmen's shanty and workshop.

The timber, materials, supplies, tools in the sheds and shop were kept in good order. An inventory of the government property at this station has been made.

I have the honour to be, sir,

Your obedient servant,

ALFRED CODERRE,

Superintendent.

ERNEST MARCEAU, Esq.,
Superintending Engineer,
Montreal.

ST. OURS LOCK.

STATEMENT showing the depth of River Water on Mitre Sills of St. Ours Lock during the Fiscal Year ending 30th June, 1894.

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest	Lowest.	Highest.	Lowest.
1893.				
	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	11 4	9 0	9 11	8 8
August	12 10	7 9	12 5	8 4
September	12 0	8 3	10 7	9 0
October	8 9	7 3	9 4	8 8
November	8 0	6 11	9 2	7 11
December	14 0	7 7	9 11	7 10
1894.				
January	14 0	12 11	10 2	9 3
February	13 1	11 2	9 7	8 7
March	19 11	11 8	19 11	11 8
April	16 10	13 5	13 6	11 2
May	15 6	11 10	12 0	10 0
June	13 0	10 10	10 8	9 7

Department of Railways and Canals.

TRENT VALLEY CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, August, 1894.

SIR,—I have the honour to submit my annual report on the works under my charge for the fiscal year ending 30th June, 1894. Navigation closed on the central reach 19th November, 1893, and opened again 16th April, 1894. On the lower reach navigation closed 27th November, 1893, and opened again 5th April, 1894. There was no interruption to navigation during the season. There was good navigable water during the season, there being from 5 to 6 feet on the sills on the several stretches. Seven feet could be had on the sills if the water in the reservoirs above was regulated in the interests of navigation.

The assumption by the Dominion Government of the numerous upstream reservoirs both natural and artificial, which are now under the divided control of the Ontario Government and the lumbermen, will very soon become a necessity in the interests of the canal, important extensions of which I understand the Government are about to undertake. These reservoirs should be obtained before vested rights in the north country become an important factor.

During the past spring the water was below the average height for the season of the year. However, owing to the heavy rains, the water again rose during the latter part of May and the early part of June to a height above the spring level and remained there for some days, doing considerable damage to crops by flooding on some of the stretches. The total number of lockages was 3,634 being an increase over last year of 750. The number of lockages does not, however, fairly represent the traffic on these waters as many of the steamers have regular routes which do not pass through any lock so that no record is kept of them. The number of vessels on these waters keeps increasing every year. As the importance of navigation increases greater trouble is experienced in keeping navigation free from the interference of lumbermen driving logs. Considerable expense has been incurred by the Department of Public Works in making and maintaining separate channels for the driving of logs. Some works are yet necessary to erect for this purpose. The Grand Trunk Railway bridge at Fenelon Falls having been completed there is now an uninterrupted stretch of navigation from Lakefield to Balsam Lake, a distance of about 70 miles. The size of the lock at Rosedale, however, restricts the size of vessels to the smaller class. This lock is only 100 feet long by 23 feet wide with about four feet water on sills and belongs to the Ontario Government. The water in Balsam Lake is not regulated in the interests of navigation, but is allowed to run off as the season advances, so that by the middle of the summer there is only navigation for vessels of very shallow draught. Both this lock and dam form part of the direct line of the canal and will, I presume, be assumed by the Dominion Government in the near future.

The following works chargeable to repairs were executed :—

BOBCAYGEON.

The wharf at the upper entrance to the canal was repaired. This lock which gives constant trouble from the settlement of the walls of the lock chamber had again to be repaired. The north-west corner of the plate iron bottom, with which the floor is covered, became loose and caused considerable leakage. This was repaired; at the same time a timber binder was placed all around the edges of the iron to make it fast to the floor timbers. This iron bottom works well and makes a perfectly tight lock. The gates were also repaired and painted.

LINDSAY.

The dam was repaired by renewing some of the posts, braces and also part of the apron.

LAKEFIELD.

The glance pier at the lower end of the slide having become undermined had to be partly rebuilt. The apron of the slide was also extended by building a crib-work foundation and flooring it over.

PETERBOROUGH.

Suspension rods were put on the lower gates and new swing beams were also put on all four gates and the gates otherwise overhauled. They were also painted.

HASTINGS.

New suspension rods were placed on all four gates. The mitre sills were also caulked and part of the flooring renewed. The valves were also overhauled. The lock gates at Buckhorn, Burleigh, and Fenelon Falls were repainted.

The following work chargeable to income was also done :—

SCUGOG RIVER.

A cut 1,000 feet in length and 100 feet wide and 8 feet in depth was dredged from the river into Drummond's Bay. The whole of this cut has been sheet piled on the sides in order to prevent the cut refilling with mud, and to keep the stumps and roots from being drawn into the channel by the wash from passing steamers. A beacon light will be placed at the north end, which with the light on the river will form a range light for the entrance to this cut. Heavy timber glances fastened to piles are placed at the four ends of the sheet piling to protect them. This cut, when completed, will be greatly appreciated by the boatmen, as it does away with a most dangerous point to navigation.

BOBCAYGEON.

A contract was let to William Kennedy, of Bobcaygeon, to build a glance boom and pier at the north side of the upper entrance to the canal. This was satisfactorily done.

DREDGE.

The boom dredge (70 x 20) purchased from Messrs. M. Beatty & Sons, which was only completed at the beginning of the fiscal year, has done its work admirably.

A table is attached showing the highest and lowest water on the mitre sills for each month of the year.

I have the honour to be, sir,
Your obedient servant,

RICHARD B. ROGERS,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Department Railways and Canals,
Ottawa.

Department of Railways and Canals.

STATEMENT showing the highest and lowest Water Level at each Lock on the Trent Valley Canal for the Fiscal Year ending 30th June, 1894.

Station.	1893.											
	July.		August.		September.		October.		November.		December.	
	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Hastings.....	8 3	6 11	6 11	6 7	7 1	6 10	7 3	6 8	7 2	6 8	7 2	7 0
Peterborough.....	7 9	4 9	7 6	6 3	7 6	5 6	7 6	6 3	8 0	6 8	8 0	6 0
Lakefield.....	5 10	5 0	5 7	4 7	5 6	4 10½	4 10½	4 8	5 7	4 6	5 6½	5 3
Young's Point.....	7 4	6 0	5 11	5 4½	5 4	4 8	5 1	4 8	5 1½	4 8	5 9	5 2½
Burleigh Falls.....	6 2½	5 1	5 7	4 6	4 11	4 6	4 10	4 3	5 1	3 3	3 10	3 3
Lovesick.....	7 4	5 4	5 9	5 4½	5 5	5 3	6 0	5 2	6 0	5 0	.....	.....
Buckhorn.....	6 4½	6 2½	6 3½	5 10½	5 11	5 4½	5 3	4 10½	5 1½	4 9	5 7½	5 0½
Bobcaygeon.....	6 10	6 6	6 8	6 5	6 4½	5 6½	6 1	5 8	6 3	5 6	6 2	5 7½
Fenelon Falls.....	6 2	4 10	5 4	4 10	5 2	4 10	5 5	4 5	5 4	5 0	5 7	4 10

Station.	1894.											
	January.		February.		March.		April.		May.		June.	
	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Hastings.....	7 8	6 11	7 5	7 0	9 8	7 0	9 1	7 8	8 9	7 4	9 1	7 10
Peterborough.....	6 10	5 6	5 3	4 9	9 6	4 6	8 10	7 0	8 9	7 5	9 0	7 7
Lakefield.....	5 10½	5 7	5 7	5 0½	6 11	4 11½	6 9½	6 2	6 10	6 6	6 9½	6 1
Young's Point.....	6 9½	5 11	6 8	5 2½	8 10¼	5 0	8 7½	6 8½	8 7	7 3	8 7½	7 4
Burleigh Falls.....	4 4	3 11	4 5	3 4	6 3½	3 6	6 1	5 0	6 5½	5 7	6 2	5 3
Lovesick.....	6 2	5 11	5 11	.....	8 6	5 6	7 9	6 5½	8 6	6 8	8 7½	6 8
Buckhorn.....	6 1	5 8½	6 0	5 6½	7 8½	5 5½	7 5½	6 0½	8 4½	6 5	8 3	6 8
Bobcaygeon.....	5 11	5 7	5 10	5 5	6 8	5 5½	6 11	6 0	7 0	6 2	6 10	6 3
Fenelon Falls.....	5 3	5 1	5 1	4 10	7 4	5 1	6 2	5 11	6 10	5 5	6 8	5 11

RICHARD B. ROGERS,
Superintending Engineer.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 29th October, 1894.

SIR,—I have the honour to submit the annual report on the works performed during the fiscal year ending 30th June, 1894, on the Rideau Canal, now under my charge as acting superintending engineer.

Navigation closed at Ottawa, 30th November, 1893.

do do Kingston Mills, 23rd November, 1893.

do opened at Ottawa, 1st May, 1894.

do do Kingston Mills, 30th April, 1894.

On all the levels ascending to, and descending from, the summit level (Lower Rideau Lake), the water was maintained so as to give continually the required depth on the lock sills throughout the entire season of navigation.

The spring freshets were passed through the waste weirs and bulkheads without doing any material damage.

Navigation was uninterrupted during the whole season.

The principal repairs along the line of the canal at the various stations were as follows :—

KINGSTON MILLS.

100 yards of gravel and stone placed on embankment. Four new chain blocks. Sluices repaired and sundry small repairs to station.

LOWER BREWER'S MILLS.

One pair large lock gates renewed. Four new swing bars. Repairs to timber work of waste weir. Fifty yards of gravel on dam and locks.

UPPER BREWER'S MILLS.

One new pair of lock gates. Small breach in embankment repaired. Storehouse sheeted inside.

JONES'S FALLS.

Two pairs large lock gates rebuilt. Long bulkhead repaired. New sluice pier in basin built. Four new swing bars, and one pair sluice frames. Lower lock chamber cleaned out by diver.

DAVIS'S.

Bulkhead repaired. Sundry small repairs to station.

NEWBORO.

High level bridge painted. Sundry small repairs to station.

CHAFFEY'S.

Sundry small repairs to station.

NARROWS.

Sundry small repairs to station.

PERTH BRANCH.

A retaining wall of ashlar masonry laid in Portland cement was built at the Gore Street swing bridge, canal basin, Perth.

Department of Railways and Canals.

POONAMALIE.

Masonry of wing walls of lower lock repaired. 100 yards of gravel placed on dam and embankment.

SMITH'S FALLS.

Puddle trench blasted through rock and filled with puddle to stop leakage from basin. Long bridge replanked with 10,000 feet B.M. 3-inch plank. Sundry small repairs to both combined and detached lock.

OLD SLY'S.

Wing walls and sides of lock grouted. Sundry small repairs to station.

EDMOND'S RAPIDS.

One pair of lock gates renewed, also six new chain blocks, and general small repairs.

MAITLAND'S.

Stone placed on back dam. Timber bulkhead renewed, and small repairs to station.

CLOWES.

100 yards of stone and gravel placed on dam, and small repairs to station.

NICHOLSON'S.

50 yards of gravel on dam, also small repairs to station.

BECKETT'S BRIDGE.

Swing span renewed, also swing piers and rests rebuilt from low water line and filled with stone, and the whole bridge painted.

MANOTICK BRIDGE.

Bridge floor relaid with 3 inch plank.

LONG ISLAND.

One pair of lock gates renewed in lower lock. Two new swing bars. Six chain blocks and sundry small repairs to station.

WELLINGTON BRIDGE.

Two new timber bents framed and placed under the superstructure. Bridge floor repaired.

BLACK RAPIDS.

Four new stop logs. Bulkhead sheeted with 3-inch plank. Long pier filled with stone, also stone placed on back of dam to replace that washed away by freshet.

HOG'S BACK.

One pair of lock gates renewed in lower lock. Two new swing bars. Twelve new stop logs for bulkhead, 543 yards of gravel placed on tow-path road. 3,000 feet B.M. 3-inch plank placed on aprons below bulkhead.

HARTWELL'S.

24 yards of cut dimension stone supplied by contract for relaying the upper sill of the lower lock. General small repairs to station.

OTTAWA.

One pair of lock gates renewed. New shed for engine built. Four new chain blocks. Painting of nine pairs of gates by contract, paint and oil supplied. Lower lock cleaned out by diver, and sundry small repairs to station and around basin. The west side of the Deep Cut from Maria Street bridge to the Neville's Creek, a distance of some 2,500 feet, was sheet piled with 10 x 10 timbers, 24 feet long, to check the land slips in the bank. This work was done by contract by Mr. John E. Askwith, of Ottawa. The material which had slid into the cut itself being excavated and deposited inside the line of piling by our own dredge.

DREDGE PLANT.

The dredge "Rideau" with her tug the "Shanly" and scows, was employed during the season in removing a shoal extending from Bank Street bridge, Ottawa, past the exhibition grounds, through which she cut an 80 foot channel. Also, she was employed in excavating clay and loading the scows for the purpose of stopping leaks through the dams at the following places, Long Island, Black Rapids and Hogsback, and also in excavating material which had slid into the Deep Cut at Ottawa, and placing it inside the new timber work along the west bank thereof. A new crane chain was purchased from the makers, Messrs. Beatty & Sons, of Welland, and also a pair of steel swinging cables, sundry small repairs also being made to the plant when fitting out in the spring. The entire dredging plant consisting of dredge, tug, four side pocket scows and one flat scow, are in good working order.

I have the honour to be, sir,

Your obedient servant,

A. T. PHILLIPS,

Acting Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer of Railways and Canals,
Ottawa.

RIDEAU CANAL.

TABLE showing monthly the Highest and Lowest Water on the Lower Sills at Ottawa and Kingston Mills, respectively, from July, 1893, to June, 1894, both months inclusive.

OTTAWA.				KINGSTON MILLS.			
Highest.		Lowest.		Highest.		Lowest.	
ft.	in.	ft.	in.	ft.	in.	ft.	in.
July 1.....	16 0	July 31.....	11 6	July 1 to 9...	9 6	July 23 to 31..	9 3
Aug. 2.....	11 0	Aug. 29.....	8 6	Aug. 1 to 4...	9 2	Aug. 16 to 27..	9 0
Sept. 1.....	10 1	Sept. 21 to 28..	7 6	Sept. 1.....	9 2	Sept. 27 to 30..	8 2
Oct. 31.....	9 3	Oct. 1 to 3....	7 10	Oct. 1.....	8 1	Oct. 30.....	7 7
Nov. 1 to 9....	9 3	Nov. 25.....	8 3	Nov. 1.....	7 7	Nov. 25 to 30..	7 4
Dec 11.....	8 9	Dec. 18 to 21..	8 4	Dec. 22 to 31..	7 8	Dec. 1 to 6....	7 4
Jan. 1.....	8 6	Jan. 20 to 31..	8 3	Jan. 29 to 30..	8 6	Jan. 1.....	7 8
Feb. 2.....	8 3	Feb. 5 to 18... 8 1		Feb. 1 to 6....	8 6	Feb. 28.....	8 1
Mar. 21.....	15 9	Mar. 1 to 7.... 8 0		Mar. 26 to 30	8 7	Mar. 1 to 5....	8 1
April 3.....	21 9	April 7 to 13.. 12 4		April 1 to 12..	8 7	April 13 to 30.	8 6
May 1 to 7....	22 0	May 31.....	17 8	May 19 to 26..	8 11	May 1 to 4....	8 6
June 4.....	18 0	June 30.....	14 10	June 15 to 30	9 1	June 1 to 14..	9 0

Department of Railways and Canals.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1894.

SIR,—I beg to submit the following report for the fiscal year ending 30th July, 1894, upon the maintenance of the canals in my charge, also upon the new works of construction, surveys, &c., in connection with their enlargement.

The St. Lawrence district extends from the province line, Lake St. Francis, to the Harbour of Presqu'île on Lake Ontario, and includes the Cornwall, Williamsburg and Murray Canals, together with the improvement of the channel way in the intermediate navigable reaches.

CORNWALL CANAL.

Maintenance.

Navigation for the season of 1893 was closed on the 9th December.

The canal, which was unwatered on the 10th of March, 1894, to permit the works of construction to be proceeded with, and also the ordinary spring repairs, was opened for traffic on the 23rd of April following.

Navigation is being maintained in a fairly satisfactory manner, notwithstanding the inconvenience to which forwarders and vessel owners are occasionally subjected owing to the prosecution of the works of enlargement or accidents to lock gates, necessitating the lowering of any of the levels.

As on the 15th November, 1893, the propeller "Cuba," in entering lock No. 17, struck a lower gate, breaking the suspension rod, thereby stopping navigation about 21 hours, and causing damage to the amount of \$96.20, a statement of which, with a request for payment, was duly rendered to her owners by the superintendent.

And again, at the same lock, on the 8th of May last, the thread of an anchor bolt was stripped by the weight of the gate, and was replaced by a new one, causing a stoppage in navigation of 11 hours.

As a rule, unwatering when necessary has only been permitted during off hours on Sundays, viz., between 6 a.m. and 9 p.m.

The water for manufacturing purposes has not been interfered with except as in the case of the "Canada Cotton" and the other east end mills, to increase the supply by lowering the breast of the weir at old lock No. 17.

The usual works of renewal and repair at the shops were carried on during the winter and the necessary repairs to structures and banks made whilst the canal remained unwatered.

The gate lifter "John Page" has been repaired and strengthened.

Three pairs of gates have been rebuilt and placed in reserve for the old locks.

One of the repair scows has been partially rebuilt.

As anticipated, the efforts of the superintendent's staff to keep the old entrance locks Nos. 15 and 16 in working order, have failed and a sum has therefore been placed in the estimates for 1894-95, for their necessary repair, which it is proposed to expend during the present season.

In connection with repairs required on old lock No. 16, the subject of converting the basin between it and lock No. 17 into a dry dock is again submitted for the approval of the department.

The estimates also include sums for the construction of a telephone line for canal purposes and the extension of the Government sewer westwards to Wood's Creek culvert.

Extensive repairs and renewals not provided for in the estimates are required at the following works, viz. :—

The ice breaker at the foot of the canal.

Old locks Nos. 15 and 16, partially provided for as stated above.

Bearings for pivots of all gates, new locks Nos. 15 and 17.

The waste weir new lock No. 17.

The collector's office and lock-houses in connection with lower entrance.

The superstructure of the pier at upper entrance, including ice breaker.

The question of building houses for lock and bridge tenders at all new structures is submitted for your consideration, as also that of waste weirs for the levels between locks Nos. 18 and 20.

The superannuations of the past year are as follows, viz. :—

Duncan McDonell, foreman and diver, 14th June, 1893.

John Denny, assistant bridge tender, 1st December, 1893.

No fines were imposed; nor any dues for wood or winterage charged during the past year.

The locks at the lower entrance were dismantled and otherwise prepared for winter immediately after the closing of the canal, on the 9th of December, and the gate lifter, scows, &c., laid up in the Cornwall basin.

The highest water recorded during the year at lock No. 15, lower entrance, was 22 feet 6 inches, and the lowest, 9 feet 3½ inches; at lock No. 21, the guard lock, the highest was 11 feet 8 inches, and the lowest 6 feet 6 inches.

The above levels are with reference to the old mitre sills.

CORNWALL CANAL ENLARGEMENT.

CONSTRUCTION.

The canal has a total lockage of 48 feet and surmounts the Long Sault Rapids.

It extends from the town of Cornwall westwards to the village of Dickinson's Landing, a distance of 11½ miles.

It was completed and first opened for traffic in the year 1843.

It is located on the north side of the St. Lawrence, on ground sloping rapidly towards the river, and at a considerable elevation (generally about 30 feet) above it.

By closely following the margin of the river, high embankments became necessary, which, when imperfectly constructed (as has been found to have been the case) have under certain conditions been subjected to frequent land slides, accompanied by subsidence, entailing as in 1888, very serious consequences. The works of enlargement now under construction consist in deepening, widening and straightening the original channel, in strengthening and protecting the embankments and in the construction of new and enlarged locks, supply weirs, bridges, &c., also in addition to the above included in the original contract, the construction of dams across the north or Sheik's Island channel with the necessary regulating weir, &c., on the island, designed to perfect the channel way and do away with the existing sinuous and imperfectly constructed embankments west of the village of Milleroches.

As no change or improvement in the original alignment was contemplated or provided for in the scheme for enlargement, attention was directed to the fact that the class of vessels for which the enlarged canal is designed would have great difficulty in navigating it, and that on certain curves on sections Nos. 6 and 7 west of Milleroches, it would be practically impossible for vessels of full canal size to pass each other when under headway.

The enlargement at the lower or eastern entrance (section No. 1) was commenced in 1876, and with the exception of some work on old lock No. 17, the weir and head-race to the mills, was completed in 1882.

Section No. 10, the upper entrance, which is still in progress, was commenced in 1884, and will be finished this season.

In 1888, the remainder of the work required to complete the enlargement was placed under contract and, except sections Nos. 6 and 7, is still in progress.

And in 1893, the contract for section No. 4 was extended to include the construction of the Sheik's Island dams, which have been commenced and the contracts for sections Nos. 6 and 7, and parts of 5 and 8 affected by their construction cancelled.

Department of Railways and Canals.

STATEMENT of work under existing contracts and in progress.

Locality.	Section.	Contractors.	Date of Contract.
Cornwall	2	Wm. Davis & Sons	November 5th, 1888.
Lock No. 19	3		
Maple Grove	4		
Sheik's Island Dams... }	5		
Milleroches	6	The Gilbert Blasting and Dredging Co.....	November 2nd, 1888.
Moulinette	7		
Land Bridge	8		
Long Sault	9		
Dickinson's Landing	10	Jocks, Delorimier & Broder	April 7th, 1884.

Section No. 2, includes the completion of Section No. 1.
 Section No. 4, includes the Sheik's Island dams.
 Section No. 8, adjoins section No. 10.

The water was drawn off the canal by the 10th March, 1894, and so continued until the 23rd April following. This enabled the contractors on sections Nos. 2, 3 and 4, to proceed with work which could not be carried on during navigation.

The stone delivered during the year was procured from the quarries at Cornwall, Maple Grove and Milleroches.

Masonry was continued throughout the season of 1893, until stopped by frost in November, 1893, and begun again on 19th March, 1894, and has since been continued without interruption.

SUMMARY OF THE YEAR'S WORK.

Section No. 2.

The new supply weir has been completed and brought into use.

The south retaining wall of the swing bridge has been extended past the grist mill and electric light works.

Good progress has been made with the excavation in the straightening of the channel above lock No. 18.

Section No. 3.

The foundation of the supply weir at lock No. 19 has been put in and masonry commenced.

The masonry glance pier at foot of lock No. 19, has been built and a connection made at the head between the old and new locks.

The new lock has been fitted up and will soon be ready for use.

Excavation, and widening and strengthening the bank east of the lock is progressing satisfactorily.

Section No. 4.

The extension of the south wall of the supply weir to connect with the head of the old lock No. 20 has been completed.

The supply weir has been finished and brought into use. The south-west extension wall of the new lock, and the embankment in rear of it, have been completed, and the upper entrance to the lock widened and deepened.

Section No. 5.

One small dredge has been working, but makes so little progress that the contractors have again been notified that they must increase their force in order to finish the dredging by the 1st July, 1895.

Sections No. 6 and 7.

Owing to its having been decided to proceed with the construction of the Sheik's Island dams (pending which decision all operations have been suspended since 1891) these contracts have recently been cancelled, all works stopped, and a settlement effected with the contractors.

Section No. 8.

The dredges have made fair progress with the excavation which it is expected will be completed this season.

Section No. 10.

The excavation on this section has been completed. The old guard lock and supply weir have been removed. Some trimming up of the banks is all the work required to be done to finish this contract.

Sheik's Island Dams.

Work was commenced in June, 1893, the water being shut out of the channel by a temporary dam at the head of Sheik's Island.

The seats of both dams have been cleared, the trenches for slopes and cut-offs formed, and the masonry in cut-off walls in the centre of each dam commenced, and a considerable quantity of puddle, and earth and stone filling, has been put in the body of the dam.

Preparations are being made to commence the excavation for the tail race, and that for the regulating weir at the lower dam is well advanced.

The deepening and widening of the channel is now nearing completion, the work remaining to be done is chiefly on sections 2, 4, and 5 and the new channel formed by the Sheik's Island dams.

In order to raise the water in the levels between locks Nos. 17, 18 and 19, two feet, as provided for in the contract, the walls of the old lock No. 17, the supply weir and banks, the head race and the north bank of old canal west to the town wharf will have to be raised, also the walls of old locks No. 18 and 20.

Work on the lock gates is well advanced. Six pairs have been built, and four pairs have been placed in position.

Attention is again directed to the necessity which exists for the widening and straightening of the upper entrance to this canal. Also to the propriety of extending and improving the direction of the north pier at the lower entrance. And to the proposed raising of the level of the coping of the new guard lock from 18 inches to 2 feet, to provide protection to the works during high stages of the river.

WILLIAMSBURG CANALS.

Maintenance.

The several divisions of these canals, viz., Farran's Point, Rapide Plat, and the Point Iroquois Junction, and Galops, collectively styled the "Galops Canal," were closed for navigation on the 13th December, 1893, and reopened for the season of 1894 on the 23rd April last.

Department of Railways and Canals.

The buoy service between Prescott and Dickinson's Landing was performed soon after the opening of navigation and thirteen new buoys substituted for those found to be unfit for use.

Navigation has been maintained in a satisfactory manner during the year, notwithstanding the prosecution of the extensive works of enlargement.

No unusual interruptions have occurred to traffic, and the water has generally been up to its normal height, viz., 9 feet on the mitre sill of old lock No. 23.

There have been no accidents during the year to report.

Only ordinary repairs have been made to the various structures, lock gates, bridges, &c., and to the banks, booms and entrance piers.

But extensive renewals and repairs at Farran's Point and the Galops Canals will have to be made next season, which should be provided for in supplementary estimates for 1894-95, viz. :—

Farran's Point.—Renewals of superstructure of wharf and south pier at lower entrance, and new pair of lower gates.

Point Iroquois.—Renewal in part of rock booms.

Cardinal.—Renewal of superstructure of wharf and south pier at lower entrance.

Galops.—Renewal of superstructure of pier and ice-breaker at upper entrance.

The following fines have been imposed on the undermentioned vessels for want of care and disregard to canal regulations, viz. :—

Steam barge "Hall," August 11, 1893.....	\$20 00
do tug "Montmorenci," August 22, 1893.....	5 00
Barge "American," September 14, 1893.....	5 00
do "Adele," May 26, 1894.....	5 00

It is intended to replace the upper gates of lock No. 23, now in use by new ones, for which purpose the required sum has been included in the estimates for 1894-95.

The lowest water on the sill of lock No. 23, the governing point on these canals, was 5 feet 11 inches, and the highest 11 feet 2 inches.

The lowest water on the sill of lock No. 27 was 7 feet 1 inch, and the highest 11 feet.

WILLIAMSBURG CANAL ENLARGEMENT—CONSTRUCTION.

FARRAN'S POINT.

This canal is about $\frac{3}{4}$ of a mile in length and has a lockage of $3\frac{1}{2}$ feet. It overcomes a short rapid above the village of Farran's Point, situated about 5 miles west of Dickinson's Landing, the head of the Cornwall Canal.

There are no works under the head of construction to report.

A location survey has, however, been made for the enlargement of this work, including a general survey and examination of the channel leading from the proposed new upper entrance at Empey's Point (Point Avoyon), following the north shore westward through the passage between Little Cat Island and the village of Aultsville, on the mainland, and from the present lower entrance, the survey was extended east to Baker's Point below the "Big Eddy" and connecting with the deep straight channel leading to the Cornwall Canal.

Plans have been prepared showing the proposed manner of enlarging the canal and of extending both the entrances to a safe distance beyond the influence of the eddy and current.

RAPIDE PLAT.

The lockage on this canal is $11\frac{1}{2}$ feet, it surmounts the rapid of Rapide Plat, and extends from the village of Morrisburg west to Flagg's Bay, about $3\frac{1}{4}$ miles.

The works now under contract and in progress are as follows, viz. :

Location.	Section.	Contractors.	Date of Contract.
Morrisburg.....	1	Poupore & Fraser.....	January 26th, 1891.
Mariatown	2	The Weddell Dredging Co.....	January 12th, 1891.
New Road.....	3	Poupore & Fraser.....	January 26th, 1891.
Flagg's Bay			

The change in alignment on section No. 4 is included in section No. 3.

The enlargement was commenced in 1884, on section No. 4, the upper or western entrance, which was completed and brought into use in 1888.

The work of enlargement consists in the deepening and widening of the old channel and in constructing new locks and supply weirs, and the necessary retaining walls, protection crib-work, &c.

Section No. 1.

This section extends west along the river front of the village of Morrisburg and includes the new lock.

A change in the alignment of the lower end of this section has been made by placing the centre line of the new lock parallel to that of the old lock No. 23, thereby improving the direction of the river entrance and enabling upward bound vessels to avoid the strong current.

Dredging operations were stopped on 27th October, 1893, resumed again on 27th April, 1894, and are progressing favourably. The material excavated has been utilized in widening and strengthening the towing path and in forming an embankment upon and outside the protection crib-work.

The formation of a trench for a close pile dam or bulkhead to protect the south wall of the old lock was completed in March, 1894, in accordance with the modified plan of March, 1892.

A leak occurred on the 2nd October, 1893, during the construction of the above mentioned trench, owing to the defective condition of the foundation of the old lock, and to avoid interfering with navigation immediate steps had to be taken to secure the upper south-west end of the old lock wall, thereby incurring an unexpected outlay.

Again, on the 9th January, 1894, while excavating that portion of the trench, the same leak broke out at a lower level, but had assumed an entirely different direction; the water was let out of the canal to allow of permanent repairs being made, and after a few days' delay the excavation of the trench was completed without encountering further obstacles.

The excavation of the lockpit by a steam excavator was commenced on the 1st April, 1894, and is now in progress. The material excavated is being deposited in bank immediately outside the protection crib-work, in order to strengthen and complete the coffer dam.

For the unwatering of the lockpit, two steam pumps are being erected, in the meantime two small pulsometer pumps are doing good service.

The construction of the crib-work for the seat of the north retaining wall of the canal, was stopped on the 25th November, 1893, resumed on the 8th May, 1894, and will be completed in a few weeks. The masonry for the above wall was commenced on the 18th April, 1894, and is now making very satisfactory progress.

The stone for the lock, which is being cut and prepared at Milleroches quarry, Cornwall Canal, and that for retaining walls, &c., at the Wolfe Island quarries, is being delivered on the works.

Department of Railways and Canals

In connection with the works of enlargement at lock No. 23, attention is again directed to their dangerous character, owing to the proximity of the new to the old lock, and the extraordinary and therefore expensive measures necessary in the interests of navigation to preserve the latter work.

Section No. 2.

This section begins at the west end of the village of Morrisburg and extends westward to near Mariatown.

The work on this section consists chiefly of excavation, *i.e.*, dredging and dry work.

The dredging operations were stopped on the 20th December, 1893, and resumed on the 15th March, 1894. Two dredges are now engaged on the work.

The material dredged has been utilized in widening and strengthening the towing paths and embankments throughout the section.

For the protection of the outside slope of the river bank, a stone talus is being built.

The dredging will probably be completed early in the season of 1895.

Section No. 3.

Section No. 3 commences a short distance above Mariatown and extends west to within a short distance of the new guard lock (No. 24). It includes the widening and deepening of the east end of section No. 4, and extends to the spoil grounds, and other works connected with Flag's Bay.

The dredging operations were stopped on the 19th December, 1893, and resumed on the 21st March, 1894, and have since been continued without interruption.

The excavation for dry work was stopped on the 30th November, 1893.

The excavated material is principally utilized in widening and strengthening the towing paths and embankments, a portion only of the dredged material being conveyed in scows to the dumping ground on Canadian waters, on the south side of the channel near Ogden's Island, and wasted.

Section No. 4.

The work on section No. 4 was finished in 1888, and at once brought into use.

It comprises the new guard lock (No. 24) and supply weir, and the formation of the upper entrance to the canal, and also of the prism for a short distance below the lock.

Since the completion of the contract, it has been found necessary to change the alignment at the lower end of this section.

The work in connection with which is included in section No. 3.

GALOPS CANALS.

Point Iroquois Division.

This canal as originally constructed was about 3 miles in length, with a lockage of 5 feet 7 inches at lock No. 25, in the village of Iroquois, from whence it extends westwards to Presqu'Île, overcoming the Point Iroquois Rapid, and other stretches of swift water, as at Sparrow Hawk's Point, &c.

About ten years after the completion of these works, some important changes were made, *viz.*, the lower mitre sill of lock No. 25 was lowered 3 feet 2 inches, and means afforded of regulating the depth of water on the upper sill, and consequently in the canal, by connecting it by means of an embankment in the river with the Galops Canal at Point Cardinal (lock No. 26).

There are no works of construction on this division on which to report.

The Junction Division.

The Junction Division commences at Presqu'Île and extends up stream to lock No. 26, at the village of Cardinal.

It consists chiefly of an embankment about $2\frac{1}{2}$ miles in length, formed in the river and connects the Galops and Point Iroquois divisions, and thereby, as stated above, raises the water and affords a means of controlling the level in the Iroquois reach.

The fall in the river between the above mentioned canals is one foot seven and a half inches.

Work on the junction was completed in 1856.

There are no works of construction on this division whereon to report.

Galops Division.

This, the original Galops Canal, had a lockage of 6 feet 8 inches, and extended upwards from the village of Cardinal, about two miles to the head of the Galops Rapid, which it was designed to overcome, and which commences about 7 miles east of the town of Prescott.

Some years after the completion of the canal, the pier head was extended up stream by crib-work, and the lockage or fall increased $11\frac{1}{2}$ inches.

The guard lock (No. 27) at the upper entrance, is the most westerly lock on the St. Lawrence navigation.

Upper Entrance.

The work now under contract and in progress, and for which Messrs. Murray & Cleveland are the contractors, was commenced in 1889. Their contract was entered into 14th November, 1888, to be completed 15th June, 1891. It embraces the construction of a lift lock, and of a guard lock and supply weir, also the deepening, widening and straightening of the channel from the upper entrance to Round Bay, a distance of about one mile, and the removal of the old guard lock, &c.

Masonry was stopped on the 15th November, 1893, and resumed on 18th April last.

The undermentioned works have been completed during the year, viz. :—

The guard gate extension to the lift lock.

The connecting wall at the west end between guard and lift locks and also the lower extension walls of both locks.

Five pairs of lock gates have been completed, launched, and are ready for hanging. The protection crib-work to be used in straightening the tow-path above McLaughlin's Point has been completed in place and ballasted.

Dredging, and drilling and blasting operations have been carried on uninterruptedly during the working seasons.

All dredged material, except rock required on the work, and earth suitable for embankment, has been conveyed in dump scows to the dumping ground between Pier and Squaw Islands, and wasted.

The coffer dams have continued staunch and water tight.

The filling behind lock walls is well advanced, and will be completed within a short time.

Stone for the new supply weir has been cut at the Belleville quarries, and a large quantity delivered.

The timber also for the weir foundation and for the line of detached crib-work above the weir has been delivered.

A survey has been made of the lower portion of this canal for the purpose of deciding upon the nature of the enlargement and a location survey of the north channel leading westwards from the upper entrance has been completed.

Preliminary surveys have been made, or are in progress, of the Galops, Junction and Iroquois Divisions, and of the adjacent coast line and shoals, for the purpose of deciding upon the character and extent of the proposed enlargement.

Galops Rapid Improvement.

E. E. Gilbert & Sons, contractors.

Contract entered into 5th August, 1879, to be completed 1st June, 1881.

The Galops Rapid improvements consisted in the formation, by subaqueous excavation, of a straight channel 200 feet wide and 17 feet deep, through the shoals termed

Department of Railways and Canals.

respectively, "Upper Bar," "North" and "Caledonia" Shoals, "Island" shoal and "Lower Bar," the whole of which are included in a distance of 3,300 feet.

The work was completed in November, 1888, and tested as directed by the late Chief Engineer, who, in 1889, reported as follows:—

"The channel undertaken some years ago to be formed through these rapids has been completed.

"It is now 200 feet in width, straight, and from 16½ to 17 feet in depth, but pilots, as usual, prefer putting up with all the disadvantages of the old, crooked, shallow line, rather than use a new one with which they are unfamiliar.

"It is no uncommon occurrence for even this important and useful class of men to be a little prejudiced in favour of a route they have been accustomed to follow. It is, however, quite likely that the new line will ere long be found the most advantageous; at all events, this is certain to be the case when a larger, deeper-laden class of vessels is brought into use."

The channel which was first brought into general use last year is navigated by many of the large propellers and other vessels drawing over 9 feet of water, but is systematically avoided by the forwarding companies' barges.

The channel was examined and surveyed by officers of the department in 1891, and reported upon by me. Obstructions were found to exist on either side of the centre range marks; these the contractors asserted consisted of loose rock shoved into the channel since its completion by ice or from other natural causes.

Another and a much more elaborate survey has been completed. It was made during the season of 1892, under the direction of Mr. Kennedy, chief engineer to the Montreal Harbour Commissioners. The survey probably represents with the greatest accuracy and minuteness the depth and width of the channel and generally its present condition, but it is doubtful if the nature of the obstructions, whether rock in situ or loose rock will be determined.

This, the most important question as stated in my last annual report, can only be satisfactorily decided by sending a properly equipped dredging plant, to make an actual test of the material in the channel.

The survey ordered by the department, of the bed of the river, including also the new channel and its approaches and banks, which was commenced in 1891, was discontinued in 1892, for the reason that the operations connected therewith might to some extent interfere with Mr. Kennedy's work.

The water in the river has been at its medium stage, and the old or north channel has therefore been generally used, and the usual accidents to tows have occurred.

The new channel has not been examined since the spring of 1893, neither have the buoys been replaced, as a consequence it has temporarily fallen into disuse.

The North Channel.

This channel from the Galops to the head of Spencer's Island from its sheltered position and moderate current, may be regarded as an extension of the Galops Canal.

From Prescott to the head of the Galops Canal, the distance by this channel is 7 miles, or two-thirds of a mile shorter than by the main channel through American waters.

The channel was thoroughly explored during my survey of the river in 1872, and early in October of that year, with the water on the sill of lock No. 27 at 8 feet 10 inches, the tug steamer "Glide," drawing 8 feet 3 inches with five barges light, passed up the channel guided by the survey buoys.

Subsequently, in October, 1876, with the water 9 feet 4 inches on the sill, a large three masted vessel, the "Hemisphere," drawing 9 feet of water, was successfully piloted down this channel to the canal, by Capt. Moore, of Prescott, assisted by the tug "Arctic."

After leaving the canal, and clearing the shoals off Boulton's Point, the channel lies through deep still water in Munro's Bay, and following the general direction of the Canadian shore to Tuttle's Point, passing through the passage between it and Duck

Island, thence leaving the mainland, a deep channel with a moderate uniform current leads up between Drummond's and Spencer's Islands, and the banks below them to the open water above the islands; at this point the current becomes stronger, and the channel assuming the direction of the Windmill light, runs in deep water through a passage between the shoals off Wright's Point and the spit here abreast of the black buoys, which mark the north point of Chimney Point reef, all obstacles are passed, and the main navigable channel leading to Lake Ontario reached.

This work was thoroughly re-examined during the season of 1892, and a location survey completed. The line as now recommended differs slightly from that represented on the plans of preliminary survey made in 1872; in the matter of curves, &c., the route, however, is the same.

Accurate cross-sections have been made throughout, and drillings and borings made to test the material to be excavated.

The plans and specifications required for placing the work under contract have been prepared.

MURRAY CANAL.

MAINTENANCE.

Navigation was closed for the season on the 3rd December, 1893, and opened on 1st April last, and has since been maintained without interruption.

The number of vessels passed through the canal for the year was 701.

No accidents have occurred and no fines were imposed during the year.

The bridge structures are in good repair, the railway bridge has been raised and adjusted by men from the Trenton Bridge Works.

New mooring posts have been supplied where required.

The semaphores at the railway bridges are working to the satisfaction of the railway officials.

A semaphore signal has been put up at the Smithfield Road bridge, and works satisfactorily.

The tow-paths formed of sand, west of the Smithfield road bridge, on the north side of canal, have been protected by gravel, also the north bank west of the railway bridge.

Generally, the banks have been maintained in good condition, the ditches kept open, and the rip-rap protection raised and repaired. See report of superintendent.

A substantial store-house, 20 x 30 feet, has been built on north side of canal, near Brighton Road bridge, which contains blacksmith's and carpenter's workshops.

The collector's office has been removed from the vicinity of the railway swing bridge to the west of the Smithfield Road bridge and placed on a stone foundation.

The bridge piers and abutments have all been repointed and a portion of the coping re-set.

Attention is directed to the subject of houses for the bridge tenders, the wharf, range lights, &c., for which there remains an unexpended balance on capital account.

The highest water recorded during the present season was 14 feet 7 inches, and the lowest 12 feet 2 inches.

CONSTRUCTION.

This work is situated at the head of the Bay of Quinté, and extends from the channel, across the Isthmus of Murray, to Presqu'île Bay, on Lake Ontario, a natural harbour and the future western terminus of river navigation.

This, the "harbour of refuge" of the north-east shore of the lake, lies near the village of Brighton, about 75 miles west of Kingston and within 120 miles of Fort Dalhousie, the entrance to the Welland Canal.

The canal was completed in August, 1889.

Department of Railways and Canals.

The works included in the contract for its construction consist in :—

1. The cutting or canal proper, through the isthmus, and the formation by dredging and piers of convenient entrances at either end, a distance of fully six miles, located on a direct line from navigable water in the Bay of Quinté, through Twelve O'Clock Point, Dead Creek Marsh and Wease's Creek, towards Brighton Wharf.

The canal is practically an artificial "strait" or channel without locks, and is crossed by one railway, the Central Ontario, and three highway bridges.

2. The formation by dredging of the new entrance and channel to the harbour, through the "middle ground" and the other shoals which obstruct the present entrance, and also the channel near the Brighton shore to connect the harbour with the upper entrance to the "strait," a distance of about three miles.

The width of the channel across the isthmus is 80 feet on bottom, and that of the entrance thereto 200 feet, with a depth at ordinary low water (or zero of the Toronto harbour gauge) of 12 feet 6 inches, fully one foot below the level of the "Telegraph Island," and other shoals in the Bay of Quinté.

The new entrance to the Presqu'Île Harbour is "bell-mouthed" in shape, and varies in width from over 1,000 feet in the lake outside the main light, to 200 feet in the channel way off Salt Point light, with a maximum depth of 16 feet.

In connection with the harbour and new entrance, the attention of the department is again called to the necessity for immediate action, with a view to the preservation of the standing timber remaining on the Presqu'Île peninsula.

SURVEYS OF ST. LAWRENCE RIVER AND CANALS.

The work done under this head during the past season may be summarized as follows :—

The location and land surveys and plans for registration in connection with the Sheik's Island dams.

Also final measurements of sections Nos. 6 and 7 and portions of sections Nos. 5 and 8.

Further surveys for straightening and enlarging the upper entrance of the Cornwall Canal.

Further surveys of the river between lock No. 20 and the lower entrance, Cornwall Canal.

Additional surveys of the Point Iroquois division, Galops Canal.

A statement is appended showing the highest and lowest water during the past year at each of the canals in the St. Lawrence district.

The variations of the water level on the different canals are not uniform; the governing point assumed by the forwarding companies is at lock No. 23, Rapide Plat Canal, where the least depth of water on the mitre sill prevails at all stages of the river.

I have the honour to be, sir,

Your obedient servant,

TOM S. RUBIDGE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer of Canals,
Ottawa.

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District for the Year ending 30th June, 1894.

Month.	Cornwall Canal.						Williamsburg Canals.												Lake Ontario.	
	Lock No. 15.			Lock No. 21.			Lock No. 22.		Lock No. 23.		Lock No. 24.		Lock No. 25.		Lock No. 27.		Murray Canal.			
	Highest.	Lowest.	Ft. in.	Highest.	Lowest.	Ft. in.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
1893.																				
July.....	11 5	11 1		11 1	10 7		10 9	10 3	10 7	10 3	10 3	10 9	10 4	13 7	13 0	11 0	10 6	14 7	14 0	
August...	11 8	10 8		10 9	9 8		10 9	9 0	10 3	8 3	10 6	10 6	7 4	12 11	10 9	10 6	9 0	14 2	13 6	
September.	11 7½	10 8		11 8	9 11		10 1	9 6	10 3	8 10	10 2	10 2	8 9	13 0	11 6	11 0	8 0	13 9	13 3	
October...	10 7½	10 2		11 8	9 0		11 0	8 7	11 2	8 0	11 2	8 2	8 2	15 6	10 8	10 4	9 0	13 5	12 6	
November.	10 2½	9 6½		10 4	9 0		9 8	8 3	9 0	7 9	9 0	7 6	7 6	12 0	10 0	10 1	8 2	12 11	12 2	
December.	20 6	9 3½		10 6	8 4		9 11	7 10	9 7	6 9	9 4	6 9	6 9	12 0	8 0	9 11	7 6	12 9	12 4	
1894.																				
January..	22 6	15 0		10 3	8 9		10 2	8 0	9 6	7 7	9 0	7 4	7 4	11 3	9 6	9 11	8 4	13 0	12 8	
February..	18 9	11 11		9 3	6 6		10 0	6 11	8 3	5 11	7 8	5 5	5 5	10 2	7 2	8 10	7 6	13 1	12 10	
March.....	21 0	10 7½		10 6	7 10		10 0	9 0	9 6	7 3	10 0	6 3	6 3	12 6	8 2	10 6	7 1	13 5	13 0	
April....	10 9½	10 3		10 6	9 7		10 1	8 10	9 8	8 4	9 9	8 5	8 5	12 4	11 0	10 0	9 6	13 6	13 2	
May.....	11 10	10 4		10 7	9 10		10 0	9 3	9 11	8 10	10 2	8 9	8 9	12 11	11 5	10 6	9 5	13 9	13 3	
June.....	11 0½	10 7½		10 11	10 6		10 6	10 0	10 1	9 8	10 5	9 8	9 8	13 2	12 2	10 9	10 2	14 0	13 10	

Department of Railways and Canals.

MURRAY CANAL.

BRIGHTON, ONT., 31st July, 1894.

SIR,—I have the honour to submit the following annual report on the works under my charge for the fiscal year ended 30th June, 1894 :

Navigation closed on the 3rd December, 1893, and opened on 1st April, 1894.

The number of vessels passed through the canal from 30th June, 1893, to 30th June, 1894, was 701.

There was but one accident which occurred at 7.30 p.m., on Sunday, 9th July, 1893, and was caused by the steamer "Magnet" running into the Trenton Road swing bridge to which she did damage amounting to about \$30.

The tow-path ditches have been thoroughly cleaned out the entire length of canal on both sides twice, and two cuts have been put through spoil banks in the sand at east end, to prevent the water in spring time running over the edge into canal.

The swing bridges have been all thoroughly gone over and all nuts and stays tightened and centres readjusted.

A substantial store-house has been built on the north side of canal near Brighton Road bridge, 20 feet by 30 feet in size, and two stories high, fitted with a blacksmith's and carpenter's shop.

The thistles and other weeds have been carefully cut, and grass seed has been sown on the banks, the seed sown last year has come on very well and tends to prevent the earth washing from the spoil banks into the ditches.

The toll office has been moved from the vicinity of the railway swing bridge to the west of Smithfield bridge and put on a stone foundation ; a well has been dug near office and a pump put in, an alarm bell has been placed also to indicate the approach of vessels.

The filling was replaced behind the dry stone walls on south side at Brighton Road bridge, the railway bridge and Trenton Road bridge, and the wall straightened up where it had fallen in.

Early in the spring the ice was cut out of the ditches in order to prevent the water rising over the tow-path.

The cut stone piers have all been repointed and some of the top stones relaid.

Painted signs have been placed upon each bridge to warn the public against fast driving over same.

There have been graded and gravelled 3,800 feet of path west of the Smithfield Road bridge on the north side of canal, and there are 7,100 now graded ready for gravel.

Stone has been broken to the amount of 1,050 yards and put into the rip-rap.

Gravel has been put on the path between Brighton Road bridge and Trenton Road bridge amounting to 2,060 yards.

The mooring posts have been inspected and ten replaced and packed in with broken stone.

A semaphore signal has been put up on the Smithfield Road bridge and works in a most satisfactory manner.

I have the honour to be, sir,

Your obedient servant,

T. P. KEELER,

Superintendent, Murray Canal.

TOM S. RUBIDGE, Esq.,

Superintending Engineer, St. Lawrence District,
Cornwall.

CORNWALL CANAL.

CORNWALL, ONT., 11th August, 1894.

SIR,—I beg leave to submit the following report of the works under my charge for the year ending 30th June, 1894.

The Cornwall Canal had an unusually busy season during 1893, the amount of traffic being largely in excess of any previous year since I have been in charge. Navigation was uninterrupted except for short periods mentioned below. Accidents were very few, and, on the whole, the year has been most satisfactory.

On 15th November, 1893, the steamer "Cuba" on entering lock 17 from below, struck the south gate and broke the suspension rod, causing a delay of twenty-one hours. Very few boats were delayed by the accident.

An account to amount of \$96.20 was rendered owners of vessel and a copy forwarded to department.

On 8th May, 1894, the thread of anchor bolt on lock 15 was stripped by the weight of the gate and required to be replaced by a new one, causing a delay of 11 hours.

• Canal was closed on 10th December, 1893. During winter the mechanics were employed making foot bridges, top bars, sheaves, knees, wheelbarrows, &c., as well as general repairs for spring. Water was let out of canal on 10th March, 1894, and remained out until 22nd April. The length of time was for convenience of contractors. While water was out, locks were cleaned out and repaired where necessary, and banks attended to. Navigation opened on 23rd April. During this season all necessary repairs were attended to as required. One of the scows was partially rebuilt. Three pairs of old gates were rebuilt. The gate-lifter had a good deal of repairs. Wharf at foot of canal was damaged by ice during winter and was repaired this season.

I append a statement of height of water for past year.

I have the honour to be, sir,

Your obedient servant,

A. P. ROSS,

Superintendent.

T. S. RUBIDGE, Esq., C.E.,
Superintending Engineer,
Cornwall, Ont.

Department of Railways and Canals.

CORNWALL CANAL.

STATEMENT showing depth of water in River on Mitre Sills of Lock No. 15, at Lower Entrance, and Lock No. 21, at Upper Entrance, for Fiscal year ending 30th June, 1894.

MONTH.	Lock 15, Lower Sill.		Lock 21, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	11 5	11 1	11 1	10 7
August.....	11 8	10 8	10 9	9 8
September.....	11 7½	10 8	11 8	9 11
October.....	10 7½	10 2	11 8	9 0
November.....	10 2½	9 6½	10 4	9 0
December.....	20 6	9 3½	10 6	8 6
1894.				
January.....	22 6	15 0	10 3	8 9
February.....	18 9	11 11	9 3	6 6
March.....	21 0	10 7½	10 6	7 10
April.....	10 9½	10 3	10 6	9 7
May.....	11 10	10 4	10 7	9 10
June.....	11 0½	10 7½	10 11	10 6

WILLIAMSBURG CANALS.

MORRISBURG, ONT., 2nd August, 1894.

SIR,—In compliance with your letter of the 24th July last, asking for the annual report on the works under my charge on these canals, I herewith submit the following :—

These canals were closed on the 13th of December last, and were opened again to navigation on the 23rd of April, 1894.

We have had no accidents during the year, and the several canals have been kept in good working order. The work of enlargement of the Rapide Plat Canal has been so far completed that the movements of vessels have been facilitated.

The water has been well up to the ordinary level during the navigable year.

There have been several fines on vessels imposed during the year and are as follows :

Steam barge "Hall," 11th August, 1893.....	\$20 00
Tug "Montmorency," 22nd do 1893.....	5 00
Barge "American," 14th September, 1893.....	5 00
do "Adele," 26th May, 1894.....	5 00

The work done by the repairs staff has been general on each canal.

FARRAN'S POINT CANAL.

Lock 22.—One valve and lifting rod on upper gate of this lock were renewed. Both gates were raised twice and slight repairs made to piers and lock.

RAPIDE PLAT CANAL.

Lock 23.—New valves were put in upper gates of this lock. Bridge planks, one knee and one sheave were renewed. General repairs were made on gates and crabs. This lock had to be cleaned out several times during the year, on account of the new work rolling so much gravel and small stones along the bottom, and also on account of the lowering of the water every Sunday three feet to accommodate the laying of stone on piers along the north side of section No. 1.

Lock 24.—The boom had to be repaired at its fastenings, and general repairs were made to gates and crabs.

GALOPS CANAL.

Lock 25.—General repairs were made on gates, bridges, buildings and fences, piers and wharf. The booms in the canal had to be largely renewed. The ditch was extensively cleaned out and stone relaid.

Lock 26.—The gates here were raised and repaired, and also the bridges. Several of the coping stones were relaid and bolted. This lock had to be cleaned out several times, and many minor repairs were made to piers.

Lock 27.—General repairs to gates and locks were made. One knee and one block were renewed. The entrance to weir cleaned out and a new boom placed at mouth. This lock also had to be cleaned out frequently from stone, ground and logs.

The banks of the canal were restored and repaired in many places.

Thirteen new buoys were purchased, and with those we had on hand, nineteen were placed in the river at the proper points between Prescott and Dickinson's Landing.

General repairs were made on buoy boat, such as replanking, caulking and painting. The scow was nearly rebuilt; one side and covering, and on the inside the posts and braces were renewed. It was wholly caulked and painted and is now as good as new. The ways were repaired for hauling out last fall and as they are extensively rotten, they are no longer safe for this work.

Many minor repairs to locks, gates, piers and operating appliances, though small, individually represent, on the whole, a large amount of labour and consumption of supplies.

I annex a statement showing the extreme depth of water on the mitre sills of the entrance and exit locks during the year from 1st July, 1893, to the 30th June, 1894.

The above is respectfully submitted.

Your obedient servant,

CHAS. E. HICKEY,
Superintendent.

T. S. RUBIDGE, Esq.,
Superintending Engineer.

Department of Railways and Canals.

WILLIAMSBURG CANALS.

STATEMENT of the Highest and Lowest Water for the Year ending 30th June, 1894.

Month.	Lock No. 22.		Lock No. 23.		Lock No. 24.		Lock No. 25.		Lock No. 27.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
1893.										
July.....	10 9	10 3	10 7	10 3	10 9	10 4	13 7	13 0	11 0	10 6
August.....	10 9	9 0	10 3	8 3	10 6	7 4	12 11	10 9	10 6	9 0
September.....	10 1	9 6	10 3	8 10	10 2	8 9	13 0	11 6	11 0	8 0
October.....	11 0	8 7	11 2	8 0	11 2	8 2	15 6	10 8	10 4	9 0
November.....	9 8	8 3	9 0	7 9	9 0	7 6	12 0	10 0	10 1	8 2
December.....	9 11	7 10	9 7	6 9	9 4	6 9	12 0	8 0	9 11	7 6
1894.										
January.....	10 2	8 0	9 6	7 7	9 0	7 4	11 3	9 6	9 11	8 4
February.....	10 0	6 11	8 3	5 11	7 8	5 5	10 2	7 2	8 10	7 6
March.....	10 0	9 0	9 6	7 3	10 0	6 3	12 6	8 2	10 6	7 1
April.....	10 1	8 10	9 8	8 4	9 9	8 5	12 4	11 0	10 0	9 6
May.....	10 0	9 3	9 11	8 10	10 2	8 9	12 11	11 5	10 6	9 5
June.....	10 6	10 0	10 1	9 8	10 5	9 8	13 2	12 2	10 9	10 2

WELLAND CANAL.

ST. CATHARINES, ONT., 28th September, 1894.

SIR,—I beg to submit my annual report upon the Welland Canal and its branches for the fiscal year ending 30th June, 1894.

Among the larger items of repairs to locks, weirs and bridges, may be mentioned the taking down and rebuilding of the rest piers of bridge No. 4, which carries the Welland Branch of the Grand Trunk Railway over the Welland Canal, between Port Dalhousie and St. Catharines.

These piers had been struck at intervals by passing vessels until their condition was such as to necessitate their being taken down and rebuilt, which work was done, and the bridge fenders renewed during the season of closed navigation.

On the line of the 12-mile creek adjoining lock No. 23, the dry wall which had retained the outer slope of the canal bank gave way, for a distance of about 60 feet, and was taken down and rebuilt with native cement mortar.

On lock No. 24 level, a leak occurred 1st November, at the point where the 12-mile creek is passed under the new canal by a stone syphon culvert, and here the water was found to have passed down by the side of the culvert and under the floor which it burst up, allowing the canal water to escape into the culvert.

To stop this leak, it was necessary to unwater lock No. 24 level, and form dams across the 12-mile creek above and below the syphon culvert to admit of its being pumped out.

This work which would have been impracticable in the usual condition of the stream at the season mentioned, was done under the most favourable conditions of weather, the leak stopped and navigation resumed 7th November.

On the morning of 11th November, a second leak of the same nature occurred near the one just spoken of, when the same operations were repeated and navigation resumed 13th November.

At the raceway below lock No. 25 weir, the east wall had been settling for some years, and was so far displaced that for about 70 feet in length it was necessary to take it down and rebuild it.

This was done in the months of March and April.

Repairs at the Dunnville dam and bridge over it, were required in consequence of damage by ice, during the first week in March, the freshet being above the average, and causing more or less damage along the entire length of the Grand River.

On the line of the old canal, the four gates of lock No. 1 were carried away, 30th May, by the steamer "City of Windsor," when upward bound, the steamer not being checked in time and striking the head gates with the usual result.

The gates were much damaged, the breast wall also, and the timbers forming the mud pocket were carried away.

New gates were hung as speedily as possible and navigation resumed, but the repairs were not completed 30th June, and will be spoken of in the current year's report.

The minor repairs of locks, weirs, and bridges, banks, and water-courses, were attended to when required, and though small individually, gave constant employment to the repair force during the season of navigation, and required large quantities of timber, iron and other materials.

The interruptions to navigation worthy of mention, were in the order of their occurrence, on the evening of 30th May, and until the evening of 3rd June when navigation on the new canal was stopped by the carrying away of the gates of lock No. 1 old canal by the steamer "City of Windsor," already mentioned, the unwatering of the level above lock No. 1 old canal, necessitating the unwatering of No. 1 level new canal also.

On this occasion navigation by the old canal, between Port Dalhousie and St. Catharines, was not resumed until the evening of 9th June.

A bond for the sum of \$5,000 was given by the owners of the "City of Windsor" and others, to ensure payment of the cost of repairs when completed, which bond is held in this office.

Department of Railways and Canals.

On the 5th of October the steamer "Toledo" ran into and displaced the left upper gate of lock No. 25, causing a delay to navigation of 24 hours.

From 1st November to 7th November navigation was interrupted by the leak at Hoover's culvert, and a still further interruption occurred by a second leak at Hoover's culvert from 11th to 13th November.

Of the damages to canal property by vessels, as seen on the accompanying statement marked A, the most extensive was by the steamer "Cadillac," which struck the centre pier crib fender of the Humberstone Bridge, when bound down on the 10th July, 1894, destroying the crib, which has since been rebuilt, and paid for by the vessel owners.

On 13th July the ss. "Interocean" ran into the Welland bridge fenders, when bound down.

On 26th July the ss. "Everett" when bound up, ran into the north end of the centre pier fenders of the Humberstone bridge.

On 14th September the ss. "Britannic" bound down, ran into the Port Robinson bridge fenders.

On 5th October the ss. "Toledo," when bound up, ran into the left upper gate of lock No. 25, and on the 25th October the ss. "Monteagle" bound up, ran into the Allanburgh bridge fenders.

The above are the most extensive damages, as seen by reference to the statement where the amounts are given, the other items being of the same character, but less in amount, the last column of the statement shows where the amounts were paid.

Prior to the opening of navigation in the spring of 1894, a reorganization of the canal staff was put into effect, by which the services of three overseers, a harbour master, a pay-master, and 33 lock and bridge tenders were dispensed with.

The reduction in the number of overseers was effected by lengthening the beats, No. 1 extending from Port Dalhousie to Marlatt's bridge on the new canal, No. 2 extending from the north side of Marlatt's bridge to the south side of the Welland bridge, and the old canal also; No. 3 extending from the south side of the Welland bridge to Port Colborne, and No. 4 comprising the feeder, the Port Maitland Branch, and the works about Dunnville.

The paymaster's duties were added to those of the clerk in the canal office, St. Catharines.

The reduction in the number of the lock and bridge-tenders on the new canal was effected by dispensing with bridge-tenders in cases where the bridges were so near the locks, that the bridge-tender's duties could be performed by the lock-tenders on the adjoining locks.

The old canal, above St. Catharines, has for some years been little used as a navigable channel, and the force was reduced to that necessary to pass the occasional scows, rafts, &c., and regulate the flow of water now affording excellent facilities for manufacturing.

The majority of the men on the old canal were contributors to the superannuation fund, and those whose services were no longer required on the old canal were found employment as lock or bridge-tenders on the new canal, by dispensing with the services of men on the new canal, who were not contributors to the superannuation fund.

The canal has been worked efficiently with the reduced staff.

All supplies for the operation and maintenance of the canal have been furnished by tender, except in some very trifling matters, where unexpected wants had to be met without delay.

Statement B contains a list of fines collected from vessel owners and lock-tenders, for breaches of canal rules and regulations, the amounts having been paid to the collectors of canal tolls, as shown.

Statements C and D give the recorded highest and lowest depths of water on the mitre sills of the old and new locks at Port Dalhousie and Port Colborne, respectively, for every month in the year.

The canal was closed 11th December, 1893, and was opened for navigation 19th April, 1894.

Operations chargeable to Income.

Under the above heading is embraced the renewal of the superstructure of the east pier at Port Dalhousie, the removal of a slide on the summit level of the canal, and the improvement of the back ditches on the Welland Canal feeder.

The Port Dalhousie piers, which had been originally constructed of timber, required renewal of the superstructure, and a commencement was made in 1888, the renewed portion being formed of concrete from a foot below water line.

The work done in 1888 having given good results, it was decided to continue the renewal in concrete, and tenders having been called for, the work was awarded to Mr. John Riley, of St. Catharines, his tender being the lowest.

The contract covered 476 feet in length of the east pier, which work has been completed in a satisfactory manner.

At a point about half a mile north of the Air Line Railway crossing of the Welland Canal, a slide had occurred on the west side of the canal, where for about 500 feet in length the slope of the cutting, and spoil bank in rear of it, had moved forward and narrowed the channel objectionably.

The contract for the removal of the slide was awarded to Mr. John McNamee, his offer being the lowest, and the work has been completed as specified.

A mile in length of the back ditch on the north side of the Welland Canal feeder, was deepened and improved by Mr. Peter Neff, under contract, his tender for that work being the lowest.

I have the honour to be, sir,

Your obedient servant,

W. G. THOMPSON, *M. Inst. C.E.*

Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,

Deputy Minister and Chief Engineer, Railways and Canals,
Ottawa.

Department of Railways and Canals.

"A."

STATEMENT of damages to Welland Canal property, during the Fiscal Year ending 30th June, 1894, and amount paid on account of damages in the same year.

Date of Damage.	Name of Vessel.	AMOUNT OF DAMAGES.		Date Paid.	WHERE PAID.
		Paid.	Unpaid.		Collector's Office.
1891.		\$ cts	\$ cts.	1894.	
April 5.....	Brg "Antelope".....	60 82		Mar. 13.....	Port Dalhousie.
1892.				1893.	
Oct. 3.....	Steamer "Arabia".....	18 77		Aug. 4.....	do do
do 19.....	Brg "Ceylon".....	31 55			
Nov. 10.....	do "Ceylon".....	33 42			
				1894.	
do 17.....	do "Ark".....	113 31		Mar. 13.....	do do
Dec. 10.....	do "Ceylon".....	82 12			
do 10.....	do "Ceylon".....	84 27			
	Interest.....	13 88			
1893.				1893.	
May 24.....	Steamer "Blanchard".....	53 82		July 7.....	Port St. Catharines.
June 15.....	do "Waverly".....		50 00		
do 15.....	Brg "Augustus".....	16 34		Oct. 5.....	Port Dalhousie.
do 18.....	Steamer "D. C. Whitney".....	28 10		do 11.....	Port Colborne.
do 26.....	do "W. J. Averill".....	20 42		July 19.....	Port Dalhousie.
July 8.....	do "Monteagle".....	13 37		do 31.....	do do
do 10.....	do "Cadillac".....	500 00	270 33	do 31.....	do do
do 13.....	do "Inter-Ocean".....	175 00		do 13.....	do do
do 15.....	Brg "Minnedosa".....	36 95		Aug. 11.....	do do
				1894.	
do 26.....	Steamer "Everett".....	200 00		May 2.....	Port Colborne.
do 29.....	do "Geo. Spencer".....		10 00		
				1893.	
do 29.....	do "Sequin".....	16 45		Aug. 14.....	do do
Aug. 7.....	Tug "Golden City".....	6 30		Sept. 16.....	Port Dalhousie.
do 8.....	Steamer "Monteagle".....	19 79		do 13.....	Port Colborne.
				1894.	
do 10.....	do "City Owen Sound".....	8 30		April 30.....	Port Dalhousie.
				1893.	
do 11.....	do "Denver".....	4 75		Sept. 11.....	do do
do 24.....	do "Columbia".....	100 60		Aug. 28.....	do do
do 28.....	Brg "Minnedosa".....	20 09		Sept. 16.....	do do
do 28.....	Steamer "McVitter".....	9 56		do 16.....	do do
				1894.	
Sept. 1.....	do "New Orleans".....	7 38		May 7.....	do do
				1893.	
do 1.....	do "W. L. Frost".....	65 70		Oct. 31.....	do do
do 11.....	do "Denver".....	38 55		Sept. 12.....	do do
do 11.....	do "Denver".....	97 59		do 25.....	do do
do 14.....	do "Britannic".....	284 67		Nov. 27.....	do do
do 15.....	do "E. B. Hale".....		42 75		
do 16.....	do "Sequin".....	130 08		Oct. 4.....	do do
do 19.....	Schooner "D. P. Rhodes".....	20 00		Sept. 20.....	Port Colborne.
	Carried forward.....	2,311 35	373 08		

A.—STATEMENT of damages to Welland Canal property, during the Fiscal Year ending 30th June, 1894, and amount paid on account of damages in the same year—*Con.*

Date of Damage.	Name of Vessel.	AMOUNT OF DAMAGE.		Date Paid.	WHERE PAID.
		Paid.	Unpaid.		Collector's Office.
		\$ cts.	\$ cts.	1893.	
	Brought forward	2,311 35	373 08		
Sept. 25	Steamer "Nepigon"	21 35		Oct. 13	Port Dalhousie.
do 25	do "Pueblo"	51 54		do 2	do do
do 27	do "Argonaut"	15 63		do 18	do do
do 28	Brg "Augustus"	15 57		do 31	do do
				1894.	
Oct. 5	Steamer "Toledo"	275 59		Mar. 13	do do
				1893.	
do 9	do "McVitter"	4 78		Nov. 10	do do
do 9	do "J. R. Langdon"	4 77		do 15	do do
				1894.	
do 9	Barge "Alta"		11 82		
do 18	Steamer "Columbia"	6 15		April 30	do do
do 25	do "Monteagle"	166 00		Jan. 23	do do
do 26	Barge "Augustus"		113 88		
do 30	Schooner "T. L. Parker"	29 83		May 4	do do
				1893.	
Nov. 14	Steamer "R. Richards"	21 85		Nov. 28	do do
				1894.	
April 4	Barge "Minnedosa"	24 92		May 4	do do
do 27	do "Baltic"		9 55		
do 27	Steamer "Walter Vail"		48 18		
May 8	do "Colwell"	17 00		May 9	Port Colborne.
do 8	do "Hopkins"	11 00		do 9	do do
do 25	do "Queen of the West"	50 00		do 25	do do
June 9	do "Sam. Marshall"		40 75		
	Total	3,027 33	597 26		

Department of Railways and Canals.

“ B. ”

STATEMENT of Fines collected from Vessels contravening Canal Regulations, and from Locktenders for neglect of duty in the Fiscal Year ending 30th June, 1894, also, for use of Government Property in the same year.

Date of Fines.	Name of Vessels.	Amount of Fines.		Date paid.	Where paid. Collector's Office.
		Paid.	Unpaid.		
1893.		\$ cts.	\$ cts.	1893.	
June 9....	Brg "Muskoka".....	10 00		July 7....	Port St. Catharines.
July 4....	Steamer "McVitter".....	10 00		do 7....	do
Aug. 1....	do "Myles".....	10 00		Aug. 15....	Port Colborne.
1894.				1894	
May 5....	Steamer "Lake Michigan".....	4 00		June 4....	Port Dalhousie.
	<i>Locktenders.</i>			1893.	
	J. M. Woodall.....	1 25		July 7....	Port St. Catharines.
	George Howe.....	1 25		do 7....	do
	John Patton.....	1 25		do 7....	do
	Jos. Johnston.....	1 25		do 7....	do
	F. Darby.....	1 25		do 7....	do
	P. O. Smith.....	1 25		do 7....	do
	Jno. Henshaw.....	10 00		Nov. 27....	Port Colborne.
				1894.	
	Robt. Secord.....	10 00		Mar. 29....	Port St. Catharines.
1893.	<i>Use of Government Property.</i>			1893.	
June 8....	Tug "Mitchell"—For use of diving apparatus.....	9 25		July 7....	Port St. Catharines.
	Total.....	70 75			

“ C. ”

STATEMENT showing the Highest and Lowest Depth of Water on the Lower Mitre Sill Lock No. 1, Old Canal Port Dalhousie, for Fiscal Year ending 30th June, 1894.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1893.	Ft. in.	Ft. in.	1894.	Ft. in.	Ft. in.
July.....	14 5	12 2	January.....	12 8	12
August.....	13 9	13 3	February.....	13 0	12
September.....	13 7	13 0	March.....	13 2	12
October.....	13 2	12 5	April.....	13 2	13
November.....	12 8	11 0	May.....	13 9	12
December.....	12 5	11 10	June.....	13 9	

STATEMENT showing the Highest and Lowest Depth of Water on the Lower Mitre Sill Lock No. 1, New Welland Canal, Port Dalhousie, for Fiscal Year ending 30th June, 1894.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1893.	Ft. in.	Ft. in.	1894.	Ft. in.	Ft. in.
July	17 4	15 1	January.....	15 7	15 1
August	16 8	16 2	February.....	15 11	15 3
September.....	16 6	15 11	March	16 1	15 6
October	16 1	15 4	April	16 1	15 11
November.....	15 7	13 11	May	16 8	15 10
December.....	15 4	14 9	June.....	16 8	16 4

“ D.”

STATEMENT showing the Highest and Lowest Depth of Water on the Upper Mitre Sill of Old Lock at Port Colborne, Welland Canal, for Fiscal Year ending 30th June, 1894.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1893.	Ft. in.	Ft. in.	1894.	Ft. in.	Ft. in.
July	13 2	12 1	January.....	12 3	10 9
August.....	12 8	11 8	February.....	12 11	10 11
September.....	12 5	11 2	March	12 8	8 5
October	15 6	10 11	April	11 11	10 6
November.....	13 0	10 4	May	12 6	11 3
December.....	12 11	10 2	June.....	13 2	11 11

STATEMENT showing the Highest and Lowest Depth of Water on the Upper Sill of New Lock, at Port Colborne, Welland Canal, for the Fiscal Year ending 30th June, 1884.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1893.	Ft. in.	Ft. in.	1894.	Ft. in.	Ft. in.
July	16 1	15 0	January	15 2	13 8
August.....	15 7	14 7	February.....	15 10	11 4
September.....	15 4	14 1	March	15 7	13 4
October	18 5	13 10	April	14 10	13 5
November.....	15 11	13 3	May	15 5	14 2
December.....	15 10	13 1	June.....	16 1	14 10

Department of Railways and Canals.

ST. PETER'S CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
St. PETER'S, 10th August, 1894.

SIR,—I have the honour to submit the annual report on the works in my charge or the fiscal year ending 30th June, 1894.

The different works referred to in my last annual report, then in course of construction, including the works on the western side of the canal, viz., removing the balance of the old retaining wall, as well as the clay bank behind it, renewing the tow path wall in cedar and re-gravelling same, removing a point of rock on the tow-path, some 200 cubic yards, rebuilding about 1,250 feet of the "haul-over" road along the top of the slope, building a dry stone wall at the foot of the slope, 1,500 feet long, containing about 750 cubic yards, erecting 16 additional mooring posts, renewing 58 hanging fenders, etc., were all duly completed, except a piece of the tow-path wall (previously referred to) on the north end, the material for which was not then available, but has since been ordered and a part of it has been delivered.

The eastern bank of the canal was cleaned and resloped and a large quantity of overhanging rock was removed in scows, nothing has, however, as yet been done towards repairing the retaining wall on this side, which, as I already reported, is badly decayed.

The swing bridge that crosses the canal was raised on to bents after the close of navigation, and the centre pier underneath it, whose surface, owing to settlement in the pier, was very uneven and shaky, and appeared to be gradually getting worse, was torn down to the arch springings and rebuilt in approved hydraulic cement mortar; the wheels and track castings were also thoroughly repaired and renewed, where found necessary, and the whole is now in good working order.

The necessary renewals and repairs were made to the gate winches and chains, etc., and some temporary repairs were also made to the lock gates.

The condition of the lock under water is much the same as when I previously reported. No repairs to it have been attempted beyond cleaning back of the lock gates and shimming up the track to assist the movements of the gates which continue to be operated with much difficulty.

There was no work done on account of capital.

Navigation through the canal closed on the 6th of January, 1894, and opened again on the 28th of April, 1894.

I have the honour to be, sir,
Your obedient servant,

WM. McCARTHY,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer Canals,
Ottawa.

APPENDIX No. 7.

OFFICE OF THE INSPECTOR OF CANALS,
HAMILTON, 29th August, 1894.

SIR,—I have the honour to report that during the fiscal year ending 30th June, 1894, I inspected all offices for collection of tolls on the Dominion canals.

At date of inspection, detailed returns, showing particulars of collections at each office, were submitted to the department.

The aggregate receipts, on account of canal revenue, for the fiscal year 1893-4 are \$352,330.27.

For hydraulic and other rents, the receipts for the fiscal year are \$39,181.97.

The exhibit of revenue, collected at the thirty toll offices, classified under subdivisions of tolls, wharfage and storage, fines and damages, hydraulic and other rents, and sundry minor receipts, is as follows:—

WELLAND CANAL.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and Other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Colborne.....	120,763 37	.....	439 72	49 54	130,252 63	119 00
Port Dalhousie.....	59,222 02	.....	2,459 70	24 30	61,706 02	1,947 70
Dunnville.....	346 72	.....	.....	.....	346 72	350 00
Port Maitland.....	17 05	.....	.....	.....	17 05	.....
Port Robinson.....	384 44	.....	.....	.....	384 44	726 00
St. Catharines.....	676 41	.....	550 82	.....	1,227 23	5,199 51
Chippawa.....	31 06	.....	.....	.....	31 06	5 00
Total.....	190,441 07	.....	3,450 24	73 84	193,965 15	8,347 21

ST. LAWRENCE CANALS.

Valleyfield.....	1,381 87	.....	121 00	4 00	1,506 87	2,402 00
Cornwall.....	30,892 01	.....	.....	.....	30,892 01	2,773 50
Cardinal.....	716 24	.....	35 00	.....	751 24	700 00
Lachine.....	2,831 16	21 09	.....	1,187 98	4,040 23	.....
Montreal.....	27,542 79	2,435 35	.....	14,718 12	44,696 26	23,557 11
Kingston.....	7,925 78	.....	.....	.....	7,925 78	.....
Total.....	71,289 85	2,456 44	156 00	15,910 10	89,812 39	29,432 61

CHAMBLY CANAL.

Chambly.....	9,123 35	.....	1 00	42 83	9167 18	70 00
St. Johns.....	12,293 93	.....	10 00	.....	12,303 93	50 00
St. Ours Lock.....	862 15	.....	.....	.....	862 15	.....
Totals.....	22,279 43	.....	11 00	42 83	22,333 26	120 00

Department of Railways and Canals.

REVENUE, by districts, of wharfage, fines, &c.—*Concluded.*

OTTAWA RIVER CANALS.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and Other Rents
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
Ottawa	19,859 57	.....	.....	.....	19,859 57	.....
Grenville	13,954 23	.....	.....	.....	13,954 23	13 00
Carillon	60 60	.....	.....	8 00	68 60	23 00
Ste. Anne's	1,467 93	.....	4 00	.....	1,471 93	.....
Total	35,342 33	.....	4 00	8 00	35,354 33	36 00

RIDEAU CANAL.

Ottawa	4,134 84	160 38	.....	262 00	4,557 22	521 75
Kingston Mills	1,406 26	.....	.....	.....	1,406 26	415 00
Smith's Falls	586 92	0 54	.....	.....	587 46	156 90
Total	6,128 02	160 92	262 00	6,550 94	1,093 65

ST. PETER'S CANAL.

St. Peter's	2,603 88	28 00	2,631 88
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MURRAY CANAL.

Brighton	648 41	648 41
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TRENT VALLEY CANALS.

Burleigh Falls	112 03	112 03	0 25
Bobcaygeon	559 74	559 74	96 00
Fenelon Falls	22 81	.....	.....	.....	22 81	52 25
Hastings	50 19	.....	.....	.....	50 19	.....
Peterborough	201 86	.....	.....	.....	201 86	4 00
Buckhorn	87 28	.....	.....	.....	87 28	.....
Total	1,033 91	.....	.....	.....	1,033 91	152 50
Grand Totals	329,766 90	2,617 36	3,649 24	16,296 77	352,330 27	39,181 97

The receipts, as above, were balanced by bank remittances in favour of the Receiver General.

I have the honour to be, sir,
Your obedient servant,

H. B. WITTON,
Inspector of Canals.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister of Railways and Canals.

APPENDIX No. 8.

RAILWAY SUBSIDIES.

TABLE of Cash Subsidies granted and paid in aid of Railway Construction.

No.	Name of Railway or Description of Route.	Estimated length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1894.		Subsidy paid up to 30th Sept., 1894.	
				\$	cts.	\$	cts.
1	Albert Southern.....	16	51,200	50,460	00	50,460	00
2	Baie des Chaleurs.....	70	620,000	620,000	00	620,000	00
3	Beauharnois Junction.....	30	96,000	58,900	00	58,900	00
4	Belleville and North Hastings.....	7	22,400	21,888	00	21,888	00
5	Belleville and Lake Nipissing.....	30	96,000				
6	Boston and Nova Scotia.....	35 ¹⁰ / ₁₀₀	113,600				
7	Bracebridge and Baysville.....	15	48,000				
8	Brantford, Waterloo and Lake Erie.....	18	57,600	52,810	00	52,810	00
9	Brockville, Westport and Sault Ste. Marie.....	60	192,000	105,200	00	105,200	00
10	Buctouche and Moncton.....	32	102,400	101,600	00	101,600	00
11	Canada Atlantic.....	54 ⁶⁰ / ₁₀₀	314,400	282,355	20	282,355	20
		and bridge					
12	Canada Central.....	120	1,525,250	1,525,250	00	1,525,250	00
13	Canada Eastern.....	111	355,200	312,000	00	312,000	00
14	Canadian Pacific.....	1,905	25,000,000	25,000,000	00	25,000,000	00
	do (for extensions).....	162	1,580,000	1,500,000	00	1,500,000	00
		and bridge					
15	Cap Rouge and St. Lawrence.....	12	38,400				
16	Cape Breton Extension.....	30	96,000				
17	Caraguet.....	67	224,000	224,000	00	224,000	00
18	Central Ontario.....	20	64,000				
19	Central (of New Brunswick).....	59 ⁴⁰ / ₁₀₀	190,400	75,639	00	75,639	00
20	Cobourg, Northumberland and Pacific.....	49	156,800				
21	Cornwallis Valley.....	14	44,800	44,800	00	44,800	00
22	Columbia and Kootenay.....	35	112,000	88,800	00	88,800	00
23	Cumberland.....	14	44,800	39,850	00	39,850	00
24	Dominion Lime.....	7	22,400	15,360	00	15,360	00
25	Dominion Coal.....	28	89,600				
26	Drummond County.....	93 ¹⁰ / ₁₀₀	297,920	195,840	00	195,840	00
27	Elgin, Petitediac and Havelock.....	12	38,400	38,400	00	38,400	00
28	Erie and Huron.....	52	166,400	96,000	00	96,000	00
29	Esquimalt and Nanaimo.....	71	750,000	750,000	00	750,000	00
30	Fredericton and St. Mary's Railway Bridge Co.....	1	30,000	30,000	00	30,000	00
		and bridge					
31	Goderich and Wingham.....	31	99,200				
32	Grand Trunk, Georgian Bay and Lake Erie.....	15	48,000			39,744	00
33	Great Eastern.....	60	229,500	40,345	00	40,345	00
34	Great Northern.....	102	326,400	78,688	00	78,688	00
35	Guelph Junction.....	16	51,200	46,000	00	46,000	00
36	Harvey Branch.....	3	9,600	5,553	57	5,553	57
37	Hereford.....	49	156,800	155,200	00	155,200	00
38	International.....	49	156,800	156,800	00	156,800	00
39	Inverness and Richmond.....	25	80,000				
40	Irondale, Bancroft and Ottawa.....	50	160,000	64,000	00	64,000	00
41	Jacques Cartier Union.....	5 ⁶⁰ / ₁₀₀	20,000				
42	Joliette and St. Jean de Matha.....	20	64,000				
43	Joggins.....	13 ¹ / ₂	42,400	37,500	00	37,500	00
44	Kingston and Pembroke.....	15	48,000	48,000	00	48,000	00
45	Kingston, Napanee and Western.....	80	268,400	208,732	80	208,732	80
46	L'Assomption.....	3 ⁶⁰ / ₁₀₀	11,200	11,200	00	11,200	00
47	Lake Erie and Detroit River.....	85	342,400	338,731	00	338,731	00
48	Lake Temiscamingue Colonization.....	50	327,700	52,760	00	140,672	00
49	Leamington and Lake St. Clair.....	16	51,200	51,200	00	51,200	00
	Carried forward.....	3,918 ⁴⁰ / ₁₀₀	35,032,770	32,523,862	57	32,651,518	57

Department of Railways and Canals.

TABLE of Cash Subsidies granted and paid in aid of Railway Construction.—*Con.*

No.	Name of Railway or description of Route.	Estimated length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1894.	Subsidy paid up to 30th Sept. 1894.
			\$	\$ cts.	\$ cts.
	Brought forward.....	3,918 ⁸⁵ / ₁₀₀	35,032,770	32,523,862 57	32,651,518 57
50	Lindsay, Bobcaygeon and Pontypool	32	102,400		
51	Lotbinière and Megantic	30	96,000	35,200 00	35,200 00
52	Manitoba and North-western	100	320,000		
53	Manitoulin and Northern	40	128,000		
54	Massawippi Junction	25	80,000		
55	Montreal and Sorel	45	112,000	93,757 57	93,757 57
56	Montreal and Champlain Junction	63	103,600	103,600 00	103,600 00
57	Montreal and Western	70	361,270	361,270 00	361,270 00
58	Montreal and Lake Maskinongé	13 ⁵⁰ / ₁₀₀	42,200	41,280 00	41,280 00
59	Montreal and Ottawa	60	192,000	73,600 00	73,600 00
60	Montfort Colonization	33	105,600	32,000 00	32,000 00
61	Nakusp and Slocan	38	121,600		
62	New Brunswick and Prince Edward	37	118,400	113,440 00	113,440 00
63	New Glasgow Iron, Coal and Railway Co.	17 ⁵⁰ / ₁₀₀	56,000	38,400 00	38,400 00
64	Nicola Valley	53	169,600		
65	Nipissing and James Bay	68	217,000		
66	Northern Pacific Junction	110	1,320,000	1,320,000 00	1,320,000 00
67	Nova Scotia Central	80	256,000	230,700 00	230,700 00
68	Nova Scotia Southern	75	240,000		
69	Ontario and Pacific	53 ⁸⁷ / ₁₀₀	172,400		
70	Ontario, Belmont and Northern	10	32,000		
71	Ontario and Quebec	61 ²⁵ / ₁₀₀	196,000	196,000 00	196,000 00
72	Orford Mountain	31	99,200	84,800 00	84,800 00
73	Oshawa Railway and Navigation Co.	7	22,400		
74	Ottawa and Gatineau Valley	82	384,000	284,128 00	284,128 00
75	Ottawa, Armprior and Parry Sound	107	430,400	101,120 00	132,800 00
76	Parry Sound Colonization	60	192,000	59,220 00	99,000 00
77	Pontiac and Kingston	22	70,400		
78	Pontiac Pacific Junction	92 ⁴⁵ / ₁₀₀	313,100	174,828 00	193,578 00
79	Pontiac and Ottawa	23	73,600		
80	Philipsburg Junction	6 ⁷⁵ / ₁₀₀	21,600	18,688 00	18,688 00
81	Pontiac and Renfrew	6	19,200	13,600 00	13,600 00
82	Port Arthur, Duluth and Western	89 ⁷⁵ / ₁₀₀	287,200	271,200 00	271,200 00
83	Quebec Central	75	348,342	60,342 00	60,342 00
84	Quebec, Montreal, Ottawa and Occidental	120	1,440,000		
85	Quebec and Lake St. John	262	1,048,295	1,002,999 50	1,002,999 50
86	Quebec, Montmorency and Charlevoix	30	96,000	65,600 00	65,600 00
87	Restigouche and Victoria	35	112,000		
88	Shuswap and Okanagan	51	163,200	162,900 00	162,900 00
89	South Shore N.S.	35	112,000		
90	South Norfolk	17	54,400	54,400 00	54,400 00
91	South-eastern	Bridge.	50,000		
92	South Ontario Pacific	49	158,400		
93	Strathroy and Western Counties	25	80,000		
94	St. Catharines and Niagara Central	46	147,200	38,400 00	38,400 00
95	St. Clair Frontier Tunnel	2 ²² / ₁₀₀	375,000	375,000 00	375,000 00
96	St. Lawrence, Lower Laurentian and Saguenay	38 ⁸⁵ / ₁₀₀	217,600	217,600 00	217,600 00
97	St. Louis, Richibucto and Buctouche	7	22,400	22,400 00	22,400 00
98	St. John Valley and Rivière du Loup	59	188,800		
99	St. Lawrence and Adirondack	25 ⁸² / ₁₀₀	82,624	65,001 60	65,001 60
100	Témiscouata	119	670,800	645,950 00	645,950 00
101	Thousand Islands	17	54,400	24,400 00	24,400 00
102	Tilsonburg, Lake Erie and Pacific	16	51,200		
103	Tobique Valley	43	182,400	134,016 00	134,016 00
104	Toronto, Grey and Bruce	5	16,000	14,656 00	14,656 00
105	United Counties	64	204,800	88,973 00	88,973 00
106	Waterloo Junction	11	35,200	32,800 00	32,800 00
107	Western Counties	20	500,000	500,000 00	500,000 00
108	West Ontario and Pacific	18 ⁷⁵ / ₁₀₀	60,000	60,000 00	60,000 00
109	Woodstock and Centreville	26	83,200		
	Carried forward.....	6,778 ⁴¹ / ₁₀₀	47,959,001	39,736,132 24	39,953,998 24

TABLE of Cash Subsidies granted and paid in aid of Railway Construction—*Con.*

No.	Name of Railway or Description of Route.	Estimated length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1894.	Subsidy paid up to 30th Sept., 1894.
	Brought forward.....	6,778 ⁴¹ / ₁₀₀	\$ 47,959,001	\$ cts. 39,736,132 24	\$ cts. 39,953,998 24
	For a Railway—				
110	Abbotsford Station to Chilliwack.....	21	67,200		
111	Cap Tourmente towards Murray Bay.....	20	64,000		
112	Cap de la Magdeleine to C. P. R.....	3	9,600		
113	Cross Creek Station to Stanleyville, N. B.....	6	19,200		
114	Elk and Kootenay Rivers to Coal Creek..	34	108,800		
115	Fredericton via Oromocto and Gagetown to N. B. R.....	30	96,000		
116	Joggins Ry. near River Hebert to Young's Mills.....	5	16,000		
117	Lachine Bank to Rivière des Prairies.....	15	48,000		
118	Lime Ridge northerly into Co. Megantic..	50	160,000		
119	Newcastle to point opposite Chatham.....	6	19,200		
120	Ottawa to Morrisburgh.....	52	166,400		
121	Point on I. C. Ry towards Havelock.....	20	64,000		
122	Pokemouche Siding on C. Ry. to Tracadie Village.....	12	38,400		
123	Summerside to Richmond Bay.....	3	9,600		
124	St. Eustache to C. P. Ry.....	12	38,400		
125	St. John to Barnsville.....	10	32,000		
126	St. Eustache to St. Placide.....	18	57,600		
127	St. Placide to St. Andrews.....	8	25,600		
128	Ste. Flavie or Little Métis to Matane.....	50	160,000		
129	St. Césaire to St. Paul d'Abbotsford.....	5	16,000		
130	St. Rémi to St. Cyprien.....	12	38,400		
131	St. Stephen to Milltown.....	3 ⁵⁰ / ₁₀₀	11,200		
132	Newport or Windsor to Truro, &c., &c.....	Bridge & 90	300,000		
	Total.....	7,264 ¹¹ / ₁₀₀	49,607,801	39,736,132 24	39,953,998 24

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed period of years.

No.	Name of Railway.	Miles Subsidized.	Amount of Instalment.	Amount paid up to 30th June, 1894.
				\$
1	International (Atlantic and North-west) Railway Co.....	252	\$93,300 per $\frac{1}{2}$ year for 20 years.	1,026,300
2	Chignecto Marine Transport Ry. Co.....	17	85,301 do 20 do	Nil.
3	Kingston, Smith's Falls and Ottawa Railway Co.....	56	3,136 do 21 do	Nil.
	Total.....	325		1,026,300

Department of Railways and Canals.

STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loan authorized.	Amount loaned.	
		\$	\$ cts.	
1	Albert Railway Co.....	15,000	14,725 56	
2	Fredericton and St. Mary's Bridge Co.	300,000	300,000 00	
3	St. John Bridge and Railway Extens. Co..	500,000	433,900 00	
		815,000	748,625 56	

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Subsidy on value of Rails.	Subsidy in used Rails paid.	
			\$ cts.	\$ cts.	
1	Central Railway Co. of New Brunswick...	4,052	83,612 54	83,612 54	
2	Elgin, Petitcodiac and Havelock Ry. Co.	2,201	44,252 82	44,252 82	
3	Chatham Branch Railway Company.....	958	24,439 84	24,439 84	
	Total.....	7,211	152,305 20	152,305 20	

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			\$ cts.	
1	Kent Northern Railway Company.....	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 lbs per lin. yard and after an O.C. had been passed authorizing transfer.)
2	Halifax Cotton Company.....	233	4,335 00	
3	Steel Company of Canada.....	597	11,964 66	
4	Albert Railway Company.....	726	14,665 45	
	Total.....	4,105	89,299 38	

STATEMENT showing Railways subsidized by Grants of Land.

No.	Act.	Name of Railway.	Estimated number of miles.	Acres granted per mile.	Total Acres granted.
1	{ 52 Vic., c. 4. } { 53 Vic., c. 3. }	Alberta Railway and Coal Co.	50	6,400	320,000
2	50-51 Vic., c. 23.	Alberta and Athabasca Railway Co.	300	6,400	1,920,000
3	56-57 Vic., c. 6.	Brandon and South-western Railway Co.	17	6,400	108,800
4	53 Vic., c. 4.	Calgary and Edmonton Railway Co.	340	6,400	2,176,000
5	{ 54-55 Vic., c. 5. } { 56-57 Vic., c. 6. }	Canadian Pacific Railway Co.	277	6,400	1,772,800
6	49 Vic. c. 11.	North-west Central Railway Co.	450	6,400	2,880,000
7	{ 52 Vic., c. 4. } { 53 Vic., c. 4. }	Lake Manitoba Railway and Canal Co.	142	6,400	908,800
8	53 Vic., c. 4.	Lac Seul Railway Co.	18	6,400	115,200
9	{ 48-49 Vic., c. 60 } { 49 Vic., c. 11. }	Manitoba North-western Railway Co.	476	* { 6,400 } { 3,200 }	2,726,400
10	{ 48-49 Vic., c. 60 } { 54-55 Vic., c. 10 }	Manitoba South-western Colonization Railway Co.	218½	6,400	1,396,800*
11	53 Vic., c. 4.	Manitoba South-eastern Railway Co.	110	6,400	704,000
12	50-51 Vic., c. 23.	Medicine Hat Railway and Coal Co.	8	6,400	51,200
13	52 Vic., c. 4.	North-western Railway Co. of Canada.	330	10,000	3,300,000
14	{ 48-49 Vic., c. 60 } { 50-51 Vic., c. 23 } { 52 Vic., c. 4. }	North-western Coal and Navigation Co.	110	6,400	708,400
15	{ 48-49 Vic., c. 60 } { 50-51 Vic., c. 23 }	Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co.	347	6,400	2,220,800
16	{ 50-51 Vic., c. 23 } { 52 Vic., c. 4. }	Red Deer Valley Railway and Coal Co.	55	6,400	352,000
17	56-57 Vic., c. 6.	Rocky Mountain Railway and Coal Co.	60	6,400	384,000
18	56-57 Vic., c. 6.	Saskatchewan and Western Railway Co.	15	6,400	96,000
19	{ 47 Vic., c. 25 } { 47 Vic., c. 70 } { 43 Vic., c. 59 }	Winnipeg and Hudson Bay Railway Co.	900	+ { 6,400 } { 12,800 }	8,580,000
20	49 Vic., c. 11.	Wood Mountain and Qu'Appelle Railway Co.	240	6,400	1,536,000
		Total.	4,463½		32,257,200

* 376 miles at 6,400 acres per mile and 100 miles at 3,200 acres per mile.
 + 475 miles at 6,400 acres per mile and 425 miles at 12,800 acres per mile.

Department of Railways and Canals.

APPENDIX No. 9.

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely :—

By the Acts of 45 Vic., cap. 14, 1882 (*Assented to 17th May, 1882*) :—

- | | | |
|----|---|-----------|
| 1. | For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole | \$660,000 |
| 2. | For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 384,000 |
| 3. | For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 240,000 |
| 4. | For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 224,000 |

“The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine.”

By the special Act 45 Vic., cap. 55, 1882 (*Assented to 17th May, 1882*) :—

- | | | |
|----|--|-----------|
| 5. | A subsidy authorized in favour of “The Chignecto Marine Transport Railway Company,” provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years | \$150,000 |
|----|--|-----------|

By the Act 46 Vic., cap. 25, 1883 (*Assented to 25th May, 1883*) :—

- | | | |
|----|--|---------|
| 6. | To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapediac, on the Intercolonial Railway, to Paspebiac, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 320,000 |
|----|--|---------|

7.	To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$115,200
8.	To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	160,000
9.	To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
10.	To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
11.	To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	102,400
12.	To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	160,000
13.	To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
14.	To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
	In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.	
15.	For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
16.	For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole.....	660,000
	In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.	

“The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively ; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively ; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make ; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister ; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers

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or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 (*Assented to 25th May, 1883*):—

- 17.** An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of\$ 500,000

By the Act 47 Vic., cap. 8, 1884 (*Assented to 19th April, 1884*):—

- 18.** To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole 954,000
- 19.** And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole 1,440,000
- 20.** For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
- 21.** For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
- 22.** To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 211,200
- 23.** For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole 960,000
- 24.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 160,000
- 25.** To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 272,000
- 26.** To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 160,000
- 27.** To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 70,400

28.	To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$160,000
29.	To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883).....	128,000
30.	To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
31.	To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	262,400
32.	To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
33.	To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
34.	For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole.....	200,000
35.	For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
36.	For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
37.	For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
38.	For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	217,600
39.	For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
40.	For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
41.	To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
42.	For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspébiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole.....	300,000
43.	For a branch of the Intercolonial Railway, from Derby Station to Indian-town, fourteen miles, a sum not exceeding in the whole.....	140,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are

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granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

“ Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By the special Act 47 Vic., cap. 6, 1884 (*Assented to 19th April, 1884*):

44. Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the “ Esquimalt and Nanaimo Railway Company ” in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money \$750,000

By the Act 48-49 Vic., cap. 59, 1885 (*Assented to 20th July, 1885*):

- 45.** To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 166,400
- 46.** To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 118,400
- 47.** To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole 72,000
- 48.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 128,000
- 49.** To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole 96,000
- 50.** To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 19,200

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole	\$30,000
52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	92,000
53. To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000
54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole	10,500
55. For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,600
56. For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	44,800
57. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of	70,000
58. To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of	320,000
59. For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of	217,600
60. To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000
61. For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	140,800

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

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“ Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine.”

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

- 62.** For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
- 63.** For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
- 64.** The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

“If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

65.	For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 96,000
66.	For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	256,000
67.	To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000
68.	To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000
69.	To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	118,400
70.	To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	179,200
71.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	128,000
72.	For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	57,600
73.	For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	108,800
74.	For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000
75.	For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	16,000

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76.	For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400
77.	For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
78.	To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole.....	361,270
79.	For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argen-teuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
80.	To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
81.	For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor ex-ceeding in the whole.....	156,800
82.	To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the sub-sidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile).....	186,295
83.	To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the pro-vince of Quebec, a subsidy not exceeding \$3,200 per mile, nor ex-ceeding in the whole.....	38,400
84.	For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a sub-sidy of.....	6,000
85.	To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
86.	For a railway from St. Eustache to St. Placide, county of Two Moun-tains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
87.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of commu-nication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceed-ing \$3,200 per mile, nor exceeding in the whole.....	80,000
88.	For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
89.	For a railway from Perth Centre station, on the New Brunswick Rail-way, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
90.	For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceed-ing \$3,200 per mile, nor exceeding in the whole.....	70,400

- 91.** For a railway from a point on the Intercolonial Railway near Newcastle or via Douglstown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$19,200
- 92.** For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 70,400
- 93.** To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole. 11,900
- 94.** To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of. 70,000
- 95.** To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of. 15,000

“The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 (*Assented to 23rd June, 1887*).

- 96.** To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$ 38,400
- 97.** To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 96,000
- 98.** To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 16,000

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99.	To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
100.	To the Jogans Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,000
101.	To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400
102.	To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
103.	To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
104.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
105.	To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
106.	To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
107.	To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	12,800
108.	To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
109.	To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
110.	To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of.....	20,000
111.	For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
112.	To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
113.	To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000

114.	To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$96,000
115.	To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
116.	To the Carquet Railway Company, for seven miles of their railway from Lower Carquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole..	32,000
117.	To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of.....	217,600
118.	To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
119.	To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les "Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of.....	12,400
120.	To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
121.	To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	17,600
122.	To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	33,600
123.	To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	6,400
124.	To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	44,800

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125.	To the Montreal and Champlain Junction Railway Company, a subsidy of	\$ 64,000
126.	To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . .	28,800
127.	To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. .	96,000
128.	To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	41,600
129.	To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	108,800
130.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of.	89,600
131.	For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. .	64,000
132.	For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed.	180,000
133.	To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding.	118,400

“For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the

St Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

“The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained.”

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

- | | | |
|-------------|---|--------------|
| 134. | To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | \$ 70,400 00 |
| 135. | To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 147,200 00 |
| 136. | To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 9,600 00 |
| 137. | To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of | 32,000 00 |
| 138. | To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole | 41,100 00 |
| 139. | To the Port Arthur, Duluth and Western Railway Company, for 84½ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 271,200 00 |
| 140. | To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 96,000 00 |

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141.	To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	\$100,000 00
142.	To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of	288,000 00
143.	To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for.....	83,612 54
144.	To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for	44,252 82
145.	To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	58,334 27
146.	To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	4,335 00
147.	To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	11,964 66
148.	To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	14,665 45

- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for. \$24,439 84

“ All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.”

By the Act 52 Vic., chap. 3, 1889. (*Assented to 2nd May, 1889*) :—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Dé-ert, a distance of sixty-two miles, a subsidy not exceeding in the whole. 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 128,000 00
- 157.** To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole. 31,771 43
- 158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole. 244,500 00

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159.	To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	\$145,000 00
160.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole..	35,000 00
161.	For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
162.	To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00
163.	To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
164.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
165.	To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
166.	To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
167.	For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
168.	To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
169.	To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
170.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00

171. To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
172. To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
173. For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
174. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
175. To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400 00
176. To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
177. To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
178. To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
179. To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
180. To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
181. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
182. To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400 00

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- 183.** For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
- 184.** To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

“ So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Cnaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

“ The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“ And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight.”

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

- 185.** In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 (*Assented to 16th May, 1890*):—

186.	To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	\$ 96,000
187.	To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	35,200
188.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole...	600
189.	For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
190.	To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	44,800
191.	To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	166,400
192.	To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
193.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....	83,000
194.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
195.	To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
196.	To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000

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197. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 51,200
198. To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
199. To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
200. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
201. To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
202. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
203. To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204. For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205. To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400
206. To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

“ Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3

“Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid.”

207.	For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
208.	To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.....	50,000
209.	To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole.....	3,840
210.	For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
211.	To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	24,000
212.	To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
213.	To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed.....	37,500
214.	To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
215.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
216.	To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
217.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
218.	To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
219.	To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,	

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	near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....	\$288,000
220.	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlebourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.....	68,400
221.	For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
222.	To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.....	112,000
223.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mine, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
224.	For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
225.	To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
226.	To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
227.	For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	35,200
228.	To the Orford Mountain Railway Company, for thirty-one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200
229.	For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,

including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for he term of twenty years.

“The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines.”

By the special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*):—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*):—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

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	remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole.....	\$ 28,100 00
232.	To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	5,250 00
233.	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
234.	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
235.	To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
236.	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
237.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	46,040 00
238.	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole....	89,600 00
239.	To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of.....	179,200 00

“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles ; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited ; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

“ Provided that the subsidy hereby granted to the Brockville, Westport and Sult Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council ; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows : on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

“ Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

“The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*):—

241.	To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$224,000 00
242.	To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole.	264,000 00
243.	To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	80,000 00
244.	To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600 00
245.	To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	67,200 00
246.	To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000 00
247.	To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of.	15,100 00
248.	To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole.	35,480 00
249.	To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	60,800 00

250.	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400 00
251.	To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole.....	80,000 00
252.	To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake	80,000 00
253.	To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000 00
254.	To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
255.	To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	21,600 00
256.	To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	9,600 00
257.	For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	64,000 00
258.	To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800 00
259.	To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbelton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000 00
260.	For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	102,400 00
261.	For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	25,600 00
262.	For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00

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- 263.** To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 264.** To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of..... 179,200 00

“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

- 265.** To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed \$108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of \$108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.

266.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . .	\$64,000 00
267.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole.	96,800 00
268.	To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	40,000 00
269.	To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.	44,000 00
	Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway.	
270.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$96,000 00
271.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	51,200 00
272.	For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	240,000 00
273.	To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole.	64,000 00
274.	To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	48,000 00

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275.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000 00
276.	To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
277.	To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400 00
278.	To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	112,000 00
279.	To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole.....	21,600 00
280.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
281.	To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200 00
282.	To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kipewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole.....	63,000 00
283.	To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200 00
284.	To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600 00
285.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
286.	To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on	

	the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 80,000 00
287.	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	160,000 00
288.	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	172,400 00
289.	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	38,400 00
290.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	57,600 00
291.	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole	114,125 00
292.	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole	14,720 00
293.	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	25,024 00

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated

Department of Railways and Canals.

Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

“The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.”

294. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

295. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

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|---|--------------|
| 296. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| 297. To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 00 |
| 298. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 00 |
| 299. To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between | |

	Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 64,000 00
300.	To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole	81,040 00
301.	To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole	145,000 00
302.	To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole	3,500 00
303.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	11,200 00
304.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole	30,400 00
305.	To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole	89,248 00
306.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000 00
307.	To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole	4,500 00
308.	To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole	25,600 00
309.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific	

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	Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 48,000 00
310.	To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	67,200 00
311.	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000 00
312.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.	97,600 00
313.	To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.	20,000 00
314.	To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	22,400 00

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed.

in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

“(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

“(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the “Town” or “Northern” section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the “Lake” section of the said railway.”

By the Act 57-58 Vic., cap. 4, 1894. (*Assented to, 23rd July, 1894*):—

315.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	\$ 48,000
316.	To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding	86,800
317.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	51,200
318.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole	4,790
319.	To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	108,800
320.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile ; the whole not exceeding	118,400
321.	Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of	288,000

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322.	To the Philipsburg Junction Railway and Quarry Company, for $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 2,912
323.	To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	23,600
324.	To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding.....	274,940
325.	For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,600
326.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
327.	For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
328.	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
329.	To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole.....	41,100

330.	To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of $7\frac{1}{2}$ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 24,000
331.	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	73,172
332.	To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole	4,046
333.	For a railway from a point on the Intercolonial Railway near Newcastle via Douglstown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	19,200
334.	For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	16,000
335.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding \$3,200 per mile nor exceeding in the whole	83,200
336.	For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding	300,000
337.	To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding \$3,200 per mile; the whole not exceeding	217,000
338.	To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	48,000
339.	To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000

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340.	For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 160,000
341.	To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	80,000
342.	To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	64,000
343.	To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000
344.	To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	102,400
345.	To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	38,400
346.	To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
347.	To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding \$3,200 per mile ; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding \$3,200 per mile ; the whole not exceeding.	44,800
348.	To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	73,600
349.	To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	64,000
350.	To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding \$3,200 per mile ; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding \$3,200 per mile ; the whole not exceeding.	32,000
351.	For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	19,200
352.	To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	64,000

353.	To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000
354.	To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
355.	Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole.....	50,000
356.	To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding \$3,200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; the whole not exceeding	113,600
357.	For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
358.	To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	320,000
359.	For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
360.	For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200
361.	To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
362.	To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	121,600
363.	To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
364.	To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	16,000 00
365.	To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	112,000 00
366.	To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00

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367.	For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 64,000 00
368.	For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000 00
369.	For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600 00
370.	To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding.	3,200 00
371.	To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	96,000 00
372.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	102,400 00
373.	To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	38,400 00
374.	For a railway from a point on the Caraqueet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage subsidiz^ed by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

LAND SUBSIDIES.

By 47 Vic., chap. 25, clause 7, 1884 (*Assented to 19th April, 1884*):—

1. The Governor in Council is hereby authorized in aid of the construction of a railway from some point on the Canadian Pacific Railway to Hudson's Bay, to make a free grant of not more than six thousand four hundred acres for each mile of railway within Manitoba, and not more than twelve thousand eight hundred acres for each mile in the North-west Territories.

By 48-49 Vic., chap. 60, 1885 (*Assented to 20th July, 1885*):—

2. To the North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred acres for each mile of the company's railway, from Medicine Hat to the coal banks on the Belly River, about one hundred and ten miles.
3. To the Manitoba and South-western Colonization Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from its commencement at Winnipeg to its terminus at Whitewater Lake, about one hundred and fifty miles.
4. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Portage la Prairie to the crossing of the South Branch of the River Saskatchewan, twenty miles from Prince Albert, about four hundred and thirty miles.
5. To the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement near Regina to the navigable waters of Long Lake.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 49 Vic., cap. 11, 1886 (*Assented to 2nd June, 1886*):—

6. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres per mile for each mile of the company's branch railway running from a point on the main line of that railway, at or near Todburn, in a north-westerly direction through the county of Russell to the Assiniboine River, near the town of Shellmouth, about twenty-six miles.
7. To the North-west Central Railway Company, or to such other company as may undertake the construction of the railway, or a railway from a point on the Manitoba and North-western Railway via Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon station on the Canadian Pacific Railway, or from such point on the Manitoba and North-western Railway as aforesaid, to Battleford, in the provisional district of Saskatchewan, about four hundred and fifty miles.

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- 8.** To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle, to join the Manitoba and North-western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By section 5 of this Act authority was given for the incorporation by the Governor in Council of a company to construct the line from Brandon, or other point indicated, to Battleford, subsidized by this Act.

By 50-51 Vic., cap. 22, 1887 (*Assented to 23rd June, 1887*):—

- 9.** The subsidy to the North-western Coal and Navigation Company, granted by 49 Vic., chap. 60, was increased from 3,800 acres per mile to 3,840 acres per mile.

By 50-51 Vic., cap. 23, 1887 (*Assented to 23rd June, 1887*):—

- 10.** To the Alberta and Athabasca Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from some point on the Bow River or Canadian Pacific Railway, at or between Calgary and Crowfoot Creek, to a point near the town plot of Edmonton, about three hundred miles.
- 11.** To the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point near the northern terminus of the completed portion of that railway, at or near Long Laketon, on the navigable waters of Long Lake, to a point at or near where the fifty-second parallel of latitude crosses the South Saskatchewan River, thence to a point at or near the elbow of the North Saskatchewan River, with branches to Prince Albert and Battleford, about three hundred and twenty-five miles.
- 12.** To the Medicine Hat Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal field in or near townships twelve and thirteen, range six, west of the fourth principal meridian, a distance of about eight miles, to be selected out of such lands as are at the disposal of the Government in the proximity of the line of the company's railway.

"The said grants, and each of them may be, so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 52 Vic., chap. 4, 1889 (*Assented to 2nd May, 1889*):—

- 13.** To the North-western Coal and Navigation Company (Limited), in addition to the grant provided for by section one of the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign and chaptered sixty, Dominion lands to an extent not exceeding two thousand six hundred

acres for each mile of the company's railway from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width; and also to the said North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Lethbridge to the international boundary, a distance of about fifty miles.

14. To the Red Deer Valley Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Cheadle Station, on the Canadian Pacific Railway, to its terminus at a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.
15. To the North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about two hundred and ten miles; and also to the said North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary southerly to Lethbridge, a distance of about one hundred and twenty miles.
16. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand acres for each mile of the company's railway from Portage la Prairie to the southern boundary of Lake Manitoba, a distance of about seventeen miles.

“The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.

“The Governor in Council may make the grant of land provided for by section three of the Act forty-ninth Victoria, chapter eleven, being for the line of the Wood Mountain and Qu'Appelle Railway, of about two hundred and forty miles in length, applicable to the line of railway of the said company, as authorized by the Act respecting the Wood Mountain and Qu'Appelle Railway Company, passed during the present session of Parliament, upon the like terms and subject to the like conditions as those upon which the grant hereinbefore mentioned was authorized to be made to the said company by the Act in this section first cited.”

By the Act 53 Vic., cap. 4, 1890 (*Assented to 16th May, 1890*):—

17. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line to be constructed from Glenboro' westerly a distance of about sixty miles to a point on the proposed branch railway of the said company running from Brandon south-westerly.
18. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line of railway from a point at or near Brandon, on the main line of the Canadian Pacific Railway, south-westerly to or near township three, range twenty-seven, west of the first principal meridian, and thence westerly, a total distance of one hundred miles; and also a similar grant, at the same rate per mile, for the said company's proposed branch railway from a point on the line just described at or near township three, range twenty-seven, west of the first principal meridian, easterly to Deloraine, a distance of about twenty-five miles, making the total length of railway to which this grant is applicable one hundred and twenty-five miles.

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19. To the Brandon and South-western Railway Company, Dominion lands to an extent not less than six thousand four hundred acres per mile for the line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to Deloraine, a distance of about seventeen miles.
20. To the Lac Seul Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Shelly Station, on the main line of the Canadian Pacific Railway, to a point at or near White Mud Lake, on the Winnipeg River, a distance of about eighteen miles.
21. To the Calgary and Edmonton Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Calgary to a point at or near Edmonton on the North Saskatchewan River, a distance of about one hundred and ninety miles; and also a grant of six thousand four hundred acres for each mile of the company's railway from Calgary to a point on the international boundary between Canada and the United States, a distance of about one hundred and fifty miles.
22. To the North-western Coal and Navigation Company (Limited) Dominion lands to an extent not exceeding three thousand eight hundred and forty acres for each mile of the company's railway from Lethbridge to the Crow's Nest Pass, a distance of about one hundred miles.
23. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Portage la Prairie to Lake Winnipegosis, at or near Meadow Portage, a distance of about one hundred and twenty-five miles.
24. To the Manitoba and South-eastern Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Winnipeg southerly or south-easterly to a point on the west side of the Lake of the Woods, a distance of about one hundred and ten miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor.

The lands by this Act authorized to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any encumbrance on the lands or property of the said company created before the passing of this Act.

By the special Act 53 Vic., cap. 3, 1890 (*Assented to 26th March, 1890*):—

25. The Act 52 Victoria, chapter 4, authorizing, in error, the grant of land to the North-western Coal and Navigation Company, for fifty miles from Lethbridge to the international boundary, was amended—the said grant being made to the Alberta Railway and Coal Company.

By 54-55 Vic., cap. 9, 1891 (*Assented to 30th September, 1891*):—

26. In lieu of the subsidy in land authorized by the Act 52 Victoria, chapter 4, to be granted to the Red Deer Valley Railway and Coal Company, and subject to the conditions in the said Act mentioned, the Governor in Council may grant Dominion lands to the said company to an extent not exceeding six thousand four hundred acres for each mile of the said company's railway, from the town of Calgary, in the district of Alberta, in the North-west Territories, to a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

By 54-55 Vic., cap. 10, 1891 (*Assented to 30th September, 1891*):—

- 27.** To the Manitoba South-western Colonization Railway Company, in addition to the subsidy for one hundred and fifty miles of railway authorized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter sixty, Dominion lands to the extent of six thousand four hundred acres per mile for the balance of the two hundred and twelve miles of railway which have been constructed and are in operation, that is to say, for a distance of sixty-two miles.
- 28.** Also, to the Manitoba South-western Colonization Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's branch line of railway from Carmen to Barnsley, a distance of about six and one-quarter miles.
- 29.** To the Canadian Pacific Railway Company, in addition to the subsidy authorized by the Act 53 Victoria, chapter 4, for the company's branch line running in a south-westerly and westerly direction from a point at or near Brandon for a distance of one hundred miles, Dominion lands to the extent of six thousand four hundred acres for each mile of the extension westward of the said branch line, from the western limit of the said one hundred miles to a point at or near La Roche Percée, situated in township one, range six, west of the second meridian, a distance of about sixty miles.

"The said grants and each of them shall be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor."

By the Act 57-58 Vic., cap. 6, 1894 (*Assented to 23rd July, 1894*):—

- 30.** To the Rocky Mountain Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Olds Station on the line of the Calgary and Edmonton Railway in a westerly direction to the Red Deer River and thence along the said river in a westerly direction to the coal fields, a distance of about sixty miles.
- 31.** To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Souris on the Souris Branch of the Canadian Pacific Railway, in a westerly direction to the Pipestone Valley, a distance of about thirty-two miles.
- 32.** To the Brandon and South-western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to a point at or near Deloraine, a distance of about seventeen miles.
- 33.** To the Saskatchewan and Western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from Minnedosa to Rapid City, a distance of about fifteen miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively in the proportion and upon the conditions fixed by the Orders in Council made with respect thereto; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of the survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor.

The lands authorized by this Act to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any encumbrance on the lands or property of the said company created before the passing of this Act.

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APPENDIX No. 10.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1894.

1. SUBSIDIZED RAILWAYS.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11599	Lake Témiscamingue Colonization Railway Co.	31st Aug., 1893.	From Mattawa to Long Sault Rapids.
11628	Buctouche and Moncton Railway Co.	3rd Jan., 1894.	From Moncton to Buctouche.
11648	Dominion Coal Co.	26th do	From Bridgeport to Louisbourg, N.S.
11651	Canadian Pacific Railway Co.	24th Oct., 1893.	From Revelstoke to Arrow Lake, B.C.
11678	Great Eastern Railway Co.	Not signed	From St. Grégoire Station of Grand Trunk Railway, towards Chaudière Junction Station, I.C.R.
11687	Nova Scotia Southern Railway Co. (Limited)	12th Jan., 1894.	From Sand Point, on Shelburne Harbour, via Indian gardens, towards New Germany, on N.S. Central Railway.
11658	Kingston, Napanee and Western Railway Co.	11th Dec., 1893.	From Company's Railway to Lake Sydenham, Ont.
11659	Boston and Nova Scotia Coal Co. (Limited)	13th Feb., 1894.	From Orangedale to Broadcove, N.S.
11720	Grand Trunk Railway Co. of Canada	26th do 1894.	From Parkhead Station to Owen Sound, Ont.
11738	Lotbinière and Mégantic Railway Co.	27th do 1894.	From parish of St. Jean Deschaillons, towards Glen Lloyd to Lister Station, Grand Trunk Railway.
11748	Great Northern Railway Co.	16th June, 1894.	From a point south of Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois.
11752	Lake Témiscamingue Colonization Railway Co.	1st do 1894.	A wooden truss bridge, near Mattawa, on Ottawa River.
11774	Cobourg, Northumberland and Pacific Railway Co.	16th do 1894.	From Cobourg to Ontario and Quebec Railway.
11777	Great Northern Railway Co.	16th do 1894.	From New Glasgow to a point south of Montcalm.
11816	Nakusp and Slocan Railway Co.	23rd Oct., 1894.	From Nakusp to Forks of Carpenter Creek, B.C.
11821	Lake Témiscamingue Colonization Railway Co.	12th Sept., 1894.	From Mattawa to Lake Kippewa. (This cancels No. 11599 above.)
11839	Ottawa, Arnprior and Parry Sound Railway Co.	20th do 1894.	From Barry's Bay towards Northern Pacific Junction Railway. (This cancels No. 11342.)
11845	Oshawa Railway Co.	Not signed.	From Port Oshawa to Mill St. (Lake section), and to Town Hall, Oshawa, and to Grand Trunk Railway Station (Town or Northern section.)
11855	Cape Breton Railway Extension Co. (Limited)	21st Sept., 1894.	From Port Hawkesbury to St. Peter's village.
11871	United Counties Railway Co.	23rd Oct., 1894	From St. Hyacinthe to Sorel.
11886	Boston and Nova Scotia Coal Co. (Limited)	16th Nov., 1894.	From Orangedale to Broad Cove, N.S.
11893	Canada Eastern Railway Co.	10th Nov., 1894.	From Chatham to Black Brook, and Nelson branch.

2. INTERCOLONIAL RAILWAY.

11598	James Brown	1st Aug., 1893.	Addition to Metapedia Station.
11600	Bushnell Co. (Limited)	4th do 1893.	Supply passenger coach and cylinder oil.
11601	J. R. Hutchins	4th do 1893.	do engine and dynamo oil.
11607	J. Harris and Co. (Limited)	20th do 1893.	Transfer to Rhodes, Curry & Co., of contracts for 50 box, and two 2nd class cars.
11608	Imperial Oil Co.	4th do 1893.	Supply freight car axle oil.
11609	A. J. Grant & Co.	4th do 1893	do engine oil.
11610	Eastern Oil Co.	4th do 1893.	do passenger coach oil.
11638	Jas. Watson & Co., by J. R. Hutchins, agent	5th Dec., 1893.	do steel rails, Windsor Branch.
11640	do do	9th Nov., 1893.	do do Intercolonial Railway.
11663	Félix Genois	31st Oct., 1893.	Transshipping goods, Chaudière Junction.

APPENDIX No. 10.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1894—*Continued.*2. INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11665	Canada Iron Furnace Co. (Limited).....	18th Oct., 1893.	Cast iron car wheels.
11691	Jas. Brown.....	8th Dec., 1893.	Coal shed and trestle, Newcastle, N.B.
11692	Ross Bros.....	12th do 1893.	Signal frames and switch gates.
11693	Munro Bros.....	12th do 1893.	Farm crossing gates.
11734	Rhodes, Curry & Co.....	31st Jan., 1894.	Box freight cars.
11740	Crossen Car Manufacturing Co. (Limited) of Cobourg..	11th do 1894.	do
11744	Rathbun Car Co.....	31st do 1894.	do
11749	R. L. Wry.....	13th Mar., 1894.	Casing Sackville Bridge pier with wood.
11759	Central Bridge and Engineering Co. (Limited).....	3rd April, 1894.	Through plate girder bridges.
11763	Crossen Car Manufacturing Co. (Limited).....	16th do 1894.	Platform cars.
11764	do do.....	16th do 1894.	Baggage cars.
11770	Rhodes, Curry & Co. (Ltd)...	30th do 1894.	Platform cars.
11776	Crossen Car Manufacturing Co. (Limited).....	30th do 1894.	1st class passenger cars.
11778	Rathbun Co.....	30th do 1894.	Platform cars.
11786	Pat. Dwyer.....	10th May, 1894.	Loading sugar at Richmond and Halifax.
11792	Dominion Bridge Co. (Ltd)...	17th do 1894.	Steel skew bridge, Black River, east of Tracadie Station.
11794	Canadian Locomotive and Engine Co. (Limited).....	28th Mar., 1894.	Passenger locomotive engines.
11795	Rhodes, Curry & Co. (Ltd)...	30th April, 1894.	1st class passenger cars.
11796	A. McKinnon.....	22nd May 1894.	Crib-work guides at Mulgrave and Point Tupper.
11806	Central Bridge and Engineering Co. (Limited).....	12th June, 1894.	Steel deck plate girder bridge.
11825	Cumberland Railway and Coal Co.....	30th do 1894.	Supply coal.
11826	Intercolonial Coal Mining Co. (Limited).....	30th do 1894.	do
11827	Canada Coal and Railway Co.	30th do 1894.	do
11839	Acadia Coal Co. (Limited)...	30th do 1894.	do
11828	Montreal Car Wheel Co.....	31st July, 1894.	Cast iron car wheels.
11856	Eastern Oil Co.....	28th July, 1894.	Passenger coach oil and petroleum.
11857	Imperial Oil Co.....	28th do 1894.	do do engine oil, &c.
11858	Wm. Strachan & Co.....	28th do 1894.	Cylinder oil.
11894	C. J. de Sola, agent of Cockerill works, Belgium..	3rd Nov., 1894.	Steel rails for I.C. Ry., Windsor Branch and P.E.I. Ry.
11844	Thos. Robley.....	20th Aug., 1894.	Snow fence, Cape Breton Railway.

3. PRINCE EDWARD ISLAND RAILWAY.

11639	Jas. Watson & Co., J. R. Hutchins, agent.....	5th Dec., 1893.	Steel rails.
11641	Dominion Bridge Co. (Ltd)...	6th Sept., 1893.	Truss bridge, Hillsboro River, Mt. Steward station.
11791	Intercolonial Coal Mining Co. (Limited).....	21st May, 1894.	Supply coal.
11894	C. J. de Sola, agent.....	3rd Nov., 1894.	Steel rails (see I.C. Ry.).

4. BEAUHARNOIS CANAL.

11630	A. Chagnon & Co.....	2nd Oct., 1893.	Drain, along north side of Valleyfield.
11824	do.....	13th Aug., 1894.	do taken out of their hands.
11842	J. W. Grier.....	30th Aug., 1894.	do to complete it.

Department of Railways and Canals.

APPENDIX No. 10.—Statement of Contracts entered into during the Fiscal Year ended
30th June, 1894.—*Continued.*

5. CORNWALL CANAL.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11556	Wm. Davis & Sons.....	19th June, 1893.	Dams at Sheik's Island, section 4.
11790	Gilbert Blasting & Dredging Co. (Limited).....	19th April, 1894.	Receipt in full, <i>re</i> sections 5, 6, 7, 8.
11813	Wm. Garson.....	20th July, 1894.	Sewer, west part, town of Cornwall.

6. CHAMBLY CANAL.

11378	Chambly Manufacturing Co.	31st Jan., 1893.	To make up to Government for loss of power, or drainage by their dams in Richelieu River.
11625	Gervais & Frères..	7th Oct., 1893.	Supply gravel for canal banks.

7. LACHINE CANAL.

11645	Peter Jackson ..	7th Nov., 1893.	Drain, at Côte St. Paul, south of canal.
11853	McNamee & Mann.....	22nd Sept., 1894.	Deepen canal prism between locks 3 and 5.
11868	Weddell Dredging Co.	1st Oct., 1894.	New channel in Lake St. Louis.
11872	D. Dugas ..	19th Oct., 1894.	Cover shed with Canada plate, Mills St. yard.
11891	John B. de Lorimier	25th do 1894.	Masonry, brickwork and sewer do

8. RIDEAU CANAL.

11702	J. A. Askwith	11th Jan., 1894.	Sheet piling, Deep Cut, Ottawa.
11705	H. Harris	16th do 1894.	Supply oak timber for 1894-95.
11823	W. H. & E. Fleming	7th Aug., 1894.	Bond, damages by "Rideau Belle," Tay Canal locks.
11888	Wm. Kilt	23rd Oct., 1894.	Grading, &c., Deep Cut, west bank, Ottawa.

9. SAULT STE. MARIE CANAL.

11613	Hugh Ryan & Co.....	19th Dec., 1893.	Supply and discharge pipes for turbine wheels.
11632	do	19th do 1893.	5 pairs of lock gates.
11634	Hamilton Bridge Co. (Ltd)..	10th Oct., 1893.	Steel bridge on line of C. P. Ry., over canal.
11714	Hugh Ryan & Co.....	8th Feb., 1894.	Valves, gratings, &c., in the lock.
11716	Wm. Kennedy & Sons.....	13th April, 1894.	Water wheels, penstocks, pipes, &c., for power-house.
11757	Hugh Ryan & Co.....	21st do 1894.	Bridge fender cribbing.
11758	do	4th May, 1894.	Sluice valve for culvert to pump well.
11760	Canadian General Electric Co. (Limited).....	9th do 1894.	Electric and power plant.
11787	Canadian Locomotive & Engine Co. (Limited)	17th July, 1894.	Machinery and gearing for lock gates, valves, &c.

10. SOULANGES CANAL.

11672	Geo. Goodwin	4th Nov., 1893.	Assigns to Thos. Feeney, contract 11165, <i>re</i> section 11.
11673	Thos. Feeney	25th Nov., 1893.	Complete section 11.
11780	F. Hyde & Co.....	23rd May, 1894.	Supply Portland cement.
11783	Dominion Bridge Co. (Ltd)..	16th Nov. 1894.	Bridges on line of Canada Atlantic Railway.
11851	C. J. de Sola, agent.....	21st Sept., 1894.	11,000 barrels Portland cement, "Josson" brand.
11861	T. Feeney to W. J. Poupore.	20th July, 1894.	Transfers contract, section 11.
11862	Poupore & Fraser	Not signed.	Covenant to complete section 11.

APPENDIX No. 10.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1894.—*Continued.*

11. TRENT VALLEY CANAL.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11656	Wm. Kennedy.....	8th Nov., 1893.	Pier and boom, at Bobcaygeon.

12. WELLAND CANAL.

11603	John Riley.....	9th Sept., 1893.	Rebuild east pier, Port Dalhousie.
11430	Robert Weddell.....	17th Jan., 1893.	Road bridge, lock 2.
11605	McCombs & Brown.....	20th Sept., 1893.	Deepen back ditch, sections 2 and 3, feeder to Petit Road.
11606	Peter Neff.....	20th do 1893.	do do section 1, Marshville westwards.
11611	J. T. McNamee.....	18th do 1893.	Remove land slide, north "Air Line" railway crossing.
11876	Jos. Buliung.....	26th Oct. 1894.	Clean out sections 1 and 2, ditch north of feeder, Marshville to Hutchinson road.
11878	Frs. Hicks.....	26th Oct. 1894.	Clean out sections 3, 4, 5, ditch north of feeder, Marshville to Hutchinson road.

OTTAWA, Dec. 31st, 1894.

H. A. FISSIAULT.

Department of Railways and Canals.

APPENDIX No. 11.

GENERAL STATE

Water Power and other Public Property leased by the Department

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
			<i>Chambly Canal.</i>	
Not signed.	Pleasure of the Government.	Canadian Pacific Railway Co.	Siding along canal at St. John's P. Q. for Atlantic and North-west Railway.	
			<i>Lachine Canal.</i>	
Not signed.	17 years, renewable every 10 years.	Frothingham and Workman.	Mill lot No. 1 (cad. lots 530, 529) St. Ann's Ward, Montreal, at basin No. 2.	
Not signed.	17 years.	Hugh McLennan.	Mill lot N.E. $\frac{1}{2}$ 2, (cad. lots 531, 528) St. Ann's Ward, Montreal, at basin No. 2.	
Dec. 6, '93	5 do	Montreal Coal Elevating Co.	Cad. lot 324, West of Wellington bridge, St. Ann's Ward, Montreal, at basin No. 2.	
Nov. 16 '93	Pleasure of the Government.	End, Metayer & Co.	Lots 1 and 2 W. of St. Gabriel, basin No. 4.	19,046 ft.
Jan. 24, '94	do	W. Clendinneng & Son.	Railway track and overhead gangway, at St. Henri.	
Feb. 8, '94	do	Consumers Gas Co. of Montreal (Ltd.)	4 in. pipe to factory, Côte St. Paul.	
do 17, '94	do	St. Henri Chemical Co. (Ltd.)	do do do	
June 1, '94	do	W. Clendinneng & Son.	6 in. pipe to foundry, St. Henri, cad. lot 3413-7.	
Not signed.	do	City of Montreal.	Lease of <i>Mill Street</i> to them and lot (Wood basin).	
Nov. 19, '94	do	R. C. Carter.	Space in shed No. 2, basin No. 2.	100 x 40.
Oct. 30, '94	do	Dobell, Beckett & Co.	Lots 7, 8, 9, 10, S.E. of Wellington Basin.	1.67 acres.
			<i>Beauharnois Canal.</i>	
Not signed.	10 years	Valleyfield Electric Co. (Ltd.)	Cad. lot 830, Grande Isle, Valleyfield.	2,700 ft.
Nov. 13, '93	17 years, renewable every 10 years.	Montreal Cotton Co.	Land south of lots 1, 2, 3, 4, Valleyfield.	25,000 ft.
Jan. 4, '94	21 years.	Valleyfield Lumber Co.	Land near upper entrance of canal, Ca-therinetown.	41,617 ft.
			<i>Williamsburgh Canals.</i>	
Aug. 25, '94	7 $\frac{1}{2}$ years, renewable every 10 years.	Edwardsburg Starch Co. (Ltd.)	Water lot near lock 26, Galops Canal.	
			<i>Welland Canal.</i>	
Not signed.	21 years.	Ridordon Paper Mills Co. (Ltd.)	Water lot 11 in 10th C. Grantham.	
do	17 do	do	Water lot at locks 16, 18, 19 and 20 Old Canal, Merritton.	
do		Corporation County of Lincoln.	2 in. (syphon) pipe on W. bank, between locks 4 and 6, Grantham.	
April 2, '94	Pleasure of the Government.	J. R. R. Secord et al.	2 in. pipe above lock 11 to their farms, Grantham.	
Feb. 17, '94	10 years	Ontario Peat Fuel Co., (Ltd.)	Part of lot 9 in 4th C. Wainfleet, on Feeder.	0.096 acre.

Department of Railways and Canals.

MENT SHOWING

of Railways and Canals, during the Fiscal Year ended 30th June, 1894.

For what purpose used.	Amount of Water Power Leased.	Date from which Lease is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
				Amount of each instalment.	When Due each Year.	When first instalment was Due.	
			\$ cts.	\$ cts.			
Siding..		March 1, '93	120 00	120 00	March 1	Mar. 1, '93	In advance.
Elevators.....	150 h. p..	July 1, '93	Ld. 392 00 W.1,200 00	}	Jan. 1, Jul. 1	July 1, '93	In advance.
do	do	do	1,592 00 264 00		do	do	do
do		May 1, '94	450 00	450 00	May 1	May 1, '94	do
Storing lumber		Jan. 1, '94	380 92	380 92	January 1 . . .	Jan. 1, '94	do
To connect foundry.		Dec. 1, '93	1 00	1 00	December 1 . .	Dec. 1, '93	do
Manufacture of gas.	4 in. pipe.	Feb. 1, '94	40 00	40 00	February 1 . .	Feb. 1, '94	do
Manufact. of glycerine.	do ..	do	40 00	40 00	do	do	do
Foundry	6 in. pipe.	May 1, '94	60 00	60 00	May 1	May 1, '94	do
Street and Park.		July 1, '94	100 00	100 00	July 1	July 1, '94	do
Storage.....		August 1, '94	100 00	100 00	August 1 . . .	Aug. 1, '94	do
Shipping deal.		Nov. 1, '94	830 00	830 00	November 1 . .	Nov. 1, '94	do
Electric light.	75 h. p. . .	July 1, '90	{ 15 00 land } 4 00 p. h. p. }	}	Jan. 1, Jul. 1	July 1, '93	Cancels No. 8961.
Building lot..		July 1, '93			50 00	50 00	do	do '93	do 6813.
Piling, &c., lumber.		Jan. 1, '94	60 00	60 00	January 1 . . .	Jan. 1, '94	In advance.
Grist or starch factory.	80 h. p. free (Jess' plot) 120 h. p. at \$2 per h. p.; gro'd rent \$20; 50 h. p. now used.	Jan. 1, '93	Max. rent, 260 00 Min. rent, 120 00	} 130 00 } 60 00 }	Jan. 1, Jul. 1	Jan. 1, '93	{ Full rental, 120 h. p. when used, \$240 Full rent., gro'd rent 20 \$260 Arrears p., \$2,033.50 Costs of suit, still due
Paper manu- factory.	60 h. p. . . .	July 1, '90	200 00		100 00	Jan. 1, Jul. 1		Jan. 1, '91	In advance.
Paper and pulp mills.	1,200 h. p..	do '93	1,240 00	620 00	do	July 1, '93	do
Water for poor house.	2 in. pipe.	Nov. 1, '93	1 00	1 00	November 1 . .	Nov. 1, '93	do
Watering stock.	do ..	April 1, '94	1 00	1 00	April 1	Apr. 1, '94	do
Storing, &c., peat fuel.		Jan. 1, '94	10 00	10 00	January 1 . . .	Jan. 1, '94	do

GENERAL STATEMENT showing : Water Power and other Public Property leased by the

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
<i>Welland Canal—Continued.</i>				
Not signed.	Pleasure of the Government.	Can. Coloured Cotton Mills Co. (Ltd.)	Part of road bet. 9th and 10th c. Grantham (with Lybster cotton mills lots).	3·25 chains.
April 18, '94	15 years	W. H. Andrews . . .	Port Robinson dry dock, on lot 203, Thorold	1·13 acre. . . .
May 1, '94	21 years only.	Niagara Falls Park and River Ry. Co.	Track on swing bridge, Portage Road, Chippewa.	.....
June 14, '94	21 years, renewable.	D. Williamson & J. Watt.	Lot on Welland St. South, at Port Colborne.	1·69 acres. . . .
Not signed..	Pleasure of the Government.	Port Dalhousie, St. Catharines and Thorold Street Railway Co.	Cross bridges, Ontario St., and Queenston and Grimsby Road, St. Catharines.	.....
<i>Rideau Canal.</i>				
do	21 years, renewable.	Mrs. Geo. Sterling, administratrix.	Lot at base of Major's Hill, Ottawa, at canal entrance.	0·45 acres. . . .
<i>Sault Ste. Marie Canal.</i>				
do	21 years, renewable.	Sault Ste. Marie Bridge Co.	2 lots on St. Mary's Island, and cross canal by a bridge.	{ 0·50 acre. } { 1·55 do }
<i>Intercolonial Railway, &c.</i>				
do	1 year	International Coal and Railway Co.	Lease to Company of 1½ mile of I. C. Ry. Branch at ¼ mile from Sydney Station.	.....
do	do	International Coal and Railway Co.	Lease to Company running powers to Sydney Station.	.....
do	Pleasure of the Government.	Pictou Steam Ferry Co. (Ltd.)	Water from I. C. Ry., through Co's. pipes, Pictou Landing, N.S.	.....
Dec. 13, '92	21 years.	Windsor and Annapolis Ry Co. (Ltd.)	Renewal, re use of Windsor Branch, Junction to Halifax.	.....
June 27, '93	5 do	Quebec Central Ry. Co.	Lease to Government of office room in Co's. Station, Quebec Ferry Wharf.	.....
Not signed..	16 years and 1 year after notice.	Can. Pacific Ry. Co.	Telegraph line on Cape Breton Ry. and Eastern Extension.	.....
Aug. 21, '93	5 years	Central Vermont Ry. Co.	Lease to Government of rooms on lot 148, St. James St., Montreal.	.....
Nov. 1, '93	Pleasure of the Government.	J. A. R. Weir	Land &c., at Windsor Junction, Halifax County.	17,750 ft. . . .
Dec. 31, '92	21 years	Fredericton and St. Mary's Railway Bridge Co.	Use of St. John River Bridge, and connection with Fredericton Ry., Westward, and Gibson Branch of C. P. R., Eastward.	.....
Sept. 16, '92	1 do	Sidney Gray.	License to sell newspapers &c., on P. E. Island Ry.	.....
Not signed..	Pleasure of the Government.	Moncton Gas Light and Water Co.	Maintain pipe on I. C. Ry. grounds, near Moncton.	1,450 ft. . . .
Oct. 16, '94	1 year.	F. W. Cunningham.	Sell newspapers &c. on I. C. Ry. trains. . . .	.....
<i>Other Railways.</i>				
Nov. 6, '92	To end of next session.	Chas. E. B. Young..	License under Ry. Act, 1888, 51 Vic., c. 29, sec. 279, to operate the Elgin, Petitediac and Havelock Ry.	26 miles. . . .
May 15, '93	do ..	do ..	Extension of license under Ry. Act, 1888, 51 Vic., c. 29, sec. 280, to operate the Elgin, Petitediac and Havelock Ry.	do
June 1, '93	To Dec. 1897..	Alberta Railway and Coal Co.	Lease to C. P. Ry. Co. of line from Dunmore to Lethbridge.	109½ miles..
Dec. 12, '93	To end of next session.	Lake Erie and Detroit River Railway Co.	License under Act 56 Vic., c. 51 (1893) to operate the London and Port Stanley Ry.	23½ do ..
<i>Trent Valley Canal.</i>				
Not signed..	Pleasure of the Government.	Fr. Sandford.	May cut a flume through Government dam, Fenelon Falls.	.....

Department of Railways and Canals

Department of Railways and Canals, during the Fiscal Year ended 30th June, 1894—*Con.*

For what purpose used.	Amount of Water Power Leased.	Date from which Lease is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
				Amount of each instalment.	When Due each Year.	When first instalment was Due.	
			\$ cts.	\$ cts.			
Cotton Mills.....		Jan. 1, '94	20 00	20 00	Jan. 1.....	Jan. 1, '94	In advance.
Dry Dock.....		Feb. 1, '94	60 00	30 00	Feb.1, Aug.1	Feb. 1, '94	do
Track.....		May 1, '94	5 00	5 00	May 1.....	May 1, '94	do
Glass factory.....		June 1, '92	50 00	50 00	June 1.....	June 1, '92	do in lieu of lease No. 11306.
Electric Street Railway.....		July 1, '94	1 00	1 00	July 1.....	July 1, '94	In advance.
Wharf.....		Jan. 1, '95	100 00	50 00	Jan. 1, Jul. 1	On del. of lease.	In advance (Renews No. 4286.)
Railway and Crossing.....		Feb. 1, '94	20 00	20 00	Feb. 1.....	Feb. 1, '94	In advance.
Running powers.....		From date of lease.	1 00	1 00			
do.....		do	Rates.....		Monthly.....		
Water for Pipe.....		do	100 00	100 00	July 1.....	On del. of lease.	
steamers.....			Rates.....		Monthly.....		
Railway.....		Jan. 1, '93	Rates.....		Monthly.....		
Office room for I. C. Ry.....		May 1, '93	300 00	75 00	Quarterly.....		
Telegraph business.....		July 1, '93	Gov. messages free.				Add wire for I. C. Ry.
I. C. Ry. Office.....		May 1, '93	600 00	50 00	Monthly.....	June 1, '93	
Farm.....		Nov. 1, '93	1 00	1 00	Nov. 1.....	Nov. 1, '93	In advance.
Bridge.....		Dec. 31, '92					
Sell books, &c.....		Sept. 1, '92	300 00	25 00	Monthly on 5th.....	Sept. 5, '92	
Water and Pipe.....		— '94	1 00	1 00	July 2.....	— '94	In advance.
light.....							
Sell books, &c.....		Nov. 1, '94	4,015 00	334 58½	Monthly.....	Nov. 1, '94	do
As purchaser thereof.....							
do.....							
As purchaser thereof.....							
Surplus water leased from Estate R. C. Smith.....			1 00	1 00			

APPENDIX No. 12.

PROPERTY purchased, or damaged, by the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1894.

Date of Signature.	Who sold, etc., to Her Majesty.	Property purchased, &c.			Area of Land.	Amount Paid.	Remarks.
		Lot.	District, &c.	County.			
Feb. 1, 1894.	Western Counties Ry. Co.	Special grant for this railway by Government.	<i>Annapolis and Digby Railway.</i>	Annapolis & Digby		\$ cts.	Now Yarmouth & Annapolis Ry Co.
Jan. 17, 1894.	do	Release to Government from all damages, &c.		do			
March 30, 1894.	Mary Johnston, et al.	Lot 25	<i>Cape Breton Railway, extension to North Sydney.</i>	Cape Breton	Acres. 4.17	349 25 costs 30 00	} Receipt.
May 6, 1893.	City of St. John, N.B.	Harbour front.	<i>Intercolonial Railway.</i>				
June 9, 1893.	John White	Pt. lot 32	Right of way amended in city of St. John, N.B.			6,000 00	
do 6, 1893.	Ed. Sturgess	A. lot, &c.	E. of Upper Water St., Halifax.	Halifax		700 00	
May 17, 1893.	John White	Pt. lot 31	On wharf.			6,000 00	
June 8, 1893.	do	2 water lots, &c.	North suburbs, Halifax			10,000 00	
May 22, 1893.	P. Douglas	2 do	do			15,000 00	
do 17, 1893.	John White	2 do	do			13,000 00	
June 8, 1893.	do	Pt. lot 31	do			5,500 00	
Nov. 1, 1893.	J. A. R. West	Land at Windsor Junction	do	Halifax	41 2 21	1,400 00	
May 23, 1883.	Heirs Wm. Kirkpatrick	Documents re land expropriated, new line at Halifax.		do		77 25	And payment to Robie Uniacke.
Nov. 25, 1893.	John McDonald	Land	At Lorne Siding, N.S.	Pictou	0.50	100 00	
May 6, 1893.	City of St. John, N.B.	do &c	City of St. John (Extension), N.B.		2.54	1 00	

Department of Railways and Canals.

March 27, 1894.	Admiralty Commissioners.	Naval yard.	Award of Chief Justice of N.S.						
Dec. 4, 1889.	Chs. A. Murray (re E. Keays).	Land	No damage.			Feet.			
May 19, 1890.	Chs. A. Murray (re E. Keays).	do	Part of farm in Bonaventure County.			Acres.		200 00	
			Part of farm in Bonaventure County.			1 30		149 00	
			<i>Canadian Pacific Railway.</i>						
Oct. 17, 1892.	Donald McDonald.	Pt. lot 1	Group III, tp. 17, New Westminster, B.C.			0 97		60 00	
do	C. & S. Robertson.	275 & 407	Tp. 12, New Westminster, B. C.					{ 1,853 50	land. } Judgment of Ex-
Nov. 7, 1893.	Hudson's Bay Co.	62	Ste. Agathe.	Pembina branch.		2 60		{ 278 10	costs. } chequer Court.
			<i>Lachine Canal.</i>					1 00	
Aug. 18, 1893.	F. X. Jarry, et al.	On lots	Côte St. Paul, covered drain.	{ Hochelega and } { Jacques Cartier }			Free.		
Jan. 1, 1894.	C. Campbell.	933	Parish of Lachine do	Jacques Cartier.		Feet.		1,167 00	Deed.
March 2, 1894.	Pat. Farmer.	3726 & 3904	Côte St. Paul, parish Montreal, covered drain.	Hochelega.		22,350		75 00	
			<i>Cornwall Canal.</i>						
Sept. 14, 1893.	J. D. Rombough	E½ 27	1st c. tp., Cornwall.	Stormont		Acres.		310 00	
do	R. Runnions	W½ 23	do	do		0 35		140 00	
do	J. E. & C. Baker.	38	do	do		0 05		250 00	
Oct. 21, 1893.	P. N. Tait	E½ 27	do	do		1 23		150 00	
do	W. D. Prooks	26	do	do		0 47		800 00	
do	S. Lowell	Damages to lot	&c., village of Millerroches.	do		0 62		10 00	Release.
Nov. 18, 1893.	T. Robertson.	Pt. 27	1st c. Cornwall.	do		0 22		50 00	Certificate of judgment.
do	H. McConnell's Estate	E½ 27	do	do		1 4		550 00	
do	S. Rae	do	do	do		0 25		100 00	
Jan. 3, 1894.	M. E. Cutler	do	do	do		0 18		100 00	
Dec. 6, 1893.	T. Gallaher.	Pts. 27	do	do		0 37		1,275 00	
do	W. Hespeler.	E½ 19	do	do		2 00		550 00	
Jan. 2, 1894.	G. S. Cutler.	Pts. 27	do	do		0 90		660 00	
			do	do		0 61			
			do	do		0 75			
			do	do		0 037			
Feb. 6, 1894.	F. Young.	Pt. W½ 38	do	do				133 00	
Jan. 22, 1894.	N. D. Cutler.	E½ 27	do	do				25 00	
March 3, 1894.	G. S. Cutler.	Pt. 27	do	do				660 00	Other part of same lot.

APPENDIX No. 12.—PROPERTY purchased or damaged—Continued.

Date of Signature.	Who sold, etc., to Her Majesty.	Property purchased, &c.			Area of land.	Amount Paid.	Remarks.
		Lot.	District, &c.	County.			
April 2, 1894. do 19, 1894.	C. A. Martin. Gilbert Blasting and Dredging Co., (Limited).	E ½ 27 Release.	Cornwall Canal—(Continued). 1st Con. township, Cornwall. Abandonment of sect. pts. 5 and 8, and whole of sect. 6 and 7.	Stormont. do	60 00 29,350 00	Release. do	
Aug. 30, 1893. do 25, 1893. do 28, 1893.	Jos. Ranger. Wm. & J. Lalonde, <i>es qual.</i> J. B. & Wm. Lalonde, <i>es qual.</i>	Pt. 127 do do	Soulanges Canal. Parish St. Ignace du Coteau du Lac do do	Soulanges. do do	150 00 750 00 150 00		
Sept. 22, 1893. do 26, 1893.	Ant. Legros. Odilon Leroux	123 420	do Parish St. Joseph.	do do	1,200 00 2,250 00		
Oct. 5, 1893.	Geo. E. Clark.	Pt. of 69 to 86 inclusively, 417	Parish St. Ignace du Coteau du Lac	do	5,120 00		
do 21, 1893	Isate Bissonnette.	415 & 422	Parish St. Joseph.	do	2,100 00		
do 20, 1893.	F. X. Periault & E. Thauvette, <i>es qual.</i>	{ 427, 428 429, 431 48, 49	do	do	3,000 00		
do 19, 1893.	Am. Clement.	{ 62, 63	do	do	2,000 00		
do 14, 1893.	J. B. Gamelin	48, 49	St. Michel de Vaudreuil(Cascades)	Vaudreuil	750 00		
do 23, 1893.	F. X. Lafrance.	62, 63	do	do	1,100 00		
Nov. 13, 1893.	Mrs. John McKie.	125	Parish St. Joseph.	Soulanges	1,500 00	Adèle Marcoux.	
do 16, 1893.	F. X. Valade.	309, 310	do	do	1,900 00		
do 22, 1893.	Mrs. L. Tessier dit Lavigne	383	do	do	2,200 00	Emelie Sauvé.	
do 16, 1893.	Néré Moreau.	423, 425	do	do	2,500 00		
Dec. 7, 1893.	Achille Leroux.	412	do	do	2,000 00		

Department of Railways and Canals.

do	28, 1893.	H. C. St. Amour.....	94	do	Marie Louise Hall.	
Feb.	12, 1894.	Mrs. Felix LeBon.....	38, 39, 72, 73	Vaudreuil.....	1,200 00	
			{ 438, 439		100 80	
			{ 441, 445			
			{ 451, 452	Soulanges.....	4,810 00	
do	26, 1894.	Moïse Leroux.....	126	do		
April	28, 1894.	P. Veronneau dit Denis..	136	do	8,100 00	
do	28, 1894.	L. Oimet & L. Marchand,	138	do	2,500 00	
		<i>es qual.</i>		do		
May	3, 1894.	Jos. Rousseau.....	126	do	1,900 00	
April	19, 1894.	T. Leroux.....	137	do	3,300 00	
May	15, 1894.	Moïse Leroux.....	{ 28 to 31, 42	Vaudreuil.....	455 00	
			{ 43, 68, 69	Soulanges.....		
June	9, 1894.	Edmond Watier.....	133, 134, 135	do	2,500 00	
do	8, 1894.	Frs. Leroux.....	10, 13	do	3,100 00	
do	10, 1894.	J. B. Gauthier.....	326	do	2,600 00	
do	12, 1894.	Ad. Chartrand.....	142	do	1,400 00	
do	7, 1894.	Elie Leroux.....	342	do	1,750 00	
July	6, 1894.	Paul Chartrand.....	346	do	2,000 00	
June	13, 1894.	Ans. Chartrand.....	149	do	2,500 00	
July	30, 1894.	R. Healy.....	127	do	2,567 92	
Aug.	11, 1894.	Ad. Veronneau dit Denis.	322	do	2,250 00	
do	9, 1894.	Od. Daoust.....	138, 139, 140	do	1,460 00	
do	1, 1894.	P. A. Q. V. S. de Beaujeu.	{ 65 to 77, &	do	*5 98	Arrears, \$ 5 00
			{ 10 to 15, &	do	250 56	do 106 10
do	26, 1894.	A. C. Harwood.....	64.	do		
do	26, 1894.	H. S. Harwood.....	{ 4 to 9, 61	do	251 19	do 106 38
			{ 51 to 55, 49,	do		
			{ 10 to 15	do	250 38	do 105 66
do	26, 1894.	R. Harwood.....	{ 34, 21 to 29	do		
			{ 10 to 15, 20	do	251 56	do 156 56
			30	do		
do	30, 1894.	A. & A. Delisle.....	{ 31, 32, 56 to	do	147 72½	do 74 33
			{ 60, 62, 63, 64	do		
			{ 30, 10 to 15	do	36 98½	do 106 08
Aug.	8, 1894.	Widow C. L. Harwood, <i>et</i>	{ 10 to 20, 33	do		
		<i>al.</i>	{ 35 to 37	do		
do	8, 1894.	L. F. Harwood.....	{ 35, 36, 37	do		
			{ 38 to 48, 50	do		
do	18, 1894.	Widow A. C. Harwood....	{ 10 to 15, 37	do		
			49	do		
do	19, 1894.	Frs. Clement, <i>et al.</i>	338	Soulanges.....	1,998 33	
do	20, 1894.	Frs. Clement & J. O. Ler-	333	do	201 67	
		<i>oux, es qual.</i>	21	Vaudreuil.....	500 00	
do	28, 1894.	O. Lalonde, <i>es qual.</i>	128, 131	Soulanges.....	5,200 00	
Oct.	2, 1894.	F. Veronneau dit Denis...	451	do	600 00	
Aug.	24, 1894.	D. Rochon.....		do		

APPENDIX NO. 12.—PROPERTY PURCHASED OR DAMAGED.—Continued.

Date of Signature.	Who sold, etc., to Her Majesty.	Property Purchased, &c.			Area of Land.	Amount Paid.	Remarks.
		Lot.	District, &c.	County.			
Oct. 11, 1893	A. McMartin.....		<i>Williamsburg Canals.</i>				
do 11, 1893	do	Pt. E $\frac{1}{2}$ 33 Lot	Rapide Plat	Dundas	Acres. 0-114	2,500 00	
Nov. 15, 1893	Geo. H. Monchorp.....	Block 100	Centennial Cottage, Morrisburg.	do		2,500 00	Release.
do 8, 1893	Geo. H. Merkley, et al.....	do D	Morrisburg, deed.	do	0-091	1,250 00	
Dec. 12, 1893	C. Casselman, et al.....	E $\frac{1}{2}$ 34	1st c. Williamsburg	do	0-17	75 00	
Nov. 22, 1893	Geo. N. Hickey.....	Block A	Morrisburg	do	0-062	1,000 00	
Jan. 13, 1894	S. J. Casselman.....	33	1st c. Williamsburg	do	0-50	600 00	do
do 31, 1894	W. A. Denesha.....	Block E	Morrisburg	do		30 00	do
Feb. 14, 1894	M. A. Steen, et al.....	do	do	do	0-134	1,000 00	Deed.
Oct. 5, 1894	H. J. Murphy.....	Bill of sale	Steamer "Alert"	do		7,000 00	And declaration of ownership.
			<i>Welland Canal.</i>				
Aug. 12, 1893	M. Smithers, et al.....	W. pt. S. pt. 5	3rd c. tp. North Cayuga, Dunn	ville, dam'ges		80 00	Release, formerly Cath. Davis owned it.
Nov. 28, 1893	T. R. Merritt.....	119	Thorold	Welland		100 00	Release.
March 31, 1894	Geo. Montague, et al.....	9 & 10	Canal Street, Dunnville.	ville, dam'ges		246 00	do
April 5, 1894	Stella Lynburner.....	3 & 4	Indian Reserve, Canboro	Dunn		23 93	do
June 7, 1894	W. & J. Upper.....	94, 95, 96	Thorold	Welland		290 00	do
do 30, 1892	Executors of W. E. Parnell	12	6th c. Grantham	Lincoln	0-29	564 00	Deed.
July 17, 1894	do	12	do	do	69-68	525 00	Release.
Sept. 28, 1894	John McDonagh.....	Damages.....	Deprived of water for his mills.			1 00	do
			<i>Sault Ste. Marie Canal.</i>				
Feb. 20, 1892	Order in Council.....	Transfers to	this Department, all St. Mary's Island, for canal.				

Department of Railways and Canals.

		<i>Trent Valley Canal.</i>							
Dec. 14, 1893.	J. S. Fowlds & Bros.	4	8th c. Asphodel, Hastings.	Northumberland.	2,000 00	Judgment.			
March 28, 1894.	F. J. Young.	† of 35	12th c. Smith.	Peterborough.	36 42	Release.			
Sept. 19, 1894.	H. M. Fowlds, et al.	4	8th c. Asphodel, Hastings.	Northumberland.	2,000 00	Deed.			
		<i>Ottawa River (Culbute) Dams.</i>							
Aug. 17, 1894.	Widow Clement Bertrand.	Pt. 7	Range A, tp. Mansfield (dam'ges)		25 00	Release.			
June 6, 1894.	Corporation tp. Litchfield.	Bridge & road.	Lot 3, 2nd r. Litchfield		1,000 00	do			
		<i>Rideau Canal.</i>							
Feb. 19, 1894.	Jos. Deane.	Minister's authority	to take possession of a						
Sept. 12, 1893.	Queen vs. John Mahon	Lot H	stable at Kingston Mills.						
do 12, 1893.	do Peter Champagne	do	Con. C. Rideau Front, Nepean						
June 20, 1894.	do do	do	(Notice to quit).						
do 20, 1894.	do John Mahon	do	Con. C. Rideau Front, Nepean						
Oct. 6, 1894.	Mrs. McGillivray	Buildings.	(Notice to quit).						
Sept. 26, 1894.	Mrs. Deane.	Stable.	Con. C. Rideau Front, Nepean						
			(Writ of possession).						
			Lower Brewers Mills Station		114 00	Release.			
			(damages).						
			Kingston Mills Locks (damages).		337 00	do			
			<i>Intercolonial Railway.</i>						
Dec. 7, 1893.	Grand Division of the Sons of Temperance of the Province of N. S.	Part of Shubenacadie Station ground, encroached upon by them.			1 00	Special grant from the Crown.			

OTTAWA, December 31st, 1894.

H. A. FISSIAULT,

APPENDIX No.

AGREEMENTS respecting subsidies in aid of construction of

Date of signature.	Name of Railway Company.	Lines of Railway to be constructed.	Acts of Canada granting subsidy.	Amount of subsidy.	
				Per mile.	Not more in all than.
1893.				\$	\$
August 31 1894.	Lake Temiscamingue Colonization Ry. Co.	From Mattawa to Long Sault.....	55-56 V. c. 5.	3,200	112,000
Jan. 3..	Buctouche and Moncton Ry. Co.	Moncton to Buctouche	55-56 V. c. 5.	3,200	35,380
do 26..	Dominion Coal Co..	Bridgeport to Louisburg.....	55-56 V. c. 5.	3,200	89,600
1893.					
Oct. 24..	Canadian Pacific Ry. Co.	Revelstoke to Arrow Lake.....	55-56 V. c. 5.	3,200	80,000
Not signed 1894.	Great Eastern Ry. Co.	St. Grégoire Station, G. T. Ry., towards Chaudière Junction, Station, I. C. Ry.	56 V. c. 2...	3,200	64,000
Jan. 12..	Nova Scotia Southern Ry. Co. (Ltd).	Sand Point, Shelburne harbour, towards New Germany.	55-56 V. c. 5.	3,200	240,000
1893.					
Dec. 11...	Kingston, Napanee and Western Ry. Co.	Main Line to Lake Sydenham.	55-56 V. c. 5.	3,200	64,000
1894.					
Feb. 13...	Boston and Nova Scotia Coal Co. (Ltd).	Orangedale on Cape Breton Ry. to Broadcove.	55-56 V. c. 5.	3,200	80,000
do 26...	Grand Trunk Ry. Co. of Canada.	Parkhead Station to Owen Sound	56 V. c. 2...	3,200	48,000
do 27...	Lotbinière and Megantic Ry. Co.	St. Jean Deschailions, towards Glen Lloyd, to Lister Station on G. T. Ry.	55-56 V. c. 5.	3,200	48,000
June 16...	Great Northern Ry. Co.	A point South of Montcalm to C. P. Ry. between, Joliette and St. Félix de Valois.	56 V. c. 2...	3,200	48,000
do 1...	Lake Temiscamingue Colonization Ry. Co.	Trussbridge on Ottawa River at Mattawa.	55-56 V. c. 5.		15,000
do 16...	Cobourg, Northumberland and Pacific Ry. Co.	From Cobourg to Ontario and Quebec Ry.	55-56 V. c. 5.	3,200	96,000 } 60,800 }
do 16...	Great Northern Ry. Co.	New Glasgow to South of Montcalm.	56 V. c. 2...		25,600
Oct. 23...	Nakusp and Slocan Ry. Co.	Nakusp to Forks of Carpenter Creek.	57-58 V. c. 4.	3,200	121,600
Sept. 12..	Lake Temiscamingue Colonization Ry. Co.	Mattawa to Lake Kippewa...	57-58 V. c. 4.	3,200	160,000
				15 p.c. bal. of '87 1,750	15,000 } 12,440 } 87,500
do 20..	Ottawa, Arnprior and Parry Sound Ry. Co.	Barry's Bay towards Northern Pacific Junction Ry.	55-56 V. c. 5.	6,400 } 3,200	274,940 } 264,000
Not signed	Oshawa Ry. Co.	Port Oshawa to Mill St, and to town hall and G. T. Ry. St'n	56 V. c. 2...	3,200	22,400
Sept. 21..	Cape Breton Ry. Extension Co. (Ltd).	Port Hawkesbury to St. Peters Village, N..S	57-58 V. c. 4.	3,200	96,000
Oct. 23...	United Counties Ry. Co.	St. Hyacinthe to Sorel	57-58 V. c. 4.	3,200	102,400
Nov. 16...	Boston and Nova Scotia Coal Co. (Ltd).	Orangedale on C. B. Ry. to Broadcove.	57-58 V. c. 4.	3,200	113,600
do 10..	Canada Eastern Ry. Co.	Chatham to Black Brook and Nelson branch.	57-58 V. c. 4.	3,200	32,000

OTTAWA, December 31st, 1894.

Department of Railways and Canals.

13.

Railways, entered into during the fiscal year ended 30th June, 1894.

No. of miles sub- sidi- zied.	Maximum Grade Feet per mile.	Radius of curvature not less than.	Width of clearing each side.	Width of cuttings.	Embankments.	Steel rails, lbs. per lineal yard.	When to be com- pleted.	Remarks.	
No.	Feet.	Feet.	Feet.	Feet.	Ft.	Lbs.			
35	78	477	50	20	16	56	August 1, '95..	(Superseded by No.11821).	
32	60	955	50	20	15	56	Dec. 31, '94...		
28	{ 50', and 70' near Louis- burg. }	1,433	50	20	15	56	August 1, '96..		
25		132	295	50	{ earth 18 rock 16 }	12	56		do do ..
20	33	2,865	50	20		15	56		Nov. 1, '96....
75	80	{ 955 and 716 at Jordan River. }	50	20	15	56	August 1, '96..		
1,47 1/1000	48		1,433	50	20	15	56		May 1, '94....
25	80	955	50	20	15	56	August 1, '96..		Superseded by No.11886.
13,1 1/1000	80	955	50	20	15	56	Nov. 1, '94....		
15	53	2,865	50	20	15	56	Dec. 1, '94....		Cancels No. 11554.
15	53	1,433	50	20	15	56	August 1, '96..	Trestle at St'n 61 and 114.	
.....								do do ..	
49	53	955	50	20	15	56	do do ..		
18	53	1,433	50	20	15	56	August 1, '95..	do do	
38	132	301	50	{ rock 16 earth 18 }	12	56	do do ..		
} 50	78	477	50			{ rock 16 earth 20 }	13	56	August 1, '98..	Cancels No. 11599.
	55	69	955	50	20			15	do 1, '96..	Cancels No. 11342.
7	173	80	50	20	15	56	Dec. 1, '95....		
30	80	818	50	20	15	56	Oct. 1, '95....		
32	42, 1/1000	675	50	20	15	56	do 31, '96....		
35 1/2	80	955	50	20	15	56	August 1, '96..	Supersedes No. 11659.	
9 }	80	716	50	20	15	56	Oct. 31, '96...		
	77	955							

H. A. FISSIAULT.

APPENDIX No. 14.

CANAL STATISTICS.

FOR SEASON OF NAVIGATION, 1893.

REVENUE.

The total revenue, exclusive of Hydraulic Rents for two years, is as follows :—

For 1892.....	\$358,711 04
“ 1893.....	348,014 40

By comparing the statistics of 1892 with 1893, it will be seen that the gross revenue has decreased \$10,696.64.

The increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal.....		\$ 3,037 15
“ St. Lawrence Canals.....		1,920 92
“ Chambly Canal.....	\$ 1,678 30	
“ Rideau Canal.....	630 03	
“ Ottawa Canals.....		7,773 13
“ St. Peter's Canal.....		491 78
“ Trent Valley Canals.....	167 46	
“ Murray Canal.....	50 55	
Total.....	\$ 2,526 34	\$13,222 98
Total decrease.....		<u>10,696 64</u>

These figures are, however, somewhat changed by refunds under Orders in Council, hereafter referred to.

There were refunded, Welland and St. Lawrence Canals tolls, on grain exported out of the country in 1892 ; to the amount of \$40,030.83 under Order in Council of 4th April, 1892 ; which makes an actual increase of \$29,334.19 for the season of 1893.

In compliance with the renewed request of forwarders and shippers of Montreal for a continuance of the reduction of tolls on certain agricultural products, His Excellency the Governor General in Council on 13th of February, 1893, authorized a reduction of canal tolls, as follows :—

For the season of 1893, the canal tolls for the passage of the following food products, wheat, indian corn, pease, barley, rye, oats, flaxseed and buckwheat for passage eastward through the Welland Canal, shall 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.

In consequence of the reduced rates of tolls as above, being applicable to the said food products, irrespective of their destination, the reduced rate of ten cents a ton only was collected, and therefore no refunds were made on these articles for 1893.

It may be observed, however, that the reduction of tolls from twenty to ten cents per ton on the articles referred to, for passage through the Welland Canal, amounts to \$75,031.90.

Department of Railways and Canals.

QUANTITY OF GRAIN PASSED DOWN THE WELLAND CANAL.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of twelve years, is as follows :—

QUANTITY PASSED DOWN TO MONTREAL.		QUANTITY ON WHICH FULL TOLLS WERE PAID.	
		To Ports in Ontario.	Quantity from U.S. Ports to U. S. Ports.
	Tons.	Tons.	Tons.
1882.....	180,694	.....	63,881
1883.....	186,814	10,650	121,876
1884.....	142,194	12,153	104,537
1885.....	96,569	11,909	117,346
1886.....	203,940	9,881	151,551
1887.....	185,034	11,838	134,868
1888.....	160,358	25,599	169,664
1889.....	267,769	19,075	213,766
1890.....	228,513	16,899	245,932
1891.....	295,509	6,805	202,710
1892.....	* 261,954	8,942	201,540
1893.....	501,806	25,555	222,958

The tolls on grain for passage through the Welland Canal, prior to 1884 were 20 cents a ton, since that date, however, reductions have been made by Orders in Council from year to year as follows :—Upon the urgent request of forwarders and others interested in the grain trade, a reduction was made of one-half the usual rate of tolls on grain passing down the Welland Canal and the St. Lawrence Canals to Montreal; and in 1885 tolls were reduced to 2 cents a ton, and thereafter from year to year, including 1891.

In 1892 the tolls were reduced to 2 cents a ton on grain passed down the Welland and St. Lawrence Canals and exported, and in such cases only.

In 1893, by Order in Council of 13th February, the tolls were reduced to 10 cents a ton on grain passing eastward through the Welland Canal irrespective of its destination.

The rate through the St. Lawrence Canals, only, 10 cents a ton.

It may be remarked, that goods having paid full tolls on the Welland Canal are allowed to pass down the St. Lawrence Canals to Montreal free from payment of any further tolls.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 142,194 tons to 501,806 tons; and the quantity passed down the Welland Canal, from United States ports to United States ports, has increased from 104,537 to 222,958 tons.

* Of the quantity of grain passed down to Montreal there were transhipped at Ogdensburg in 1891, 17,817 tons, in 1892, 4,341 tons, in 1893, 71,445 tons.

The quantity of barley, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways, for a period of 12 years, is reported as follows:—

	Tons.
For 1882.....	75,026
1883.....	98,672
1884.....	142,231
1885.....	160,821
1886.....	165,613
1887.....	191,760
1888.....	113,794
1889.....	94,943
1890.....	119,208
1891.....	184,410
1892.....	291,680
1893.....	147,610

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period was:—

	Tons.
For 1882.....	230,055
1883.....	263,368
1884.....	174,496
1885.....	134,824
1886.....	272,133
1887.....	237,881
1888.....	166,191
1889.....	275,414
1890.....	242,571
1891.....	320,434
1892.....	302,899
1893.....	532,084

Comparative shipments of grain by the St. Lawrence route, and rail and water via the State of New York, are as follows:—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence Canals to Montreal, is as follows:—

	Tons.
For 1892.....	302,899
1893.....	532,084
Showing an increase of.....	229,185

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1892.....	291,680
1893.....	147,610
Showing a decrease of.....	144,070

The quantity of grain arrived at tidewater by New York Canals, is reported as follows:—

	Tons.
For 1892.....	899,313
1893.....	.....

Department of Railways and Canals.

The quantity of grain carried to tide-water by the New York railways, is reported as follows :—

	Tons.
For 1892.....	4,515,041
1893.....	

The increases and decreases for 1893 as compared with 1892, on the several routes, competing for the carrying trade to the seaboard, are as follows :—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence Canals.....	229,185		75.66	
do Canadian Pacific and Grand Trunk Railways.....		144,070		49.39
do New York Canals.....				
do do Railways.....				

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to United States ports, on the south of Lake Ontario, has increased from 175,455 tons in 1883; to 393,748 tons in 1893; and the quantity to Ontario ports, between Port Dalhousie and Cornwall, has decreased from 184,502 tons in 1883, to 93,737 tons in 1893. The quantity passed down to Montreal shows an increase from 205,394 tons in 1883, to 508,016 tons in 1893.

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for ten years, is as follows :—

In Canadian vessels, there were in—

	Tons.
1884, 111 cargoes, with an aggregate quantity of.....	70,475
1885, 75 do do.....	45,639
1886, 244 do do.....	143,330
1887, 284 do do.....	178,233
1888, 182 do do.....	143,025
1889, 208 do do.....	165,117
1890, 203 do do.....	184,275
1891, 209 do do.....	190,664
1892, 158 do do.....	159,018
1893, 146 do do.....	148,962

In United States vessels, there were in—

	Tons.
1884, 117 cargoes, with an aggregate quantity of.....	75,787
1885, 79 do do.....	55,982
1886, 97 do do.....	62,222
1887, 19 do do.....	12,477
1888, 60 do do.....	43,667
1889, 114 do do.....	108,358
1890, 35 do do.....	35,560
1891, 77 do do.....	90,153
1892, 89 do do.....	109,812
1893, 257 do do.....	328,269

No vessels took cargoes through to Montreal intact in 1893, against two in 1892 of 924 tons, and three in 1891 with 1,441 tons. Thirty-four vessels lightered a portion of their cargoes in 1893, against twenty-five in 1892, and forty-four in 1891. Three hundred and sixty-nine vessels discharged the whole of their cargoes at Kingston in 1893, against two hundred and twenty in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1893 and the three previous years is given below.

The total number of grain laden vessels lightened at this port in 1893, was 91, against 94 the previous year.

The quantity of the grain lightered was as follows :—

Articles.	1890.	1891.	1892.	1893.
	Bush.	Bush.	Bush.	Bush.
Wheat.....	4,310	16,665	68,736	47,558
Corn.....	773,687	482,802	576,289	759,000
Rye.....	Nil	13,318	2,467	11,540
Oats.....	44,294	257,000	102,529	35,353

The quantity discharged at this port from vessels which did not enter the canal was as follows :—

Articles.	1890.	1891.	1892.	1893.
	Bush.	Bush.	Bush.	Bush.
Wheat.....	Nil	16,628	Nil	Nil
Corn.....	Nil	Nil	Nil	Nil
Rye.....	Nil	Nil	Nil	Nil
Oats.....	Nil	Nil	Nil	Nil

WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1893, was 1,294,823 tons ; of this quantity 25,393 tons were way or local freight.

East and west bound freight.

There were 1,013,240 tons of freight passed eastwards, and 281,583 tons passed westwards.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1893, was 1,269,430 tons.

Of this quantity 273,929 tons were west bound and 995,501 east bound freight.

Of the east bound freight Canadian vessels carried 247,161 tons and United States vessels carried 748,340 tons ; and of the west bound freight Canadian vessels carried 25,248 tons, and United States vessels carried 248,681 tons.

Of the total quantity of through freight, Canadian vessels carried 272,409 tons, and United States vessels carried 997,021 tons.

Department of Railways and Canals

ST. LAWRENCE CANALS.

East and west bound freight.

Of the total quantity of freight passed through the canals during 1893, there were 885,850 tons passed eastward and 272,536 tons passed westward.

The total quantity of through freight was 742,188 tons ; of this quantity 703,892 tons were east bound and 38,296 tons were west bound.

Of the total quantity of (way) or local freight, 181,258 tons were east bound and 234,240 tons west bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKES ERIE, MICHIGAN, &C.

The total quantity of freight passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during thirteen years, is as follows :—

	Eastward, to Montreal. Tons.	Westward, from Montreal. Tons.
1881.	169,213	37,190
1882.	108,835	24,488
1883.	205,394	27,488
1884.	168,715	9,425
1885.	132,968	16,115
1886.	244,514	16,801
1887.	213,834	14,075
1888.	182,899	19,310
1889.	298,197	25,370
1890.	231,746	31,951
1891.	309,593	14,060
1892.	263,144	9,452
1893.	508,016	16,545

FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of thirteen years, is as follows :—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
1881.	96,266	97,907	194,173
1882.	110,286	172,520	282,806
1883.	174,912	257,699	432,611
1884.	163,998	243,081	407,079
1885.	168,212	216,297	384,509
1886.	224,916	239,562	464,478
1887.	189,427	151,074	340,501
1888.	221,062	213,689	434,751
1889.	297,353	266,231	563,584
1890.	318,259	215,698	533,957
1891.	306,257	247,543	553,800
1892.	300,733	240,332	541,065
1893.	384,559	247,108	631,667

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 90,602 tons as compared with the previous year ; and an increase of 437,494 tons as compared with 1881.

The following statement shows the aggregate number of vessels, and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1893 inclusive.

Fiscal Year.	Aggregate	Total	Quantity
	number of vessels.	quantity trans- ported on the Welland Canal.	passed from United States ports to United States ports.
	No.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
<i>Season of Navigation.</i>			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	533,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667

The total quantity of freight passed through the several divisions of the canals during the season of 1893 is as follows :—

	Farm Stock.	Forest Produce of Wood.	Manu- factures.	Merchan- dise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	30	184,692	21,808	281,621	806,672	1,294,823
St. Lawrence	811	113,345	65,714	344,015	634,501	1,158,386
Chambly	294	189,014	7,607	105,741	10,214	312,870
Ottawa	984	563,193	311	9,794	7,239	581,521
Rideau	29	77,725	4,494	17,134	2,027	101,409
St. Peter's		4,831		33,603	9,172	47,606
Murray	22	5,896	2,567	5,389	2,466	16,340
Trent Valley	9	30,248	41	846	75	31,219

The total quantity of freight moved on the Welland Canal was 1,294,823 tons, of which 806,672 tons were agricultural products.

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On the St. Lawrence Canals the total quantity of freight moved was 1,158,386 tons, of which 634,501 were agricultural products, and 344,015 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 581,521 tons ; of this quantity 563,193 tons were the produce of the forest.

NORWAY TO CHICAGO.

During the month of May the steamer "Xania" of Bergen, Norway, passed up the St. Lawrence and Welland Canals with a cargo of 464 tons of fish from Norway to Chicago, and returned on the 31st May with a cargo of 237 tons of flour and 450 tons of wheat.

Statistical Comparison of various United States Routes.

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to statement H, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York Canals was 1,288,036 tons in 1893, against 937,999 in 1892, and 1,092,355 in 1891.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being :—

	Tons.		Tons.
In 1893.....		In 1886.....	*3,802,262
1892.....	5,913,013	1885.....	4,105,594
1891.....	3,565,381	1884.....	3,639,805
1890.....*	4,336,199	1883.....	4,422,461
1889.....	3,654,984	1882.....	3,888,557
1888.....	3,197,634	1880.....	4,732,385
1887.....	3,847,766	1869.....	1,087,809

The following figures are an abstract of the quantities of vegetable food carried to tidewater by the canals and railways of the State of New York, during twenty-two years :—

	Canals.	Railways.	Total.	Proportions by Canals.
	Tons.	Tons.	Tons.	
1869.....	1,302,613	1,087,809	2,390,342	545
1870.....	1,295,010	1,766,457	3,061,467	423
1871.....	1,850,198	2,205,589	4,055,787	456
1872.....	1,674,320	1,870,614	3,544,934	472
1873.....	1,745,171	2,036,992	3,782,163	461
1874.....	1,767,598	2,791,517	4,559,115	387
1875.....	1,305,550	2,343,241	3,648,791	357
1876.....	1,064,293	2,875,803	3,940,096	270
1877.....	1,498,984	2,493,683	3,992,667	375
1878.....	1,912,734	3,695,764	5,608,498	341
1879.....	1,833,399	4,353,617	6,187,016	296
1880.....	2,371,090	4,732,385	7,103,475	333
1881.....	1,116,561	4,983,722	6,100,283	183
1882.....	1,118,776	3,885,557	5,004,333	223
1883.....	1,379,000	4,422,461	5,801,461	237
1884.....	1,236,986	3,639,805	4,876,791	253
1885.....	1,063,310	4,105,594	5,168,904	205
1886.....	1,489,886	3,802,262	5,292,148	281
1887.....	1,539,403	3,847,766	5,387,169	285
1888.....	1,166,958	3,197,734	4,364,692	267
1889.....	1,296,896	3,654,984	4,951,880	262
1890.....	1,167,901	4,336,199	5,504,100	212
1891.....	1,092,355	3,565,381	4,657,736	234
1892.....	937,999	5,913,013	6,851,012	137
1893.....	1,288,046			

* Flour and grain only.

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS VIA THE STATE
OF NEW YORK.

On reference to the returns made by the railways to the state authorities of New York, and to the canal statistics submitted to the state legislature, I find that of the total tonnage of freight carried by the canals and railways, the state canals carried :—

	Per cent.		Per cent.
In 1859	68·9	In 1881	18·5
1869	47·0	1882	19·0
1870	38·9	1883	18·7
1871	38·9	1884	19·0
1872	40·1	1885	17·1
1873	34·9	1886	16·9
1874	31·7	1887	16·3
1875	28·4	1888	18·8
1876	24·6	1889	15·1
1877	28·3	1890	13·9
1878	27·1	1891	13·4
1879	23·7	1892	9·8
1880	25·1	1893 .....	.....

The quantity of freight carried by the canals and railways was greater in 1892 by 5,094,390 tons than the quantity carried in 1891, and an increase of 31,165,395 tons over 1869.

The quantities carried were as follows—

	Total Tonnage.	Proportion by Canals.
In 1859	5,485,076	·6890
1869	12,453,174	·4705
1870	15,148,274	·3895
1871	15,844,152	·3896
1872	16,631,609	·4012
1873	18,200,208	·3497
1874	18,283,547	·3174
1875	17,101,758	·2841
1876	16,948,627	·2462
1877	17,489,770	·2833
1878	19,017,301	·2719
1879	22,590,766	·2373
1880	25,706,586	·2512
1881	27,857,394	·1859
1882	28,693,054	·1905
1883	30,167,119	·1877
1884	26,293,844	·1905
1885	27,543,948	·1718
1886	31,168,744	·1698
1887	34,029,791	·1632
1888	26,244,610	·1883
1889	35,466,042	·1514
1890	37,624,199	·1394
1891	38,524,179	·1343
1892	43,618,569	·0982
1893

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Average freight rates, grain, Chicago to Buffalo :—

Year.	Wheat.	Year.	Wheat.
1878.....	3·1	1887.....	4·1
1879.....	4·7	1888.....	2·7
1880.....	5·7	1889.....	2·5
1881.....	3·2	1890.....	1·9
1882.....	2·5	1891.....	2·5
1883.....	3·5	1892.....	2·2
1884.....	2·1	1893.....	1·6
1885.....	2·0		
1886.....	3·6	Average sixteen years...	3·0

Handling charge to vessel on grain, \$3.50 to \$4.00 per 1,000 bushels.

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“Total valuation of produce and merchandise carried through the canal is estimated as follows for the years named :—

“Valuation for 1885		\$	53,413,472
do 1886			69,080,071
do 1887			79,031,757
do 1888			82,156,019
do 1889			83,732,527
do 1890			102,214,948
do 1891			128,178,208
do 1892			135,117,267
do 1893			<u>145,436,956</u>

“NOTE.—The price per unit is based on the values used in 1885, with the exception of the items of flour, wheat and grain, for which a new valuation was adopted in 1892. Average value per ton \$13.47.

“Total number of steamers passing the canal during 1893, 8,379 ; sailing vessels, 2,955 ; all others, 674. Total, 12,008.

“The canal was open for navigation, during 1893, 219 days ; during 1892, 233 days.

“ B. H. TEAKLES,
“ *Compiler of Canal Statistics.*”

QUANTITY and value of exports, by lake, from Chicago during 1893.

	UNITED STATES VESSELS.		CANADIAN VESSELS.		TOTALS.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$ cts		\$ cts.		\$ cts.
Wheat Bush.	1,349,769	863,065 95	139,274	102,049 24	1,489,043	965,115 19
Corn " "	7,362,379	3,209,345 69	531,970	226,111 00	7,894,349	3,435,456 69
Oats " "	488,609	153,779 85			488,609	153,779 85
Rye " "	58,941	34,014 00			58,941	34,014 00
Flour Brls.			2,300	7,100 00	2,300	7,100 00
Cornmeal " "			525	1,050 00	525	1,050 00
Pork " "			770	12,675 00	770	12,675 00
Lard Tierces.			1,150	32,000 00	1,150	32,000 00
Hides No.			4,805	8,787 40	4,805	8,787 40
Oil-cake Sacks.			300	250 00	300	250 00
Broom-corn Bales.			44	595 57	44	595 57
Spelter Plates.			692	1,259 00	692	1,259 00
Merchandise Pkgs.			59	2,146 60	59	2,146 60
		4,262,205 49		394,023 81		4,656,229 30

STATEMENTS of Grain (in-transit and export) from Chicago, by Lake, during 1893.

Shipped to	CORN.		OATS.		WHEAT.	RYE.	TOTALS.
	Export.	In Transit.	Export.	In Transit.	Export.	Export.	
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Bergen, Norway					15,000		15,000
Collingwood, Ont							
Kingston, Ont	7,869,349		458,019		1,474,043	58,941	9,860,352
Midland, Ont		246,125		189,873			435,998
Montreal, Que							
Point Edward, Ont		857,887		453,346			1,311,233
Prescott, Ont							
Sarnia, Ont	25,000	579,667		825,930			1,430,597
Toronto, Ont							
Owen Sound, Ont			30,590				30,590
Totals	7,894,349	1,683,679	488,609	1,469,149	1,489,043	58,941	13,083,770

Department of Railways and Canals.

GRAIN FREIGHTS BY LAKE, SEASON OF 1893.

The following were the current rates of freight on wheat and corn from Chicago to Buffalo, Ogdensburg, Montreal, (steam); also to New York by lake and Erie Canal, for each week during the season of navigation in 1893, (as reported by the Board of Trade, Chicago).

WEEK ENDING.	TO BUFFALO.		TO *KINGSTON AND †OGDENSBURG.		TO MONTREAL. (STEAM.)		ERIE CANAL, BUFFALO TO NEW YORK.		CHICAGO TO NEW YORK, LAKE AND CANAL, INCLUDING BUFFALO CHARGES.		
	Wheat per Bushel	Corn per Bushel	Wheat per Bushel	Corn per Bushel	Wheat per Bushel	Corn per Bushel	Wheat per Bushel.	Corn per Bushel.	Wheat per Bushel.	Corn per Bushel.	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	
April 22.	1½	1	.....	3¾	.....	6	.....	.....	.....	7½	6¾
do 29.	1½	1	.....	3	.....	5½	.....	.....	.....	7½	6¾
May 6.	1½	1	.....	2¾	.....	5½	5	4½ to 5	4½ to 4½	7½	6¾
do 13.	1½	1	.....	3	.....	5½	4½	4½	4½	7½	6¾
do 20.	1½	1	.....	3	.....	5½	4½	4½	4½	7½	6¾
do 27.	1½	1½	.....	3	.....	5½	5	5	4½	7½	7
June 3.	1½	1½	.....	3¾	.....	6½	5	5	4½	7½	7
do 10.	1½	1½	.....	4	.....	6½	5	5½	4½	7½	7
do 17.	1½	1½	.....	4	.....	6½	5	5½	4½	7½	7
do 24.	1½	1½	.....	3¾	.....	6½	5	5	4½	7½	7½
July 1.	1½	1½	.....	3¾	.....	6	4	4½	3½	7½	7
do 8.	1½	1½	.....	2¾	.....	5	4	4½	4	7½	7
do 15.	1½	1	.....	3	.....	5½	4½	4½	4½	7½	6¾
do 22.	1½	1	.....	2¾	.....	5½	5	5	4½	7½	6¾
do 29.	1½	1½	.....	3½	.....	5½	4½	5	4½	7½	7½
Aug. 5.	1½	1½	.....	3	.....	5½	5	5	4½	7½	7½
do 12.	1½	1½	3¼	3½	.....	5½	4½	5½	3½	7½	6¾
do 19.	1½	1½	.....	2¾	.....	4½	4½	4½	3½	7½	6¾
do 26.	1½	1	.....	2½	.....	4½	4	4½	3½	7½	6¾
Sept. 2.	1½	1	.....	3½	.....	5½	4	4½	3½	7½	6¾
do 9.	1½	1½	.....	3½	.....	5½	3½	3½	3½	7½	7
do 16.	1½	1½	.....	3½	.....	5	3½	3½	3½	7½	7½
do 23.	1½	1½	.....	3½	.....	5	4	4½	3½	7½	7½
do 30.	1½	1½	.....	3½	.....	5½	4	4½	3½	7½	7½
Oct. 7.	2	1½	.....	3½	.....	5½	.....	.....	3½	8	7½
do 14.	2	1½	.....	3½	.....	.....	.....	.....	.....	8	7½
do 21.	2	1½	.....	3½	.....	.....	4½	5	3½	8	7½
do 28.	2	1½	.....	4	.....	.....	5	5½	4½	8	7½
Nov. 4.	1½	1½	.....	4½	.....	.....	.....	5	4½	7½	7½
do 11.	1½	1½	.....	4½	.....	.....	4½	5	4½	7½	7
do 18.	2½	2½	.....	4½	.....	.....	4½	4½	4½	8	8
do 25.	2½	2½	.....	4½	.....	.....	4½	4½	4½	8	8
Dec. 2.	2½	2½	.....	.....	.....	.....	.....	.....	.....	.....	.....
do 9.	2½	2½	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Free of tolls (tolls 10 cents per ton).
 † Ogdensburg rates ¼ cent above Kingston.

Lake Freight from Chicago to Buffalo on Wheat and Corn,—by William Thurstone Secretary, Merchants' Exchange, Buffalo.

STATEMENT showing the dates of the changes in the ruling rates of Lake freights on wheat and corn from Chicago to Buffalo, during 1893.

1893.	Wheat, bush.	Corn, bush.	1893.	Wheat, bush.	Corn, bush.
	Cts.	Cts.		Ct	Cts.
April 7.	2 $\frac{3}{4}$		Aug. 1.	1 $\frac{1}{2}$ to 1 $\frac{1}{4}$	1
do 14.	2 $\frac{1}{2}$	2	do 4.	1 $\frac{1}{4}$	1
do 18.	1 $\frac{3}{4}$ to 1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 25.	1 $\frac{1}{4}$ to 1 $\frac{1}{2}$	1 to 1 $\frac{1}{4}$
do 19.	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 26.	1 $\frac{1}{2}$	1 $\frac{1}{4}$
do 21.	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 28.	1 $\frac{3}{4}$ to 1 $\frac{1}{2}$	1 $\frac{1}{4}$
do 22.	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 29.	1 $\frac{1}{2}$	1 $\frac{1}{4}$
do 24.	1 $\frac{1}{2}$	1	Sept. 4.	1 $\frac{1}{2}$	1 $\frac{1}{4}$
do 28.	1 $\frac{1}{2}$	1	do 9.	1 $\frac{1}{2}$	1 $\frac{1}{4}$
May 11.	1 to 1 $\frac{1}{2}$	1	do 11.	1 $\frac{1}{2}$	1 $\frac{1}{4}$
do 17.	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 19.	1 $\frac{1}{2}$	1 $\frac{1}{4}$
do 19.	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 25.	2	1 $\frac{1}{2}$
do 24.	1 $\frac{5}{8}$	1 $\frac{1}{4}$	do 27.	2 $\frac{1}{2}$	2
June 3.	2	1 $\frac{1}{4}$	do 29.	2 $\frac{1}{2}$	2 $\frac{1}{4}$
do 6.	2 $\frac{1}{4}$	2	do 30.	2 $\frac{1}{2}$ to 2 $\frac{3}{4}$	2 to 2 $\frac{1}{4}$
do 19.	2	1 $\frac{1}{4}$	Oct. 2.	2 $\frac{1}{2}$	2 $\frac{1}{4}$
do 22.	1 $\frac{3}{4}$	1 $\frac{1}{4}$	do 3.	2 $\frac{1}{4}$	2
do 24.	1 $\frac{3}{4}$ to 1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 10.	2	1 $\frac{3}{4}$
do 26.	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 19.	2 $\frac{1}{4}$	2
do 27.	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 26.	2	1 $\frac{3}{4}$
do 28.	1 $\frac{1}{2}$	1	Nov. 2.	1 $\frac{7}{8}$	1 $\frac{1}{2}$
do 29.	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 4.	1 $\frac{5}{8}$	1 $\frac{1}{2}$
do 30.	1	1	do 7.	1 $\frac{5}{8}$ to 1 $\frac{3}{4}$	1 $\frac{3}{8}$ to 1 $\frac{1}{2}$
July 14.	1 to 1 $\frac{1}{2}$	1 to 1 $\frac{1}{4}$	do 9.	1 $\frac{1}{2}$	1 $\frac{1}{4}$
do 17.	1 $\frac{1}{2}$	1	do 11.	1 $\frac{1}{2}$ to 1 $\frac{3}{4}$	1 $\frac{1}{4}$ to 1 $\frac{3}{8}$
do 18.	1 $\frac{1}{2}$ to 1 $\frac{3}{4}$	1 $\frac{1}{4}$ to 1 $\frac{1}{2}$	do 14.	1 $\frac{1}{2}$ to 1 $\frac{3}{4}$	1 $\frac{1}{4}$
do 20.	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 15.	2	1 $\frac{1}{2}$
do 22.	1 $\frac{1}{2}$	1 $\frac{3}{8}$ to 1 $\frac{1}{2}$	do 22.	2 $\frac{1}{4}$	1 $\frac{3}{4}$
do 24.	1 $\frac{5}{8}$	1 $\frac{1}{4}$	do 23.	2 $\frac{1}{4}$	2
do 25.	1 $\frac{1}{2}$	1	do 24.		2 $\frac{1}{4}$ to 2 $\frac{1}{2}$
do 26.	1 $\frac{1}{2}$	1	do 27.	2 $\frac{1}{4}$	2 $\frac{1}{4}$
do 27.	1	1	do 28.		2 $\frac{1}{2}$
do 28.	1 $\frac{1}{2}$	1			
do 29.	1 $\frac{1}{2}$	1 $\frac{1}{4}$			
do 31.	1 $\frac{3}{8}$	1 $\frac{1}{8}$			

NOTE.—As a rule oats one-quarter per cent less than corn. Rate from Milwaukee about the same as from Chicago.

Department of Railways and Canals.

AVERAGE LAKE FREIGHTS.

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past eleven years, the highest and lowest rate on wheat in each year, and the average rate on wheat each year, in cents, per bushel:—

Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1883 { Wheat.....	3·0	2·5	2·5	3·8	4·6	3·8	4·0
{ Corn.....	2·7	2·2	2·2	3·5	4·3	3·5	3·7
Highest rate, wheat, 1883, 5¼c. ; lowest, 2·2c. ; average for the season, 3¼c.							
1884 { Wheat.....	2·2	2·2	2·0	1·9	2·1	2·0	2·3
{ Corn.....	2·0	2·0	1·7	1·6	1·9	1·6	2·1
Highest rate, wheat, 1884, 3c. ; lowest, 1·6c. ; average for the season, 2·1c.							
1885 { Wheat.....	2·1	1·3	1·3	1·8	1·6	3·1	3·2
{ Corn.....	1·8	1·2	1·1	1·5	1·4	2·2	2·8
Highest rate, wheat, 1885, 3¾c. ; lowest, 1·1c. ; average for the season, 2c.							
1886 { Wheat.....	3·1	2·7	2·7	3·2	4·5	4·8	4·3
{ Corn.....	2·8	2·5	2·5	2·9	4·2	4·6	4·0
Highest rate, wheat, 1886, 5¾c. ; lowest, 2c. ; average for the season, 3·6c.							
1887 { Wheat.....	3·4	5·1	3·8	3·5	4·1	4·7	3·9
{ Corn.....	3·1	4·7	3·5	3·3	3·8	4·4	3·6
Highest rate, wheat, 1887, 6c. ; lowest, 3c. ; average for the season, 4·1c.							
1888 { Wheat.....	2·1	1·9	2·2	3·2	3·5	2·4	2·5
{ Corn.....	1·8	1·7	1·9	2·9	3·2	2·1	2·3
Highest rate, wheat, 1888, 4c. ; lowest, 1·7c. ; average for the season, 2·7c.							
1889 { Wheat.....	2·2	2·0	2·1	2·7	3·0	3·0	2·5
{ Corn.....	2·0	1·8	1·9	2·4	2·7	2·7	2·3
Highest rate, wheat, 1889, 3·6c. ; lowest, 2c. ; average for the season, 2·5c.							
1890 { Wheat.....	1·8	2·0	2·3	1·5	2·0	1·8	2·0
{ Corn.....	1·6	2·0	2·0	1·3	1·8	1·6	1·8
Highest rate, wheat, 1890, 2½c. ; lowest, 1·5c. ; average for the season, 1·9c.							
1891 { Wheat.....	1·4	1·2	2·1	2·7	3·3	2·2	4·1
{ Corn.....	1·2	1·1	2·0	2·5	3·0	2·1	3·8
Highest rate, wheat, 1891, 5¼c. ; lowest, 1c. ; average for the season, 2·4c.							
1892 { Wheat.....	1·9	1·8	2·0	2·3	2·3	2·3	2·6
{ Corn.....	1·7	1·6	1·8	2·1	2·1	2·1	2·3
Highest rate, wheat, 1892, 3c. ; lowest, 1c. ; average for the season, 2·2c.							
1893 { Wheat.....	1·3	1·8	1·2	1·3	1·7	2·1	2·0
{ Corn.....	1·2	1·6	1·1	1·2	1·5	1·9	1·8
Highest rate, wheat, 1893, 2¾c. ; lowest, 1c. ; average for the season, 1·6c.							

LAKE FREIGHT FROM DULUTH TO BUFFALO ON WHEAT.

The following statement shows the dates of the changes in the ruling lake freight rates on wheat from Duluth to Buffalo during the season of 1893, as reported, on the dates specified:—

1893.	Wheat, bush.	1893.	Wheat, bush.
	Cents.		Cents.
March 11 to April 17, vessels to arrive.....	3¾ to 3	July 23 to 29.....	1¼ to 1½
April 20 to 30.....	2¾ to 2½	Aug. 3 to 26.....	1½
May 6 to 12.....	2¾	do 27 to Sept. 16.....	1¾
do 13 to 20.....	3 to 2¾	Sept. 17 to 23.....	2
do 21 to 27.....	2¾	do 24 to 30.....	2 to 2½
do 29 to June 3.....	2¾ to 2½	Oct. 1 to 7.....	2½ to 3
June 4 to 10.....	2½ to 3¼	do 8 to 14.....	3
do 11 to 17.....	3¼ to 3	do 15 to 21.....	2½ to 3
do 18 to 24.....	3 to 2¾	do 22 to 28.....	2½ to 2¾
do 26 to 30.....	2½ to 2	do 29 to Nov. 4.....	2¾
July 1 to 8.....	2 to 1½	Nov. 5 to 11.....	2¾ to 2½
do 9 to 15.....	1½	do 12 to 25.....	2½ to 2¾
do 16 to 22.....	1½ to 2	Dec. 1 on three cargoes.....	3¼

In 1885, the range of freight on wheat, Duluth to Buffalo, was 1½ to 5 cents ; in 1886, 3¼ to 8 cents ; in 1887, 5 to 8 cents ; in 1888, 2 to 5 cents ; in 1889, 2 to 5 cents ; in 1890, 2 to 5 cents ; in 1891, 1¼ to 9½ cents ; in 1892, 2¼ to 4 cents ; in 1893, 1¼ to 3½ cents per bushel.

Wheat was shipped from Duluth to Kingston, per bushel, during the season of 1887, at 6¼ to 7¾ cents ; in 1888, at 4 to 5 cents ; in 1889, ——— ; in 1890, at 5¾, 5½, 4½, 4¼ and 4 cents ; in 1891, during May, 3¾, 3½, 3 and 2½ cents ; during June, 3 cents, and on July 25, 2½ cents ; in 1892, 5 cents in April, 5 and 5½ cents in May, 4 cents in June, 4½ cents in July, 3 cents in August, 6 and 6¼ cents in October ; and in 1893, ranged from 5½, 4½ cents in April, 4½ and 4¾ cents in May, 4 and 3½ cents in June, 2¾ and 3 cents in July, 3½ and 3¾ cents in September ; no figures quoted after that date.

The first arrival by lake at Duluth, in 1893, was on May 18th ; in 1892, on 21st April ; in 1891, on 30th April ; in 1890, on 23rd April ; in 1889, on 20th April ; in 1888, on 12th May ; in 1887, on 8th May, and in 1886, on 4th May.

The following statement shows the average rates of canal freights on wheat and corn, between Buffalo and New Yoak, during each month in the past ten years, and the highest and lowest rates on wheat, and average rate on wheat in each year :

Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1883 { Wheat.....	5.0	4.3	3.9	4.6	6.3	5.5	4.6
{ Corn.....	4.5	3.9	3.6	4.3	5.9	5.0	4.1
Highest rate, wheat, 1883, 6.5c. ; lowest, 3.5c. ; average for the season, 4.9c.							
1884 { Wheat.....	3.8	3.4	3.6	4.2	4.7	5.0	4.7
{ Corn.....	3.4	3.1	3.2	3.8	4.2	4.4	4.2
Highest rate, wheat, 1884, 5.5c. ; lowest, 3.2c. ; average for the season, 4.2c.							
1885 { Wheat.....	4.2	3.1	3.0	3.7	3.5	4.2	5.0
{ Corn.....	3.8	2.9	2.8	3.3	3.2	3.9	4.5
Highest rate, wheat, 1885, 6c. ; lowest, 3c. ; average for the season, 3.8c.							
1886 { Wheat.....	5.7	3.8	4.0	5.4	6.0	5.5	4.8
{ Corn.....	5.1	3.4	3.6	4.8	5.5	5.0	4.5
Highest rate, wheat, 1886, 6.5c. ; lowest, 3c. ; average for the season, 5c.							
1887 { Wheat.....	5.1	4.5	3.8	4.0	4.5	4.8	5.8
{ Corn.....	4.6	4.1	3.4	3.6	4.1	4.4	5.3
Highest rate, wheat, 1887, 7c. ; lowest, 3.5c. ; average for the season, 4.6.							
1888 { Wheat.....	3.4	2.5	2.5	4.1	3.9	3.7	3.5
{ Corn.....	3.1	2.3	2.3	3.8	3.6	3.4	3.2
Highest rate, wheat, 1888, 4.5c. ; lowest, 2c. ; average for the season, 3.4.							
1889 { Wheat.....	4.0	3.8	4.0	4.4	5.0	5.0	5.0
{ Corn.....	3.6	3.4	3.6	3.9	4.5	4.5	4.4
Highest rate, wheat, 1889, 5c. ; lowest, 3.7c. ; average for the season, 4.8.							
1890 { Wheat.....	3.9	3.8	3.6	3.8	3.9	4.0	3.5
{ Corn.....	3.5	3.4	3.2	3.4	3.5	3.6	3.1
Highest rate, wheat, 1890, 4.2c. ; lowest, 3c. ; average for the season, 3.8.							
1891 { Wheat.....	2.8	2.9	2.8	3.8	4.2	4.6	4.0
{ Corn.....	2.5	2.6	2.5	3.5	3.8	4.2	3.6
Highest rate, wheat, 1891, 4¾c. ; lowest, 2.5c. ; average for the season, 3.5c.							
1892 { Wheat.....	2.7	2.2	2.4	3.0	3.8	4.7	4.6
{ Corn.....	2.4	2.0	2.2	2.6	3.4	4.4	4.3
Highest rate, wheat, 1892, 6c. ; lowest, 2¼c. ; average for the season, 3.5c.							
1893 { Wheat.....	4.8	4.8	4.6	4.6	4.0	4.7	4.8
{ Corn.....	4.4	4.4	4.3	4.2	3.6	4.3	4.5

Highest rate, wheat, 1893, 5.5c. ; lowest, 3.6c. ; average for the season, 4.6c.

NOTE.—Canal free of tolls.

Department of Railways and Canals.

LOW COST OF TRANSPORTATION.

“During the navigation season of 1893 freight rates touched points which were among the lowest, if indeed in some instances were not the very lowest known.

“The year closed with a published tariff for all rail transportation on sixth class from Chicago to New York of 17½ cents and 15 cents per 100 pounds, with corresponding terms for intermediate points. Even these prices were cut, it is said, in the interests of large shippers. Lake rates on wheat and corn from Chicago to Buffalo dropped to one cent per bushel, and the average for the whole season was only 1·6 cent for wheat and 1·4 cent for corn, the lowest points known in the record of the trade. From Duluth to Buffalo during August and a part of July wheat was carried at 1½ and 1½ cents per bushel, with an average for the whole season of only 2·34 cents.”

FREIGHTS, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax-seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years:—

Year.	Grain received.	Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including Storage. †
	Bush.	Cts.	Cts.	Cts.
1870	32,208,039	11·2	3·1	1½
1871	61,319,313	12·6	3·1	1½
1872	58,703,666	13·0	3·1	1½
1873	65,498,955	11·4	3·1	1½
1874	55,660,198	10·0	3·1	1½
1875	52,833,451	7·9	2·0	1
1876	44,207,121	6·6	2·0	1
1877	61,822,292	7·4	1·0	1
1878	78,828,443	6·0	1·0	1
1879	75,089,768	6·8	1·0	1
1880	105,133,009	6·5	1·0	1
1881	56,389,827	4·7	1·0	1
1882	51,501,503	5·4	1·0	1
1883	65,722,080	4·9	None	1
1884	58,011,800	4·2	.....	1
1885	52,671,090	3·8	.....	1
1886	75,570,850	5·0	.....	1
1887	87,073,570	4·6	.....	1
1888*	73,977,390	3·4	.....	1
1889	92,290,550	4·8	.....	1
1890	91,994,680	3·8	.....	1
1891	135,315,510	3·5	.....	1
1892	138,872,560	3·5	.....	1
1893	140,796,410	4·6	.....	1

NOTE.—Prior to 1870 tolls were 6·21 cents a bushel, and the elevating charges 2 cents a bushel.
 * Including flax-seed. † Storage varied; five or ten days' limit.

AVERAGE FREIGHT CHARGES PER BUSHEL.

For the transportation of wheat and corn from Chicago to New York for a series of years.

(From Report of Board of Trade Chicago.)

	CORN			WHEAT.		
	By lake and Canal	By lake and rail.	By all rail.	By lake and Canal.	By lake and rail.	By all rail.
1858	127		3619	1550		3861
1859	1570		3248	1663		3480
1860	a 0833		3248	a 095		3480
1861	a 1062		3881	a 1210		4158
1862	a 0957		4480	a 1062		4800
1863	a 063		4592	a 072		4920
1864	a 09		5600	a 0952		60
1865	a 0864		4188	a 0894		4488
1866	a 1075		4312	a 1377		4620
1867	a 0511		4176	a 08		4475
1868	a 0604		3532	a 0802		3784
1869	a 0584	2355	3320	a 0651	2520	3557
1870	a 16	2220	28	a 0677	2250	30
1871	a 0754	2372	2968	a 0687	2542	3180
1872	a 1072	2660	3266	a 1110	2950	3499
1873	a 0816	2298	2893	a 0917	2461	3102
1874	a 0382	1388	2450	a 0400	1709	2625
1875	a 034	1303	2240	a 0378	1389	2400
1876	b 0875	1079	1574	b 0982	1136	1686
1877	b 0959	1406	1890	b 1109	1546	2050
1878	b 0883	1053	1652	b 0996	1209	1770
1879	b 1049	1220	1456	b 1187	1313	1774
1880	b 1341	1443	1748	b 1313	1580	1980
1881	b 0777	0942	1340	b 0867	1049	1440
1882	b 0672	1028	1350	b 0723	1091	1447
1883	b 0803	11	1512	b 0901	1163	1620
1884	b 0655	085	1232	b 07	10	1320
1885	b 063	0801	1232	b 0654	0902	1320
1886	b 0845	1120	14	b 0910	12	1500
1887	b 0850	1120	1470	b 0950	12	1575
1888	b 0671	1026	1354	b 0705	1114	1450
1889	b 0632	0819	126	b 0692	0897	1500
1890	b 0593	0732	1136	b 0676	0852	1430
1891	b 0632	0753	1400	b 0695	0857	1500
1892	b 0595	0721	1296	b 0645	0759	1380
1893	b 0718	0797	1365	b 0766	0848	1463

a To Buffalo only. b Including charges and tolls.

Department of Railways and Canals.

ANNUAL average through Freight Rates on Grain, Flour and Provisions (per 100 lbs.), from Chicago to European Ports, by all Rail to Sea-board and thence by Steamers, from 1880 to 1893.

(Prepared by Secretary of the Board of Trade, Chicago.)

Shipped to	Articles.	1893.	1892.	1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1881.	1880.
Liverpool	Grain	3410	3287	4075	3187	3958	3490	3487	3672	2943	4428	3647	3718	4922
do	Sacked flour	3513	3625	4187	3625	4162	3371	3491	3420	2887	2982	4030	3499	5423
do	Provisions	4547	4575	5531	5109	5746	3747	4073	4415	3508	4674	5183	4670	6871
Glasgow	Grain	3585	3650	4425	3550	4075	3605	3705	3910	3228	2641	3932	4400	5451
do	Sacked flour	3625	3906	4469	4198	4425	3379	3968	3951	3443	2811	4400	4400	5451
do	Provisions	4928	4969	5953	5833	6142	4658	4855	5329	4086	4789	5361	5361	6732
London	Grain	3760	3462	4250	3550	3802	3945	3945	4086	2921	2783	3620	3620	4732
do	Sacked flour	3794	3681	4328	4047	4510	3776	3784	4021	3171	3825	4276	4276	5550
do	Provisions	4828	4688	5953	5813	6196	4570	4781	5471	4046	4891	5550	5550	7385
Antwerp	do	4828	5025	5250	4688	6094	4472	4961	5219	4327	5373	6285	5708	7385
Hamburg	do	5250	5000	5500	5250	6262	5426	5229	5154	4842	5434	6279	5471	7385
Amsterdam	do	5000	5500	6000	5000	6500	5426	5525	5562	4383	5434	6683	5471	7385
Rotterdam	do	5000	5500	6000	5000	6500	5426	5508	5562	4383	4384	6683	5471	7385
London	do	5331	6094	6375	5813	6492	5483	5508	5169	4951	5434	7158	5434	6965
Copenhagen	do	6656	7219	6938	6094	7500	6671	5865	5543	5468	5908	8255	5468	6965
Stockholm	do	5531	6094	6375	6813	6492	5483	5509	5833	5210	5422	7420	5422	6965
Stettin	do	6000	6200	7500	6650	7491	5821	6021	5708	5046	5603	6432	5603	6965
Bordeaux	do	6000	6200	7500	6650	7491	5821	6021	5708	5046	5603	6432	5603	6965

TOTAL Values of Merchandise received from British North America for Immediate Transit across United States Territory, for Immediate Transhipment in Ports of the United States to British North America, and so shipped, during each year from 1873 to 1893, inclusive.

YEAR ENDING 30TH.	COUNTRIES FROM WHICH RECEIVED.						COUNTRIES TO WHICH SHIPPED.					
	British North America.						British North America.					
	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, On- tario, Mani- toba and the North- west Terri- tories.	British Columbia.	Newfound- land and Labrador.	Total.		Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, On- tario, Mani- toba and the North- west Terri- tories.	British Columbia.	Newfound- land and Labrador.	Total.	
1873	\$ cts. 495,289	\$ cts. 12,894,164	\$ cts. 5,240	\$ cts. 13,394,693	\$ cts. 18,394,693	\$ cts. 5,282,290	\$ cts. 21,320,174	\$ cts. 181,720	\$ cts. 26,784,184	\$ cts. 26,784,184		
1874	449,655	13,616,344	97,691	14,163,690	14,163,690	7,150,086	19,843,169	317,534	27,310,739	27,310,739		
1875	443,570	17,342,933	256,074	18,042,577	18,042,577	8,999,596	20,283,639	517,060	29,800,295	29,800,295		
1876	261,443	22,134,275	195,047	22,591,902	22,591,902	9,102,600	14,658,358	658,836	24,419,888	24,419,888		
1877	160,658	12,092,619	218,418	12,471,695	12,471,695	2,879,422	15,551,238	544,018	18,977,153	18,977,153		
1878	163,978	11,627,114	412,866	12,204,058	12,204,058	951,268	11,436,470	524,013	12,912,685	12,912,685		
1879	194,129	11,606,832	280,079	12,081,095	12,081,095	889,539	11,520,877	476,824	12,869,587	12,869,587		
1880	215,131	16,782,315	137,271	17,134,717	17,134,717	1,643,716	14,866,663	531,436	17,042,103	17,042,103		
1881	171,383	16,758,108	72,555	17,002,046	17,002,046	1,778,836	20,857,827	719,268	23,356,264	23,356,264		
1882	164,990	28,265,083	113,618	28,543,178	28,543,178	2,732,635	34,005,845	855,784	37,595,484	37,595,484		
1883	561,791	29,294,031	36,373	29,802,820	29,802,820	2,455,557	35,878,389	971,307	39,317,568	39,317,568		
1884	656,233	12,574,953	188,041	13,419,227	13,419,227	1,740,500	19,717,466	1,475,833	22,939,385	22,939,385		
1885	933,806	12,280,483	308,691	13,523,613	13,523,613	1,635,442	16,448,142	1,615,293	19,700,468	19,700,468		
1886	1,165,973	9,303,864	359,104	10,861,020	10,861,020	2,040,298	16,369,429	1,825,178	20,241,079	20,241,079		
1887	1,684,730	9,606,175	213,316	11,504,721	11,504,721	1,621,748	19,930,296	633,841	22,187,955	22,187,955		
1888	1,525,048	6,417,701	372,934	8,542,817	8,542,817	1,781,028	13,450,169	370,322	13,611,656	13,611,656		
1889	2,596,233	8,355,178	294,859	11,336,123	11,336,123	2,484,787	18,993,957	665,527	22,146,975	22,146,975		
1890	3,070,657	12,449,772	304,897	16,000,910	16,000,910	5,277,210	21,140,198	913,106	27,336,204	27,336,204		
1891	3,850,079	15,310,945	422,806	19,780,470	19,780,470	6,695,614	21,695,992	547,144	27,883,023	27,883,023		
1892	4,393,062	19,005,704	201,373	23,928,255	23,928,255	2,079,783	24,189,181	428,188	26,704,114	26,704,114		
1893	1,009,597	16,404,425	89,565	17,885,573	17,885,573	2,052,357	20,232,400	409,055	22,720,111	22,720,111		

Department of Railways and Canals.

TOTAL VALUES of Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transhipment in Ports of the United States to other Foreign Countries, and so Shipped, for each Year from 1868 to 1893, inclusive.

Year ending June 30.	Countries from which Received.										Countries to which Shipped.					Total Value of Merchandise Received and Shipped.			
	Great Britain and Ireland.		Germany.		British North American Possessions.		Mexico.		Cuba.		Other Countries.		Mexico.		Cuba.		Other Countries.		
	\$	¢	\$	¢	\$	¢	\$	¢	\$	¢	\$	¢	\$	¢	\$		¢	\$	¢
1868	10,664,576	132,074	4,864,269	14,967	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,516,604						
1869	10,891,698	150,382	5,832,678	60,715	2,373,474	1,767,037	2,693,525	1,547,602	15,033,321	448,300	72,875	1,269,861	21,095,984						
1870	10,210,455	302,806	7,215,973	103,977	3,309,277	2,049,422	2,946,053	2,116,240	16,689,037	321,331	135,915	983,275	23,191,860						
1871	13,473,915	322,110	7,964,060	344,179	1,367,573	1,913,200	4,031,319	1,033,307	18,406,475	346,872	345,224	1,211,840	25,375,037						
1872	17,683,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,494	2,263,819	24,042,790	368,151	179,570	1,797,496	31,385,320						
1873	19,144,815	250,704	13,394,693	286,600	5,737,904	1,284,462	5,144,175	5,622,325	26,784,184	235,113	319,771	1,993,617	40,099,185						
1874	18,832,900	211,907	14,163,690	151,920	4,563,869	926,390	5,391,201	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676						
1875	18,687,276	325,648	18,042,577	115,527	1,759,308	1,686,789	7,229,912	1,495,285	29,840,245	1,155,004	248,358	757,429	40,686,283						
1876	14,304,197	290,489	22,591,902	226,315	2,962,963	1,460,793	11,791,200	2,938,538	24,419,888	1,129,440	600,061	1,163,508	42,062,655						
1877	13,782,085	337,997	12,471,695	158,852	1,095,451	1,460,793	7,758,501	1,108,268	18,977,153	329,577	306,311	770,933	29,296,773						
1878	10,084,510	375,768	12,204,058	146,822	3,041,957	1,481,633	9,577,050	2,965,330	12,912,085	316,664	319,611	1,306,908	27,337,148						
1879	8,796,340	521,917	12,081,095	222,320	1,954,042	1,521,153	8,175,951	2,252,572	12,889,587	390,968	174,757	1,272,032	25,095,867						
1880	10,311,139	620,704	17,134,747	239,655	3,606,009	1,942,405	10,856,579	3,638,477	17,042,103	300,148	234,848	1,775,594	33,857,749						
1881	14,898,052	721,344	17,002,046	217,444	2,642,550	2,222,122	9,122,079	2,729,246	23,356,264	671,008	177,340	1,648,121	37,704,048						
1882	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,692,806	5,336,961	37,595,484	800,025	319,257	2,421,526	58,065,459						
1883	20,242,222	1,149,195	29,802,820	281,309	3,126,069	4,276,712	11,089,805	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327						
1884	14,038,694	948,901	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,990,488	27,939,385	2,748,434	221,061	2,656,635	36,814,392						
1885	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544	7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,435,538						
1886	13,142,644	1,462,414	10,861,020	210,078	6,797,879	4,568,229	8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264						
1887	17,977,200	1,817,511	11,504,721	111,635	6,780,853	4,720,760	10,652,219	4,353,992	25,611,956	2,002,476	608,121	3,561,358	42,706,121						
1888	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298	6,853,195	2,551,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209						
1889	19,080,647	1,396,123	11,396,123	296,654	9,054,736	5,052,610	10,656,465	4,561,064	22,146,975	1,781,110	892,158	5,768,287	47,403,563						
1890	20,684,427	2,735,546	16,002,384	639,050	9,769,256	5,898,763	11,968,808	5,097,434	27,335,678	4,944,149	1,215,399	6,450,301	55,639,426						
1891	20,879,851	2,819,238	19,780,470	565,338	6,977,901	6,475,119	11,968,808	3,640,940	27,883,023	5,052,318	966,851	7,985,977	57,497,917						
1892	21,334,783	2,930,571	23,928,255	1,383,455	11,054,445	8,936,228	20,141,862	6,995,419	26,704,114	4,953,911	1,472,960	9,239,451	69,567,837						
1893	20,387,339	3,466,885	17,885,573	1,652,200	10,131,171	14,426,669	18,511,287	7,986,637	22,720,111	4,607,549	2,034,741	12,089,492	67,949,837						

FOREIGN CARRYING TRADE.

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1893, inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879, inclusive,) as method of transportation of specie and merchandise cannot be separately stated.

Year ending June 30.	IMPORTS.			EXPORTS.			TOTAL IMPORTS AND EXPORTS.					Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles.	In American vessels.	In Foreign vessels.	In cars and other land vehicles.	In American vessels.	In Foreign vessels.	Total.		
											\$	
1857												70.5
1858		259,116,170	101,773,971		251,214,857	111,745,825		510,831,027	213,519,796	723,850,823		73.7
1859		203,700,016	78,913,134		243,491,288	81,153,133		447,191,304	160,066,267	607,257,571		66.9
1860		216,123,428	123,644,702		249,617,953	107,171,509		465,741,381	223,816,211	689,557,592		66.5
1861		228,164,855	134,001,899		270,082,902	121,039,304		597,247,757	253,040,793	762,288,550		65.2
1862		201,544,065	134,106,068		173,972,733	69,372,180		381,516,788	203,478,278	584,995,066		50.0
1863		92,274,100	113,497,629		125,421,318	104,517,667		217,695,418	218,015,296	435,710,714		41.4
1864		109,744,580	143,175,340		132,127,891	199,880,691		241,872,471	343,056,031	584,928,502		27.5
1865		81,212,077	248,350,818		102,849,409	237,442,730		184,061,486	485,793,548	669,855,034		27.7
1866		74,385,116	174,170,336		93,017,756	262,839,588		167,402,872	437,010,124	604,412,996		33.9
1867		112,040,395	333,471,703		213,671,466	351,754,928		323,711,861	683,226,691	1,010,388,552		33.1
1868		117,209,536	300,622,035		180,625,368	280,708,368		297,834,904	581,330,403	879,165,307		35.6
1869		122,965,225	248,659,583		175,106,548	301,886,491		297,981,573	550,546,074	848,527,647		33.1
1870		136,802,024	300,451,231		153,154,748	285,979,781		289,956,772	580,492,012	876,448,784		35.6
1871		153,237,077	309,140,510		189,732,324	329,786,978		352,969,401	638,927,488	991,896,880		31.2
1872		163,286,710	363,020,644		180,373,462	392,801,932	7,798,156	335,664,172	753,822,576	1,132,472,258		28.5
1873		17,635,681	177,286,302	445,416,783	168,044,799	393,929,579	10,015,089	345,341,101	839,346,362	1,212,328,233		26.8
1874		17,070,548	174,739,834	471,806,765	174,566,216	494,915,886	10,799,430	27,869,978	346,306,592	1,340,899,221		26.7
1875		14,513,335	176,027,778	405,320,135	8,509,205	533,885,971	8,509,205	23,022,540	350,451,994	933,206,106		25.8
1876		13,083,859	157,872,726	382,949,568	7,304,356	156,385,066	7,304,356	314,257,792	884,788,517	1,119,434,544		27.2
1877		12,148,667	143,389,704	321,139,500	6,329,487	167,086,467	6,329,487	311,076,171	813,364,987	1,142,904,312		26.2
1878		12,965,999	146,499,282	397,407,565	7,511,365	166,551,624	7,511,365	316,660,281	859,920,536	1,194,045,627		22.9
1879		11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	7,439,862	272,015,692	911,269,232	1,202,708,609		22.6
1880		15,142,465	149,317,368	508,494,913	104,029,209	720,770,521	5,838,928	258,346,577	1,224,265,434	1,508,583,404		17.18
1881		17,193,213	133,631,146	491,840,269	116,963,324	777,162,714	8,239,308	250,586,470	1,269,002,983	1,545,041,974		16.22
1882		22,854,946	130,266,826	571,517,802	96,962,919	641,460,967	12,118,371	227,229,745	1,212,978,769	1,475,181,831		15.40
1883		23,063,048	135,002,290	564,175,576	104,418,210	634,331,348	25,089,844	48,092,892	1,258,506,024	1,547,420,310		15.64
1884		20,140,294	135,046,297	512,511,192	26,573,774	639,652,828	26,573,774	46,714,068	1,127,798,199	1,408,211,392		16.50
1885		21,149,476	112,864,032	443,513,801	24,183,299	82,001,691	24,183,299	45,332,775	1,079,518,566	1,319,717,084		14.76
1886		24,553,683	118,942,817	491,937,636	19,144,667	78,406,680	19,144,667	43,700,360	1,073,911,113	1,314,960,966		15.01
1887		27,562,059	121,365,493	543,392,216	21,389,666	72,991,253	21,389,666	48,951,725	1,165,194,508	1,408,529,979		13.80

Department of Railways and Canals.

1868	32,209,459	123,525,208	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,473	1,174,637,321	1,419,911,621	13.44
1869	38,227,861	120,782,910	586,120,881	28,496,517	83,022,198	630,942,660	66,664,378	203,805,108	1,217,063,541	1,487,533,027	13.70
1870	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,693	12.25
1871	40,332,735	127,471,678	676,511,763	31,323,439	78,968,047	773,589,324	72,836,194	206,439,725	1,450,101,087	1,729,397,006	11.94
1872	39,726,595	139,139,891	648,535,976	33,220,629	81,033,844	916,023,675	72,947,224	220,173,735	1,564,559,651	1,857,680,610	11.85
1873	44,121,094	127,035,434	695,184,394	43,862,947	70,670,073	733,132,174	87,984,041	197,765,507	1,428,316,568	1,626,082,075	12.2

NOTES.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1862 to 1879, inclusive.

STATEMENT showing the Total Values of Foreign Merchandise transported in the In Transit and Transhipment Trade of the United States with the British North American Possessions during each year from 1871 to 1890.

Year ending 30th June.	Received for transit and transhipment from British North American Possessions.			Shipped in transit to or transhipment for British North American Possessions.		
	By Land.	By Water.	Total.	By Land.	By Water.	Total.
	\$	\$	\$	\$	\$	\$
1871.....	6,035,585	1,918,475	7,954,060	15,624,591	2,781,884	18,406,475
1872.....	8,237,859	1,038,310	9,276,169	19,357,342	4,685,448	24,042,790
1873.....	11,700,787	1,693,906	13,394,693	20,178,666	6,605,518	26,784,184
1874.....	12,695,590	1,468,100	14,163,690	20,572,299	6,938,430	27,510,739
1875.....	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876.....	21,301,262	1,290,640	22,591,902	19,369,958	5,049,930	24,419,888
1877.....	10,835,642	1,636,053	12,471,695	17,066,855	1,910,298	18,977,153
1878.....	10,314,534	1,889,524	12,204,058	11,914,321	998,384	12,912,685
1879.....	10,098,998	1,982,097	12,081,095	12,030,635	858,952	12,889,587
1880.....	15,265,177	1,869,570	17,134,747	16,388,673	653,430	17,042,003
1881.....	15,200,967	1,801,079	17,002,046	22,828,270	527,994	23,356,264
1882.....	24,665,029	3,878,149	28,543,178	36,613,465	982,019	37,595,484
1883.....	26,382,370	3,420,450	29,802,820	38,389,318	923,250	39,312,568
1884.....	13,043,498	375,729	13,419,227	22,120,587	818,798	22,939,385
1885.....	12,755,686	767,927	13,523,613	19,106,476	594,982	19,700,458
1886.....	9,593,344	1,267,676	10,861,020	19,428,867	812,212	20,241,079
1887.....	9,377,041	2,127,680	11,504,721	20,178,365	2,009,590	22,187,955
1888.....	6,309,024	2,033,793	8,342,817	13,347,876	2,063,780	15,411,656
1889.....	8,303,171	3,032,952	11,336,123	19,299,966	2,849,263	22,149,229
1890.....	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	27,335,201

NOTE.—This movement forms no part of the import and export trade.

Department of Railways and Canals.

STATEMENT showing the kinds and weights of commodities, the produce and manufacture of the United States, exported from the United States through British Columbia, via the Canadian Pacific Railway, to China and Japan, during the year ending 30th June, 1893.

(From reports furnished by the Canadian Pacific Railway to Treasury Department, Washington, U.S.)

Articles.	FRONTIER PORTS FROM WHICH EXPORTED.				Total.
	Neche, N. Dakota.	Detroit, Mich.	Ogdensburg, N. Y.	Richford, Vt.	
	Pounds.	Pounds.	Pounds.	Pounds.	
Books and stationery		840	22,982	500	24,322
Canned goods			846,438	3,000	849,438
Clocks			9,840		9,840
Cotton goods			5,705,807	946,221	6,652,028
Dry goods				28,362	28,362
Gunseg			32,589		32,589
Household goods	2,370			360	2,730
Hoofs	244,904				244,904
Iron			96,500		96,500
Iron pipe			70,000		70,000
Machinery	17,180		149,843	36,216	203,239
Miscellaneous	10,208		53,532	9,769	73,509
Total	274,662	840	6,987,331	1,024,428	8,287,261

STATEMENT of the kinds and weights of commodities imported into the United States through British Columbia via the Canadian Pacific Railway from China and Japan during the year ending June 30th, 1893.

(From reports furnished by the Canadian Pacific Railway to Treasury Department Washington, U.S.)

Articles.	FRONTIER PORTS INTO WHICH IMPORTED.						Total.
	Neche, N. Dakota	Detroit, Mich.	Buffalo, N. Y.	Ogdens- burg, N. Y.	Richford, Vt.	Little Dalles.	
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Asiatic merchandise.....	168,293			836,656	61,833		1,066,782
Curios.....	130,447			694,020	1,450		825,917
Exhibits.....	925,048						925,048
Household goods.....	934						934
Rice.....	738,060			226,800	50,580		1,015,440
Silk.....	10,432			1,276,591	3,652		1,290,675
Skins.....	59,643			73,696			133,339
Sugar.....							610,375
Tea.....	7,514,908	668,649	50,870	4,579,940	61,735	610,375	12,876,102
Wool.....				18,748			18,748
Miscellaneous.....	32,523			82,761			115,284
Total.....	9,580,288	668,649	50,870	7,789,212	179,250	610,375	18,878,644

Department of Railways and Canals.

STATEMENT showing the Quantities and Values of Domestic Merchandise shipped from San Francisco, Cal., via British Columbia, per Canadian Pacific Railway, to eastern Ports of the United States, during the year ending June 30, 1893.

Eastern Ports to which shipped.	Flannels and Blankets.		Fruits Canned.		Hair and manufactures of.		Hides and Skins.		Leather Split.		Salmon.				Wool, raw.		Total.		
	\$		\$		\$		\$		\$		Lbs.		\$		Lbs.		\$		
Boston, Mass.																			
Chicago, Ill.	8,300								1,060									299,548	
Des Moines, Iowa.	1,127																	8,300	
Duluth, Minn.		5,250							321									1,127	
Groversville, N. Y.			1,300															5,250	
Grand Forks, N. Dak.					451			578										321	
Greenfield, Ohio.																		1,300	
Hardford, Conn.																		1,029	
Middletown, Conn.					217													46,286	
New York, N. Y.									3,880									590	
Portland, Maine.																		19,311	
Providence, R. I.																		3,820	
St. Paul, Minn.																		700	
Syracuse, N. Y.									11,836									1,400	
Totals	9,427		6,550		668		3,198		17,097		51,200	3,300	560		1,132,160	360,008		400,808	

TABLE showing the Tonnage of the undermentioned Articles, moved on

YEARS.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,305	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807
1893.....	2,367	1,093,927	252,283	49,651	24,714	6,518	23,103

Department of Railways and Canals.

all Canals in the State of New York, during a series of Twenty-four Years.

HEAVY GOODS.						
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,905,550	36,603	95,905	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,985	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	93,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,237
1,118,776	58,921	122,736	108,040	1,223,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,783	954,288	210,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,706
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,293,896	3,278	78,135	112,100	1,094,897	234,948	1,523,358
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150
937,999	524	40,073	93,216	832,397	136,612	1,102,822
1,452,563	536	27,797	52,094	741,934	102,275	924,636

TABLE showing the Tonnage of the undermentioned Articles, moved through

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876.....	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893.....	15,235	258,392	441,092	18,599	31,283	3,671	36,981

* Fiscal.

† Apples, meal, all kinds, pease, potatoes.

Department of Railways and Canals.

the Welland Canal, during a series of Twenty-three Years ended 31st Dec., 1893.

HEAVY GOODS.							
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full Tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	68,064	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	423,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	543,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690

TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of twenty-four years.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436	.....	.....
1870.....	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2 05	.....
1871.....	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67 59	.....
1872.....	.....	330,032	806,169	41,515	73,572	5,900	88	1,317,276	67 50	.....
1873.....	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82 10	.....
1874.....	.....	650,161	459,728	3,192	44,079	112	237	1,157,509	47 18	.....
1875.....	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29 38	.....
1876.....	231	377,317	356,064	6,334	24,488	12,205	4,691	783,331	.....	0 39
1877.....	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55 52	.....
1878.....	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109 08	.....
1879.....	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99 07	.....
1880.....	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	102 06	.....
1881.....	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11 75	.....
1882.....	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9 96	.....
1883.....	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51 06	.....
1884.....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37 18	.....
1885.....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14 36	.....
1886.....	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72 11	.....
1887.....	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85 64	.....
1888.....	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33 87	.....
1889.....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46 88	.....
1890.....	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21 23	.....
1891.....	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27 18	.....
1892.....	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10 69	.....
1893.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Department of Railways and Canals.

STATEMENT showing the shipments at Oswego during the same period.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815		
1870.....	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	11 06	
1871.....	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11 05	
1872.....	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818		36 59
1873.....	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765		50 80
1874.....		108,288	46,127	77,007	1,103	7,053	3,747	243,325		9 14
1875.....	1,728	32,690	3,034	75,083	3,308	4,989	5,931	126,763		52 67
1876.....	967	21,890	1,324	63,336	117	5,703	6,638	99,975		62 67
1877.....	855	28,955	3,308	80,306	316	6,603	6,556	126,899		52 61
1878.....	1,394	24,171	1,383	50,381		10,598	5,222	93,149		63 21
1879.....	734	25,740	9,268	71,693		16,623	3,110	127,168		52 51
1880.....	951	17,466	15,656	82,743		12,593	5,996	135,410		49 43
1881.....	758	25,352	8,064	62,793	200	14,444	4,027	115,638		56 82
1882.....	813	20,274	4,401	70,862	416	22,265	7,773	126,804		52 65
1883.....	432	22,634	535	32,557		14,384	1,967	72,507		73 00
1884.....	404	5,932	413	48,391		12,173	2,819	70,132		73 43
1885.....	519	6,484	22	45,264		4,613	2,945	59,847		77 62
1886.....	737	9,579	154	42,261		1,671	4,814	59,216		77 88
1887.....	790	675	2	44,580		716	1,370	48,133		82 02
1888.....	384	2,206	168	6,237			2,196	11,191		95 82
1889.....	473	8,002	8,950	40,096	16	1,405	1,003	59,945		77 61
1890.....	545	10,378	10,408	26,639	8	4,635	2,356	54,969		79 47
1891.....	292	4,298	1,652	27,418		2,130	3,620	39,410		85 28
1892.....	273	4,806	5,657	5,283		199	2,340	18,558		93 07
1893.....	119	2,036	3,968	8,476		237	2,784	17,620		93 43

TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty-three Years, ended 31st December, 1893.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872.....	26,648	231,056	254,534	,693	7,594	64	2,300	524,889
1873.....	30,660	345,720	180,042	2,643	1,188	3	3,557	563,813
1874.....	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875.....	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876.....	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877.....	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878.....	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879.....	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880.....	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881.....	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882.....	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883.....	13,256	146,741	182,143	975	731	518	10,971	355,335
1884.....	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885.....	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886.....	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887.....	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888.....	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889.....	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890.....	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891.....	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892.....	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893.....	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923

* Fiscal.

TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Twenty-three Years, ended 31st December, 1893.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity charged through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874	1,767,598	647,397	2,791,517	1,557,509	243,325	374,226
1875	1,305,550	417,936	2,343,241	1,017,559	126,763	177,908
1876	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877	1,408,984	464,181	2,493,683	1,223,100	126,899	180,586
1878	1,912,734	403,403	3,696,764	1,644,301	93,149	128,361
1879	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882	1,118,776	306,482	3,885,577	864,826	126,804	64,002
1883	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888	1,166,958	419,786	3,197,734	1,062,834	11,191	189,825
1889	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444
1892	937,999	527,426	5,913,013	870,570	18,558	244,550
1893	1,452,563	805,250	.....	.....	17,620	311,389

Department of Railways and Canals.

STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigations, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892 and 1893.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	174	62,665	432	121,150	41	17,482	329	97,257	976	298,554
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1882.										
Wheat	60,535		46,201		5,203		87,213		199,152	
Corn	7,431		6,075		3,468		38,360		55,334	
Rye							1,954		1,954	
Coal	1,673		51,127		112		27,968		80,880	
Miscellaneous merchandise	2,939		3,744		1,553		2,605		10,841	
Lumber	1,021,957		1,943,568		3,969,790		17,327,483		24,262,798	
Timber	125,960		2,847,066				13,500		3,013,526	
Staves	59,600		1,065,233				104,000		1,228,833	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	180	68,850	468	130,844	111	68,609	417	127,616	1176	365,929
		Tons.		Tons.		Tons.		Tons.		Tons.
1883.										
Wheat	32,761		29,385		5,928		76,715		144,789	
Corn	25,651		21,073		36,146		99,272		182,142	
Barley							735		735	
Rye							518		518	
Oats					731				731	
Coal	8,398		48,329		835		40,388		97,950	
Miscellaneous merchandise	5,238		3,590		13,195		2,299		24,322	
Lumber	2,102,292		3,455,590		5,287,386		15,143,274		25,988,542	
Timber	83,700		3,514,944				70,500		3,669,144	
Staves	32,876		1,038,349				90,000		1,161,225	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	173	68,250	285	73,057	99	67,637	364	97,794	921	306,738
		Tons.		Tons.		Tons.		Tons.		Tons.
1884.										
Wheat	38,859		11,618		5,461		75,474		131,412	
Corn	10,841		13,609		26,432		67,909		118,811	
Barley	90								90	
Rye	477								477	
Oats	872				7,963		1,911		10,746	
Coal	497		28,275		301		10,154		39,227	
Shingles, firewood and wood- enware	548		2,538		49		30		3,165	
Miscellaneous merchandise	2,073		3,804		11,793		428		18,103	
Lumber	3,393,351		1,680,976		8,987,558		18,126,215		32,188,100	
Timber	437,356		2,107,780				159,647		2,704,783	
Staves	No.		75,000		33,741		301,267		410,008	

STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	199	67,461	347	80,828	81	35,613	350	106,873	977	290,775
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1885.										
Wheat.....	26,025	3,153	6,882	72,478	108,538					
Corn.....	16,046	2,462	20,589	78,439	117,536					
Barley.....		228			228					
Oats.....			217	665	882					
Pease.....	11				11					
Rye.....										
Coal.....	1,005	20,318		18,560	39,883					
Miscellaneous merchandise..	1,941	3,689	1,111	1,086	7,827					
Shingles, woodenware, &c....	223	9	53	58	343					
Sawed lumber..... Ft. B.M.	7,725,105	8,681,081	9,381,634	20,935,270	46,723,110					
Square timber..... Cub. ft.	601,516	2,849,526	20,692	113,682	3,585,416					
Staves..... No.	104,000	44,000	83,500		231,500					
Firewood..... Cords.		783			783					
	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.					
	261 95,928	426 123,297	118 86,937	358 108,344	1163 414,506					
	Tons.	Tons.	Tons.	Tons.	Tons.					
1886.										
Wheat.....	38,984	30,834	2,937	70,019	142,774					
Corn.....	48,547	33,315	36,852	99,644	218,358					
Barley.....				572	572					
Oats.....	6	41	4,331	459	4,837					
Pease.....	450	158			608					
Rye.....										
Coal.....	4,007	45,018		11,647	60,672					
Miscellaneous merchandise..	2,936	6,728	23,687	281	33,622					
Shingles, woodenware, &c....	329		252	215	1,152					
Sawed lumber..... Ft. B.M.	6,915,390	15,719,631	8,953,478	18,405,961	49,994,460					
Square timber..... Cub. ft.	564,827	2,335,205		35,500	2,935,532					
Staves..... No.	221,280	697,933			919,213					
Firewood..... Cords.		390			390					
	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.					
	250 86,344	372 101,745	107 94,029	163 46,152	892 328,270					
	Tons.	Tons.	Tons.	Tons.	Tons.					
1887.										
Wheat.....	80,757	81,652	200	46,186	208,796					
Corn.....	12,341	14,775	65,981	20,582	113,679					
Barley.....			9	575	584					
Oats.....		1,376	11,098	279	12,753					
Pease.....		362			362					
Rye.....										
Coal.....	1,436	25,165		2,108	28,709					
Miscellaneous merchandise..	2,179	4,609	24,395	415	31,598					
Shingles, woodenware, &c....	1,716	1,081	26		2,823					
Sawed lumber..... Ft. B.M.	2,894,767	12,329,728	4,161,349	15,091,355	34,477,199					
Square timber..... Cub. ft.	498,770	1,285,594			1,784,364					
Staves..... No.		266,697			266,697					
Firewood..... Cords.	299	466			765					

Department of Railways and Canals.

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	242	86,838	339	93,450	114	104,505	219	60,500	914	345,293
	Tons.		Tons.		Tons.		Tons.		Tons.	
1888.										
Wheat	45,481		60,379		1,353		40,779		147,992	
Corn	38,620		14,251		71,988		71,175		196,024	
Barley										
Oats	672				24,967		1,311		26,950	
Pease			54		57				111	
Rye					71		632		703	
Coal	1,603		20,064				4,208		25,897	
Miscellaneous merchandise ..	2,165		3,291		22,719		3,722		31,875	
Shingles, woodenware, &c. . .	66		84		141		6		297	
Sawed lumber..... Ft. B.M.	5,262,700		11,977,905		4,451,360		12,539,672		34,230,637	
Square timber..... Cub. ft.	687,728		1,555,307		19,000				2,262,035	
Staves..... No.	106,972		211,436				34,000		352,408	
Firewood..... Cords.	179		201						380	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	317	106,048	427	118,071	208	172,873	268	92,442	1220	489,434
	Tons.		Tons.		Tons.		Tons.		Tons.	
1889.										
Wheat	38,127		28,054		1,679		46,767		114,627	
Corn	60,218		43,819		152,858		96,700		353,595	
Barley										
Oats	320				25,347		2,145		27,812	
Pease										
Rye	948		634		336				1,918	
Coal	3,976		21,148		712		1,664		27,500	
Miscellaneous merchandise ..	6,339		5,749		23,082		3,030		40,200	
Shingles, woodenware, &c. . .			1				51		52	
Sawed lumber..... Ft. B.M.	5,789,226		11,632,330		11,792,850		21,026,211		50,240,617	
Square timber..... Cub. ft.	924,645		2,934,989						3,859,634	
Staves..... No.	35,700		194,649						220,349	
Firewood..... Cords.			46						46	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	342	110,056	443	117,400	202	204,542	142	50,622	1129	482,620
	Tons.		Tons.		Tons.		Tons.		Tons.	
1890.										
Wheat	43,308		35,633		7,514		32,239		118,694	
Corn	63,095		51,439		172,756		40,104		327,394	
Barley					3,304		3,215		6,519	
Oats	479		73		27,030				27,582	
Pease					14				14	
Rye	1,121								1,121	
Coal	1,049		21,732				615		23,396	
Miscellaneous merchandise ..	3,146		5,683		32,194		2,510		43,533	
Shingles, woodenware, &c. . .	15		1,266		8				1,289	
Sawed lumber..... Ft. B.M.	5,921,240		5,167,201		10,274,335		14,290,800		35,653,576	
Square timber..... Cub. ft.	1,141,194		3,395,832						4,537,026	
Staves..... No.	12,255		19,947						32,202	
Firewood..... Cords.	15		566						581	

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—Continued.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	256	107,575	173	68,061	241	241,317	130	50,063	800	467,016
	Tons.		Tons.		Tons.		Tons.		Tons.	
1891.										
Wheat	62,859		56,953		36,425		33,853		190,090	
Corn.....	20,510		9,550		137,852		17,039		184,951	
Barley.....					5,444		4,061		9,505	
Oats.....					50,212		1,076		51,288	
Pease.....	390								390	
Rye.....	29,581		11,296		16,361		7,343		64,581	
Coal.....	158		20,388				3,851		24,397	
Miscellaneous merchandise..	8,369		6,007		37,537		2,578		54,491	
Shingles, woodenware, &c....							4		4	
Sawed lumber..... Ft. B.M.	4,268,874		4,648,824		8,067,351		18,745,628		35,730,677	
Square timber..... Cub. ft.	449,406		566,109						1,015,515	
Staves..... No.	1,000								1,000	
Firewood..... Cords.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	239	100,324	186	73,140	245	248,837	134	52,087	804	474,388
		Tons.		Tons.		Tons.		Tons.		Tons.
1892.										
Wheat.....	74,578		54,764		60,364		36,898		226,604	
Corn.....	17,477		7,369		146,080		21,631		192,548	
Barley.....					3,995		2,438		6,433	
Oats.....					36,935				36,935	
Pease.....	524								524	
Rye.....	5,066				3,718		608		9,392	
Coal.....	775		13,350				1,365		15,490	
Miscellaneous, merchandise..	2,139		2,786		44,117				49,042	
Shingles, woodenware, &c....	1				45		9		55	
Sawed lumber..... Ft. B.M.	6,278,253		7,504,256		10,494,692		26,882,564		51,109,765	
Square timber..... Cub. ft.	754,213		1,421,260		2,601		1,310		2,179,384	
Staves..... No.	46,800		32,838						79,638	
Firewood..... Cords.										

Department of Railways and Canals.

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, entering the Canal at Port Colborne, during the Season of Navigation in 1893.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	193	100,107	143	58,652	390	375,682	236	122,326	962	656,767
	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	83,447		31,185		72,671		68,628		255,931	
Corn.....	23,317		12,946		313,246		91,083		441,092	
Barley.....	1,527		183		16,189		562		18,461	
Oats.....	223				27,903		3,038		31,164	
Pease.....										
Rye.....					3,216		455		3,671	
Coal.....	638		13,580				5,849		20,067	
Miscellaneous merchandise.....	6,179		286		44,976		1,647		53,088	
Shingles, woodenware, &c.....			15		22				37	
Sawed lumber Ft. B.M.	13,750,267		2,748,941		17,359,573		41,863,852		75,722,633	
Square timber Cub. ft.	836,048		1,437,893		5,133				2,279,074	
Staves..... No.			18,484						18,484	
Firewood..... Cords.										

STATEMENT showing the Quantity of through Freight passed up the Welland Canal, in Canadian and United States Vessels, during the season of 1893.

ARTICLES.	Quantity carried in Canadian Vessels.			Quantity carried in United States Vessels.			Total in Canadian and United States Vessels.
	Steam.	Sail.	Total.	Steam.	Sail.	Total.	
<i>Class 3.</i>	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Cement & Water Lime..	2,763		2,763	406		406	3,169
Fish.....	1		1	520		520	521
Iron, railway.....	3,796	2,786	6,582				6,582
do pig.....	25		25	90		90	115
do all other.....	816	184	1,000	152		152	1,152
Salt.....	997		997				997
Steel.....	426		426	267		267	693
All other articles.....	54	138	192	1,163		1,163	1,355
<i>Class 4.</i>							
Crockery & earthenware.	111		111				111
Marble.....				2,152		2,152	2,152
Manilla.....				236		236	236
Nails.....	489		489				489
Paint.....	96		96	13		13	109
Pitch and tar.....	26		26				26
Sugar.....	2,231		2,231	153		153	2,384
Tin.....	34		34				34
All other merchandise..	2,520		2,520	33,943		33,943	36,463
<i>Class 5.</i>							
Produce of wood.....	75		75	84		84	159
<i>Special Class.</i>							
Coal.....	4,687	2,993	7,680	142,174	63,175	205,349	213,029
Stone not suitable for cutting.....				1,352	2,801	4,153	4,153
Totals.....	19,147	6,101	25,248	182,705	65,976	248,681	273,929

Department of Railways and Canals.

WELLAND CANAL THROUGH FREIGHT.

RECAPITULATION.

WELLAND CANAL—WEST-BOUND FREIGHT.

The total quantity of through freight passed up the Welland Canal in Canadian and United States vessels during the season of navigation in 1893, is as follows :—

Summary.	Tons.	Tons.
In Canadian steam vessels.....	19,147	
do Sail do	6,101	
Total quantity in Canadian vessels.....		25,248
In United States vessels, steam.....	182,705	
do do sail	65,976	
Total in United States vessels.....		248,681
Grand total quantity of freight passed up the Welland Canal in Canadian and United States vessels		273,929

SUMMARY of the quantity of through freight passed on the Welland Canal during the season of Navigation in 1893.

Summary.	Tons.	Tons.
In Canadian steam vessels, up.....	19,147	
do do down.....	155,485	
Total in Canadian steam vessels.....		174,632
In Canadian sail vessels, up.....	6,101	
do do down.....	91,676	
Total in Canadian sail vessels		97,777
Total quantity in Canadian vessels		272,409
In United States steam vessels, up.....	182,705	
do do down.....	507,275	
Total quantity in United States steam vessels.....		689,980
In United States sail vessels, up.....	65,976	
do do down.....	241,065	
Total quantity in United States sail vessels.....		307,041
Total quantity in United States vessels		997,021
Total in Canadian and United States vessels.....		1,269,430
	East-bound.	West-bound.
In Canadian vessels	247,161	25,248
In United States vessels.....	748,340	248,681
Total	995,501	273,929

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne ; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the season of Navigation in 1893.

CANADIAN STEAM VESSELS.

Date of Arrival.	Names of Vessels.	Registered Tonnage.		Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over Welland Railway.				Lighterage in Tons.								
		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.		
1893.																									
May 15	Algonquin.....	1,172	245	40	0	21	0	14	5	13	9	66	274												
Nov. 27	Sir S. L. Tilley.....	769	178	35	0	14	9	13	9	13	11	39	358												

UNITED STATES STEAM VESSELS.

April 24	F. H. Prince.....	1,548	240	42	0	16	8	14	7	15	4															
do	Gov. Smith.....	1,547	240	42	0	16	8	14	9	15	2															
do	Jas. R. Langdon.....	1,530	240	42	0	16	8	13	4	15	0															
do	A. G. Lindsay.....	752	198	37	0	20	0	15	3	15	5	56	000													
May	Argonaut.....	985	213	35	0	12	0	14	6	14	6															
do	W. A. Haskill.....	1,441	265	37	0	16	6	14	7	15	0															
do	Denver.....	1,099	222	37	0	19	0	15	9	15	9															
do	A. McVittie.....	1,553	240	42	0	16	8	14	6	14	1															
do	H. R. James.....	1,553	240	42	0	16	8	14	10	15	7															
do	W. J. Averill.....	1,425	265	36	6	16	5	14	3	15	8															
do	Gov. Smith.....	1,547	240	42	0	16	8	14	3	15	4															
do	Jas. R. Langdon.....	1,550	240	42	0	16	8	14	0	15	4															
do	H. R. James.....	1,553	240	42	0	16	8	14	10	15	2															
do	W. J. Averill.....	1,548	240	42	0	16	8	13	7	15	2															
do	F. H. Prince.....	1,425	265	36	6	16	5	14	1	14	3															
June	Gov. Smith.....	1,547	240	42	0	16	8	14	11	15	2															
do	A. McVittie.....	1,553	240	42	0	16	8	14	11	15	2															
do	W. A. Haskill.....	1,441	265	37	0	16	6	14	8	15	8															
do	Jas. R. Langdon.....	1,550	240	42	0	16	8	13	9	14	8															
do	H. R. James.....	1,553	240	42	0	16	8	15	6	15	7															
do	Denver.....	1,029	222	37	0	19	0	15	10	15	9															
do	Gov. Smith.....	1,547	240	42	0	16	8	14	2	15	6															

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne ; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the Season of Navigation in 1893.—Continued.

CANADIAN STEAM VESSELS—Concluded.

Date of Arrival.	Names of Vessels.	Grain Cargo and Rolling Freight through the Canal.						Total Cargo through the Canal.		Depth of Water through the Canal Midship.	Destination.		Cost of Lighthouse per bushel.	Time occupied in Lighterage.	
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.		Rolling freight	Tons.			Ft. in.	From	To	Cts. H. M.
1893															
May 15	Algonquin.....	Bush. 64,872	Bush.	Bush.	Bush.	Tons. 1,946	Tons.	Tons.	Tons.	Tons.	1,946	13 11	Chicago.....	Kingston....	2 1 0
Nov. 27	Sir S. L. Tilley.....	Bush. 36,108	Bush.	Bush.	Bush.	Tons. 1,084	Tons.	Tons.	Tons.	Tons.	1,084	13 3	Ft William.	do	2 3 0

UNITED STATES STEAM VESSELS—Continued.

April 24	F. H. Prince	59,858									1,677	13 10	Chicago	Ogdensburg.	2 3 30
do 25	Gov. Smith	60,800									1,747	13 11	do	do	2 3 30
do 28	Jas. R. Langdon.....	27,696			19,176		326				1,693	13 7	do	Kingston....	2 3 40
do 28	A. G. Lindsay	45,626				1,369					1,369	13 10	do	do	2 3 30
May 1	Argonaut	41,375									1,159	13 10	do	do	2 3 30
do 2	W. A. Haskill	38,937									1,557	13 11	do	Ogdensburg.	2 3 0
do 8	Denver	50,368									1,411	14 0	do	do	2 3 0
do 9	A. McVittie.....	45,585									1,277	13 11	do	Kingston....	2 1 45
do 15	H. R. James	52,245									1,463	13 11	do	do	2 3 0
do 16	W. J. Averill	48,852									1,739	14 0	do	do	2 3 0
do 17	Gov. Smith.....	62,091									1,739	13 11	do	do	2 3 0
do 27	Jas R. Langdon	56,708									1,740	13 7	do	do	2 2 0
do 30	H. R. James	40,607			15,235		259				1,710	13 11	do	do	2 2 0
do 31	F. H. Prince	37,253			18,824		320				1,756	13 11	do	do	2 1 45
June 3	W. J. Averill	33,110									636	14 0	do	do	2 3 30
do 6	Gov. Smith.....	47,992									1,741	13 11	do	do	2 3 15
do 6	A. McVittie.....	46,569									1,697	13 11	do	do	2 4 0
do 11	W. A. Haskill	44,078									1,549	13 11	do	do	2 3 15
do 14	Jas. R. Langdon.....	13,233			51,941		883				1,681	13 7	do	do	2 4 15
do 17	H. R. James	55,110									1,679	13 11	do	do	2 3 30
do 18	Denver	50,797									1,423	14 0	do	do	2 3 15
do 20	Gov. Smith.....	32,918			20,588		350				1,693	13 11	do	do	2 3 15

Department of Railways and Canals.

do	24 Omaha.....	53,119	1,448	13 11	do	Kingston...	2	3 0
do	27 A. McVittie.....	8,623	242	13 9	do	Ogdensburg.	2	3 0
do	27 Pueblo	52,781	1,478	14 0	do	Kingston...	2	3 45
July	4 J. R. Langdon.....	41,485	1,162	13 7	do	Ogdensburg.	2	3 45
do	5 W. A. Haskill	29,709	882	314	do	do	2	3 0
do	5 H. R. James	46,610	1,306	18,470	do	do	2	3 0
do	7 Denver.....	50,955	1,427	14 0	do	Kingston...	2	3 30
do	9 M. H. Boyce	38,810	1,087	13 11	do	do	2	1 0
do	9 Waverly.....	48,583	1,361	1,010	do	do	2	3 0
do	11 Gov. Smith.	47,199	1,323	213	do	Ogdensburg.	2	4 0
do	11 W. J. Averill	38,612	1,082	350	do	do	2	3 15
do	14 A. McVittie	23,573	661	402	do	do	2	3 0
July	19 Jas. R. Langdon.	14,351	402	289	do	do	2	3 0
do	21 Egyptian	28,999	812	462	do	Kingston...	2	5 15
do	22 H. A. Haskill	51,960	1,455	272	do	Ogdensburg.	2	3 15
do	23 H. R. James.	48,499	1,358	227	do	do	2	4 0
do	26 F. H. Prince.	46,114	1,264	398	do	do	2	3 0
do	27 Gov. Smith.	46,703	1,308	402	do	do	2	4 0
do	28 Columbia.	38,787	1,087	234	Gladstone	Kingston...	2	3 0
do	29 W. J. Averill.	50,219	1,407	286	Chicago	Ogdensburg.	2	3 15
do	31 M. H. Boyce	50,556	1,416	683	do	Kingston...	2	3 30
Ang.	2 A. McVittie.	34,476	966	414	do	Ogdensburg.	2	4 30
do	4 Denver	36,905	1,034	176	do	do	2	5 0
do	7 Jas. R. Langdon.	46,383	1,300	400	do	do	2	2 0
do	9 W. A. Haskill	35,029	981	400	do	do	2	3 30
do	13 F. H. Prince.	45,983	1,308	588	do	do	2	4 0
do	14 Gov. Smith.	20,965	678	640	do	do	2	3 0
do	16 W. J. Averill.	24,187	1,039	240	do	do	2	4 0
do	22 A. McVittie.	37,047	1,142	924	do	do	2	4 0
do	23 J. R. Langdon.	40,752	1,142	290	do	do	2	4 30
do	26 W. A. Haskill.	46,383	1,308	574	do	do	2	2 0
do	30 F. A. Prince.	20,487	574	314	do	do	2	4 15
Sept.	1 Gov. Smith.	30,025	841	314	do	do	2	4 5
do	5 W. J. Averill.	39,240	1,099	254	do	do	2	2 45
do	5 H. R. James.	21,877	613	682	do	do	2	4 15
do	10 A. McVittie.	34,083	955	400	do	do	2	4 15
do	11 Jas. R. Langdon.	44,833	1,256	415	do	do	2	5 15
do	18 F. H. Prince.	48,403	1,358	398	do	do	2	3 30
do	19 Gov. Smith.	21,899	600	487	do	do	2	3 0
do	20 W. J. Averill	44,998	1,260	298	do	do	2	3 15
do	26 H. R. James	21,542	604	545	do	do	2	2 30
do	30 Jas. R. Langdon.	13,130	368	561	do	do	2	3 0
do	30 A. McVittie	21,756	610	589	do	do	2	3 0
Oct.	2 Escanaba	45,627	1,275	628	do	do	2	5 0
do	8 W. A. Haskill.	12,415	348	737	do	do	2	1 15
do	8 F. H. Prince.	49,741	1,365	351	do	do	2	4 15
do	10 Denver	49,549	1,388	349	do	Oswego	2	1 0
do	10 Gov. Smith.	30,217	847	371	do	Ogdensburg.	2	4 15
do	12 W. J. Averill.	39,409	1,104	385	do	do	2	3 15
do	23 Jas. R. Langdon.	46,970	1,288	353	do	do	2	4 15

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the season of Navigation in 1893—Continued.

UNITED STATES STEAM VESSELS—Concluded.

Date of Arrival.	Names of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over Welland Railway.				Lighterage in Tons.				
			Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight.	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.
		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Tons.
1893.																				
Oct. 26	Escanaba.	918	201	35	6	20	0	13	11	14	0	47,000			4,547				127	
do 27	Denver	1,029	222	37	0	19	0	15	9	15	7	63,720			13,121				368	
do 28	W. A. Haskell	1,441	265	37	0	16	6	14	6	15	0	51,832		317	7,073				198	
do 28	F. H. Prince	1,548	240	42	0	16	8	14	4	15	4	61,100		272	9,578				268	
do 28	A. McVittie	1,053	240	42	0	16	8	14	8	15	4	66,492		127	10,412				292	
Nov. 6	Pueblo	1,553	225	36	0	19	0	15	1	15	2	62,557			10,985				368	
do 6	H. R. James	1,553	240	42	0	16	8	14	10	15	1	47,030	20,589	353	12,977				363	
do 7	Ohio	851	202	35	0	18	6	14	10	14	5	45,000			7,079				198	
do 11	Jas. R. Langton	1,550	240	42	0	16	8	13	6	15	3	42,480		474	8,112				227	
do 11	Marquette	1,118	235	35	7	18	5	15	3	14	8	64,060			9,149				256	
do 20	Omaha	940	215	34	6	18	9	15	0	14	0	58,632			9,926				278	
do 25	A. G. Lindsay	732	196	37	6	14	4	15	0	15	7	60,000			11,661				326	
Dec. 1	A. McVittie	1,553	240	42	0	16	8	14	1	14	2	26,257	15,470	773	1,591		4,000		45	68
do 1	Waverly	990	191	33	7	13	9	15	5	15	4	45,433			10,225				287	
do 2	Argonaut	965	213	35	0	12	0	14	10	15	0	49,760			6,201				174	
do 2	J. S. Pickhands	1,319	232	40	0	19	2	15	3	14	11	70,222			17,488				490	

UNITED STATES SAILING VESSELS.

Date of Arrival.	Names of Vessels.	Registered Tonnage.	Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight.	Wheat.	Corn.	Rye.	Oats.	
		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Bush.	
July 31	D. P. Rhodes	891	217	35	0	14	0	15	3	15	3	61,000					283
													9,459				

DEPARTMENT OF RAILWAYS AND CANALS,

Ottawa, April 30th., 1894.

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892 and 1893.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Iron, pig.....	858	459			7	15		418			371		
do all other.....		9	5										
Stone for cutting.....	233	2			513	49	33					54	
Apples.....		1											
Barley.....		259		38	44,401	116,517	24,609	66,443	195,350	139,798	52,539	53,689	600
Corn.....	69,066	17,474	109,191	55,552	2,874	2,934	6,140	3,865	6,841	3,065	3,324	2,874	278,564
Flour.....	4,476	5,920	5,089	9,659	16	125	87	100	148	222	67	16	5,514
Meal, all kinds.....			1,188						320	479			
Oats.....				372		608	362				390	524	9,761
Pease.....			726	433	11						64,978	9,119	3,669
Rye.....		1,269	518	477	42	33		12	1,284	1,120	2	75	
Seeds, all kinds.....		37	2			25					1		
Tobacco, raw.....		1					160,063	93,915	70,815	75,515	159,785	194,281	209,212
Wheat.....	77,061	161,692	76,379	84,822	52,157	86,815							
All other agricultural products, vegetable.....		1			1		17		798	3	2	20	
Hides, skins, horns and hoofs.....			77		2	1	1	2	2	3	2	2	1
Horses.....		206				22		54			100		
Lard and lard oil.....	361	278	6		30	936	418	265	1,220	221	201		
Pork.....	5,141		212	318									
All other agricultural products, animals.....					4	68	29	39	32	117		103	
Total, Class 3.....	157,196	187,609	193,393	152,171	100,058	208,148	191,759	165,113	276,813	220,545	281,762	260,757	507,321
<i>Class 4.</i>													
Ashes.....	13	10	3	36	97	44	113	85	107	70	40	17	23
Furniture.....	4	12	6	10	5	6	9	2		1	2	1	
Glass, all kinds.....	47	16	1					3		1	1		
Molasses.....		18	43			28							
Nails.....				1			1						
Oil.....		425		78	7	6	14		4	6			

Department of Railways and Canals.

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, &c.—Concluded.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>													
Paint.....		4				1							
Pitch and tar.....		1					15						
Sugar.....		2	269	317			12						
Stone, wrought.....	291	484		1									
Turpentine.....		25	85			8		3	20	26	105	6	1
Whisky, beer, and other spirits.....		105	53	37	29	100	72	105	193	142	278	36	4
Merchandise not enumerated.....	60												
Total, Class 4.....	415	1,092	412	480	138	193	236	198	324	246	426	60	28
<i>Class 5.</i>													
Barrels, empty.....	1	3		37	128	6	88	40				1	
Sawed lumber.....	2,849	3,639	6,311	7,531	19,945	18,707	7,001	5,175				1,678	667
Staves, pipe and barrel.....	1,001	2,359	2,024	290	856	332	184	139		3,579	3,908	8	
do West India and pipe.....	1,198	1,130	451	863		287	131	1,623	270			200	
Timber, square, in vessels.....	3,227	1,574	290		639	1,330							
do do.....	3,250	1,149	2,314	7,365	11,128	15,410	14,390	11,586	9,302		5,680	440	
do rafts.....		205	199	68	76	101	45	25		1			
Woodenware.....	76												
Total, Class 5.....	11,602	10,059	11,589	16,064	32,772	36,173	21,839	18,588	15,690	3,580	9,588	2,327	667
<i>Special Class.</i>													
Coal.....		75											
Grand total.....	169,213	198,835	205,394	168,715	132,968	244,514	213,834	183,899	292,827	224,371	291,776	263,144	508,016

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie, during the Season of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892 and 1893.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks	81	96	78	200	44	66	3	187	84	252	469	1,570	3,169
Cement and water lime	38	533	508	219	117	498	1,740	1,177	823	62	2,380	1,570	3,169
Clay, lime and sand	121	56	56	..	..	1	134	95	3	8	206	426	465
Fish	18	406	..	..	..	1	95	1	80	26	7	426	465
Gypsum	16,476	11,246	8,725	2,031	13	6,629	153	9,148	15,513	20,003	2,855	1,171	6,576
Iron, railway	8,131	3,575	2,450	43	23	10	368	573	250	20	112	74	25
do pig	900	3,686	528	365	290	76	1,997	297	290	584	505	387	543
do all other	5,175	1,820	5,324	862	1,574	5,609	4,197	3,599	4,216	7,440	4,391	2,084	995
Salt	5	..	21	..	7	..	..	..	..	12	..	145	..
Stones for cutting .....	..	..	5	..	..	..	..	..	..	48	..	..	3
Flour .....	..	..	..	..	..	..	..	31	..	..	..	..	..
Meals .....	..	..	264	..	..	..	..	..	..	..	..	..	..
Oats	359	23	..	..	..	..	4	..	215	100	..	..	..
Potatoes	65	14	..	..	..	..	..	24	..	..	..	..	..
Seeds, all kinds .....	..	..	..	..	..	..	..	..	..	..	..	..	..
Agricultural products not enumerated, vegetables	2	..	25	1	1	..	..	35	19	..	52	..	..
Horses .....	..	2	..	..	..	..	..	..	2	..	..	..	..
Lard and lard oil .....	..	..	..	..	3	..	3	..	..	72	..	16	..
Pork .....	..	..	..	45	..	..	..	..	..	33	..	..	..
Wool .....	..	3	..	..	..	..	4	..	13	13	2	13	..
All other articles not enumerated .....	..	..	..	..	..	6	4	77	..	1	2	..	..
Total Class 3.	31,371	18,460	17,994	3,707	14,428	12,896	8,702	15,244	21,495	28,674	11,071	6,076	11,776
<i>Class 4.</i>													
Ashes, pot and pearl .....	..	..	..	..	226	20	..	..	..	10	31	88	..
Crockery and earthenware	24	116	137	47	10	40	164	386	112	11	251	8	98
Dye woods, &c .....	..	..	2	..	..	1	4	..	..	..	..	..	..
Furniture	3	4	4	1	..	9	1	1	..	..	1	3	..
Glass, all kinds	97	359	156	160	32	39	53	77	71	23	30	152	365
Manilla .....	..	5	5	17	..	7	5	1	..	..	..	..	..
Molasses	14	58	3	..	..	23	1	7	56	..	..	32	43

Department of Railways and Canals.

L.—STATEMENT showing the Quantity of Freight passed westward from Montreal, &c.—Continued.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>													
Nails.....	258	576	1,085	160	205	389	147	578	736	453	560	276	472
Oil in barrels.....	54	119	122	80	10	82	28	22	9	11	64	2	44
Paint.....	47	124	103	161	24	36	80	59	49	24	61	15	70
Pitch and tar.....	1	.....	50	1	.....	5	1	.....	.....	13	22	15	26
Rosin.....	.....	11	21	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Soda ash.....	3,177	1,040	1,801	1,427	164	975	1,116	1,196	766	554	377	352	68
Steel.....	29	.....	3	142	.....	1	423	3	3	.....	.....	269	426
Stone, wrought.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
Sugar.....	5	465	375	290	64	316	207	98	7	551	412	1,320	2,218
Tin.....	959	641	1,669	1,832	10	549	2,225	198	490	40	23	27	34
Turpentine.....	.....	14	1	1	.....	1	1	1	1	2	.....	.....	.....
White lead.....	10	5	19	3	.....	3	4	2	4	19	3	6	35
Whiting.....	91	564	791	364	9	174	7	.....	33	34	50	71	31
Whiskey, beer, &c.....	984	1,992	2,608	1,001	259	1,008	287	228	124	350	294	220	26
Merchandise not enumerated.....	.....	.....	.....	.....	712	1,008	619	1,259	1,422	1,180	810	538	799
Total Class 4.....	5,753	6,093	8,957	5,087	1,725	3,678	5,373	4,066	3,873	3,277	2,989	3,394	4,769
<i>Class 5.</i>													
Barrels, empty.....	40	130	179	.....	.....	227	.....	.....	2	.....	.....	.....	.....
Lumber, sawn, in vessels.....	.....	175	318	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodenware.....	26	23	.....	3	2	.....	.....	.....	.....	.....	.....	.....	.....
Total Class 5.....	66	328	497	3	2	227	.....	.....	.....	.....	.....	.....	.....
<i>Special Class.</i>													
Coal.....	.....	.....	40	28	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total.....	37,190	24,881	27,488	9,425	16,155	16,801	14,075	19,310	25,370	31,951	14,060	9,470	16,545

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Seasons of Navigation in 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, and 1893.

ARTICLES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>														
Bricks.....	22		3				41				4			
Cement and water line.....			2				31							
Fish.....				1				2				1		5
Iron, railway.....				142										
do all other.....		79	114	90	40		45			520	1	10	1	102
Salt.....			8	8	15		1					494		
Stone for cutting.....	258			38										
Apples.....		1	8											
Barley.....			537	735										
do Corn.....	16,122	30,081	32,483	66,128	53,707	63,229	93,503	83,431	102,974	147,045	180,842	127,494	131,222	198,777
do Flour.....			107	2,041	1,715	124	7,591	11,780	8,563	5,017	9,204	6,802	11,018	6,588
Hay, pressed.....			5	13										
Meal, all kinds.....			5	8,579	8,170		13,201	10,726	11,598	17,224	20,482	26,046	31,724	36,352
Oil cake.....				1										
Oats.....	296			731	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823	36,935	23,870
Potatoes.....			1							1				
Rye.....			684						179					864
Seeds, all kinds.....		15		682	511		226	44	48	151	185	256	50	16
Wheat.....	30,611	34,320	30,227	54,282	40,956	53,235	53,258	37,678	39,959	39,223	31,527	32,097	26,950	28,187
Agricultural products, vegetable.....			5	3			2				14	42		
Hides and skins, &c.....				60	73		414	170	39					
Horses.....			1	6	6		1			1	1	3		2
Lard and lard oil, &c.....				5	7		13	14	19	32	30	10		1
Meats, other than pork.....			1	12	4		18	14	14	3	15	2	29	
Pork.....			1	163			106	108	19	21	88	73	1	52
Sheep.....					1									
Wool.....				95			1,125	86	18	452		1,237	70	80
Total, Class 3.....	47,309	64,447	64,129	133,782	115,092	117,470	174,359	157,820	189,986	237,188	275,893	255,553	244,433	311,647
<i>Class 4.</i>														
Agricultural implements.....		3		1				9		1				
Crockery and earthenware.....		4		1						30				
Furniture.....			15	25	16		21	24	30		21	7		6

Department of Railways and Canals.

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, &c.—Concluded.

Articles.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>														
Glass, all kinds.....			66		1		2					1		
Nails.....		102	7	51	26		4							
Oil, in barrels.....			995	296	255		6	8				1		
Paint.....			3	6							3		44	
Soda, ash.....			7											
Steel.....			1						3					
Stone, wrought.....	192	29	33	87	7		38			2			1	
White lead.....		2	6	5										
Whisky, beer and all other spirits.....	14		12	156	26		21	63	151	190	228	167	46	83
Merchandise, not enumerated.....		49	91	941	481	2	824	469	1,453	1,679	1,822	1,865	1,331	1,693
Total, Class 4.....	297	189	1,237	1,479	812	2	916	573	1,638	1,902	2,075	2,041	1,422	1,782
<i>Class 5.</i>														
Empty barrels.....														9
Lumber, sawn, in vessels.....	33,555	30,462	34,182	34,189	43,713	44,668	43,776	29,845	28,333	55,074	38,030	45,504	54,173	68,985
Hoops.....				26										
Shingles.....	9		9	9	76	111	463		6	51				13
Staves, barrel.....				25					82					
Woodenware, &c.....	1	4	43	30	11		2	26	141	333	8	4	54	
Total, Class 5.....	33,565	30,466	34,234	34,279	43,800	44,779	44,241	29,871	28,562	55,468	38,038	45,508	54,227	69,007
<i>Special Class.</i>														
Coal.....	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	1,124	615	1,382	651	2,123
Stone not suitable for cutting.....										1,681	18			
Kryolite.....											1,620	1,773		
Total, Special Class.....	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	2,805	2,253	3,155	651	2,123
Grand Total.....	81,952	96,266	110,286	174,912	163,997	167,225	224,916	189,427	221,064	297,353	318,259	306,257	390,733	384,569

N.—STATEMENT showing the Number and their Cargoes of Wheat, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1893.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia".....	656	142	514
do do	655	150	505
do do	660	164	496
do do	659	180	479
do "Arabian".....	1,200	660	540
do do	1,200	660	540
do do	1,201	644	557
do do	1,237	697	540
do do	1,204	690	514
do "Glengarry".....	630	315	315
do "Lake Michigan".....	516	172	344
do do	510	158	352
do do	519	168	351
do "Melbourne".....	675	261	414
do do	690	282	408
do do	673	268	405
do do	665	251	414
do do	672	255	417
do "St. Magnus".....	871	448	423
do do	974	552	422
do do	1,004	582	422
do do	1,004	575	429
do do	975	555	420
do do	1,010	603	407
Canadian sail "Jno. Gaskin".....	1,086	399	687
do "Kildonan".....	1,136	272	864
do "Winnipeg".....	1,231	519	712
Total.....	23,513	10,622	12,891

Number of cargoes of wheat..... 27
 Quantity through Welland Canal to Kingston..... 23,513 Tons
 do transhipped at Kingston..... 10,622 do
 do taken to Montreal in vessels in which it arrived at Kingston..... 12,891 do

Department of Railways and Canals.

STATEMENT showing the Number of Vessels and their cargoes of Corn, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each cargo through the St. Lawrence Canals, during the season of Navigation in 1893.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo. through the St. Lawrence Canal.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	630	122	508
do "Arabian"	1,154	618	536
do "Cuba"	650	252	398
do "Lake Michigan"	485	163	322
do do	489	128	361
do "Niagara"	714	330	384
do "St. Magnus"	933	505	428
Total	5,055	2,118	2,937

Number of cargoes of corn	7
Quantity through the Welland Canal to Kingston	5,055 tons
do transhipped at Kingston	2,118 "
do taken to Montreal in vessels in which it arrived at Kingston	2,937 "

RECAPITULATION of the Number of Vessels passed down the Welland Canal with Cargoes of Grain, for Montreal, the Quantity transhipped, at Kingston, and the Quantity taken to Montreal for the season of 1893.

	Number of cargoes.	Total number.
Wheat	27	
Corn	7	
Total		34
Quantity of wheat through the Welland Canal bound for Montreal	Tons. 23,513	Tons.
do corn do do	5,055	
Total through Welland Canal		28,568
Quantity of the above transhipped at Kingston, viz. :—		
Wheat	10,622	
Corn	2,118	
Total transhipped		12,740
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :—		
Wheat	12,891	
Corn	2,937	
Total quantity to Montreal		15,828
Total		28,568

O.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels entering the Canal at Port Colborne, during the season of 1893.

	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	100	65,072	46	22,622	169	148,001	88	58,951	40	294,646
	Tons.		Tons.		Tons.		Tons.		Tons.	
Barley.....	1,527		183						1,710	
Corn.....	23,817		12,946		146,392		60,918		244,075	
Oats.....	223				4,033		3,038		7,294	
Pease.....										
Rye.....					2,352		455		2,807	
Wheat.....	79,081		31,185		63,719		47,360		221,345	
Total.....	104,648		44,314		216,496		111,771		477,231	

	Tons.
100 cargoes in Canadian steam vessels, total quantity.....	104,648
46 do do sail do do	44,314
169 do United States steam vessels, do	216,496
83 do do sail do do	111,771

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P.—STATEMENT of the total Quantity of Grain arrived at Kingston in Vessels which passed down the Welland Canal during the Season of Navigation in 1893.

Summary.	Tons.	Tons.
Canadian steam vessels 100 cargoes of grain.....	104,648	
do sail do 46 do	44,314	
Total in Canadian vessels		148,962
United States steam vessels 169 cargoes of grain.....	216,496	
do sail do 88 do	111,773	
Total in United States vessels.....		328,269
Total in Canadian and United States vessels		477,231
Distributed as follows:—	Tons.	Tons.
34 cargoes arrived at Kingston in Canadian vessels with an aggregate quantity of.....	28,568	
Transhipped at Kingston	12,740	
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		15,828
Vessels arrived at Kingston and discharged the whole of their cargoes as follows:—		
112 cargoes in Canadian vessels.....	120,394	
257 do United States vessels.....	328,269	
Aggregate quantity discharged.....	448,663	
Quantity transhipped to Montreal.....	401,193	
Total quantity transhipped from Kingston to Montreal.....		413,933
Quantity transferred from Kingston to Ogdensburg, N. Y., 24,961.....		
Quantity of the above, transhipped from Ogdensburg to Montreal.....		22,840
Quantity transhipped to Cardinal.....	2,893	
do remaining at Kingston.....	19,616	
do do Ogdensburg.....	2,121	
Total quantity remaining at Kingston, Ogdensburg and Cardinal.....		24,630
Total.....		477,231

Q.—COMPARATIVE statement of the Quantity of Grain passed down the Welland Canal to Kingston for the seasons of 1892 and 1893.

	1892.		1893.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels	158	159,018	146	148,962
do do in United States vessels	89	109,812	257	328,269
Total	247	268,830	403	477,231
Quantity transhipped at Kingston in Canadian vessels for Montreal		244,759		413,933
Quantity taken to Montreal in vessels in which it arrived at Kingston		12,233		15,828
Quantity remaining at Kingston		3,659		19,616
Quantity transhipped to Cardinal		3,838		2,893
Quantity transferred to Elevators at Ogdensburg. N. Y. 24,691				
Quantity of the above transhipped to Montreal				22,840
Quantity remaining at Ogdensburg				2,121
Total		268,830		477,231

No vessels took cargo through intact in 1893 against 2 in 1892.

34 vessels lightered a portion of their cargoes in 1893 against 25 in 1892.

369 vessels discharged the whole of their cargoes in 1893 against 220 in 1892.

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S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1893, inclusive, and the amount of Tolls Collected thereon, is as follows :—

Years.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls Paid.
		Up.	Down.	Up.	Down.		Rate 20 cents a ton.
		Tons.	Tons.	Tons.	Tons.		Tons.	$ cts.
1885.....		193,442	4,974	10,321	31,350	240,087	48,017 40
1886.....		184,564	5,400	22,187	49,724	261,875	52,375 00
1887.....		81,617	1,163	26,775	25,968	135,523	27,104 60
1888.....		172,381	878	17,365	27,183	217,807	43,561 40
1889.....		226,352	1,124	12,036	25,931	265,443	53,188 60
1890.....	80	116,616	615	17,280	22,781	202,372	38,222 30
1891.....		185,190	1,382	17,374	20,698	224,644	44,928 20
1892.....		183,244	651	12,391	15,330	211,616	42,284 13
1893.....		204,704	2,123	8,325	17,944	233,096	46,619 20

NOTE.—Tolls on soft coal passed down the Welland Canal, during the season of 1890, were reduced from 20 to 10 cents a ton, per O.C. 11th May, 1890, for the season of 1890 only, the rate for 1891, 1892 and 1893 being 20 cents a ton for passage either eastward or westward.

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons from 1885 to 1893, inclusive.

Year.	Quantity passed up Free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls on Quantity passed down to Montreal.
	Tons.	Tons.	Tons.	\$ cts.
1885.....	5,035	122,829	127,864	18,424 35
1886.....	3,301	118,802	122,103	17,820 70
1887.....	7,579	121,618	129,197	18,242 70
1888.....	8,341	123,050	131,391	18,423 90
1889.....	5,360	124,290	129,650	18,604 90
1890.....	6,538	135,168	141,706	20,275 20
1891.....	7,951	141,701	149,652	21,255 15
1892.....	7,543	157,134	164,677	23,570 10
1893.....	2,285	147,139	149,424	22,070 85

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Years 1883 to 1893, inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1883.	Tons.	Tons.	Tons.
Ashes, pot and pearl	3	2	
Agricultural products, not enumerated, vegetable		3	3
do do animal		6	
Agricultural implements			1
Barley			735
Coal		89,344	5,372
Corn	109,191	6,815	66,128
Crockery and earthenware			1
Fish			1
Flour	5,089		2,041
Furniture	6	8	25
Glass	1	9	
Horses			6
Hides and skins	77	26	60
Iron, railway			142
do all other	5	39	90
Lard and lard oil	6	1	5
Meal, all kinds	1,188	138	8,579
Meats, other than pork		2	12
Manilla			4
Molasses	43	4	1
Nails			51
Oats			731
Oil, in barrels		300	206
Oil cake			1
Pease	726		
Pork	212	13	163
Paint			6
Rags			271
Rye	518		
Salt			8
Stone, intended for cutting		2,584	38
do wrought	269	353	87
Seeds, all kinds	2		662
Steel	1		
Sugar	2		
Spirits, beer, &c.	35	98	156
Tobacco, raw		5	
Tallow		2	
Wheat	76,379	3,835	54,282
White lead			5
Wool			95
All other merchandise, not enumerated	52	109	665
Barrels, empty		4	
Firewood, in vessels		930	
Hoops			26
Lumber, sawn, in vessels	6,311	792	34,732
Staves and headings, barrel		31	
do pipe	2,024	2,738	
do West India	451	1,946	
Staves, salt barrel			25
Shingles			9
Split posts and fence rails, in vessels		1	
Timber, square	2,604	74,329	
Woodenware and wood, partly manufactured	199	35	30
Total	205,394	184,502	175,455

Department of Railways and Canals.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1884.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	36	10	.....
Agricultural products, not enumerated, vegetable.....		7	.....
do do animal.....		2	.....
Agricultural implements.....		9	.....
Barley.....	38	52	.....
Coal.....		32,598	4,293
Corn.....	55,552	9,552	53,707
Cattle.....		1	.....
Fish.....		13	.....
Flour.....	9,659		1,715
Furniture.....	10	17	16
Glass, all kinds.....		10	1
Hay, pressed.....			13
Horses.....		2	6
Hides, horns and hoofs.....			73
Iron, all other.....		8	40
Kryolite and chemical ore, and other ore, except iron.....		10	.....
Lard and lard oil.....		2	7
Meal, all kinds.....		5	8,170
Meats other than pork.....		28	4
Marble.....			1
Nails.....	1		26
Oats.....	872		9,874
Oil, in barrels.....	78	354	255
Pease.....	433		.....
Pork.....	318		.....
Rye.....	477		.....
Salt.....		364	.....
Stone, intended for cutting.....		2,059	15
do wrought.....	317	190	7
Seeds, all kinds.....		111	511
Sheep.....			1
Spirits, beer, &c.....		11	26
Turpentine.....	1		.....
Wheat.....	84,822	2,549	40,975
All other goods and merchandise not enumerated.....	37	164	480
Barrels, empty.....	37	3	1
Firewood, in vessels.....		930	.....
Lumber, sawn, in vessels.....	7,531	85	45,239
Staves and heading, barrel.....		22	.....
do pipe.....	200	487	.....
do West India.....	863	406	.....
Shingles.....		7	76
Timber, square.....	7,365	50,414	.....
Woodenware and wood, partly manufactured.....	68	3	11
Total.....	168,715	100,425	165,543

A refund of 10 cents per ton was allowed on wheat, corn, oats, barley and rye passed down to Montreal, per O. C. 28th May, 1884.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1885.	Tons.	Tons.	Tons.
Ashes, pot and pearl	97		
Apples	513		
Agricultural products, not enumerated, vegetable	1		
do do animal	2		
Barley			228
Coal		31,350	4,974
Corn	44,401	9,906	63,229
Crockery and earthenware	1		
Flour	2,874		124
Furniture	5	11	
Horses	2	1	
Iron, pig		100	
do all other	7		
Iron ore			987
Lard and lard oil		2	
Meal, all kinds	16		
Oats			882
Oil, in barrels	7	568	
Pease	11		
Paint		68	
Pork	30		
Salt		407	
Stone, for cutting		3,749	
do wrought		8	
Seeds, all kinds	42	10	
Spirits, beer, &c.		25	
Tallow	2	4	
Wheat	52,157	2,003	53,235
All other merchandise not enumerated	28	8	2
Barrels, empty	128	8	
Firewood, in vessels		540	
Lumber, sawn	19,945	6,774	49,561
Staves and headings	856	604	
Shingles			111
Timber, square	11,767	69,616	
Woodenware	76		
Total	132,968	125,762	173,333

A refund of 10 cents per ton was allowed on wheat, corn, oats, pease, barley and rye passed down to Montreal, per O. C. 17th June, 1885, and a refund of 18 cents per ton from 1st July, 1885, per O. C. 4th July, 1885.

Department of Railways and Canals.

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1886.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	44	10	11
Apples.....	49		
Agricultural products, not enumerated, vegetable.....		1	1
Bricks.....			41
Cement and water lime.....			26
Coal.....		49,724	5,400
Corn.....	116,517	8,871	93,503
Flour.....	2,934		7,591
Furniture.....	6	15	21
Glass, all kinds.....			2
Horses.....	1		1
Hides and skins, etc.....			414
Iron, pig.....		617	43
do all other.....	15	12	1
Lard and lard oil.....	22	9	13
Meal, all kinds.....	125	18	13,201
Meats, other than pork.....	67	64	1
Marble.....		2	
Molasses.....	28	7	
Nails.....			4
Oats.....		41	4,790
Oil.....	6	28	6
Pease.....	608		
Pork.....	936	407	106
Paint.....	1	1	
Rags.....			13
Salt.....		29	1
Stone for cutting.....		4,314	
do wrought.....		103	38
Seeds, all kinds.....	33	3	236
Sugar.....			3
Spirits, beer, &c.....	8	12	21
Tobacco, raw.....	25		
Tallow.....	1	2	1
Wheat.....	86,815	969	53,258
Wool.....			1,125
Merchandise, not enumerated.....	100	46	793
Barrels, empty.....	6	2	
Floats.....		20	
Lumber, sawn, in vessels.....	18,707	7,546	53,124
Masts, spars, &c.....		22	
Staves and headings, barrel.....		57	
do do pipe.....	332	339	
do do West India.....	287	444	
Shingles.....		12	463
Timber, square.....	16,740	44,335	
Woodenware, &c.....	101	45	2
Total.....	244,514	118,127	234,254

A refund of 18 cents per ton was allowed on wheat, corn, oats, pease, barley and rye, passed down to Montreal, per O. C. 21st April, 1886.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
	Tons.	Tons.	Tons.
1887.			
Ashes, pot and pearl	113		
Apples	33		
Agricultural products not enumerated, vegetable			2
Agricultural implements			9
Barley			1,709
Coal		25,968	1,163
Corn	24,609	6,898	83,431
Fish			2
Flour	6,140		11,780
Furniture	9	9	24
Horses	1	1	2
Hides, skins, &c.			170
Iron, pig		1,137	
do all other		7	
Lard and lard oil		6	14
Meal, all kinds	87	42	10,726
Meats, other than pork	29	15	18
Nails	1		
Oats			12,050
Oil	14	190	8
Oil cake	17		
Pease	362		
Pork	418	86	108
Stone for cutting		3,581	
do wrought	12	543	
Seeds		4	44
Sugar	15		1
Spirits		99	63
Wheat	160,063	4,940	37,678
Wool			86
All other merchandise, not enumerated	72	123	468
Barrels, empty	88		24
Lumber, sawn	7,001	1,816	44,733
Staves and headings, barrel		27	
do pipe	184		
West India	131	838	
Timber, square	14,390	21,351	
Woodenware and wood partly manufactured	45	1	2
Total	213,834	67,632	204,315

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O.C. 21st March, 1887.

Department of Railways and Canals.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1888.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	85		
Apples.....		45	
Barley.....			2
Cement and water lime.....			4
Coal.....		27,183	878
Corn.....	66,443	25,469	102,974
Crockery and earthenware.....		4	1
Flour.....	3,865		8,568
Furniture.....	2	1	30
Glass, all kinds.....	3	2	
Hay, pressed.....		20	
Horses.....	2		
Hides and skins.....			39
Iron, pig.....		549	
do all other.....	418	490	
Lard and lard oil.....	54	12	18
Meal, all kinds.....	100		11,598
Meats, other than pork.....	39	6	14
Oats.....			26,510
Oil.....		3	
Pease.....		54	
Pork.....	265	61	19
Rags.....			14
Rye.....		632	179
Stone, for cutting.....		6,535	
do wrought.....		126	
Seeds, all kinds.....	12	1	48
Steel.....			3
Sugar.....		2	4
Spirits.....	3	2	151
Tallow.....			1
Wheat.....	93,915	14,365	39,999
Wool.....			18
All other goods and merchandise not enumerated.....	105	34	1,435
Barrels, empty.....	40		133
Lumber, sawn.....	5,174	4,515	45,818
Staves and headings, barrel.....	15	7	
do pipe.....	124		
do West Indies.....	1,623	13	
do salt barrel.....	1	1	
Shingles.....			6
Timber, square, in vessels.....	11,586	33,669	
Woodenware.....	25		8
Total.....	183,899	113,601	238,467

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per O. C. 20th April, 1888.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1889.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	107	5	
Coal.....		25,931	1,124
Corn.....	195,350	11,200	147,045
Crockery and earthenware.....		1	1
Fish.....		5	
Flour.....	6,841		5,017
Furniture.....		4	30
Horses.....	2		1
Iron, pig.....		613	
do all other.....			520
Lard and lard oil.....		5	19
Meal, all kinds.....	148		17,224
Meats other than pork.....	32	2	3
Molasses.....			88
Oats.....	320		27,492
Oil, in barrels.....	4	2	
Oil cake.....	798		
Potatoes.....			1
Pork.....	1,220	114	21
Rye.....	1,284	634	
Salt.....		316	
Stone, for cutting.....		6,784	
do wrought.....		11	2
do not suitable for cutting.....		375	1,681
Seeds, all kinds.....	3		151
Spirits, beer, &c.....	20	8	190
Tallow.....			13
Wheat.....	70,815	7,241	39,229
Wool.....			452
Merchandise.....	193	129	1,591
Barrels, empty.....			173
Lumber, sawn.....	6,118	4,669	71,055
Masts, spars, &c.....		220	
Railway ties.....		852	
Saw logs.....			158
Staves and headings, barrel.....		4	
do do pipe.....	202	304	
do do West India.....	68	559	
Shingles.....			51
Split posts, &c.....		17	
Timber, square.....	9,302	70,579	240
Woodenware, &c.....			2
Total.....	292,827	130,584	313,574

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal per Order in Council 18th March, 1889.

Department of Railways and Canals.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1890.	Tons.	Tons.	Tons.
Ashes	70		
All other products, animal	14		
do vegetable.....	1		
Barley			6,519
Bricks			4
Coal		22,781	615
Corn	134,966	11,584	180,842
Fish	49		
Flour	3,065		9,204
Furniture	1	1	21
Glass, all kinds.....	1		
Horses	3		1
Iron, all other.....			1
Kyrolite.....		1,280	1,620
Lard and lard oil.....		5	30
Meal	222		20,482
Meats			15
Oats	479	73	27,030
Oil, in barrels.....	6		
Oil cake.....	2		
Paint.....			3
Pease			14
Pork	221	19	88
Potatoes			1
Rye	1,120	1	
Salt		701	
Stone, for cutting.....		5,761	
do wrought		639	18
Seeds, all kinds.....	2		135
Spirits, &c.....	26		228
Tallow	54		
Wheat.....	75,515	5,241	31,527
White lead			1
Merchandise.....	142	32	1,822
Barrels, empty.....			7
Firewood, in vessels.....		1,398	
Lumber, sawn, in vessels.....	3,195	3,767	47,590
do rafts	384		
Staves and headings, pipe.....		187	
do West Indies.....		36	
Shingles.....			14
Square timber, in vessels.....		73,112	
do rafts		17,683	
Woodenware.....	1		1
Corn	16,033		
Oats	400		
Total.....	235,972	144,301	327,833
Total.....	16,433		*16,433
Total.....	235,972	144,301	311,400

* This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence canals to Montreal.

A refund of 18 cents Welland Canal tolls was allowed on wheat, Indian corn, pease, barley, rye (and oats for export), when shipped for Montreal or some port east of that point per Order in Council 26th February and 5th May, 1890.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1891.	Tons.	Tons.	Tons.
Ashes	40		
Agricultural products	2		42
Barley			8,113
Corn	52,539	5,144	127,494
Coal		20,698	1,382
Flour	3,324		6,802
Fish			1
Furniture	2	2	7
Glass	1		1
Horses	2	2	3
Hay		21	
Iron, pig	371	128	
do all other		1,036	10
Lard and lard oil	100	16	10
Meal, all kinds	67		26,096
Meats, other than pork		1	2
Molasses		20	18
Oats			52,823
Oil			1
Pease	390		
Pork	201		73
Rags			60
Rye	64,978	969	
Seeds, all kinds	2		256
Salt		1,861	494
Stone for cutting		6,602	
do wrought		7	
Tobacco	1		
Tallow		9	8
Wheat	159,785	692	32,097
Staves, pipe		8	
Whisky and all other liquors	105	57	167
Wool			1,237
Merchandise	278	6	1,779
Kryolite		1,098	1,773
Lumber, in vessels	2,991	1,300	56,456
do in rafts	917		
Timber, square, in rafts	5,680	14,638	
Barrels			4
	291,776	54,315	317,209
Corn	12,169		
Wheat	5,648		
	17,817		*17,817
Total	309,593	54,315	299,392

* This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal.

A refund of 18 cents a ton Welland Canal tolls on wheat, Indian corn, pease, barley, rye and (for export) oats, originally shipped for Montreal or some port east of Montreal, per Order in Council 25th March, 1891.

Department of Railways and Canals.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal; the Quantity to Canadian ports between Port Dalhousie and Cornwall, and the Quantity to United States ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the year 1892.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1892.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	17	2	
Apples.....	54		
Barley.....			6,433
Corn.....	53,689	7,637	131,222
Coal.....		14,839	651
Flour.....	2,874		11,018
Fish.....	9		
Furniture.....	1		7
Hides and skins.....	20		
Horses.....	2		
Iron, railway.....		100	
do all other.....		765	1
Meal, all kinds.....	16		31,724
Meats, other than pork.....	94		29
Oats.....			36,935
Oil.....		7	
Pease.....	524		
Potatoes.....			1
Pork.....			44
Rye.....	9,119	273	
Salt.....		865	
Seeds, all kinds.....	75		50
Steel.....			1
Stone for cutting.....		1,264	
Sugar.....			20
Wheat.....	194,281	5,373	26,950
Whisky, beer, spirits, &c.....	6	15	46
Wool.....			70
Merchandise not enumerated.....	36	13	1,304
Barrels, empty.....	1		29
Lumber sawn, in vessels.....	1,678	150	83,403
Square timber.....	440	42,768	440
Staves and headings, pipe.....	8	80	
do do West India.....	200	76	
Shingles.....			25
Total.....	263,144	74,227	330,403
*Wheat.....	+ 4,341	— 4,341	
Total.....	267,485	69,886	330,403

*This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators, and subsequently transhipped to Montreal.

A refund of 18 cents a ton, Welland Canal tolls, was allowed on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, which passed down the whole length of the Welland and St. Lawrence Canals, to Montreal, or any port east of Montreal, and such products exported out of the country, and in such cases, only.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian ports between Port Dalhousie and Cornwall, and the Quantity to United States ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario for the season of navigation in 1893.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1893.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	23		
Barley.....	600	1,110	16,751
Bricks.....		1,251	
Corn.....	278,564	5,752	156,776
Coal.....		17,944	2,123
Flour.....	5,514		6,588
Fish.....			5
Furniture.....			6
Horses.....	1	1	2
Iron pig.....			100
do all other.....			2
Meal, all kinds.....		1,025	36,352
Meats, other than pork.....			1
Oats.....	9,761	1,090	20,313
Pork.....			52
Rye.....	3,669	1	1
Salt.....		286	
Seeds, all kinds.....			16
Wheat.....	209,212	17,602	29,117
Whisky, beer, &c.....	1		83
Wool.....			80
Merchandise not enumerated.....	4	2	1,693
Barrels, empty.....			9
Firewood (in rafts).....		15	
Lumber sawn, in vessels.....	667	1,981	123,665
Shingles.....			13
Square timber.....		45,605	
Staves and headings, barrel.....		12	
do pipe.....		7	
do West India.....		53	
Total.....	508,016	93,737	393,748

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1893.

The tolls were, however, reduced by Order in Council of 13th February, 1893, as follows:—"For the season of 1893, the canal toll for the passage of the following food products: wheat, Indian corn, pease, barley, 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 toll of ten cents a ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals."

Department of Railways and Canals.

U.—STATEMENT showing the quantity of freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION.

Articles.	Quantity passed to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the South Side of Lake Ontario.
1884.			
	Tons.	Tons.	Tons.
Barley.....	38	52	.....
Corn.....	55,552	9,552	53,707
Oats.....	872	.....	9,874
Rye.....	477	.....	.....
Wheat.....	84,822	2,549	40,975
Total Grain.....	141,761	12,153	104,556
Other Articles.....	26,954	88,272	60,987
Total.....	168,715	100,425	165,543
1885.			
Barley.....	.....	.....	228
Corn.....	44,401	9,906	63,229
Oats.....	.....	.....	882
Pease.....	11	.....	.....
Rye.....	.....	.....	.....
Wheat.....	52,157	2,003	53,235
Total Grain.....	96,569	11,909	117,574
Other Articles.....	36,399	113,853	55,759
Total.....	132,968	125,762	173,333
1886.			
Barley.....	.....	.....	.....
Corn.....	116,517	8,871	93,503
Oats.....	.....	41	4,790
Pease.....	608	.....	.....
Rye.....	.....	.....	.....
Wheat.....	86,815	969	53,258
Total Grain.....	203,940	9,881	151,551
Other Articles.....	40,574	108,246	82,703
Total.....	244,514	118,127	234,254
1887.			
Barley.....	.....	.....	1,709
Corn.....	24,609	6,898	83,431
* Oats.....	.....	.....	12,050
Pease.....	362	.....	.....
Rye.....	.....	.....	.....
Wheat.....	160,063	4,940	37,678
Total Grain.....	185,034	11,838	134,868
Other Articles.....	28,800	55,794	69,447
Total.....	213,834	67,632	204,315

* There was no refund on oats for 1887, 1888 and 1889.

U.—STATEMENT showing the Quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1888.	Tons.	Tons.	Tons.
Barley			2
Corn	66,443	25,469	102,974
Oats			26,510
Pease		54	
Rye		632	179
Wheat	93,915	14,365	39,999
Total Grain	160,358	40,520	169,664
Other Articles	23,541	73,281	68,893
Total	183,899	113,801	238,467
1889.			
Barley			
Corn	195,350	11,200	147,045
Oats	320		27,492
Pease			
Rye	1,284	634	
Wheat	70,815	7,241	39,229
Total Grain	267,769	19,075	213,766
Other Articles	23,158	111,509	99,808
Total	292,927	130,584	313,574
1890.			
Barley			6,519
Corn	150,999	11,584	130,842
Oats	879	73	27,030
Pease			14
Rye	1,120	1	
Wheat	75,515	5,241	31,527
Total Grain	228,513	16,899	245,932
Other Articles	7,459	127,402	81,901
Total	235,972	144,301	327,833
1891.			
Barley			8,113
Corn	52,539	5,144	127,494
Oats			52,823
Pease	390		
Rye	64,978	969	
Wheat	159,785	692	32,097
Total Grain	277,692	6,805	220,527
Transhipped at Ogdensburg to Montreal.	+ 17,817		- 17,817
Total	295,509		202,710
Other Articles	14,084	47,510	96,682
Grand Total	309,593	54,315	299,392

† Owing to a break in the Cornwall Canal, 14,921 tons of the above quantity of grain were transhipped to Montreal via Canadian Pacific and Grand Trunk Railways, and the refund of 18 cents per ton allowed.

‡ Of this quantity of grain, 16,433 tons were transhipped at Ogdensburg to Montreal.

Department of Railways and Canals.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1892.	Tons.	Tons.	Tons.
Barley	53,689	7,637	6,433
Corn			131,222
Oats			36,935
Pease	524		
Rye	9,119	273	
Wheat	194,281	5,373	26,950
Total grain	257,613	13,283	201,540
Quantity taken to Ogdensburg and transhipped to Montreal	* 4,341	4,341	
Total	261,954	8,942	201,540
Other Articles	5,531	60,944	128,863
Total	267,485	69,886	330,403
1893.			
Barley	600	1,110	16,751
Corn	278,564	5,752	156,776
Oats	9,761	1,090	20,313
Pease			
Rye	3,663	1	1
Wheat	209,212	17,602	29,117
Total grain	501,806	25,555	222,958
Other Articles	6,210	68,182	170,790
Total	508,016	93,737	393,748

* This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators and subsequently transhipped to Montreal.

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid.

	Quantity passed down to Canadian Ports : Toronto, Hamilton, Kingston, Cornwall, &c.	Quantity passed down to United States Ports : Oswego, Ogdensburg, &c., on south side of Lake Ontario.
1883.	Tons.	Tons.
Grain	10,650	121,876
Other articles	173,852	53,579
Total	184,502	175,455
1884.		
Grain	12,153	104,556
Other articles	88,272	60,987
Total	100,425	165,543
1885.		
Grain	11,909	117,574
Other articles	113,853	55,759
Total	125,762	173,333
1886.		
Grain	9,881	151,551
Other articles	108,246	82,703
Total	118,127	234,254
1887.		
Grain	11,838	134,868
Other articles	55,794	69,447
Total	67,632	204,315
1888.		
Grain	25,599	169,664
Other articles	73,281	68,803
Total	98,880	238,467
1889.		
Grain	19,075	213,766
Other articles	111,509	99,808
Total	130,584	313,574
1890.		
Grain	16,899	* 245,932
Other articles	127,401	81,901
Total	144,300	327,833
1891.		
Grain	6,805	* 220,527
Other articles	47,510	96,682
Total	54,315	317,209

Department of Railways and Canals.

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid—*Concluded.*

	Quantity passed down to Canadian Ports : Toronto, Hamilton, King- ston, Cornwall, &c.	Quantity passed down to United States Ports : Oswego, Ogdens- burg, &c., on south side of Lake Ontario.
1892.		
Grain	8,942	201,540
Other articles	60,944	128,863
Total	69,886	330,403
1893.		
Grain	25,555	222,958
Other articles	68,182	170,790
Total	93,737	393,748

* Of this quantity of grain 16,433 tons were transhipped to Montreal in 1890 ; and 17,817 tons in 1891. There was no rebate allowed of Welland Canal tolls on grain passed down to Montreal during the season of 1893.

CANAL

COMPARATIVE Statement for Years ended

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1892		242 54		11,510 42	25,056 46
do 1893	5 00			6,826 13	29,142 22
Increase	5 00				4,085 76
Decrease		242 54		4,684 29	
St. Lawrence Canals, 1892				570 75	9,949 00
do 1893	800 00			259 96	9,487 81
Increase	800 00				
Decrease				310 79	461 19
Chambly Canal, 1892				19 45	3,463 15
do 1893				8 99	3,575 95
Increase					112 80
Decrease				10 46	
Rideau Canal, 1892			72 00	9 20	847 23
do 1893	2 00			2 00	660 00
Increase	2 00				
Decrease			72 00	7 20	187 23
Ottawa Canals, 1892				432 50	6,526 48
do 1893				0 70	6,122 68
Increase					
Decrease				431 80	403 80
St. Peter's Canal, 1892	31 10		1 06	180 14	254 58
do 1893	7 01			7 40	270 42
Increase					15 84
Decrease	24 09		1 06	172 74	
Trent Valley Canal, 1892				78 50	59 00
do 1893				2 78	58 07
Increase					
Decrease				75 72	0 93
Murray Canal, 1892				24 39	66 32
do 1893				17 80	72 22
Increase					5 90
Decrease				6 59	
Total increase	782 91				3,167 15
Total decrease		242 54	73 06	5,699 59	

Department of Railways and Canals.

REVENUE.

31st December, 1892 and 1893.

June.	July.	August.	September.	October.	November.	December.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
21,838 60	26,462 27	26,650 27	31,281 49	30,205 81	21,176 64	2,053 42	196,477 92
28,648 81	28,622 51	27,195 41	26,217 82	28,351 53	15,134 58	3,296 76	193,440 77
6,810 21	2,160 24	545 14	5,063 67	1,854 28	6,042 06	1,243 34	3,037 15
15,877 85	16,916 14	12,486 40	10,973 91	12,225 28	9,043 62	82 34	88,125 29
12,732 45	14,919 33	14,163 19	14,018 44	12,188 01	7,557 91	77 27	86,204 37
3,145 40	1,996 81	1,676 79	3,044 53	37 27	1,485 71	5 07	1,920 92
2,757 04	3,021 47	3,719 52	3,072 86	3,494 99	1,432 37	.....	20,980 85
3,531 07	3,328 03	3,592 08	3,332 95	3,212 98	2,077 10	.....	22,659 15
774 03	306 56	.....	260 09	.....	644 73	.....	1,678 30
.....	.....	127 44	.....	282 01	.....	.....	.....
810 52	983 36	923 33	701 69	721 04	430 27	0 50	5,499 14
1,096 56	1,155 60	1,209 61	885 92	679 30	438 18	.....	6,129 17
286 04	172 24	286 28	184 23	.....	7 91	.....	630 03
.....	.....	.....	.....	41 74	.....	0 50	.....
6,692 54	6,621 12	7,225 16	6,282 02	6,545 83	2,759 03	.....	43,084 68
5,642 55	4,490 96	4,764 76	5,302 63	5,564 04	3,423 23	.....	35,311 55
1,049 99	2,130 16	2,460 40	979 39	981 79	664 20	.....	7,773 13
368 24	413 07	412 94	481 83	443 45	362 32	207 13	3,155 86
342 61	422 12	392 96	353 88	353 09	346 59	168 00	2,664 08
25 63	9 05	19 98	127 95	90 36	15 73	39 13	491 78
113 79	159 11	137 86	114 30	90 07	49 38	.....	802 01
100 59	168 00	204 09	182 89	159 48	93 57	.....	969 47
13 20	8 89	66 23	68 59	69 41	44 19	.....	167 46
80 29	124 86	103 35	80 22	64 11	41 75	.....	585 29
115 63	102 79	102 75	110 69	61 36	47 43	5 17	635 84
35 34	22 07	0 60	30 47	2 75	5 68	5 17	50 55
3,671 40	1,492 06	33 98	2,583 10	3,220 79	6,176 79	1,203 81	10,696 64
.....
Total for year 1892.....							358,711 04
Total for year 1893							348,014 40

COMPARATIVE STATEMENT showing the quantity of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1892 and 1893.

	VEGETABLE FOOD.										LUMBER.	TOTAL.
	FLOUR.	WHEAT.	CORN.	BARLEY.	OATS.	RYE.	ALL OTHER.	LUMBER.		TOTAL.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
Welland Canal, 1892.....	17,048	232,019	192,548	6,433	37,173	9,392	32,815	86,072	613,500			613,500
do 1893.....	15,235	238,392	441,092	18,599	31,283	3,671	36,981	139,295	934,548			934,548
Increase.....	1,813	26,373	248,544	12,166	5,890	5,721	4,166	43,223	321,048			321,048
Decrease.....												
St. Lawrence Canals, 1892.....	8,546	262,890	59,340	9,340	44,294	10,119	54,597	37,475	486,601			486,601
do 1893.....	13,889	236,010	287,783	2,547	28,343	5,841	42,790	47,108	664,221			664,221
Increase.....	5,343	26,880	228,443	6,793	15,951	278	11,897	9,633	177,620			177,620
Decrease.....												
Chambly Canal, 1892.....	285				3,034		907	91,464	95,690			95,690
do 1893.....	480			98	1,141		832	72,386	74,937			74,937
Increase.....	195			98	1,893		75	19,078	20,753			20,753
Decrease.....												
Rideau Canal, 1892.....	369	65	20	82	1,551	81	463	29,622	32,253			32,253
do 1893.....	369	182	17	18	2,289	34	160	34,487	35,556			35,556
Increase.....		117			1,262	47	303	4,865	3,303			3,303
Decrease.....			3	64								
Ottawa Canals, 1892.....	26	28	4	76	4,579	57	1,749	469,737	476,246			476,246
do 1893.....	14	8	2		2,309	70	571	382,442	385,416			385,416
Increase.....						13						
Decrease.....	12	20	2	76	2,270		1,178	87,285	90,830			90,830

Department of Railways and Canals.

St. Peter's Canal, 1892.....	2,215										4,572	6,787
do 1893.....	1,541										4,831	6,372
Increase.....	674										259	415
Decrease.....												
Trent Valley Canal, 1892.....		5									1,537	1,537
do 1893.....		5									1,133	1,133
Increase.....												
Decrease.....												379
Murray Canal, 1892.....	41	765	573	51	34	1,983	2,539	5,986				
do 1893.....	55	414	38	16	19	1,508	987	3,037				
Increase.....	14	351	535	35	15	475	1,552	2,949				
Decrease.....												
Total increase.....	3,053	756	476,982	4,796	27,301	9,762	50,319	386,645				
Total decrease.....												
Total for year, 1892.....												1,718,600
do 1893.....												2,105,245

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

APPENDIX A.

No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.		20							23			4 60
Apples.		235							235			5 89
Agricultural products not enumerated, vegetable	4	195						4	599	08	25 46	25 54
Agricultural products not enumerated, animal.												
Agricultural implements.	138	1,710		16,751				138	18,599	20 70	1,846 10	1,866 80
Barley		40					42	1,291	1,333	6 30	254 20	260 50
Bones												
Brinestone				727				727	727	109 05		109 05
Cement and water lime	2,349							2,349	2,349	220 22		220 22
Clay, lime and sand		215					7	215	222	1 05	13 63	14 68
Coal			204,704	2,123	17,944	8,325	213,029	20,067	233,096	42,005 80	4,013 40	46,619 20
Corn.				198,777	242,315		441,092	441,092	441,092	44,109 20		44,109 20
Cattle				225			225	225	225	33 75		33 75
Cotton (raw).	13						13	13	13	1 95		1 95
Crockery and earthenware.												
Dye wood and dye stuffs.												
Fish				5			56	5	61	8 40	1 00	9 40
Flax and hemp.												
Flour.		3,130		6,588	5,514		15,232	15,232	15,232	2,498 66		2,498 66
Furniture.				6			11	6	17	1 05	1 20	2 85
Gypsum												
Glasses (all kinds)	6						26	26	26	3 30		3 30
Hay (pressed)												
Hogs												
Horses												
Hides and skins, horns and hoofs	15	12		2			16	14	30	45	1 05	1 53
				30			30	30	30	4 50		4 50

No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	\$ cts.	Amount of Tolls, Down.	\$ cts.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.						
Floats																
Firewood, in vessels.....	423	3,741	606						1,023	3,741	4,764	19 40	182 83	1 00	202 23	
do rafts.....		15								15	15				1 00	
Hoops.....																
Hop poles.....																
Lumber, sawn, in vessels.....	406	4,557	54,680		68,985		667		406	128,889	128,295	9 36	23,031 22		23,040 58	
do do rafts.....																
Masts, spars, and telegraph poles, in vessels.....																
Masts, spars, and telegraph poles, in rafts.....	2			114						114	114					
Railway ties, in vessels.....																
do do rafts.....	291	2,375	1,550	564					291	3,934	4,225	4 96	198 38		203 35	
Saw-logs.....																
Staves and headings, barrel pipe.....																
do do W. India.....																
Staves, salt barrel.....																
Shingles.....																
Split posts and fence rails, in vessels.....																
Split posts and fence rails, in rafts.....																
Timber, square, in vessels.....																
do do rafts.....		2,440								45,605	45,605		6,837 05		6,837 05	
Traverees.....																
Woodenware and wood partly manufactured.....	1															
Total freight paying tolls.	7,992	103,415	1,607	61,354	247,108	384,559	8,331	463,912	265,038	1,013,240	1,278,278	49,419 98	120,363 14	34 40	169,783 12	

Department of Railways and Canals.

*Articles having paid full
Tolls on the St. Lawrence
Canals, Free.*

Cement and water lime.....	1,813	1,356	3,169	3,169										
Crockery and earthenware.....	3	95	98	98										
Fish.....	3	465	465	465										
Flour.....	90	275	3	3										
Glass, all kinds.....	5,918	658	365	365										
Iron, railway.....		25	6,576	6,576										
do pig.....		25	25	25										
do all other.....	112	431	543	543										
Molasses.....	31	12	43	43										
Nails.....	175	297	472	472										
Oil, in barrels.....	24	20	44	44										
Paint.....	63	7	70	70										
Pitch and tar.....	26	26	26	26										
Salt.....	985	985	985	985										
Soda ash.....	68	68	68	68										
Spirits, beer &c.....	20	6	26	26										
Steel.....	3	423	426	426										
Stone, wrought.....		14	14	14										
Sugar.....	753	1,465	2,218	2,218										
Tin.....		34	34	34										
White lead.....		35	35	35										
Whiting.....		17	31	31										
Merchandise.....	386	413	799	799										
Grand total freight.....	17,403	103,415	8,741	61,354	247,108	384,559	8,331	463,912	1,013,240	1,294,823				
Total tolls on vessels.....												11,475 30	11,781 95	23,257 25
do passengers.....												120 76	115 01	235 77
do free goods.....														
Total tolls.....												61,016 04	132,260 10	193,276 14
Fines.....														47 50
Damages.....														40 00
Other receipts.....														77 13
Total revenue exclusive of hydraulic rents.....												61,016 04	132,260 10	193,440 77

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

APPENDIX A—Continued.

No. (A) 2.—STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canals, and the Amount of Tolls Collected thereon, during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up. \$ cts.	Amount of Tolls, Down. \$ cts.	Total Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes pot and pearl.....		20						3			23		4 60	4 60
Apples.....														
Agricultural products, not enumerated, vegetable....														
Agricultural products, not enumerated, animal....														
Agricultural implements....	138	1,710	42		16,751		1,251		138	18,461	18,599	20 70	1,846 10	1,866 80
Barley.....									42	1,251	1,293	6 30	250 20	256 50
Bricks.....														
Bones.....									727		727	109 05		109 05
Brimstone.....														
Cement and water lime.....			7						7		7	1 05		1 05
Clay, lime and sand,.....									213,029		213,029	42,605 80	4,013 40	46,619 20
Coal.....					204,704	2,123	17,944	8,325	441,092	441,092	441,092	44,109 30	44,109 30	44,109 30
Corn.....														
Cattle.....									225		225	33 75		33 75
Cotton (raw).....	13								13		13	1 95		1 95
Crockery and earthenware.....														
Dye wood and dye stuffs.....														
Fish.....			56			5			56	5	61	8 40	1 00	9 40
Flax and hemp.....														
Flour.....														
Furniture.....			10		6,588		5,514		11	12,102	12,102	1 65	2,420 40	2,420 40
Gypsum.....									6		6		1 20	2 85
Glass (all kinds).....	6													
Hay (pressed).....			20						26		26	3 90		3 90
Hogs.....														
Horses.....									1	4	5	15	80	95
Hides and skins, horns and hoofs.....														
Ice.....									30		30	4 50		4 50

Department of Railways and Canals.

Iron, railway.	6													90
do pig.														33 50
do all other.	338	1,025	119											20 00
do ore.														205 40
Kryolite chemical ore and other ore, except iron.														
Lard and lard oil.														
Meal, all kinds.														
Meat, other than pork.														
Marble														
Manilla														
Molasses														
Nails	2	223	3											
Oats.														
Oil (in barrels)														
Oil cake.														
Pease														
Potatoes														
Pork	1													
Paint	1													
Pitch and tar.														
Rags														
Rye														
Rosin														
Salt		286	2											
Stone, intended for cutting.														
do wrought.														
do notsuitable for cutting, unwrought.														
Seeds, all kinds														
Sheep.														
Soda ash														
Steel														
Sugar														
Spirits, beer, &c.														
Tobacco (raw)	4	1												
Tallow														
Tin														
Turpentine.														
Wheat		81,964	2											
White lead														
Whiting														
Wool														
All other goods and merchandise not enumerated.	430		588											
Bark														
Barrels, empty														
Boat knees														
Boats.														
Boats.														
Firewood, in vessels.														

No. (A) 2.—STATEMENT showing the Quantity of Through Freight, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up. \$ cts.	Amount of Tolls, Down. \$ cts.	Total Amount of Tolls. \$
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood in rafts.....		15								15			1 00	1 00
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....		1,981	54,680		68,985		667			126,313		22,716 01	22,716 01	22,716 01
do rafts.....														
Masts, spars, and telegraph poles, in vessels.....														
Masts, spars, and telegraph poles, in rafts.....														
53 Railway ties, in vessels.....														
58 do rafts.....														
Saw-logs.....														
Staves and headings, barrel-pipe.....										12		1 76	1 76	1 76
do W. India.....										7		1 52	1 52	1 52
do.....										53		9 82	9 82	9 82
Staves, salt barrel.....														
Shingles.....										13		8 81	8 81	8 81
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....		2,440					43,165			45,605		6,887 05	6,887 05	6,887 05
do rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....	1				84					85		34 00	34 00	34 00
Total freight paying tolls.....	972	89,667	973	57,433	247,108	384,559	8,331	463,842	257,384	995,501	1,252,885	49,076 23	119,242 07	168,318 30
Articles having paid full toll on the St. Lawrence Canals, free.....														
Cement and water lime.....	1,813		1,356						3,169	3,169				3,169
Crockery and earthenware.....	3		95						98	98				98

No. (A) 3.—STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Floats														
Fire wood, in vessels.	423	3,741	600						1,023	3,741	4,764	19 40	182 83	502 23
do rafts														
Hoops														
Hoy poles.	406	2,576							406	2,576	2,982	9 36	315 21	324 57
Lumber, sawn, in vessels.														
do rafts														
Masts, spars, and telegraph poles, in vessels														
Masts, spars, and telegraph poles, in rafts		2				114								
Railway ties, in vessels														
do rafts														
Saw-logs	291	2,375				1,559			291	3,984	4,225	4 96	198 39	203 35
Staves and headings, barrel.						564				564	564		45 00	45 00
do do pipe														
do do W. India														
Staves, salt barrel.														
Shingles														
Split posts and fence rails, in vessels		23												
Split posts and fence rails, in rafts														
Timber, square, in vessels														
do rafts														
Traverses														
Woodenware and wood partly manufactured.		2												
Total freight paying tolls.	7,020	13,748	634	3,921			70		7,654	17,739	25,398	343 75	1,121 07	1,464 82

Department of Railways and Canals

Total tolls on vessels	349 64	387 01	736 65
do passengers	113 56	106 61	219 17
Total way tolls	806 95	1,613 69	2,420 64

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

APPENDIX A—Continued.

No. (A) 4.—STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up, \$ cts.	Amount of Tolls, Down, \$ cts.	Total Amount of Tolls, \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.....		3							3		3		0 60	0 60
Apples.....	43	2,340							43	2,340	2,383	4 28	336 64	340 92
Agricultural products not enumerated, vegetable.....	1,356	535							1,356	535	1,891	85 66	67 40	153 06
Agricultural products not enumerated, animal.....	45	2,140		389			43	518	88	3,047	3,135	5 14	442 67	447 81
Agri-cultural implements.....	95	4							95	4	99	11 27	0 40	11 67
Barley.....	143	1,804							143	1,804	1,947	3 58	98 64	102 22
Bricks.....	11,606	279					256		11,862	279	12,141	473 04	12 72	485 76
Bones.....		83		378						461	461		60 03	60 03
Brimstone.....	386	1					6		392	1	393	38 41	0 15	38 56
Buckwheat.....		3,278								3,278	3,278		167 18	167 18
Cement and water lime.....	6,022	19	1,005						7,027	19	7,046	955 34	0 89	956 23
Clay, lime and sand.....	25,146								28,016		39,377	1,090 81	67 1 68	1,765 49
Coal.....	17,643	11,361			757		147,970		166,370		166,370		23,286 62	23,286 62
Com.....	11	5,059					4,149		11	9,208	9,219	0 73	722 50	723 23
Cattle.....	28	180							28	180	208	1 46	13 14	14 60
Cotton (raw).....	4								4		4	0 30		0 30
Crockery and earthenware.....	138	61	95						233	61	294	43 30	12 20	55 50
Dye wood and dye stuffs.....	77						106		183		183	12 95		12 95
Fish.....	867	29							867	29	896	99 90	1 48	101 38
Flax and hemp.....	92								92		92	13 80		13 80
Flour.....	877	7,490							877	7,498	8,375	60 91	758 14	819 05
Furniture.....	317	801					2		317	803	1,120	42 43	124 65	167 08
Gypsum.....	1,832	5							1,832	5	1,837	23 20	0 19	23 39
Glass (all kinds).....	440	155	271				16		727	155	882	140 58	17 90	158 48
Hay (pressed).....	247	1,306							247	1,306	1,553	9 49	87 66	97 15
Hogs.....		37								37	37		5 06	5 06
Horses.....	168	278	1						169	279	448	9 91	18 49	28 40
Hides and skins, horn and hoofs.....											7		0 56	0 56

No. (A) 4.—STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canal, etc.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Floats.....	3,790	3,524							3,790	3,524	7,314	64 05	61 53	125 58
Firewood, in vessels.....	2,831	4,959							2,831	4,959	7,790	48 94	167 97	216 91
do rafts.....														
Hops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	29,405	12,880					819							
do rafts.....														
Masts, spars and telegraph poles, in vessels.....	10	18,082							10	18,082	18,042	0 50	451 50	452 00
Masts, spars and telegraph poles, in rafts.....	1,524	4							1,524	4	1,528	30 43	0 07	30 50
Railway ties, in vessels.....	1,554								1,554		1,554	11 07		11 07
do rafts.....	2,441	11,108							2,441	11,108	13,549	48 50	233 66	302 16
Saw logs.....														
Staves and headings, barrel.....														
do pipe.....		116								116	116		4 35	4 35
do W. India.....		62								62	62		1 24	1 24
Staves, salt barrel.....	4								4		4	0 46		0 46
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....	2								2		2	0 32		0 32
Timber, square, in vessels.....	646	720							646	720	1,366	27 97	9 76	37 73
do rafts.....	1,112	4,900							1,112	4,900	6,012	25 50	127 50	153 00
Traverses.....														
Woodenware and wood partly manufactured.....	54	31							54	31	85	15 90	5 75	21 65
Total freight paying tolls.	145,436	220,893	9,577	1,901	201	1,210	7,584	153,130	162,798	377,134	539,932	11,326 62	33,681 03	45,007 65

APPENDIX A—Continued.

No. (A) 5.—STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected on the same during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up. \$ cts.	Amount of Tolls, Down. \$ cts.	Total Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl											3		0 60	0 60
Apples	3	2,190							3	2,190	2,193	0 45	328 50	328 95
Agricultural products not enumerated, vegetables	303	367							303	367	670	45 45	55 05	100 50
Agricultural products not enumerated, animal	1	1,978						386	1	2,364	2,365	0 15	354 60	354 75
Agricultural implements		628								628	628		62 80	62 80
Barley									164		164	24 60		24 60
Bricks	164									73	73		10 95	10 95
Bones	11								11	1	12	1 65	0 15	1 80
Brimstone										1,136	1,136		113 60	113 60
Buckwheat										5,251	5,251	787 65	292 65	787 65
Cement and water lime	4,246								213	1,951	2,164	31 95	324 60	324 60
Clay, lime and sand	213	14,954								147,139	147,139		22,070 85	22,070 85
Coal		2,636								6,035	6,035		603 50	603 50
Corn										8	8		1 20	1 20
Cattle														
Cotton (raw)	65	61							160	61	221	32 00	12 20	44 20
Crockery and earthenware	15								15		15	3 00		3 00
Dye wood and dye stuffs	558	1							558	1	559	83 70	0 15	83 85
Fish	92								92		92	13 80		13 80
Flax and hemp	7	4,166							7	4,166	4,173	1 05	624 90	625 95
Flour	100	554							100	556	656	20 00	111 20	131 20
Furniture														
Gypsum	2								2		2	0 30		0 30
Glass (all kinds)	396	60							607	60	727	133 40	12 00	145 40
Hay (pressed)		106								106	106		15 90	15 90
Hogs									29		29		4 35	4 35
Horses														
Hides and skins, horns and hoofs	7	40							7	40	47	1 05	6 00	7 05

No. (A) 5.—STATEMENT showing the Quantity of each Article of Through Freight transported, etc.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up. \$ cts.	Amount of Tolls, Down. \$ cts.	Total Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in vessels		1,320								1,320	1,320		88 00	88 00
do rafts														
Hoops														
-Hop poles														
Lumber, sawn, in vessels	590	901							590	901	1,491	53 10	81 00	134 10
do rafts														
Mats, spars, and telegraph poles, in vessels.														
Mats, spars, and telegraph poles, in rafts.														
Railway ties, in vessels.														
do rafts														
Saw logs.														
Staves and headings, barrel.														
do pipe.														
do West India														
States, salt barrel.														
Shingles														
Split posts and fence rails, in vessels.														
Split posts and fence rails, in rafts														
Timber, square, in vessels.	456								456		456	22 80		22 80
do rafts.														
Traverses														
Woodenware and wood partly manufactured.	28	5							28	5	33	11 20	1 40	12 60
Total freight paying tolls.	20,774	59,422	6,227				130,454		36,011	195,876	231,887	6,009 01	27,824 52	33,833 53

APPENDIX A—Continued.

No. (A) 6.—STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected thereon during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tolls.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ash, pot and pearl											190	3 83	8 14	11 97
Apples	40	150							40	150	1,221	40 21	12 35	52 56
Agricultural products, not enumerated, vegetable	1,053	168							1,053	168	770	4 99	88 07	93 06
Agricultural products, not enumerated, animal	44	162		389			43	132	87	683	49	11 27	0 40	11 67
Agricultural implements	95	4							95	4	1,319	3 58	35 84	39 42
Barley	143	1,176							143	1,176	11,977	448 44	12 72	461 16
Bricks	11,442	279					256		11,698	279	388		49 08	49 08
Bones		10		378						378	2,142	36 76		36 76
Brimstone	375						6		381		1,795		53 58	53 58
Buckwheat		2 142								2 142	37,213	167 69	0 89	168 58
Cement and water lime	1,776	19							1,776	19	19,231		382 03	1,440 89
Clay, lime and sand	24,938	9,410					2,870		27,808	9,410	3,184	0 73	1,195 00	1,195 77
Coal		2,689				757			11	3,173	200	1 46	11 94	13 40
Corn	11	2,423					15,785		11	28	4	0 30		0 30
Cattle	28	172					759		28	172	73	11 30		11 30
Cotton (raw)	4								4		148	9 95		9 95
Crockery and earthenware	73								73		337	16 20	1 33	17 53
Dye wood and dye stuffs	62						106		309	28				
Fish	309	28												
Flax and hemp											4,202	59 86	133 24	193 10
Flour	870	3,324				8			870	3,332	464	22 43	13 45	35 88
Furniture	217	247							217	247	1,835	22 90	0 19	23 09
Gypsum	1,830	5							1,830	5	155	7 18	5 90	13 08
Glass (all kinds)	44	95					16		60	95	1,447	9 49	71 76	81 25
Hay (pressed)	247	1,200							247	1,200	8		0 71	0 71
Hogs		8								8	401	8 86		12 44
Horses	161	238		1					162	239				21 35

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					$	cts.	$	cts.
Floats.....	3,790	3,524							3,790	3,524	7,314	64 05	61 53	125 58
Firewood, in vessels.....	2,831	3,039							2,831	3,039	6,470	48 94	79 97	128 91
do rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	28,815	11,979	3,337	819					32,152	12,798	44,950	929 33	418 55	1,347 88
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....	10	18,032							10	18,032	18,042	50	451 50	452 00
Railway ties, in vessels.....	1,524	4							1,524	4	1,528	30 43	07	30 50
do rafts.....	554								554		554	11 07		11 07
Saw-logs.....	2,441	11,108							2,441	11,108	13,549	48 50	253 66	302 16
Staves and headings, barrel do pipe.....		116								116	116		4 35	4 35
do W India.....		62								62	62		1 24	1 24
Staves, salt barrel.....	4								4		4	46		46
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....	2								2		2	32		32
Timber, square, in vessels.....	190	720							190	270	910	5 17	9 76	14 93
do rafts.....	1,112	4,900							1,112	4,900	6,012	25 50	127 50	153 00
Traverses.....		8,760								8,760	8,760		21 85	21 85
Woodenware and wood partly manufactured.....	26	26							26	26	52	4 70	4 35	9 05
Total freight paying tolls.....	115,682	161,471	3,340	1,901	201	1,210	7,584	16,676	126,787	181,258	308,045	5,317 61	5,856 51	11,174 12
Coal, free per Order in Council.....	67,717		110		20		38,132		105,979		105,979			

Department of Railways and Canals.

Free articles for canal construction, per Order in Council, 1884:	240	690	1,901	221	1,210	45,716	16,676	234,240	181,948	416,188	240	690	100	167	42	900	25
Clay, lime and sand.....	240	690															
Coal.....													100	167	42	900	25
Iron, all other.....	100																
Lumber, sawn, in vessels.....	167																
do do rafts.....	42																
Timber, square, in vessels.....	900																
Traverses.....	25																
Grand total freight . . .	184,853	162,161	1,901	221	1,210	45,716	16,676	234,240	181,948	416,188							
											3,710 02	1,523 87	5,233 89				
											421 08	688 58	1,109 66				
											9,448 71	8,068 96	17,517 67				
											Total way tolls, on vessels.....						
											do passengers.....						
											do free goods.....			\$5,889 17			

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals and the Amount of Revenue collected during the season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.												
Apples.		40								40	40	2 08
Agricultural products not enumerated, vegetable animal.		16								16	16	1 55
"		1,077								1,077	1,077	102 95
Agricultural implements.		10								10	10	1 90
Barley.												
Bones.		30								30	30	1 80
Brimstone.												
Buckwheat.		8								8	8	0 51
Cement and water lime.		7								7	7	0 69
Clay, lime and sand.		9,287								9,287	9,287	231 63
Coal.												
Corn.		2								2	2	0 12
Cattle.		446								446	446	29 54
Cotton (raw).		1								1	1	0 20
Crockery and earthenware.												
Dye wood and dye stuffs.												
Fish.												
Flax and hemp.		2								2	2	0 92
Flour.		9								9	9	3 24
Furniture.												
Gypsum.												
Glass (all kinds).		1								1	1	0 67
Hay (pressed).			3,051							3,051	3,051	289 15
Hogs.		43								43	43	3 44
Horses.		15								15	15	8 71
Hides and skins, horns and hoofs.		10								10	10	0 96
Ice.												
Iron, railway.		9								9	9	0 52

Department of Railways and Canals

1 pig	1	154	154	1	154	4 64
all other						
Iron ore	1	125	125	1	125	0 25
Kryolite chemical ore and other ore, except iron	4	4	4	4	4	0 82
Lard and lard oil	3	3	3	3	3	0 80
Meals, all kinds						
Meat, other than pork						
Marble						
Manilla	1	1	1	1	1	0 10
Molasses	1	1	1	1	1	0 10
Nails	2,309	2,309	2,309	2,309	2,309	165 16
Oats	2	2	2	2	2	0 20
Oil (in barrels)						
Oil cake	334	334	334	334	334	24 10
Pease	194	194	194	194	194	13 75
Potatoes	11	11	11	11	11	0 94
Pork						
Paint						
Pitch and tar	18	18	18	18	18	3 42
Rags	70	70	70	70	70	6 75
Rye						
Rosin						
Salt						
Stone, intended for cutting						
do wrought						
do not suitable for cutting, unwrought						
Seeds, all kinds	23	23	23	23	23	2 20
Sheep	309	309	309	309	309	24 05
Soda ash	1	1	1	1	1	0 19
Steel						
Sugar	1	1	1	1	1	0 20
Spirits, beer, &c	2	2	2	2	2	0 38
Tobacco (raw)						
Tallow	59	59	59	59	59	3 85
Tin	1	1	1	1	1	0 10
Turpentine						
Wheat	8	8	8	8	8	0 78
White lead						
Whiting						
Wool	4	4	4	4	4	0 23
All other goods and merchandise not enumerated	37	327	327	37	364	15 39
Bark						
Barrels, empty	54	54	54	54	54	5 72
Boat knees						
Floats	400	58,690	58,690	400	59,090	596 61
Firewood, in vessels	270	38,493	38,493	270	39,303	1,506 57
do rafts	4	480	480	4	480	4 80
Hoops						
Hop poles						
Lumber, sawn, in vessels	101	307,927	382,329	101	382,430	27,983 58

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Total \$
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Lumber, sawn, in rafts.		12								12		0 21
Masts, spars, and telegraph poles, in vessels		5								5		0 42
do do rafts				26							102	16 00
Railway ties, in vessels		76								102		7 00
do do rafts		132								132		7 00
Saw-logs	200	10,832							200	10,832		237 82
Staves and headings, barrel												
do do pipe												
do do West India.												
Staves, salt barrel				549						3	686	533 84
Shingles		3										
Split posts and fence rails, in vessels		137								2		1 02
do do rafts		2								900		21 82
Timber, square, in vessels		900								3,680		39 69
do do rafts		3,680								460		1 15
Traverses		460										
Woodenware and wood partly manufactured.												
Total freight paying tolls.	1,049	440,083		75,517					1,049	515,600	516,649	31,955 82
<i>Free per Order in Council, 27th June, 1890.</i>												
Floats		33,830									33,830	
Firewood, in rafts		2,568									2,568	
Lumber, sawn, in rafts		739									739	
Masts and spars, &c., in rafts.		400									400	
Split posts, &c., in rafts		18									18	
Square timber do		16,552									16,552	
Saw-logs		10,385									10,385	
Traverses		380									380	
Grand total freight.	1,049	504,955		75,517					1,049	580,472	581,521	

Department of Railways and Canals.

Total tolls on vessels.....	3,173 97
do passengers.....	153 76
do free goods.....	\$741 13
Fines.....	
Other receipts.....	28 00
Total revenue exclusive of hydraulic rents.....	
	35,311 55

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

Department of Railways and Canals.

	12	3	23	15	23	38	3 00
do, all other.....							
do ore.....							
Kryolite chemical ore and other ore, except iron.....							
Lard and lard oil.....							
Meal, all kinds.....							
Meats, other than pork.....							
Marble.....							
Manilla.....							
Molasses.....	2		115	2	115	117	11 58
Nails.....							
Oats.....	54	1,081	6	54	1,087	1,141	38 50
Oil (in barrels).....	1		77	1	77	78	7 74
Oil cake.....							
Pease.....		18			18	18	0 61
Potatoes.....	26			26		28	2 09
Pork.....							0 04
Paint.....		1			1	1	
Pitch and tar.....							
Rags.....			345		345	345	34 50
Rye.....							
Rosin.....							
Salt.....	302		2,084		2,084	2,084	208 40
Stone, intended for cutting.....			145	302	145	447	19 76
do wrought.....			129		129	129	12 90
do not suitable for cutting, unwrought.....							
Seeds, all kinds.....							
Sheep.....							
Soda ash.....		102					
Steel.....							
Sugar.....		2,042					
Spirits, beer, etc.....							
Tobacco (raw).....							
Tallow.....							
Tin.....							
Turpentine.....							
Wheat.....							
White lead.....							
Whiting.....							
Wool.....							
All other goods and merchandise not enumerated.....	348	263	633	1,548	896	2,444	199 53
Bark.....							
Barrels, empty.....	15	7		15	7	22	0 75
Boat knees.....							
Floats.....							
Firewood, in vessels.....	420	2,190		111,250	2,190	113,440	3,731 73
do rafts.....							
Hoops.....							
Hop poles.....							
Lumber, sawn, in vessels.....	3,488	248		72,138	248	72,386	4,241 97
do rafts.....							

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, &c.—*Conclude-1.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars, and telegraph poles, in vessels.												
do do do rafts.												
Railway ties, in vessels.	3,160								3,160		3,160	252 21
do do rafts.												
Saw-logs.												
Staves and headings, barrel.												
do do pipe.												
do do West India.												
Staves, salt barrel.	25								25		25	4 00
Shingles.	3								3		3	0 40
Split posts and fence rails, in vessels.												
do do do rafts.												
Timber, square, in vessels.												
do do rafts.												
Traverses.												
Woodenware and wood partly manufactured.												
Total freight paying tolls.	9,040	11,872	183,284				108,674		192,324	120,546	312,870	19,795 88
Total tolls on vessels.												2,767 03
do passengers.												86 24
Fines.												10 00
Total revenue, exclusive of hydraulic rents.												22,659 15

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		From United States to United States Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
	Kyrolite chemical ore and other ore, except iron.	23	757							23			757	780	39 00
Lard and lard oil.	19	10							19	10	29	0 74
Meal, all kinds.	4	24							4	24	28	0 78
Meats, other than pork.	5								5		5	0 13
Marble.	3	1							3	1	4	0 35
Manilla.												
Molasses.	96	4							96	4	100	8 95
Nails.	226	6							226	6	232	23 22
Oats.		289								289	289	11 32
Oil (in barrels).	138	105							138	105	303	28 65
Oil cake.	1	9							1	9	10	0 38
Pease.		29								29	29	0 74
Potatoes.	21	25							21	25	46	1 53
Pork.	229	12							229	12	241	5 96
Paint.	24	1							24	1	25	2 43
Pitch and tar.	25								25		25	2 18
Rags.	4	35							4	35	39	4 91
Rye.		34								34	34	1 50
Rosin.												
Salt.	1,742	255							1,742	255	1,997	53 72
Stone, intended for cutting.	21	2							21	2	23	1 55
do wrought.	1								1		3	0 27
do not suitable for cutting, unwrought.		1,148								1,148	1,148	28 82
Seeds, all kinds.	21								21		21	0 50
Sheep.												
Soda ash.	17	2							17	2	19	1 69
Steel.	16	7							16	7	23	0 54
Sugar.	610	81							610	81	693	65 42
Spirits, beer, &c.	61	59							61	59	120	10 63
Tobacco (raw).	1								1		1	0 03
Tallow.		5								5	5	0 12
Tin.	9								9		9	0 80
Turpentine.												
Wheat.		182								182	182	4 37
White lead.	8	1							8	1	9	0 90

APPENDIX A.—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish.....	87	1,795							87	1,795	1,882	18 82
Flour.....	1,029	25							1,516	25	1,541	15 41
Coal.....	65	26,866						487	65	26,866	26,931	269 31
Lumber.....	3,211	1,620							3,211	1,620	4,831	48 31
Agricultural products.....	2,950	4,681							2,950	4,681	7,631	76 31
Other merchandise.....	3,327	239		1,220				4	3,331	1,459	4,790	47 90
Total freight paying tolls.....	10,669	35,226		1,220			491		11,160	36,446	47,606	476 06
Total tolls on vessels.....											2,188 02	
Total revenue.....											2,664 08	

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

Department of Railways and Canals.

APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl												
Apples												
Agricultural products not enumerated, vegetable												
do do animal												
Agricultural implements												
Barley										9		0 27
Bricks												
Bones												
Brimstone												
Cement and water lime												
Clay, lime and sand												
Coal												
Corn												
Cattle												
Cotton (raw)												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	70									70		0 70
Furniture												
Gypsum												
Glass (all kinds)												
Hay (pressed)												
Hogs										9		0 13
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other												
Iron ore		32									32	0 32

APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.										
Apples	52	376					52	376	428	8 13
Agricultural products not enumerated, vegetable.	31	231			6		31	237	268	5 10
do animal.	9	2					9	2	11	0 21
Agricultural implements.	1	38					1	38	38	0 03
Barley	15						15		15	0 72
Bricks										0 29
Bones										
Brunstone										
Buckwheat	50	41					50	41	91	1 71
Cement and water lime	348						348		348	6 55
Clay, lime and sand	3						3		3	0 06
Coal							374	1,609	1,983	37 22
Corn										
Cattle										
Cotton (raw)	41	14					67	14	81	2 04
Crockery and earthenware										
Dye wood and dye stuffs	19	1					19	1	20	0 38
Fish										
Flax and henup	9	46					9	46	55	1 05
Flour	106	10			12		119	22	141	3 78
Furniture										
Gypsum.							66	4	70	1 78
Glass (all kinds)	28	4								
Hay (pressed)										
Hogs	12	4					18	4	22	0 44
Horses							6		6	0 12
Hides and skins, horns and hoofs.										
Ice.										
Iron, railway	404						404	2	406	0 04
do pig	260						260	6	266	7 60
do all other.		1			5				6	5 02

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in rafts												
Railway ties, in vessels												
do rafts												
Saw logs.												
Staves and headings, barrel.												
do pipe												
do West India.												
Staves, salt barrel.	7		47						54		54	4 51
Shingles.												
Split posts and fence rails, in vessels.												
do rafts.												
Timber, square, in vessels.												
do rafts.									4,600		4,600	57 50
Traverses												
Woodenware and wood partly manufactured.												
Total freight paying tolls.	5,476	8,026	658	1			374	1,805	6,508	9,832	16,340	292 66
Total tolls on vessels												228 64
do passengers												114 54
Total revenue, exclusive of hydraulic rent.												635 84

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

Department of Railways and Canals.

STATEMENT OF TRAFFIC

APPENDIX A—

No. (A) 13.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam	355,865	3,786 62	702,165	4,321 59	74,372	250 91
United States vessels, steam.....	753,640	11,251 41	18,296	136 20	160	2 36
Canadian vessels, sail	137,730	2,816 69	1,307,237	15,221 50	46,976	575 04
Other Foreign vessels, sail.....			300	11 25		
United States vessels, sail.....	240,508	5,402 53	76,807	566 53	152,375	1,938 72
Total, class No. 1.....	1,487,743	23,257 25	2,104,805	20,257 07	274,083	2,767 03
<i>Class No. 2.</i>	No.		No.		No.	
Passengers	23,035	235 77	66,472	2,984 41	5,133	86 24
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	1,333	260 50	12,141	485 76	890	80 88
Brimstone.....	727	109 05	393	38 56		
Cement and water lime.....	2,349	220 22	7,046	956 23	12	1 40
Clay, lime and sand.....	222	14 68	39,377	1,765 49	4,753	551 98
Fish.....	61	9 40	896	101 38		
Gypsum.....			1,837	23 39		
Iron, railway.....	6	0 90	6,758	1,007 29		
do pig.....	190	33 50	2,786	323 18		
do all other.....	1,885	301 44	16,488	926 38	38	3 00
Salt.....	374	59 80	5,486	666 71	447	19 76
Steel.....	267	40 05	967	141 89		
Stone, for cutting.....			315	12 72		
Apples.....	235	5 89	2,383	340 92	786	59 37
Barley.....	18,599	1,8 6 80	1,947	102 22	98	3 28
Buckwheat.....			3,278	167 18		
Corn.....	441,092	44,109 20	9,219	723 23		
Cotton, raw.....	225	33 75	4	0 30		
Flax and hemp.....			92	13 80		
Flour.....	15,232	2,498 66	8,375	819 05	480	16 19
Hay, pressed.....			1,553	97 15	7,266	252 92
Meals, all kinds.....	36,356	7,270 80	880	41 48		
Oil cake.....			1	0 04		
Oats.....	31,283	3,128 30	18,582	658 91	1,141	38 50
Pease.....	390	39 00	39,288	1,831 39	18	0 61
Potatoes.....			149	20 19	28	2 09
Rye.....	3,671	367 10	2,172	194 80		
Seeds, all kinds.....	16	3 20	6,110	237 69	5	0 50
Tobacco, raw.....			17	1 66	3	0 30
Wheat.....	258,392	25,768 35	26,798	1,423 26		
All other agricultural products, vegetable	599	25 54	1,891	153 06		
Bones.....			461	60 03	388	38 80
Cattle.....			208	14 60	125	4 54
Hogs.....			37	5 06		
Hides and skins, horns and hoofs.....	30	4 50	7	0 56		
Horses.....	30	1 53	448	28 40	67	2 51
Lard and lard oil.....			371	38 27		
Meats (other than pork).....	1	0 20	51	6 02		
Pork.....	53	10 55	300	26 97	1	0 4
Sheep.....			117	9 29	102	3 68
Tallow.....	124	18 60	47	3 94		
Wool.....	135	24 25	4	0 31		
All other agricultural products, animal.....			3,135	447 81		
Total, class No. 3.....	813,877	86,225 76	222,415	13,919 57	16,648	1,080 35

Department of Railways and Canals.

Continued.

the Amount of Tolls collected during the Season of Navigation in 1893.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
168,995	187 13	140,086	572 66	94,684	687 25	39,003	780 06	37,395	287 96
492	2 25	188	3 08	956	20 55	2,854	57 08		
7,539	34 95	156,001	2,162 22	65,742	717 56	60,822	1,216 44	39,142	140 99
793	4 31	17,771	436 01	14,533	225 76	6,722	134 44		
177,819	228 64	314,046	3,173 97	175,915	1,651 12	109,401	2,188 02	76,537	428 96
No.		No.		No.		No.		No.	
10,525	114 54	13,828	153 76	6,119	137 66			9,077	87 45
Tons.		Tons.		Tons.		Tons.		Tons.	
15	0 29	30	1 80	309	9 54			9	0 27
348	6 55	7	0 69	992	23 90				
3	0 06	9,287	231 63	744	19 64				
20	0 38			103	2 49	1,882	18 82		
				4	0 10				
2	0 04	9	0 52						
404	7 60			289	10 86				
266	5 02	155	4 64	889	24 33			32	32
287	5 43			1,997	53 72				
1	0 02			23	0 54				
				42	1 55				
428	8 13	40	2 08	57	1 40				
38	0 72			18	0 45				
91	1 71	8	0 51						
		2	0 12	17	0 46				
55	1 05	14	0 92	369	10 45	1,541	15 41	70	0 70
		3,051	289 15	230	9 63				
5	0 10	3	0 30	28	0 78				
				10	0 38				
16	0 30	2,309	165 16	289	11 32				
1,075	20 22	334	24 10	29	0 74				
		194	13 78	46	1 63				
19	0 36	70	6 76	34	1 50				
18	0 34	23	2 20	21	0 50				
				1	0 03				
414	7 79	8	0 78	182	4 37			5	0 06
268	5 10	16	1 55	184	8 49	7,631	76 31		
				16	0 54				
		446	29 54	9	0 27				
		43	3 44					9	0 13
6	0 12	10	0 96	6	0 21				
22	0 44	186	8 71	20	0 63				
16	0 31	4	0 32	29	0 74				
6	0 12			5	0 13				
		13	0 94	241	5 96				
		309	24 05						
		59	3 85	5	0 12				
		4	0 23	3	0 08				
11	0 21	1,077	102 95	217	7 31				
3,834	72 41	17,711	921 68	7,458	214 69	11,054	110 54	125	1 47

No. (A) 13.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl	23	4 60	3	0 60		
Agricultural-implements			99	11 67		
Crockery and earthenware	13	1 95	294	55 50	13	1 18
Dye woods and dye stuffs			183	12 95	79	7 90
Furniture	17	2 85	1,120	167 08	1	10
Glass (all kinds)	26	3 90	882	158 48	1	10
Marble	2,152	322 80	16	0 85		
Manilla	236	35 40	67	13 18		
Molasses	603	90 45	828	87 85	117	11 58
Nails	17	2 55	2,700	345 07		
Oil (in barrels)	9	1 35	866	131 85	78	7 74
Paint	39	5 85	706	91 74		
Pitch and tar			451	34 39	345	34 50
Rags			314	50 19		
Rosin			1,591	87 20	2,084	208 40
Soda ash	28	4 20	794	149 06		
Sugar	449	30 27	7,233	1,336 92	4,005	400 50
Stone (wrough)			2,103	136 09	129	12 90
Tin			369	64 37		
Turpentine			40	2 54	1	10
White lead			65	12 07		
Whiting			246	46 66		
Whiskey and all other spirits	115	20 93	765	137 09		
Merchandise (not enumerated)	38,053	5,549 32	11,373	1,601 19	2,444	199 53
Total, class No. 4	41,780	6,076 42	33,108	4,794 59	9,297	884 53
<i>Class No. 5.</i>						
Bark			4	20		
Barrels, empty	83	16 48	256	34 47	22	0 75
Boat knees						
Floats			7,314	125 58		
Firewood, in vessels	4,744	202 23	7,790	216 91	113,440	3,731 73
do rafts	15	1 00				
Lumber sawn, in vessels	129,295	23,040 58	46,441	1,481 98	72,386	4,241 97
do rafts						
Hoops						
Railway ties, in vessels	114	2 25	1,528	30 50	3,160	252 21
do rafts			554	11 87		
Masts, spars and telegraph poles, in vessels						
Masts, spars and telegraph poles, in rafts	2	0 25	18,042	452 00		
Square timber, in vessels	45,605	6,837 05	1,366	37 73		
do rafts			6,012	153 00		
Woodenware and wood partly manufactured	87	34 40	85	21 65		
Shingles	36	18 86	4	0 46	25	4 00
Split posts and fence rails, in vessels					3	0 40
do do rafts			2	0 32		
Saw-logs	4,225	203 35	13,549	302 16		
Staves and headings, barrel	576	46 76				
do do pipe	7	1 52				
do do West India	53	9 82	116	4 35		
do do salt barrel			62	1 24		
Traverses			8,760	21 85		
Hop poles						
Total, Class No. 5	184,862	30,414 55	111,885	2,895 47	189,036	8,231 06

Department of Railways and Canals.

the Amount of Tolls collected—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
				2	0 35				
1	0 03	10	1 90	149	15 52				
81	2 04	2	0 29	101	9 89				
141	3 78	28	3 24	60	5 99				
70	1 78	4	0 67	47	4 22				
				4	0 35				
4	0 10	1	0 10	100	8 95				
110	2 71	1	0 10	232	23 22				
157	3 99	3	0 20	303	28 66				
22	0 56			25	2 43				
				25	2 18				
32	0 81	18	3 42	39	4 91				
21	0 53	1	0 19	19	1 69				
864	21 63	2	0 29	693	65 42				
				3	0 27				
1	0 03	1	0 10	9	0 80				
2	0 05								
6	0 15			9	90				
4	0 10			44	1 32				
47	1 19	3	0 38	120	10 63				
2,494	62 62	364	55 39	1,260	119 89	4,790	47 90	103	2 82
4,057	102 10	438	66 27	3,214	307 49	4,790	47 90	103	2 82
				70	1 64			79	3 05
		54	5 72	71	5 65				
		59,090	596 61	1,261	22 65			2,384	23 99
255	2 13	39,303	1,506 57	36,036	716 61			18,948	201 04
		480	4 80						
987	11 09	382,430	27,983 58	34,417	1,549 46	4,831	48 31	1,139	23 54
		12	0 21	70	2 66			14	0 32
		4	0 37						
		102	16 00	4,514	493 82				
		132	7 00	119	12 67			117	4 63
		5	0 42						
		900	21 82					1,986	20 99
4,600	57 50	3,680	39 69	180	3 38			1,180	22 00
				3	0 28				
54	4 51	689	538 84	190	31 65			249	21 84
				9	1 39				
		2	1 02	4	0 51			3	0 13
		11,032	237 82	182	4 16			4,149	37 50
		460	1 15	600	3 80				
				73	10 50				
5,896	75 23	498,375	30,961 62	77,799	2,860 83	4,831	48 31	30,248	359 03

No. (A) 13.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal	233,096	46,619 20	166,370	23,266 62	97,889	9,599 94
Kryolite or chemical ore						
Iron ore						
Stone, unwrought, not suitable for cutting	4,663	447 19	6,154	131 40		
Ice						
Total, Special Class	237,759	47,066 39	172,524	23,398 02	97,889	9,599 94
Total freight and tolls	1,278,278	193,276 14	539,932	68,249 13	312,870	22,649 15
Timber and other wood, free			1,801	88 21		
Wheat, corn, flour, iron, salt, coal, &c., free	16,545	2,481 75	616,643	57,217 16		
Grand Totals, passengers and tonnage of vesseles not included ..	1,294,823	195,757 89	1,158,376	125,554 50	312,870	22,649 15

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

Department of Railways and Canals.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tons.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
1,983	37 22	125	6 25	11,010	533 78	26,931	269 31		
				780	39 00				
570	5 70			1,148	28 82			743	3 50
2,553	42 92	125	6 25	12,938	601 60	26,931	269 31	743	3 50
16,340	635 84	516,649	35,283 55	101,409	5,773 39	47,606	2,664 08	31,219	883 22
		64,872	741 13						
				2,825	75 41				
16,340	635 84	581,521	36,024 68	104,234	5,848 80	47,606	2,664 08	31,219	883 22

B. H. TEAKLES,
Compiler of Canal Statistics.

APPENDIX A—

No. (A) 14.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the description of Property passed through,

Articles.	Welland Canal.		St. Lawrence Canals		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds	1,497,743	23,257 25	2,104,805	20,257 07	274,083	2,767 03
Passengers	No. 23,035	235 77	No. 66,472	2,984 41	No. 5,133	86 24
<i>Forest, Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark			4	0 20		
Boat knees						
Floats			7,314	125 58		
do	Free					
Firewood	4,779	203 23	7,790	216 91	113,440	3,731 73
do	Free					
Hoops and hop poles						
Lumber, sawed	129,295	23,040 58	46,441	1,481 98	72,386	4,241 97
do	Free		876			
Masts, spars, &c	2	0 25	18,042	452 00		
do	Free					
Railway ties	114	2 25	2,082	41 57	3,160	252 21
Saw logs	4,225	203 35	13,549	302 16		
do	Free					
Staves, all kinds	636	58 10	178	5 59		
Shingles	36	18 86	4	0 46	25	4 00
Split posts and rails			2	0 32	3	0 40
do						
Timber, square	45,605	6,837 05	7,378	190 73		
do	Free		900			
Traverses			8,760	21 85		
do	Free		25			
Total	184,692	30,363 67	113,345	2,839 35	189,014	8,230 31
<i>Farm Stock.</i>						
Cattle			208	14 60	125	4 54
Hogs			37	5 06		
Horses	30	1 53	448	28 40	67	2 51
do	Free		1			
Sheep			117	9 29	102	3 68
Total	30	1 53	811	57 35	294	10 73
<i>Produce of Animals.</i>						
Bones			461	60 03	388	38 80
Horns and hoofs, hides and skins, raw	30	4 50	7	0 56		
Lard and lard oil			371	38 27		
Meats other than pork	1	0 20	51	6 02		
Pork	53	10 55	300	26 97	1	0 04
Tallow	124	18 60	47	3 94		
Wool	135	24 25	4	0 31		
Agricultural products not enumerated, animal			3,135	447 81		
Total	343	58 10	4,376	583 91	389	38 84

Department of Railways and Canals.

Continued.

Season of Navigation ended 31st December, 1893, showing the Total Quantity of each and the Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
177,819	228 64	314,046	3,173 97	175,915	1,651 12	100,401	2,188 02	76,537	428 95
No. 10,525	114 54	No. 13,828	153 76	No. 6,119	137 66	No.		No. 9,077	87 45
Tons.		Tons.		Tons.		Tons.		Tons.	
				70	1 64			79	3 05
		59,090	596 61	1,261	22 65			2,384	23 90
		33,830							
255	2 13	39,783	1,511 37	36,036	716 61			18,948	201 04
		2,568							
		4	37	73	10 50				
987	11 09	382,442	27,983 79	34,487	1,552 12	4,831	48 31	1,153	23 86
		739							
		5	42					1,986	20 90
		400							
		234	23 00	4,633	506 49			117	4 63
		11,032	237 82	182	4 16			4,149	37 50
		10,385							
54	4 51	689	538 84	190	31 65			249	21 84
		2	1 02	13	1 90			3	0 13
		18							
4,600	57 50	4,580	61 51	180	3 38			1,180	22 00
		16,552							
		460	1 15	600	3 80				
		380							
5,896	75 23	563,193	30,955 90	77,725	2,854 90	4,831	48 31	30,248	359 03
		446	29 54	9	0 27				
22	0 44	43	3 44					9	13
		186	8 71	20	0 63				
		309	24 05						
22	0 44	984	65 74	29	0 90			9	13
				16	0 54				
6	0 12	10	0 96	6	0 21				
16	0 31	4	0 32	29	0 74				
6	0 12			5	0 13				
		13	0 94	241	5 96				
		59	3 85	5	0 12				
		4	0 23	3	0 08				
11	0 21	1,077	102 95	217	7 31				
39	0 76	1,167	109 25	522	15 09				

No. (A) 14.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated, vegetable	599	25 54	1,891	153 06		
Apples	235	5 89	2,333	340 92	786	59 37
Barley	Free		600			
Barley	18,599	1,866 80	1,947	102 22	98	3 28
Buckwheat			3,278	167 18		
Cotton, raw	225	33 75	4	30		
Corn	441,092	44,109 20	9,219	723 23		
do	Free		278,564			
Flax and hemp			92	13 30		
Flour	15,232	2,498 66	8,375	819 05	480	16 19
do	Free	3	5,514			
Hay, pressed			1,553	97 15	7,266	252 92
Meals, all kinds	36,356	7,270 80	830	41 48		
Manilla	236	35 40	67	13 18		
Oats	31,283	3,128 30	18,582	658 91	1,141	38 50
do	Free		9,761			
Pease	390	39 00	39,288	1,834 39	18	0 61
Potatoes			149	20 19	28	2 09
Rye	3,671	367 10	2,172	194 80		
do	Free		3,669			
Seeds, flax, clover and grass	16	3 20	6,110	237 69	5	50
Tobacco, raw			17	1 66	3	30
Wheat	258,392	25,768 35	26,798	1,423 26		
do	Free		209,212			
Total	806,329	85,151 99	630,125	6,842 47	9,825	373 76
<i>Manufactures.</i>						
Ashes, pot and pearl	23	4 60	3	0 60		
do	Free		23			
Agricultural implements			99	11 67		
Barrels, empty	83	16 48	256	34 47	22	0 75
Bricks	1,333	260 50	12,141	485 76	890	80 88
Cement and water lime	2,349	220 22	7,046	956 23	12	1 40
do	Free					
Crockery and earthenware	13	1 95	294	55 50	13	1 18
do	Free					
Furniture	17	2 85	1,120	167 08	1	0 10
Glass, all kinds	26	3 90	882	158 48	1	0 10
do	Free					
Iron, Railway	6	0 90	6,758	1,007 29		
do	Free					
Iron, pig	190	33 50	2,786	323 18		
do	Free					
Iron, all other	1,885	301 44	16,488	926 38	38	3 00
do	Free		100			
Molasses	603	90 45	823	87 85	117	11 58
do	Free					
Nails	17	2 55	2,700	345 07		
do	Free					
Oil	9	1 35	866	131 85	78	7 74
do	Free					
Oil cake			1	0 04		
Paint	39	5 85	706	91 74		
do	Free					
Pitch and tar			451	34 39	345	34 60
do	Free					
Rosin			1,591	87 20	2,084	208 40
Soda ash	28	4 20	794	149 06		
do	Free					
Spirits, whisky, &c.	115	20 93	765	137 09		
do	Free		1			

Department of Railways and Canals.

during the Season of Navigation ended 31st December, 1893, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
268	5 10	16	1 55	184	8 49	7,631	76 31		
428	8 13	40	2 08	57	1 40				
38	0 72			18	0 45				
91	1 71	8	0 51						
		2	0 12	17	0 46				
55	1 05	14	0 92	369	10 45	1,541	15 41	70	70
		3,051	289 15	230	9 63				
5	0 10	3	0 30	28	0 78				
16	0 30	2,309	165 16	289	11 32				
1,075	20 22	334	24 10	29	0 74				
19	0 36	194	13 78	46	1 53				
18	0 34	70	6 76	34	1 50				
414	7 79	23	2 20	21	0 50				
		8	0 78	1	0 03			5	0 05
				182	4 37				
2,427	45 82	6,072	507 41	1,505	51 65	9,172	91 72	75	75
				2	0 35				
1	0 03	10	1 90	149	15 52				
15	0 29	54	5 72	71	5 65			9	27
348	6 55	30	1 80	309	9 54				
		7	0 69	992	23 90				
81	2 04	2	0 29	101	9 89				
141	3 78	28	3 24	60	5 99				
70	1 78	4	0 67	47	4 22				
2	0 04	9	0 52						
404	7 60			289	10 86				
266	5 02	155	4 64	889	24 33			32	0 32
4	0 10	1	0 10	100	8 95				
110	2 71	1	0 10	232	23 22				
157	3 99	3	0 20	303	28 06				
				10	0 38				
22	0 56			25	2 43				
				25	2 18				
21	0 53	1	0 19	19	1 69				
47	1 19	3	0 38	120	10 63				

No. (A) 14.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Con.</i>						
Steel	267	\$ 40 05	967	\$ 141 89		
do	Free	426				
Sugar	449	30 27	7,233	1,336 92	4,005	400 50
do	Free	2,218				
Tin			369	64 37		
do	Free	34				
Turpentine			40	2 54	1	0 10
White lead			65	12 07		
do	Free	35				
Whiting			246	46 66		
do	Free	31				
Woodenware	87	34 40	85	21 65		
Total	21,808	1,076 39	65,704	6,817 03	7,607	750 23
<i>Merchandise.</i>						
Brimstone, (crude)	727	109 05	393	38 56		
Clay, lime and sand	222	14 68	39,377	1,765 49	4,753	551 98
do	Free		240			
Coal	233,096	46,619 20	166,370	23,266 62	97,889	9,599 94
do	Free		108,954			
Dye woods, and dye stuffs			183	12 95	79	7 90
Fish	61	9 40	896	101 38		
do	Free	465				
Gypsum			1,837	23 39		
Ores, (all kinds)			16	85		
Marble	2,152	322 80	314	50 19		
Rags	374	59 80	5,486	666 71	447	19 76
Salt	995					
do	Free	4,663	8,572	280 21	129	12 90
Stone, (all kinds)	14	447 19				
do	Free	14				
All other goods and merchandise, (not enumerated)	38,053	5,549 32	11,373	1,661 19	2,444	199 53
do	Free	799	4			
Total	281,621	53,131 44	344,015	27,867 54	105,741	10,392 01
Grand totals (passengers and tonnage of vessels not included)	1,294,823	193,276 14	1,158,376	68,249 13	312,870	22,649 15

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

Department of Railways and Canals.

during the Season of Navigation ended 31st December, 1893, &c.—*Concluded.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
1	0 02			23	54				
864	21 63	2	0 29	693	65 42				
1	0 03	1	0 10	9	0 80				
2	0 05								
6	0 15			9	0 90				
4	0 10			14	1 22				
				3	0 28				
2,567	58 19	311	20 83	4,494	257 55			41	0 59
3	0 06	9,287	231 63	744	19 64				
1,983	37 22			11,010	533 78	26,931	269 31		
				2,825					
20	0 38			103	2 49	1,882	18 82		
				4	0 10				
		125	6 25	780	39 00				
				4	0 35				
32	0 81	18	3 42	39	4 91				
287	5 43			1,997	53 72				
570	5 70			1,193	30 64			743	3 50
2,494	62 62	364	55 39	1,260	119 89	4,790	47 90	103	2 82
5,389	112 22	9,794	296 69	17,134	804 52	33,603	336 03	846	6 32
16,340	635 84	581,521	35,283 55	104,234	5,773 39	47,606	2,664 08	31,219	883 22

B. H. TEAKLES,
Compiler of Canal Statistics.

APPENDIX A—Continued.

No. (A) 15.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended 31st December, 1893.

Canals and Offices.	January.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
WELLAND CANAL.											
Chippawa.....				5 80	1 00	8 00	14 25	3 02	1 27	0 50	33 84
Colborne.....		2,298 87	16,650 51	21,979 98	23,088 80	19,258 60	19,235 84	15,838 93	9,498 30	3,271 36	131,121 19
Dalhousie.....		4,420 90	12,085 86	6,356 98	5,298 57	7,642 51	6,908 15	12,335 85	5,536 65	23 51	60,608 48
Dunnville.....			63 88	50 06	19 83	54 72		111 32	47 81		347 62
Maitland.....		37 72	111 90	129 51	0 50	8 61	1 84				10 95
Robinson.....		15 76	180 57	126 48	59 20	70 47	4 19	25 89	39 36	1 39	479 63
St. Catharines.....					117 86	142 50	53 55	36 52	1 19		674 43
Total Welland Canal.....		6,773 25	29,092 22	28,648 81	28,585 76	27,185 41	26,217 82	28,351 53	15,124 58	3,296 76	193,276 14
ST. LAWRENCE CANALS.											
Beauharnois.....			81 26	66 31	69 73	318 72	272 12	274 51	222 76		1,305 41
Cardinal.....			202 70	157 65	112 00	84 15	103 11	84 18	59 50	1 40	754 69
Cornwall.....			1,885 83	4,064 49	4,332 04	5,326 83	4,266 12	3,968 01	2,266 11	16 67	26,136 12
Kingsston.....		259 96	1,782 26	1,096 60	1,233 01	1,974 73	1,250 90	1,810 82	642 72		9,031 69
Laclache.....			235 88	238 53	375 82	425 93	593 99	433 03	262 37	0 38	2,566 03
Montreal.....			3,494 66	4,838 72	5,897 96	4,582 54	4,307 06	3,108 63	2,692 85	43 37	28,455 79
Total St. Lawrence Canals.....		259 96	7,682 59	10,452 40	11,530 56	11,602 92	10,773 39	9,679 18	6,146 31	61 82	68,249 13
CHAMBLEY CANAL.											
Chambly.....			406 35	2,106 22	1,113 98	1,580 40	1,509 24	1,575 56	1,231 85		9,523 60
St. John.....			3,069 48	1,323 33	2,078 69	1,910 46	1,703 44	1,562 18	648 06		12,265 64
St. Ours.....		8 99	70 12	101 52	135 36	1,01 22	110 27	135 24	147 19		859 91
Total Chambly Canal.....		8 99	3,575 95	3,531 07	3,228 03	3,592 08	3,322 95	3,212 98	2,077 10		22,649 15

Department of Railways and Canals.

OTTAWA CANALS.												
Ottawa.....												19,726 43
Carillon.....												63 20
Grenville.....												13,955 59
St. Ann's.....	0 70	2,098 58	2,530 14	1,811 28	1,713 18	2,116 81	2,080 95	1,494 65	1,486 65	1,775 87	3,279 79	1,538 53
		205 54	210 56	243 84	255 98	278 06	195 00	148 65				
Total Ottawa Canals.....	0 70	6,094 68	5,642 59	4,490 96	4,764 76	5,302 63	5,564 04	3,423 23				35,283 55
RIDEAU CANAL.												
Kingston Mills.....												1,229 90
Ottawa.....		135 80	232 42	188 00	318 46	167 69	148 37	39 07				3,979 02
Smith's Falls.....		315 03	684 87	793 53	760 32	620 27	459 46	345 54				564 47
		33 11	104 73	117 50	113 83	89 06	59 61	46 63				
Total Rideau Canal.....		483 94	1,022 02	1,099 12	1,192 61	877 02	667 44	431 24				5,773 30
St. PETER'S CANAL.												
St. Peter's.....	7 01	270 42	342 61	422 12	392 96	353 88	353 09	346 59		168 00		2,664 08
TRENT VALLEY CANALS.												
Bobcaygeon.....		4 25	47 20	57 06	118 39	82 93	94 56	44 07				448 55
Buckhorn.....		6 00	7 80	24 34	11 28	33 31	0 25	1 69				84 67
Burleigh.....		2 00	14 18	37 11	19 38	10 49	14 60	9 20				107 05
Fenelon Falls.....			5 00	4 50	5 35	2 75	2 71	1 50				21 81
Hastings.....	0 25	0 25	3 80	7 93	24 39	5 40	7 02	3 68				52 72
Peterborough.....	2 53	11 57	18 52	37 06	25 30	24 01	34 00	15 43				168 42
Total Trent Valley Canals.....	2 78	24 07	96 59	168 00	204 69	158 89	153 23	75 37				883 22
MURRAY CANAL.												
Brighton.....		72 22	115 63	102 79	102 65	110 79	61 36	47 43		5 17		635 84
Grand Total.....	7 01	47,296 09	49,851 68	40,727 34	49,097 48	47,117 37	48,042 85	27,672 05		3,531 75		329,414 50

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

APPENDIX A—Continued.

No. (A) 16.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1893, and the Amount of Tolls collected thereon.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ Cts.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													
Canadian vessels, steam.....	1,021	115,376	115,872	49,969	9,222	1,172	.....	13,006	51,268	179,513	176,852	355,865	3,786 62
do sail.....	447	24,642	24,113	40,758	3,487	.....	.....	2,943	41,787	68,343	69,387	137,730	2,816 69
Total Canadian.....	1,468	140,018	139,985	90,717	12,709	1,172	.....	15,949	93,045	247,856	245,739	493,595	6,603 31
United States vessels, steam.....	895	.....	.....	92,709	4,538	278,713	227,953	4,012	145,715	375,434	378,206	753,640	11,251 41
do sail.....	480	.....	.....	42,371	14,524	66,447	47,298	8,170	61,698	116,988	123,520	240,508	5,402 53
Total United States.....	1,375	.....	.....	135,080	19,062	345,160	275,251	12,182	207,413	492,422	501,726	994,148	16,653 94
Grand Total, Welland Canal.....	2,843	140,018	139,985	225,797	31,771	340,332	275,251	28,131	300,458	740,278	747,465	1,487,743	23,257 25
ST. LAWRENCE CANALS.													
Canadian vessels, steam.....	3,678	362,050	321,867	12,816	110	.....	7	.....	5,315	374,866	327,299	702,165	4,321 59
do sail.....	6,414	665,794	475,256	47,203	4	.....	.....	196	119,084	713,193	694,344	1,307,537	15,232 75
Total Canadian.....	10,092	1,027,844	797,123	60,019	114	.....	7	196	124,399	1,088,059	921,643	2,009,702	19,554 34
United States vessels, steam.....	440	1,005	348	2,530	13	5,799	6,098	46	2,462	9,380	8,916	18,296	136 20
do sail.....	712	480	19,301	9,005	2,066	940	1,342	34,487	9,186	44,912	31,895	76,807	566 53
Total United States.....	1,152	1,485	19,649	11,535	2,079	6,739	7,435	34,533	11,648	54,292	40,811	96,103	702 73
Grand Total, St. Lawrence Canals.....	11,244	1,029,329	816,772	71,554	2,193	6,739	7,442	34,729	136,047	1,142,351	962,454	2,104,805	20,257 07
CHAMBLEY CANAL.													
Canadian vessels, steam.....	581	37,063	36,799	108	7	.....	3	.....	392	37,171	37,201	74,372	250 91
do sail.....	599	15,168	14,786	3,273	.....	.....	.....	.....	13,749	18,441	28,535	46,976	575 04
Total Canadian.....	1,180	52,231	51,585	3,381	7	.....	3	.....	14,141	55,612	65,736	121,348	825 95

Department of Railways and Canals.

United States vessels, steam.	3	5	64,210	.....	155	5	155	160	2 36
do sail	1,569	629	2,755	.....	84,981	64,889	87,736	152,575	1,988 72
Total United States	1,572	634	2,755	64,210	.....	85,136	87,891	152,735	1,941 08
Grand Total, Chambly Canal	2,752	52,865	54,340	67,591	7	99,277	120,456	274,083	2,767 03
OTTAWA CANALS.									
Canadian vessels, steam.	1,019	45,360	94,093	633	.....	45,360	94,726	140,066	572 66
do sail	1,244	7,311	135,366	13,324	.....	7,311	148,690	156,001	2,162 22
Total Canadian	2,263	52,671	229,459	13,957	.....	52,671	243,416	296,067	2,734 88
United States vessels, steam.	2	.....	.....	93	95	95	93	188	3 08
do sail	183	1,565	5,513	10,693	.....	1,565	16,206	17,771	436 01
Total United States	185	1,565	5,513	10,786	95	1,660	16,299	17,959	439 09
Grand Total, Ottawa Canals	2,448	54,236	234,972	24,743	95	54,331	259,715	314,046	3,173 97
RIDEAU CANAL.									
Canadian vessels, steam.	1,299	47,005	47,372	.....	307	47,005	47,679	94,684	687 25
do sail	858	30,835	31,375	1,907	.....	1,625	33,000	65,742	717 56
Total Canadian	2,157	77,840	78,747	1,907	.....	1,932	80,679	160,426	1,404 81
United States vessels, steam.	73	141	195	57	.....	351	603	956	20 55
do sail	176	3,422	4,401	752	.....	3,005	8,159	14,533	225 76
Total United States	249	3,563	4,596	809	.....	3,357	8,762	15,489	246 31
Grand Total, Rideau Canal	2,406	81,403	83,343	809	.....	5,289	89,441	175,915	1,651 12
St. Peter's CANAL.									
Canadian vessels, steam.	233	21,545	17,458	.....	.....	21,545	17,458	39,003	786 06
do sail	1,229	30,658	30,046	.....	118	30,776	30,046	60,822	1,216 46
Total Canadian	1,462	52,203	47,504	.....	118	52,321	47,504	99,825	1,996 50
United States vessels, steam.	10	2,028	676	75	.....	2,108	751	2,854	57 08
do sail	18	640	1,639	893	.....	4,790	1,932	6,722	134 44
Total United States	28	2,678	1,715	968	.....	6,898	2,683	9,576	191 52
Grand Total, St. Peter Canal	1,490	54,881	49,219	968	.....	59,214	50,187	109,401	2,188 02

No. (A) 16.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.

Vessels.	Total Number.		From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
TRENT VALLEY CANALS.														
Canadian vessels, steam.	994	18,835									18,860	18,885	37,395	287 96
do sail	594	20,074									19,068	20,074	39,142	140 99
Total Canadian	1,488	38,909									37,628	38,909	76,537	428 95
United States vessels, steam.														
do sail														
Total United States														
Grand Total, Trent Valley Canals.	1,488	38,909									37,628	38,909	76,537	428 95
MURRAY CANAL.														
Canadian vessels, steam.	497	36,064							614	13,698	119,233	49,762	168,995	187 13
do sail	150	2,950			13,653	509			160	1,227	3,362	4,177	7,539	34 95
Total Canadian	647	39,014			14,162				774	14,925	122,595	53,939	176,534	222 08
United States vessels, steam.	9	75					37				220	272	492	2 25
do sail	15	607									729	64	793	4 31
Total United States	24	682					37				949	336	1,285	6 56
Grand Total, Murray Canal	671	39,089			14,220		37		838	15,111	123,544	54,275	177,819	228 64

Department of Railways and Canals

No. (A) 16.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.
RECAPITULATION.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
CANADIAN VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	1,468	140,018	139,985	90,717	12,709	1,172	.....	15,949	93,045	247,856	245,739	493,595	6,003 31
St. Lawrence.....	10,022	1,027,844	797,123	60,019	114	.....	7	196	124,399	1,088,059	921,643	2,009,702	19,554 34
Chambly.....	1,180	52,231	51,885	3,381	7	.....	3	.....	14,141	53,612	65,736	121,348	825 95
Ottawa.....	2,263	52,671	229,459	.....	13,957	.....	.....	.....	.....	52,671	243,416	296,087	2,734 88
Picard.....	2,157	77,840	78,747	1,907	.....	.....	.....	118	1,932	79,747	80,679	160,426	1,401 81
St. Peter's.....	1,462	52,203	47,504	.....	.....	.....	.....	.....	.....	52,203	47,504	99,825	1,996 50
Trent Valley.....	1,488	37,628	38,909	.....	.....	.....	.....	.....	.....	37,628	38,909	76,537	428 95
Murray.....	647	107,659	39,014	14,102	.....	.....	.....	774	14,925	122,805	53,939	176,534	222 08
Total Canadian.....	20,757	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	33,770 82
UNITED STATES VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	1,375	.....	.....	135,080	19,062	345,160	275,251	12,182	207,413	492,422	501,726	994,148	16,653 94
St. Lawrence.....	1,152	1,485	19,619	11,535	2,079	6,789	7,435	31,533	11,648	54,292	40,811	95,103	702 73
Chambly.....	1,572	634	2,755	64,210	.....	.....	.....	85,136	.....	64,844	87,891	152,735	1,941 08
Ottawa.....	185	1,565	5,513	.....	10,786	95	.....	.....	.....	1,630	16,290	17,959	439 09
Rideau.....	249	3,563	4,596	3,164	809	.....	.....	.....	3,357	6,727	8,762	15,489	246 31
St. Peter's.....	28	2,678	1,715	.....	968	.....	.....	4,215	.....	6,983	2,683	9,576	191 52
Trent Valley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Murray.....	24	827	75	58	37	.....	38	64	186	949	336	1,285	6 56
Total United States.....	4,585	10,752	34,303	214,047	38,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	20,181 23
Grand total, Canadian and United States.....	25,342	1,558,846	1,456,629	384,233	60,528	553,166	282,734	68,031	556,182	2,364,276	2,356,073	4,720,349	53,952 05

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

APPENDIX A—Continued.

No. (A) 17.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1892 and 1893, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1892.												
Welland Canal.....	7,750	87,642	9,733	32,583	240,332	300,733	12,391	264,390	270,206	685,348	955,554	195,803 25
St. Lawrence Canals.....	204,978	599,062	6,390	1,424	702	2,046	35,005	118,048	246,175	720,580	966,755	69,067 46
Chambly Canal.....	9,714	8,828	154,170	.....	.....	204	.....	97,850	163,884	106,882	270,786	20,959 85
Rideau Canal.....	70,393	24,145	1,828	.....	.....	.....	.....	.....	72,221	24,145	96,366	4,987 52
Ottawa Canals.....	551	544,679	1	101,780	.....	.....	.....	.....	552	646,459	647,011	43,066 68
St. Peter's Canal.....	13,561	45,481	.....	.....	.....	.....	.....	.....	13,561	45,481	59,042	3,725 76
Trent Valley Canals.....	17,339	5,174	.....	.....	.....	.....	.....	.....	17,339	5,174	22,513	.....
Murray Canal.....	4,174	7,126	1,416	.....	.....	.....	1,013	.....	5,590	8,139	13,729	585 29
1893.												
Welland Canal.....	17,403	103,529	8,741	61,240	247,108	384,559	8,331	463,912	281,583	1,013,240	1,294,823	193,276 14
St. Lawrence Canals.....	216,612	657,436	9,887	1,901	221	1,210	45,716	225,203	272,536	885,840	1,158,376	68,249 13
Chambly Canal.....	9,040	11,872	183,284	.....	.....	.....	108,674	226,546	132,324	120,946	312,870	22,649 15
Rideau Canal.....	68,247	15,769	11,406	1,723	.....	.....	7,089	.....	79,653	24,581	104,234	5,773 39
Ottawa Canals.....	1,049	504,955	.....	75,517	.....	.....	.....	.....	1,049	580,472	581,521	35,283 55
St. Peter's Canal.....	10,669	35,226	.....	1,220	.....	.....	491	.....	11,160	36,446	47,606	2,664 08
Trent Valley Canals.....	23,210	8,009	.....	.....	.....	.....	.....	.....	23,210	8,009	31,219	883 22
Murray Canal.....	5,476	8,026	658	1	.....	.....	374	1,805	6,503	9,832	16,340	635 84

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, 30th April, 1894.

Department of Railways and Canals.

APPENDIX No. 15.

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE YEAR ENDED 30TH JUNE, 1894,

Compiled by Mr. Thomas Ridout, C.E., from sworn Returns furnished by the several Railway Companies.

COLLINGWOOD SCHREIBER,

Chief Engineer of Railways and Canals.

TABLE showing the growth of Railways in Canada, from year to year, since the opening of the first line in 1836.

Year.	Miles in Operation.	Year.	Miles in Operation.
1835.....	0	1865.....	2,240
1836.....	16	1866.....	2,278
1837.....	16	1867.....	2,278
1838.....	16	1868.....	2,278
1839.....	16	1869.....	2,524
1840.....	16	1870.....	2,617
1841.....	16	1871.....	2,696
1842.....	16	1872.....	2,899
1843.....	16	1873.....	3,613
1844.....	16	1874.....	3,832
1845.....	16	1875.....	4,331
1846.....	16	1876.....	4,804
1847.....	54	1877.....	5,218
1848.....	54	1878.....	5,782
1849.....	54	1879.....	6,126
1850.....	66	1880.....	6,858
1851.....	159	1881.....	7,194
1852.....	205	1882.....	7,331
1853.....	506	1883.....	8,697
1854.....	764	1884.....	9,577
1855.....	877	1885.....	10,273
1856.....	1,414	1886.....	10,773
1857.....	1,444	1887.....	11,793
1858.....	1,863	1888.....	12,184
1859.....	1,994	1889.....	12,585
1860.....	2,065	1890.....	13,151
1861.....	2,146	1891.....	13,838
1862.....	2,189	1892.....	14,564
1863.....	2,189	1893.....	15,005
1864.....	2,189	1894.....	15,627

Summary for year ended 30th June, 1894 :—

Miles of railway completed (track laid)	15,768
do sidings	2,017
do iron rails on main line	400
do steel do	15,368
do do (double track)	526
Capital paid (including the four following items)	\$887,943,088
Government bonuses paid	156,716,638
do loans paid	21,569,149
do subscriptions to shares paid	300,000
Municipal aid paid	14,153,611
Miles in operation	15,627
Earnings	\$49,552,528
Working expenses	35,218,433
Net earnings	14,334,095
Passengers carried	14,462,498
Freight carried (tons)	20,721,116
Train mileage	43,670,029
Passengers killed	12
Number of grain elevators	59
do guarded level road crossings	135
do unguarded do	9,869
do overhead bridges	406
do level crossings of other railways	212
do junctions do	313
do do branch lines	215
do engines owned	1,965
do do hired	37
do sleepers and parlour cars owned	154
do do do hired	45
do first class cars owned	961
do do hired	31
do second class and immigrant cars owned	665
do do do hired	5
do baggage, mail and express cars owned	626
do do do hired	10
do cattle and box cars owned	32,758
do do do hired	3,094
do platform cars owned	14,589
do do hired	315
do coal and dump cars owned	4,685
do do do hired	14

Department of Railways and Canals.

Nominal Capital Paid, up to 30th June, 1894.

	Miles constructed.	Amount.	Per Mile.	Remarks.
		\$ cts.	\$ cts.	
Ordinary share capital.....	15,768	255,991,540 35	16,234 88	
Preference do.....	15,768	105,768,967 39	6,707 82	
Bonded debt.....	15,768	327,003,803 38	20,738 44	
Aid from Dominion Government.....	15,768	149,192,089 33	9,461 70	
do Ontario do.....	6,268	6,486,038 24	1,034 78	} Equal to an aver-Equal to an average of \$1,862.55 per mile on total mileage.
do Quebec do.....	3,024	13,711,771 38	4,534 31	
do New Brunswick Government.....	1,397	4,432,481 81	3,172 86	
do Nova Scotia Government.....	825	2,075,344 55	2,515 57	
do Prince Edward Island Government.....	211			
do Manitoba Government.....	1,471	2,625,561 77	1,784 88	
do British Columbia Government.....	800	37,500 00	46 87	
do North-west Territories Government.....	1,772			
do Municipalities in Ontario.....	6,268	10,487,107 37	1,673 12	
do do Quebec.....	3,024	2,544,218 62	341 34	
do do New Brunswick.....	1,397	336,500 00	240 87	
do do Nova Scotia.....	825	177,685 00	215 38	
do do Prince Edward Island.....	211			
do do Manitoba.....	1,471	595,600 00	404 89	
do do British Columbia.....	800	37,500 00	46 87	
do do North-west Territor's.....	1,772			
Capital from other sources.....	15,768	6,471,311 12	410 41	
Total paid Capital.....	15,768	887,975,020 31	56,315 00	

GOVERNMENT and Municipal Loans, Bonuses, &c., promised to Railways completed and under construction up to 30th June, 1894 :—

	Amount.
Dominion Government.....	\$154,023,658 33
Ontario do.....	7,139,538 24
Quebec do.....	15,839,746 15
New Brunswick Government.....	4,633,481 81
Nova Scotia do.....	2,710,544 55
Manitoba do.....	2,626,611 77
British Columbia do.....	37,500 00
Municipalities in Ontario.....	10,548,442 78
do Quebec.....	4,323,174 00
do New Brunswick.....	356,500 00
do Nova Scotia.....	269,685 00
do Manitoba.....	595,600 00
do British Columbia.....	37,500 00
do North-west Territories.....	25,000 00
	\$203,166,982 63

FATAL ACCIDENTS during year ended 30th June, 1894.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines.....	1	25	8	34
Getting on, or off, trains in motion.....	6	3	14	23
At work making up trains.....		4		4
Coupling cars.....		4		4
Collisions and derailments.....	2	10		12
Striking bridges.....			1	1
Walking or being on track.....	1	12	90	103
Explosions.....				
Other causes.....	2	9	19	30
Total.....	12	67	132	211

LAND GRANTS made by Governments to Railways, completed and under construction up to 30th June, 1894.

Name of Railway.	Government.	Acres Granted.	Acres Sold.	Amount Realized.
				\$
Alberta Railway and Coal Co.....	Dominion.....	320,000	} 834,048	1,101,733
North-western Coal and Navigation Co.....	do.....	708,400		
Calgary and Edmonton.....	do.....	2,176,000	1,481,046	*
Canadian Pacific.....	do.....	26,772,800	3,833,397	11,870,719
do.....	do.....		Town sites	1,203,008
Esquimalt and Nanaimo.....	do.....	1,900,000	net proceeds	
Great North-west Central.....	do.....	2,880,000	252,175	779,039
Manitoba and North-western.....	do.....	2,726,400	Nil	Nil
Saskatchewan and Western.....	do.....	96,000	} 584,412	954,734
Manitoba and South-western Colonization.....	do.....	1,396,800		
Manitoba and South-eastern.....	do.....	704,000	297,018	1,272,122
Qu'Appelle, Long Lake and Saskatchewan.....	do.....	2,220,800	Nil	Nil
Winnipeg and Hudson Bay, now Winnipeg	do.....		1,126,230	*
Great Northern.....	do.....	8,580,000	Nil	Nil
Wood Mountain and Qu'Appelle.....	do.....	1,536,000	Nil	Nil
Western counties, now Yarmouth and Annapolis	Nova Scotia.....	150,000		
Columbia and Kootenay.....	British Columbia..	200,000	Town sites	57,212

* Again after efforts to obtain a statement of the amounts realized from the sale of these lands, the companies have failed to give the information—the return, therefore, in this respect is incomplete.

Department of Railways and Canals.

TABLE showing Location of the Railways of the Dominion of Canada, 30th June, 1894.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Railway and Coal Co.	From Lethbridge in District of Alberta, N.W.T., to Coutts, on International boundary. The portion from Dunmore to Lethbridge 109½ miles was changed to 4' 8½ gauge and leased to Can. Pac. Ry., 29th Nov. 1893.		64 62
Albert Southern	Harvey Branch Junction to Alma, N.B.		16 00
Baie des Chaleurs	Metapedia Station on C.P.R. to Caplin		80 00
Bay of Quinté and Navigation Co.	Deseronto, on Bay of Quinté, Lake Ontario to Deseronto Junction, Grand Trunk Railway		4 00
Brantford, Waterloo and Lake Erie (now Toronto, Hamilton and Buffalo)	Brantford, Ont., to Waterford Junction with Can. Southern, Ont		17 00
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32 00
Brockville, Westport and Sault Ste. Marie	Brockville to Westport, Ont.		45 00
Calgary and Edmonton	Calgary to Edmonton	190 97	
	do McLeod, District of Alberta.	104 10	
			295 07
Canada Atlantic	City of Ottawa to Junction with Grand Trunk at Lacolle. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle		138 00
Central Counties	From Glen Robertson, on Canada Atlantic to Hawkesbury, Ont.		21 00
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge.	226 18	
	Amherstburg Branch—Essex Centre to Amherstburg.	15 70	
	St. Clair Branch—St. Clair Junction to Courtright.	62 63	
	Fort Erie Branch—Fort Erie to Welland Junction.	17 50	
	Erie and Niagara Branch—Old Fort Erie to Niagara.	30 60	
	Oil Springs Branch—Oil Springs to Oil City	5 50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolia	7 00	
do	Leamington and St. Clair—Comber to Leamington.	15 95	
			381 06
Canada Eastern	Late Northern and Western of New Brunswick—Gilson, opposite City of Fredericton to Chatham Junction, I.C.R.	107 00	
	Chatham Junction to Chatham	11 00	
	Blackville to Indiantown.	9 00	
			127 00
Canadian Pacific :			
Owned	Main Line—Callander to Vancouver	2,560 90	
(Canada Central)	do Ottawa to Callander	223 60	
(Que., Mont., Ottawa & Occid).	do Montreal to Ottawa	120 30	
(do North Shore)	do Quebec to St. Martin's Junction	159 80	
	Branches—Piles Junction to Grand Piles	26 90	
	do Berthier Junction to Berthier	2 00	
	do Joliette Junction to St. Félix	16 80	
	do Ste. Thérèse Junction to St. Jérôme.	13 60	
	do do to St. Eustache	6 00	
	do St. Lin Junction to St. Lin	15 00	
	do Buckingham to Buckingham Village.	4 26	
	do Hull to Aylmer	7 50	
(Montreal & Ottawa Railway)	do Vaudreuil to Pt. Fortune	23 60	
(Brockville & Ottawa Railway)	do Carleton to Brockville	45 00	
	do Sudbury to Sault Ste. Marie.	182 50	
	do Sudbury to Copper Mines	5 00	
	do Winnipeg Junction to Emerson	64 50	
	do Winnipeg Junction to Manitou	100 10	
	do Rosenfeldt to Gretna	13 70	
	do Winnipeg to West Selkirk.	22 50	
	do Air Line Junction to Stonewall	18 00	
	do Kennay to Estevan	156 20	
	do Glenboro' to Souris.	45 70	

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific—Continued.	Branches—Deloraine to Napinka.....	18·60	
	do Monteith Junction to Reston.....	31·30	
	do North Portal to Pasqua.....	160·30	
	do New Westminster Junction to New West- minster.....	8·20	
	do Mission Junction to Mission.....	10·10	
	do Vancouver to Coal Harbour.....	1·20	
	Total mileage owned.....	4,063·10	
Leased lines.....	Atlantic and North-west (in Canada)— South end Lachine Bridge to Maine bound- ary, Que.....	182·50	
	Renfrew to Eganville, Ont.....	22·50	205·00
St. Lawrence and Ottawa—	Ottawa to Prescott, Ont.....	51·80	
	Chaudière Junction to Sussex st., Ottawa..	6·60	58·40
Ontario and Quebec—	Mile End Junction to South End Lachine Bridge.....	9·10	
	Montreal, Windsor st., to Toronto.....	339·00	
	London to Windsor.....	112·50	
	Toronto Junction to Strachan avenue.....	3·20	
	Leaside Junction to Union Station Toronto	5·20	469·00
Credit Valley—	Toronto Junction to St. Thomas.....	116·10	
	Streetsville Junction to Melville Junction	31·70	
	Cataract to Elora.....	27·30	175·10
West Ontario Pacific—London to Woodstock.....			26·60
	Toronto, Grey and Bruce—		
Toronto Junction to Owen Sound.....	116·90		
Orangeville Junction to Teeswater.....	69·40		
Glenannan to Wingham.....	5·00	191·30	
Guelph Junction—	Guelph Junction on Credit Valley Ry. to Guelph ..		15·00
Montreal and Western—	St. Jérôme to Labelle.....		70·00
	Montreal and Lake Maskinongé—	St. Félix to St. Gabriel de Brandon.....	12·90
St. John and Maine—	Carleton, N.B., to Vanceboro'.....		91·80
	New Brunswick Railway (in Canada)—	Gibson to Woodstock.....	62·90
Newbury Junction to Edmundston.....	105·50		
Aroostook Junction to Boundary.....	5·00		
Fairville to St. John River.....	0·55	173·95	
St. John Bridge and Railway Extension—	St. John to west side of St. John River.....		1·75
	New Brunswick and Canada Ry. (in Canada)—	McAdam Junction to St. Stephen.....	33·90
Watt do St. Andrew's.....	27·50		
McAdam do Woodstock.....	50·80		
Debec do Maine boundary....	5·00	117·20	
Fredericton Railway—	Fredericton Junction to Fredericton.....		22·10

Department of Railways and Canals.

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific—Continued. Leased lines	Manitoba South-western Colonization—		
	Manitou to Deloraine	101 00	
	Winnipeg to Glenboro'	104 20	
	Elm Creek to Barnsley	12 60	
		217 80	
	Columbia and Kootenay—Robson to Nelson—		
	Kootenay Lake to Columbia River	27 70	
	Shuswap and Okanagan—		
	From Junction with C.P.R. at Sicamous to Lake Okanagan	51 00	
	Tobique Valley—		
	Perth to Plaster Rock, N.B.	28 00	
	Alberta Railway—		
Dunmore to Lethbridge, N.W.T.	109 50		
	2,064 10		
	do owned	4,063 10	
	do operated	6,127 20	
Canadian Government Railways.	Intercolonial—		
	Halifax to Lévis	675 00	
	Moncton to St. John	89 00	
	Truro to Trenton	44 00	
	New Glasgow to Mulgrave	82 00	
	Stellarton to Pictou	14 00	
	Trenton to Pictou Landing	7 00	
	Pt. Tupper to Sydney	91 00	
	Branch to North Sydney	5 00	
	do Pt. du Chêne to Painsec	11 00	
	do Dalhousie	7 00	
	do St. Charles	25 00	
	do Dartmouth	5 00	
	do Indiantown	14 00	
	do Oxford Junction to Brown's Pt. .	67 00	
	do Pugwash	5 00	
		1,141 00	
	Prince Edward Island—		
	Main Line—Alberton to Georgetown	147 00	
	Branch—Mount Stewart to Souris	38 40	
do Alberton to Tignish	13 10		
do Emerald to Cape Traverse	12 10		
	210 60		
	1,351 6		
Caraquet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68 00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.)		13 00
Central Ontario	From Picton, in Prince Edward County, Ont., to Coe Hill Iron Mines, Wollaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon		104 00
Central Railway of New Brunswick	From Norton Station, on the Intercolonial Railway, to Chipman	45 00	
	From Hampton to Quaco (formerly St. Martin's and Upham Railway)	30 00	
		75 00	

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro').....	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy.....	32 00	46 00
	Spring Hill and Oxford Branch, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch I. C. R.....	14 00	
Drummond County.....	Ste. Rosalie, Que., junction with Grand Trunk Railway, to Ball's Wharf on River St. Lawrence, connects with Canadian Pacific Railway at Drummondville.....	62 81	82 81
	St. Leonard to Forestdale, towards Chaudière.....	20 00	
Elgin and Havelock.....	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock, in County of King's.....		27 00
Erie and Huron.....	Rondeau, Lake Erie, Ont., to Sarnia, passing through the Town of Chatham, Ont., connects with Canada Southern and Great Western and Lake Erie and Detroit River Railways.....		76 75
Esquimalt and Nanaimo.....	Victoria to Wellington, Island of Vancouver.....		78 00
Fredericton and St. Mary's Railway Bridge.....	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway and Canada Eastern Railway at St. Mary's.....		2 10
Grand Trunk (owned)— Main Line.....	From Point Edward to Point Lévis and Boundary Line, Vermont.....	719 75	949 25
	From Niagara Falls to Windsor.....	229 50	
Branches.....	Connections at Toronto with G.W. and N., and N.W.	4 75	
	Montreal to Dorval.....	10 25	
	Sarnia Extension—Point Edward to Sarnia.....	3 00	
	Montreal Landing to Wharfs.....	0 75	
	Arthabaska to Doucet's Landing.....	35 25	
	Kingston—Main Line to Kingston City.....	2 25	
	Waterloo and Berlin to Galt.....	14 50	
	St. Mary's to London.....	22 00	
	St. Lambert to Boundary Line, N.Y., and St. Isidore to Province Line.....	65 50	
	Blackwell to St. Clair Tunnel.....	5 00	
	Port Dover to Wiarton, Durham and Port Rowan.....	189 75	
	Brosseaus to Dundee and Valleyfield.....	81 00	
	Jacques Cartier to Canadian Pacific Junction.....	6 50	
	Waterloo to Elmira.....	10 25	
	Belleville to Midland.....	164 00	
	Lindsay to Scarboro' Junction.....	60 25	
	do Haliburton.....	54 25	
	Whitby to Manilla.....	33 75	
	Lakefield Junction to Lakefield.....	11 75	
	North Hastings Junction to Eldorado.....	22 25	
	Blackwater to Coboconk.....	36 25	
	Madoc to Bridgewater.....	8 75	
	Port Hope to Omemee.....	32 00	
	Millbrook to Peterboro'.....	12 25	
	Stouffville to Lake Simcoe.....	26 50	
	Peterboro' to Chemong Lake.....	8 25	
	Coldwater branch.....	1 50	
Connection, Merritton.....	0 17		
do Stony Creek.....	2 08		
Loop Gages (N. and N.W.).....	0 48		
Hamilton to Toronto.....	36 64		

Department of Railways and Canals.

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Grand Trunk— Branches— <i>Con.</i>	Loop—Junction Cut—Toronto Branch.....	0 36	
	Connection, Burlington do East.....	0 13	
	do do do West.....	0 21	
	Harrisburg to Guelph.....	27 18	
	Connection do (W.G. and B).....	0 11	
	Harrisburg to Brantford.....	7 76	
	Brantford Branch Junction with G.T.....	0 13	
	Komoka to Sarnia.....	50 85	
	Wyoming to Petrolia.....	4 71	
	Fort Erie to Glencoe.....	143 55	
	Connection, Welland Junction, East.....	0 26	
	do do do West.....	0 50	
	do do Canfield Junction.....	0 19	
	do do Simcoe (G. B. & L. E.).....	0 24	
	East Y, St. Thomas.....	0 32	
	Allanburg to Clifton Junction.....	8 33	
	Port Colborne to Port Dalhousie.....	25 14	
	Glencoe to Kingscourt Junction.....	21 04	
	Guelph to Southampton.....	101 26	
	Palmerston to Kincardine.....	66 67	
	do connection.....	0 20	
	Hyde Park to Wingham Junction.....	68 88	
	Connection, Clinton Junction.....	0 13	
	Brantford Loop Line.....	34 78	
	Toronto Belt Line, Swansea to Carleton.....	4 37	
	do do Don to Fairbank Junction.....	8 33	
	Toronto to Gravenhurst.....	111 60	
	Allandale to Collingwood.....	31 76	
	Hamilton to Allandale.....	93 82	
	do do to Port Dover.....	40 25	
	Collingwood to Meaford.....	20 50	
	Elmvale to Hillsdale.....	8 28	
Beeton Junction to Collingwood.....	39 83		
Gravenhurst to Nipissing Junction with C.P.R.....	111 37		
Colwell to Penetanguishene.....	33 34		
Cobourg to Harwood.....	15 00		
		2,045 00	
	Total owned.....		2,994 25
	Leased and partly owned—		
	Buffalo and Lake Huron, Fort Erie to Goderich.....		162 00
	Leased or rented—		
	Wharf Branch, Montreal.....		1 75
	Total miles operated.....		3,158 00
St. Clair Tunnel and approaches.	Park Head to Owen Sound under construction.....	13 19	
	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in State of Michigan.....		2 23
	(Length of tunnel, between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches.)		
Great Eastern.....	Constructed from junction with South-eastern Railway at Yamaska to River St. Francis.....	6 00	
	Constructed from Nicolet to Junction with Grand Trunk Railway at St. Grégoire.....	7 00	
			13 00
Montreal and Sorel.....	From junction with Grand Trunk Railway at St. Lambert to Armstrong opposite to Sorel.....		44 67
Great Northern.....	Constructed from St. Jérôme to Ste. Julienne.....		18 00
Great North-west Central.....	Constructed from junction with C.P.R. at Chater, westward to Hamiota.....		50 93

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Hereford	From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, and with Quebec Central at Dudswell.... Dudswell to Lime Quarries (Dominion Lime Company)	48·43 4·57	53·00
Irondale, Bancroft and Ottawa...	Constructed from junction with Grand Trunk Railway near Kinmount Station, to Gooderham.....		20·00
Joggins, now Canada Coals and Railway Co.....	Maccan Station, I.C.R. to Joggins Mine.....		12·00
Kent Northern.....	Richibucto, N.B., to Intercolonial Railway.....	27·00	
St. Louis and Richibucto.....	Richibucto to St. Louis.....	7·00	34·00
Kingston and Pembroke.....	Main Line—Kingston to Pembroke..... Glendon Branch—Bedford to Zanesville mine..... Robertsville Branch—To Robertsville Mines..... Branches—To Doran's Mills, Charcoal Works, McLaren's Mills, Bethune's Mines, Lavant Mills, Clyde Forks Mills and Francis Mills..... (Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)	103·10 4·00 1·00 4·75	112·85
Kingston, Napanee and Western.....	Late Napanee, Tamworth and Quebec :— Napanee to Tamworth..... Yarker to Harrowsmith..... Tamworth to Tweed..... Harrowsmith to Sydenham.....	28·50 7·00 20·95 4·37	60·82
Lotbinière and Mégantic.....	Lyster Station, Grand Trunk, towards St. Jean Deschailions, constructed.....		11·00
L'Assomption.....	L'Épiphanie Station, C. P. R., to L'Assomption.....		3·00
Lake Erie, Essex and Detroit River.....	From Walkerton, Ontario, on G.T.R., to Ridgetown. Branch—Foster's to Decew's Mills.....	84·05 4·00	88·05
Lake Témiscamingue Colonization Railway.....	Between Mattawa and head of Lake Kippewa, in several sections.....		25·50
London and Port Stanley.....	London to Port Stanley, on Lake Erie.....		23·84
Lower Laurentian (formerly St. Lawrence, Lower Laurentian and Saguenay).....	From St. Tite, on C.P.R., to Rivière à Pierre, on Quebec and Lake St. John Railway.....		39·50
Manitoba and North-western.....	Portage la Prairie to Yorkton..... Shell River Branch..... Leased—Saskatchewan and Western—Minnedosa to Rapid City.....	223·05 11·45 15·47	249·97
Manitoba and South-eastern.....	From Winnipeg south-easterly to west side of Lake of the Woods; 8 miles under construction.....		10·00
Montfort Colonization.....	From junction with Montreal and Western near St. Sauveur to Montfort, 11 miles under construction..		10·00
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville..... Branch—Stanstead Junction to Stanstead.....	32·00 2·00	34·00
Montreal and Vermont Junction.....	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway.....		23·60
Montreal, Portland and Boston.....	Junction with Grand Trunk at St. Lambert to Farnham Marieville to St. Césaire.....	32·00 8·60	40·60

Department of Railways and Canals.

TABLE showing Location of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Nakusp and Slocan.....	From Nakusp on Arrow Lake to Three Forks of Carpenter Creek, B.C.....		37 00
Nelson and Fort Sheppard.	From West Arm of Kootenay Lake, near Nelson, to Fort Sheppard on International boundary, B.C.....		55 00
New Glasgow Iron, Coal and Railway Company.....	From Ferrona Junction, I.C.R., to Sunny Brae.....		12 50
New Brunswick and Prince Edward Island.....	From Sackville Station, Intercolonial Railway, to Cape Tormentine.....		36 00
Niagara Falls Park and River Electric Railway.....	Queenstown to Chippewa.....		13 68
Northern Pacific and Manitoba.....	Winnipeg to International boundary.....	65 93	
	Winnipeg to Portage la Prairie.....	52 52	
	Morris to Brandon.....	145 25	
	Connection with C.P.R. at Winnipeg.....	1 24	
Nosbonsing and Nipissing.....	From Lake Nosbonsing to Lake Nipissing.....		264 94
Nova Scotia Central.....	From Middleton, on the Windsor and Annapolis Railway, to town of Lunenburg, on the Atlantic Coast, N.S.....		5 50
Orford Mountain.....	Eastman, on C.P.R., to Kingsbury, Que.....		74 00
Ottawa and Gatineau Valley.....	Canadian Pacific Railway Station at Hull, Que., to Wright, Pickanock River.....		26 50
Ottawa, Arnprior and Parry Sound.....	Ottawa to Golden Lake.....		56 00
Ottawa Valley.....	Lachute, on C.P.R., to St. Andrews on Ottawa River.....		84 00
Parry Sound Colonization.....	From Scotia, on Northern and Pacific Junction Railway to Eglington.....		7 00
Philipsburg Junction.....	Standbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg.....		30 00
Pontiac and Renfrew.....	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que.....		6 75
Pontiac Pacific Junction.....	From Junction with Canadian Pacific Railway at Aylmer, Que., to Coulonge village..... (Rails laid on 71 miles from Aylmer and 61 miles in operation.)		4 25
Port Arthur, Duluth and Western.....	Port Arthur to Gunfint Lake on Minnesota boundary (Connects with C. P. R. at Port Arthur and Fort William.)		61 00
Qu'Appelle, Long Lake and Saskatchewan.....	From Canadian Pacific Railway at Regina, north-westerly to Long Lake and Prince Albert.....		85 50
Quebec and Lake St. John.	Quebec to Roberval.....	191 00	
	Chambord Junction to Chicoutimi.....	51 00	
Quebec Central.	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que.....		253 96
	Chaudière Branch—Beauce Junction to St. Francis.....	137 50	
	Angus Branch—East Angus to Angus Mills.....	15 00	
	(Connects with Grand Trunk, Passumpsic and C.P.R. at Sherbrooke.)	1 00	
Quebec, Montmorency and Charlevoix.....	Hedleyville, Parish of St. Roch, Quebec, to Ste. Anne de Beauré.....		153 50
Stanstead, Shefford and Chambly.....	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo.....		21 00
Shore Line (formerly Grand Southern).....	St. John to St. Stephen, N.B.....		43 00
Stewiacke Valley and Lansdowne.....	Graham's Siding, Intercolonial Railway, to Upper Stewiacke, thence to Lansdowne (10 miles under construction).....		82 50
South-eastern.....	Main Line—West Farnham to Richford on International Boundary.....	33 80	
	Northern Division—Sutton Junction to Sorel.....	95 50	

TABLE showing Location of Railways, &c.—*Concluded.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
South-eastern— <i>Continued.</i>	Between Newport and Richford—Part of Line in Canada.....	10·80	201·50
	Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume.....	61·40	
	(Connects with Connecticut and Passumpsic Railway, Grand Trunk and Stanstead, Shefford and Chambly.)		
St. Catharines and Niagara Central.....	St. Catharines, Ont., to Niagara Falls.....		12·35
St. John Bridge and Railway Extension.....	From St. John to Fairville, crossing St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System.....		1·75
St. John Valley and Rivière du Loup.....	From Fredericton, N.B., to Woodstock, N.B. (6 miles under construction).....		
Salisbury and Harvey (formerly Albert Railway)	Salisbury to Albert, N.B.....	45·00	50·00
	Branches to Mills.....	1·75	
	Hillsboro' to Gray's Island.....	1·00	
	Albert to Prescott.....	1·00	
	Stony Creek to Manganese Mine.....	1·25	
Harvey Branch.....	Albert to Harvey Bank, N.B.....		3·00
St. Lawrence and Adirondack.....	From Junction with Canada Atlantic near Valleyfield to International Boundary.....		20·31
Thousand Islands.....	Gananoque to Gananoque Station, G.T.R.....		4·33
Témiscouata.....	Rivière du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway.....	81·00	113·00
	Branch—Edmundston to Connors, on St. John River.....	32·00	
Tobique Valley.....	From Perth Centre on C.P.R. to Plaster Rock, N.B., operated by Canadian Pacific.....		28·00
United Counties.....	St. Hyacinthe to Iberville Junction, C.P.R.....		50·00
Victoria and Sidney.....	City of Victoria to Sidney, Vancouver Island.....		16·26
Western Counties (now Yarmouth and Annapolis).....	Yarmouth to Annapolis, N.S.....		87·00
Windsor and Annapolis.....	Windsor to Annapolis, N.S.....	84·00	
	Branches—		
	Wilnot to Forbrook.....	3·50	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway).....	14·00	
Leased Line.....	Windsor Branch—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax.....	32·00	133·50
Wood Mountain and Qu'Appelle.....	From Canadian Pacific Railway, near Qu'Appelle Station, to Fort Qu'Appelle, thence north-easterly (17 miles under construction).....		
Winnipeg and Hudson Bay, now Winnipeg Great Northern.....	Winnipeg to Port Nelson on Hudson Bay..... (Constructed 40 miles, Winnipeg to St. Laurent on Lake Manitoba.)		40·00

No. 1.—Summary Statement of Capital for the Year ended 30th June, 1894.

Number.	NAME OF RAILWAY.	LENGTH OF LINE.		ORDINARY SHARE CAPITAL.			PREFERENCE SHARE CAPITAL.			BONDED DEBT.				DOMINION GOVERNMENT AID.				PROVINCIAL GOVERNMENT AID.				MUNICIPAL AID.				CAPITAL FROM OTHER SOURCES.		TOTAL CAPITAL.		FLOATING DEBT.		REMARKS.								
		Completed. (Rail-laid).	Under construction.	Authorized.	Subscribed.	Paid up.	Authorized.	Subscribed.	Paid up.	Authorized.	Issued.	Sold.	Rate of Interest.	Loan.	Bonus.	Subscription to Shares or Bonds.	Paid up.	Provincial.	Loan.	Bonus.	Subscription to Shares or Bonds.	Paid up.	Loan.	Bonus.	Subscription to Shares or Bonds.	Paid up.	Subscribed.	Paid up.	Subscribed.	Paid up.	Amount.		Rate of Interest.							
																																		Miles.	Miles.	\$	cts.	\$	cts.	\$
1	Alberta Railway and Coal Co.	174 1/2	16 00	742,429 29	742,429 29	742,429 29	1,500,000 00	1,000,000 00	1,000,000 00	3,187,622 50	3,187,622 50	3,187,622 50	6													550,000 00	550,000 00	5,489,091 79	5,489,091 79	207,944 43	8	5,501,069 41	1	Dominion Land grant.						
2	Albert Southern	10 00		150,000 00	150,000 00	150,000 00				150,000 00	150,000 00	150,000 00	6																											
3	Albion and North-west	205 00		1,000,000 00	1,000,000 00	1,000,000 00	1,795,500 00	1,795,500 00	1,795,500 00	3,582,666 00	3,582,666 00	3,582,666 00	5																											
4	Bain de Chalures	80 00		3,000,000 00	3,000,000 00	3,000,000 00				3,000,000 00	3,000,000 00	3,000,000 00	6																											
5	Bay of Quinte Railway and Navigation Co.	4 00		500,000 00	500,000 00	500,000 00				500,000 00	500,000 00	500,000 00	6																											
6	Bonaventure Junction.	19 50		1,125,000 00	1,125,000 00	1,125,000 00				1,125,000 00	1,125,000 00	1,125,000 00	6																											
7	Brantford, Norfolk and Port Burwell	34 78		1,000,000 00	1,000,000 00	1,000,000 00				1,000,000 00	1,000,000 00	1,000,000 00	6																											
8	Brookville, Westport and Sault St. Marie	45 00		1,125,000 00	1,125,000 00	1,125,000 00				1,125,000 00	1,125,000 00	1,125,000 00	6																											
9	Brockville and Junction.	32 00		250,000 00	250,000 00	250,000 00				250,000 00	250,000 00	250,000 00	6																											
10	Buffalo and Lake Huron	162 00		1,000,000 00	1,000,000 00	1,000,000 00				1,000,000 00	1,000,000 00	1,000,000 00	6																											
11	Calgary and Edmonton	283 07		2,000,000 00	2,000,000 00	2,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	4,338,310 00	4,338,310 00	4,338,310 00	6																											
12	Canada Atlantic	138 00		2,000,000 00	2,000,000 00	2,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	4,300,000 00	4,300,000 00	4,300,000 00	6																											
13	Canada Central	223 60	258 40	1,000,000 00	1,000,000 00	1,000,000 00				1,823,333 33	1,823,333 33	1,823,333 33	5 and 6																											
14	Canada Eastern	127 00		1,000,000 00	1,000,000 00	1,000,000 00				1,854,200 00	1,854,200 00	1,854,200 00	6																											
15	Canada Southern	365 11	11 75	15,000,000 00	15,000,000 00	15,000,000 00				19,573,707 00	19,573,707 00	19,573,707 00	6																											
16	Leamington and St. Clair	15 95		50,000 00	50,000 00	50,000 00				135,000 00	135,000 00	135,000 00	6																											
17	Canadian Pacific	3,403 00		65,000,000 00	65,000,000 00	65,000,000 00				104,475,675 00	104,475,675 00	104,475,675 00	3 1/2, 4 & 5																											
18	Canadian Government Railway— Intercolonial, including Windsor branch, 32 miles, and Dartmouth branch, 5 miles.	1,173 00																																						
19	Prince Edward Island	210 00																																						
20	Cost of railway lines built by the Dominion Government and transferred to Canadian Pacific Railway Co. up to 30th June, 1894																																							
21	Carleton Place and Brantford	68 00		300,000 00	300,000 00	300,000 00				500,000 00	500,000 00	500,000 00	6																											
22	Central Ontario	21 00		200,000 00	200,000 00	200,000 00				200,000 00	200,000 00	200,000 00	6																											
23	Central Ontario	104 00		400,000 00	400,000 00	400,000 00				400,000 00	400,000 00	400,000 00	6																											
24	Central of New Brunswick, including St. Martin's and Upham, 30 miles.	75 00		900,000 00	900,000 00	900,000 00				900,000 00	900,000 00	900,000 00	6																											
25	Coburn, Sharon and Marton	15 00		1,000,000 00	1,000,000 00	1,000,000 00				1,000,000 00	1,000,000 00	1,000,000 00	6																											
26	Columbia and Kootenay	27 70		250,000 00	250,000 00	250,000 00				250,000 00	250,000 00	250,000 00	6																											
27	Cumberland Railway and Coal Co	45 00		1,000,000 00	1,000,000 00	1,000,000 00				1,000,000 00	1,000,000 00	1,000,000 00	6																											
28	Elgin and Havelock	82 81		650,000 00	650,000 00	650,000 00				650,000 00	650,000 00	650,000 00	6																											
29	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
30	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
31	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
32	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
33	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
34	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
35	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
36	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
37	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
38	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00				1,100,000 00	1,100,000 00	1,100,000 00	6																											
39	Elgin and Havelock	78 75		1,100,000 00	1,100,000 00	1,100,000 00																																		

Department of Railways and Canals.

SUMMARY STATEMENTS

RELATING TO MILEAGE, CHARACTERISTICS OF ROADS,
ROLLING STOCK, OPERATIONS, PASSENGERS AND
FREIGHT CARRIED, EARNINGS, OPERATING
EXPENSES AND ACCIDENTS.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
		Miles.	Miles.	Miles.	Miles.				Miles.	Lbs.	Lbs.
1	*Alberta Railway and Coal Co.	64·62			64·62	4·50		35 & 30
2	Albert Southern	16·00			16·00	·48		56
3	Baie des Chaleurs	80·00			80·00	1·25		56
4	Bay of Quinté Railway and Navigation Co.	4·00			4·00			
	Kingston, Napanee & Western	60·82			60·82	7·00		56
5	Brockville, Westport and Sault Ste. Marie	45·00			45·00	1·80		56
6	Buctouche and Moncton	32·00			32·00	2·00		56
7	Calgary and Edmonton	295·07			295·07	9·38		56
8	Canada Atlantic	138·00			138·00	43·00		56 to 72
	Central Counties	21·00			21·00	2·00		56
9	Canada Coals & Railway Co., late Joggins	12·00			12·00	2·00		56
10	Canada Eastern	127·00	11·75		127·00	6·00		56 & 60
11	+Canada Southern	381·06			381·06	156·49		80, 65, 60
	Canadian Government Railways—							
12	‡Intercolonial (including Dartmouth Branch, 5 miles)	1141·00			1141·00	150·25		56, 57½, 67
13	Prince Edward Island	210·60		109·60	101·00	15·71	38	50 & 52
14	§Canadian Pacific Railway	4963·10						
	Leased lines—							
	Atlantic and North-west	205·00						
	Columbia and Kootenay	27·70						
	Credit Valley	175·10						
	Manitoba and South-western Colonization	217·80						
	Toronto, Grey and Bruce	191·30						
	Ontario and Quebec	469·00						
	West Ontario Pacific	26·60						
	St. Lawrence and Ottawa	58·40						
	Fredericton	22·10						
	New Brunswick	173·95						
	St. John Bridge and Railway Extension	1·75						
	New Brunswick and Canada	117·20						
	St. John and Maine	91·80						
	Alberta Railway (Dunmore to Lethbridge)	109·50						
	Tobique Valley	28·00						
	Shuswap and Okanagan	51·00						
	Montreal and Western	70·00						
	Montreal and Lake Maskinongé	12·90						
	Guelph Junction	15·00						
15	Caraguet	68·00			68·00	3·25		50
16	Carillon and Grenville	13·00		13·00		0·25	65	
17	Central Ontario	104·00		32·00	72·00	9	42	56
18	Central of New Brunswick	75·00			75·00	2·50		52 & 56
19	Cumberland Railway and Coal Co.	46·00			46·00	10·50		56-67
20	Drummond County	82·81			82·81	4·60		56 & 60
21	Elgin and Havelock	27·00			27·00	2·00		56
22	Erie and Huron	76·75			76·75	4·80		54 & 56
23	Esquimalt and Nanaimo	78·00			78·00	2·00		50 & 54
24	Fredericton and St. Mary's Railway and Bridge Co.	2·10			2·10	·12		56

* The portion from Dunmore to Lethbridge, 109½ miles included in Canadian Pacific Ry. as leased.
 † 95·25 miles double track. ‡ 1·50 double track. § 13·20 miles double track.

Department of Railways and Canals.

Roads, &c., for the year ended 30th June, 1894.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above rail level.	No. Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with branch lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not Guarded.										
						Feet.				Ft.		Ft.	
2640	Plain fishplates.		10				1	2		573	53 3/8	2	1
2640	do		11					2		955	120 4/8	2	2
2640	do		14	3	22		1	1		717	67 4/8	3	3
3000	Plain and angle fishplates.	4	50	1			1	4		955	90 4/8	4	4
2640	Fisher bridge joint		35					2		717	58 4/8	5	5
2640	Plain fishplates.		18				1	1		955	73 4/8	6	6
2600	Angle and plain fishplates		148					2		1146	53 4/8	7	7
3000	do do	6	104	3	22	6	4	1		2865	40 4/8	8	8
2640	Fishplates		20					1		955	53 4/8	8	8
3000	do		4					1	1	955	79 4/8	9	9
2640	Plain and angle fishplates.	1	33				1	4	1	955	80 4/8	10	10
2800	Joint splice, 4 and 6 bolts, nut locks.	8	380	16		19	17	16	6	913	75 4/8	11	11
2640	Angle and plain fishplates	1	9 429	29	18 1/2 to 35		6	24	20	694	65 4/8	12	12
2640	do do		956	2	17 1/2					396	90 3/8	13	13
2640 to 3168	Angle and plain fishplates	10	30 2864	76	20 to 24	48	62	51		500	*237 4/8	14	14
2600	Plain fishplates.		12				1			1000	60 4/8	15	15
1760	Chairs	1	8	1	17					1910	100 5/8	16	16
2640	Plain fishplates.		94				3	4		955	105 4/8	17	17
2640	do		40					2		716	74 4/8	18	18
2600	do		17				1	3		820	160 4/8	19	19
2640	Plain and angle fishplates.		46	3			2	3	1	717	66 4/8	20	20
2000	Plain fishplates.		24				1	1		717	90 4/8	21	21
2640	do		111					5	6	661	52 4/8	22	22
2992	Angle fishplates		15	2	23					573	80 4/8	23	23
2564	Angle and plain fishplates		6					2		1433	50 4/8	24	24

* Temporary.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Weight per Yard.		
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.	Length of Siding.	Iron Rails.	Steel Rails.
		Miles.	Miles.	Miles.	Miles.		Miles.	Lbs.
25	Grand Trunk	884.25						
	Great Western	561.80						
	Brantford, Norfolk and Port Burwell	34.78						
	Buffalo and Lake Huron . . .	162.00						
	Grand Trunk, Georgian Bay and Lake Erie	172.75						
	London, Huron and Bruce . .	69.01						
	Waterloo Junction	10.25						
	Wellington, Grey and Bruce.	168.13						
	Northern	172.10						
	North Simcoe	33.34						
	Hamilton and North-western.	173.93						
	Northern & Pacific Junction.	111.37						
	Midland	175.22	3158.00	59.50	3098.50	664.75	40 to 65	56 to 79
	Grand Junction	85.40						
	Toronto and Nipissing . . .	85.06						
	Lake Simcoe Junction	26.50						
	Victoria	53.25						
	Whitby, Pt. Perry and Lind- say	46.50						
	Cobourg, Blairton and Mar- mora	15.00						
	Jacques Cartier Union	6.50						
	Montreal and Champlain Junction	61.75						
	Beauharnois Junction	19.50						
	South Norfolk	17.00						
	Toronto Belt Line	12.70						
	Owen Sound Branch of Grand Trunk.)			13.19		1.75		65
26	Great Eastern	13.00		15.00	13.00	1.00		56
27	Great Northern	18.00		10.00	18.00	1.00		56
28	Great North-west Central . .	50.93			50.93	1.99		56
29	Hereford	53.00			53.00	5.57		56
30	Irondale, Bancroft and Ottawa.	20.00		10.00	20.00	.75		56
31	Kent Northern, including St. Louis and Richibucto	34.00		3.50	30.50	3.00	67	56
32	Kingston and Pembroke	112.85		9.75	103.10	21.00	50 to 84	56
33	L'Assomption	3.00			3.00	.25		56
34	Lake Erie and Detroit River . .	88.65			88.05	12.00		56
35	Lake Temiscamingue Colonization .	25.50		21.67	25.50			56
36	Lotbinière and Megantic	11.00		12.00	11.00	.50		56
37	Lower Laurentian	39.50			39.50	2.50		56
38	London and Port Stanley	23.84			23.84	2.47		76
39	Manitoba and North-western . .	234.50			249.97	23.42		56
	Saskatchewan and Western . .	15.47						
40	Manitoba and South-eastern . . .			8.00				
41	Massawippi Valley	34.00			34.00	2.50		50 & 60
42	Montfort Colonization	10.00		11.00	10.00	.20		56
43	Montreal and Sorel (now North Shore).	44.67			44.67	4.00		56
44	Montreal and Vermont Junction . .	23.60			23.60	2.00	72 & 60	
45	Montreal, Portland and Boston . .	40.60			40.60	1.40		56
46	Nakusp and Slocan	37.00			37.00	1.90		56
47	Nelson and Fort Sheppard	55.00		5.00	55.00	1.70		56
48	New Brunswick and Prince Edward .	36.00			36.00	1.50		56

§ 404.50 miles double track.

Department of Railways and Canals.

Roads, &c., for the year ending 30th June, 1894—*Continued.*

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above rail level.	No. Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with branch lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not Guarded.										
						Feet.				Ft.		Ft.	
2640	Plain and angle fishplates.....	12	69	2692	237	15 to 28	63	65	102	1100 +600	53 +105	4 8 1/2	25
2640	Plain fishplates.....							1	1	955	79	4 8 1/2	
2640	Plain fishplates.....						3			2865	26	4 8 1/2	26
2640	do.....							2		2292	53	4 8 1/2	27
2640	do.....	2		24				1		955	60	4 8 1/2	28
2800	do.....			28			2	3		955	66	4 8 1/2	29
2640	do.....			5				1		1000	60	4 8 1/2	30
2432	do.....			10			1	1		1000	60	4 8 1/2	31
2640	Plain and angle fishplates.....			56	3	16 & 21 1/2	5	5	13	955	79	4 8 1/2	32
2500	Plain fishplates.....			1				1		955	20	4 8 1/2	33
2700	Plain and angle fishplates.....	1		88	1	19 1/2	5	4		1433	53	4 8 1/2	34
	Plain fishplates.....									477	106	4 8 1/2	35
2600	do.....			1				1		819	52	1 8 1/2	36
2640	do.....			25				2	1	917	105	4 8 1/2	37
2640	do.....	1		27	5	20	2	3		716	53	4 8 1/2	38
2700	Plain and angle fishplates.....	17		180				2	2	955	103	4 8 1/2	39
													40
2800	Plain fishplates.....	1		20	1	19	1	2	1	478	76	4 8 1/2	41
2620	do.....			13	1	20		1		573	168	3 00	42
2640	do.....			12				1		2292	53	4 8 1/2	43
3000	do.....			51				2			52	4 8 1/2	44
3000	do and chairs.....			7			1	2					45
2600	Plain and angle plates.....									295	132	4 8 1/2	46
2640	Angle bars.....									573	132	4 8 1/2	47
2400	Plain fishplates.....			26				1		1000	66	4 8 1/2	48

+ Branch lines.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails laid).	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rail.
		Miles.	Miles.	Miles.	Miles.				Miles.	Lbs.	Lbs.
49	New Glasgow Iron, Coal & Railway Co..	12 50			12 50	3 00		56
50	*Niagara Falls, Park and River (Electric Railway).	13 68			13 68	89		56
51	Northern Pacific and Manitoba.....	264 94			264 94	29 42		56
52	Nosbonsing and Nipissing.....	5 50			5 50	1 25		56
53	Nova Scotia Central.....	74 00			74 00	2 75		56
54	Nova Scotia Southern.....		3 25					
55	Orford Mountain.....	26 50			26 50	1 00		56
56	Ottawa, Arnprior and Parry Sound.....	84 00	60 00		84 00	9 00		72
57	Ottawa and Gatineau Valley.....	56 00			56 00	2 00		56
58	Ottawa Valley.....	7 00			7 00	20		56
59	Parry Sound Colonization.....	30 00	10 00		30 00	4 50		56 & 72
60	Philipsburg Junction Ry. & Quarry Co..	6 75			6 75			56
61	Pontiac and Renfrew.....	4 25			4 25	75		56
62	Pontiac Pacific Junction.....	61 00	10 00		61 00	3 00		56
63	Port Arthur, Duluth and Western.....	85 50			85 50	4 00		56
64	Qu'Appelle, Long Lake & Saskatchewan	253 96			253 96	6 86		56
65	Quebec Central.....	153 50	59 50	1 00	152 50	9 75		56 & 70
66	Quebec and Lake St. John.....	242 00			242 00	14 00		56 & 60
67	Quebec, Montmorency and Charlevoix..	21 00	9 00		21 00	1 50		56
68	Salisbury and Harvey.....	50 00		42 00	8 00	1 25	60	56
	Harvey Branch.....	3 00			3 00	25		56
69	Short Line.....	82 50			82 50	2 50		50
70	Stanstead, Sheford and Chambly.....	43 00		29 00	14 00	2 00	60	60
71	St. Catharines and Niagara Central.....	12 35			12 35	1 00		56
72	†St. Clair Tunnel Yard and Approach..	2 23			2 23	11 00		100
73	St. John Valley and Rivière du Loup...		6 00					
74	St. Lawrence and Adirondack.....	20 31			20 31	90		72
75	South-eastern.....	140 10						
	Lake Champlain and St. Law- rence Junction.....	201 50		36 00	165 50	17 60	35-36	56, 60, 72
76	Stewiacke Valley and Lansdowne.....		10 00					80
77	Sydney & Louisburg (Dominion Coal Co.)		30 25					56
78	Temiscouata.....	113 00			113 00	5 00		56
79	Thousand Islands.....	4 33			4 33	1 00		56
80	Toronto, Hamilton and Buffalo, former- ly Brantford, Waterloo and Lake Erie.	17 00	25 66		17 00	75		56
81	United Counties.....	30 00			30 00	1 25		56
82	Victoria and Sidney, B.C.....	16 26			16 26	1 20		50
83	Windsor and Annapolis.....	87 50						
	Cornwallis Valley.....	14 00						
	Windsor Branch.....	32 00						
84	Winnipeg Great Northern (formerly Winnipeg and Hudson Bay.....	40 00		3 50	130 00	6 00	67	56-60
85	Wood Mountain and Qu'Appelle.....		17 00					
86	Yarmouth & Annapolis (formerly West- ern Counties.....	87 00		13 00	74 00	4 50	56	56 & 60½
		15767 60	358 27	399 65	15367 95	2017 09		

*Electric Ry. 11 43 miles, double track.

†Length of tunnel 6,000 ft.; inside diameter 19 ft. 10 in.

Department of Railways and Canals.

Roads, &c., for the year ending 30th June, 1894.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above rail level.	No. Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with branch lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
		Guarded.	Not guarded.										
						Feet.				Ft.		Ft.	
2640	Angle bars.		5					1	1	955	79 4 84	49	
2640	do	1	16	2	14 & 22			2		115	300 4 84	50	
2640	Plain and angle fishplates.	12	234				6	2	3	573	63 4 84	51	
2600	Plain fishplates.		1				1	1		955	132 4 84	52	
2640	Angle bars.		23	1	21			1		819	80 4 84	53	
2640	Plain fishplates.		17					1		955	74 4 84	55	
2640	do and angle bars.		36				2	2		1433	40 4 84	56	
2640	Plain and angle plates.		34						1	573	106 4 84	57	
2600	Plain fishplates.		3					1		1146	60 4 84	58	
2640	Plain and angle fishplates.		13					1		955	66 4 84	59	
2640	Plain fishplates.		3					1	1	955	52 4 84	60	
2640	do							1		717	106 4 84	61	
2640	Angle bars.		47				1	2		1146	53 4 84	62	
2640	Plain fishplates.		5				3	1		573	95 4 84	63	
2640	Angle bars.		25					1		1146	65 4 84	64	
2640	Plain fishplates.		26				2	5	1	832	76 4 84	65	
2640	Plain and angle fishplates.	1	56					3	2	717	105 4 84	66	
2646	Plain fishplates.		5	1	22			1	2	1443	42 4 84	67	
2600	do		31	1	15			2		717	80 4 84	68	
2640	do		2					2		717	53 4 84		
2992	do		15	5	23		3	3		573	85 4 84	69	
2640	do		42				3	4		717	60 4 84	70	
2600	do		20	3	22		1	2		717	79 4 84	71	
	Angle bars.										106 4 84	72	
											4 84	73	
2640	Plain fishplates.		15				1	2		1433	53 4 84	74	
2640	Plain and angle fishplates.		181	2	19' 6"	8	7	3		410	83 4 84	75	
												76	
2640	Angle bars.			1	16					1433	70 4 84	77	
2640	Plain fishplates.		38				1	2		819	79 4 84	78	
3000	Angle bars.		8					1		660	84 4 84	79	
2700	Plain fishplates.		18	1	20			2		955	40 4 84	80	
2640	do		14				3	5		955	52 4 84	81	
2550	do		13	1	14					637	105 4 84	82	
2640	do		90	1	32			3	2	955	75 4 84	83	
2640	do		6					1		2865	31 4 84	84	
												85	
2600	Plain fishplates and angle bars.	1	67	3	24			1		600	80 4 84	86	
		59	135	9869	406		212	313	215				

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
		Miles.	Miles.						
1	Alberta Railway and Coal Co.	64 62		18					
2	Albert Southern	16 00		1					
3	Baie des Chaleurs	80 00		5					
4	Bay of Quinté Railway and Navigation Co. 4 00 Kingston, Napanee and Western	64 82		5					
5	Brockville, Westport and Sault Ste. Marie	45 00		2					
6	Buctouche and Moncton	32 00		2					
7	Calgary and Edmonton	295 07							
8	Canada Atlantic	138 00		24	4				2
9	Central Counties	21 00							
9	Canada Eastern	127 00	11 75	8					
10	Canada Southern	381 06		129	6				3
	Canadian Government Railways:—								
11	Intercolonial, including Dartmouth Branch	1,141 00		204	15				5
12	Prince Edward Island	210 60		21					
13	Canadian Pacific	4,063 10							
	<i>Leased Lines:—</i>								
	Atlantic and North-west	205 00							
	Ontario and Quebec	469 00							
	Credit Valley	175 10							
	West Ontario Pacific	26 60							
	Toronto, Grey and Bruce	191 30							
	Guelph Junction	15 00							
	St. Lawrence and Ottawa	58 40							
	Montreal and Western	70 00							
	Montreal and Lake Maskinongé	12 90							
	New Brunswick	173 95							
	New Brunswick and Canada	117 20							
	St. John and Maine	91 80							
	St. John Bridge and Ry. Extension	1 75							
	Fredericton	22 10							
	Manitoba and South-western Colonization	217 80							
	Columbia and Kootenay	27 70							
	Shuswap and Okanagan	51 00							
	Tobique Valley	28 00							
	Alberta Ry.—Dunmore to Lethbridge	109 50							
14	Carraquet	68 00		3					
15	Carillon and Grenville	13 00		3					
15	Central Ontario	104 00		8					
17	Central of New Brunswick	75 00		1	2				
18	Cumberland Railway and Coal Co.	46 00		8					
19	Drummond County	82 81		4	1				
20	Elgin and Havelock	27 00		2					
21	Erie and Huron	76 75		5					
22	Esquimalt and Nanaimo	78 00		5					
23	Fredericton and St. Mary's Railway and Bridge Co.	2 10							
24	Grand Trunk	884 25							
	Great Western	561 80							
	Brantford, Norfolk and Port Burwell	34 78							
	Buffalo and Lake Huron	162 00							
	Waterloo Junction	10 25							
	Wellington, Grey and Bruce	168 13							
	Northern	172 10							
	North Simcoe	33 34							
	Hamilton and North-western	173 90							
	Northern and Pacific Junction	111 37							

Department of Railways and Canals.

Rolling Stock, for the Year ended 30th June, 1894.

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.		Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	
4		3		*12		28		8		288		1 *Including cabooses.
				1		1		7				2
1		2		1		6		45				3
7				5		17		86		*12		4 *Ore cars.
1		1		1		20		10	14			5
3		1				6		29				6
												7 Rolling stock furnished by C.P. Ry.
9		15		5		656	1300	337		6		8
5		2		2		12		82				9
42		21		30		2,027		283		{ 48 *133}		10 *Cars owned but not specified.
92		*101		63		+2,273		2,209		2,185		11 *Including 7 immigrant sleepers. †Including 99 vans.
17		15		4		* 178		125				12 *Including 3 conductors' vans, 8 snow-ploughs and 7 flangers.
217		168		193		10,685	1100	3,543		361		13 *Including 14 engines, special trust. †Including parlour, dining and other cars. Also 919 vans, tool cars, snow-ploughs, &c., owned.
1		1		2		4		16				14
2		3		1		3	3					15
2		3		3		34		82				16
1	2					4	2	20				17 *Combination cars.
2				2		2		28		286		18 †flanger.
1		2		1		29		20				19
1		1		1		1		8				20
9				3		2		13				21
11				3		12		72		10		22
												23 Rolling stock of Canada Eastern.

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
		Miles.	Miles.						
24	Grand Trunk— <i>Con.</i>								
	Midland	175.22							
	Grand Junction	85.40							
	Toronto and Nipissing	85.00							
	Lake Simcoe Junction	26.50							
	Victoria	53.25							
	Whitby, Port Perry and Lindsay	46.50							
	Cobourg, Blairton and Marnora	15.00							
	Jacques Cartier Union	6.50							
	Montreal and Champlain Junction	61.75							
	Beauharnois Junction	19.50							
	South Norfolk	17.00							
	Toronto Belt Line	12.70							
	Owen Sound Branch		13.19						
25	Great Eastern	13.00	15.00	1	3				
26	Great Northern	18.00	10.00		1				
27	Great North-west Central	50.93			2				
28	Hereford	53.00							
29	Irondale, Bancroft and Ottawa	20.00	10.00	1					
30	Joggins, now Canada Coals and Railway Co.	12.00		2					
31	Kent Northern	34.00		2	1				
32	Kingston and Pembroke	112.85		9					
33	L'Assomption	3.00		1	1				
34	Lake Erie and Detroit River	88.05		7					
35	Lake Temiscamingue Colonization	25.50	21.67	2					
36	Lotbinière and Megantic	11.00	12.00	1					
37	Lower Laurentian	39.50		2					
38	London and Port Stanley	23.84							
39	Manitoba and North-western	234.50							
	Saskatchewan and Western	15.47							
40	Manitoba and South-eastern		8.00						
41	Massawippi Valley		34.00						
42	Montfort Colonization	10.00	11.00	1					
43	Montreal and Sorel (now South Shore)	44.67		3					
44	Montreal and Vermont Junction	23.60							
45	Montreal, Portland and Boston	40.60							
46	Nelson and Fort Sheppard	55.00	5.00	2					
47	Nakusp and Slocan	37.00			2				
48	New Brunswick and Prince Edward Island	36.00		3					
49	New Glasgow Iron, Coal and Railway Co.	12.50		2					
50	Niagara Falls Park and River (electric railway)	13.68		1					
51	Northern Pacific and Manitoba	264.94		9					
52	Nosbonsing and Nipissing	5.50		1					
53	Nova Scotia Central	74.00		5					
54	Nova Scotia Southern		3.25						
55	Orford Mountain	26.50			2				
56	Ottawa and Gatineau Valley	56.00		2	2				
57	Ottawa, Arnprior and Parry Sound	84.00	60.00	4	4				
58	Ottawa Valley	7.00			1				
59	Parry Sound Colonization	30.00	10.00	3					
60	Philipsburg Junction Railway and Quarry Co.	6.75		1					
61	Pontiac and Renfrew	4.25		1					
62	Pontiac Pacific Junction	61.00	10.00	4					
63	Port Arthur, Duluth and Western	85.50		4					
64	Qu'Appelle, Long Lake and Saskatchewan	253.96							

Department of Railways and Canals.

Rolling Stock, for the Year ended 30th June, 1894—Continued.

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.		Remarks.
Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	
390		225		214		16,014		5,344		1,225		24 *Colonist sleeping cars.
	2		1		1			6				25
	2		2		2		12		12			26
												27
1		1						14				28 Operated by Maine Central Ry.
1		1		1								29
1				2		1		4				30
5		5		5		22		164				31
1				1								32 2 snow-ploughs and 2 flangers.
5		6		3		22		195				33
		2				1		17				34
			1									35
1		*1						30				36
												37 *Combined 2nd class and baggage car.
												38 Operated by rolling stock of Canada Southern and Lake Erie and Detroit River Railways.
3	2	3		3	1	*55 †112		46	20			39 *Including 1 van. †Including 3 vans.
												40
												41 Rolling stock furnished by lessees Boston and Maine Ry.
								19				42
1	3											43 Freight cars furnished by Grand Trunk.
												44 Operated with equipment of Central Vermont Ry.
			1									45 do do
2							1			20		46
										30		47
1		1				2		33				48
1	1					2		15				49
*40				1						27		50 *Electric motor and trail cars.
4		5		3		*143 150		179		6		51 *Including cabooses and other cars.
								40				52
4		1		2		13		49				53
												54
	1				1	2		2				55
2		*9		2		8		28				56 *including 8 excursion cars, also 1 snow plough, 1 flanger.
2				2			41	100	109			57
	1				1					5		58
2				2				32				59
	1							2		2		60
												61
1		1		1		5		52				62 1 plough and flanger.
2		4		2		10		85				63
												64 Rolling stock furnished by C.P.R.

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
		Miles.	Miles.						
65	Quebec and Lake St. John	242 00		14			4		
66	Quebec Central	153 50	59 50	12					
67	Quebec, Montmorency and Charlevoix	21 00	9 00	4					
68	Salisbury and Harvey	50 00		2					
	Harvey Branch	3 00		2					
69	Shore Line	82 50		5					
70	Stanstead, Shefford and Chambly	43 00		6					
71	St. Catharines and Niagara Central	12 35		2					
72	St. Clair Tunnel, yard and approaches	2 23		4					
73	St. John Valley and Rivière du Loup		6 00						
74	St. Lawrence and Adirondack	20 31							
75	South-eastern	140 10							
	Lake Champlain and St. Lawrence Junction	61 40					2		
76	Stewiacke Valley and Lansdowne		10 00						
77	Sydney and Louisburg (Dominion Coal Co.)		30 25						
78	Temiscouata	113 00		5					
79	Thousand Islands	4 33		1					
80	Toronto, Hamilton and Buffalo	17 00	25 66	2					
81	United Counties	30 00		2					
82	Victoria and Sydney, B.C.	16 26		2					
83	Windsor and Annapolis	87 50							
	Cornwalls Valley	14 00							
	Windsor Branch	32 00						2	
84	Winnipeg Great Northern (formerly Winnipeg and Hudson Bay)	40 00		15					
85	Wood Mountain and Qu'Appelle		17 00						
86	Yarmouth and Annapolis (formerly Western Counties)	87 00		8					
		15,767 60	358 27	1965	37	141	40	13	5

Department of Railways and Canals.

Rolling Stock, for the Year ended 30th June, 1894—*Concluded.*

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.		Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	
6		9		9		57		234				65
8		11		10		153		225				66
4		18				5		23				67
2				2		8		20				68
5				3		7		61				69
4		2										70
1	1			1				2	3			71
										25		72
												73
												74
9	15	8		6	4	61	371	248	100	50		75
												76
												77
3		4		2		40		54				78
1								1				79
1		1		2		2		6				80
2				1		6		9		1		81
1				1		3		15				82
8		8		8		88		137		22		83
												84
												85
8				4		21		77				86
961	31	665	5	626	10	32,758	3094	14,589	315	4,685	14	

No. 4.—SUMMARY STATEMENT of the Operations of the year

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
1	Alberta Railway and Coal Co.....	64·62			118,587	118,587
2	Albert Southern	16·00		2,000	4,000	6,000
3	Bay of Quinté Navigation Co. 4·00) Kingston, Napanee & Western .60·82)	64·82			130,383	130,383
4	Baie des Chaleurs.....	80·00		1,600	12,328	13,928
5	Brockville, Westport and Sault Ste. Marie	45·00	616	70	27,540	28,226
6	Buctouche and Moncton	32·00			20,032	20,032
7	Calgary and Edmonton	295·07		7,339	65,516	72,855
8	Canada Atlantic..... 138·00) Central Counties..... 21·00)	159·00	206,271	236,795	19,648	462,714
9	Canada Eastern.....	127·00	23,540	73,860	95,070	192,470
10	Canada Southern.....	381·06	1,353,298	1,663,414	169,958	3,186,670
	Canadian Government Railways—					
11	Intercolonial	1,136·00	1,230,180	2,972,560		4,202,740
12	Prince Edward Island	210·60	85,254	137,162		222,416
13	Canadian Pacific Railway..... 4,063·10) Leased Lines—					
	Atlantic and North-west .. 205·00					
	Ontario and Quebec..... 469·00					
	Credit Valley	175·10				
	West Ontario Pacific..... 26·60					
	Toronto, Grey and Bruce.. 191·30					
	Guelph Junction..... 15·00					
	St. Lawrence and Ottawa.. 58·40					
	Montreal and Western.... 70·00					
	Montreal and Lake Mas- kinongé..... 12·90					
	New Brunswick	173·95	6,127·20	5,520,713	6,556,431	1,135,620
	New Brunswick & Canada	117·20				
	St. John and Maine	91·80				
	St. John Bridge and Rail- way Extension	1·75				
	Fredericton	22·10				
	Manitoba & South-western Colonization... 217·80					
	Columbia and Kootenay .. 27·70					
	Shuswap and Okanagan... 51·00					
	Alberta Railway, Dunmore to Lethbridge	109·50				
	Tobique Valley..... 28·00)					
14	Caraguet	68·00			31,980	31,980
15	Carillon and Grenville	13·00	9,200	600		9,800
16	Central Ontario	104·00		12,000	95,732	107,732
17	Central of New Brunswick ..	75·00			63,000	63,000
18	Cumberland Railway and Coal Co.....	32·00			62,913	62,913
19	Drummond County	82·81	40,576	5,120	52,700	98,396
20	Elgin and Havelock.....	27·00	16,720			16,720
21	Erie and Huron	76·75	54,230	45,681	47,931	147,842
22	Esquimaux and Nansimo.....	78·00	93,250			93,250
23	Fredericton & St. Mary's Ry. & Bridge Co.	2·10				
24	Grand Trunk	884·25				
	Great Western	561·80				
	Brantford, Norfolk and Port Burwell	34·78				
	Buffalo and Lake Huron .. 162·00					
	Grand Trunk, Georgian Bay and Lake Erie..... 172·75					
	London, Huron and Bruce... 69·01					
	Waterloo Junction..... 10·25					
	Wellington, Grey and Bruce.. 168·13					
	Northern..... 172·10					
	North Simcoe	33·34				

Department of Railways and Canals

and Mileage, for the year ended 30th June, 1894.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.	
175,104	2,442	73,900		14	1	For whole line from Dunmore to Coutts, 174·12 miles, 1st July to 27th Nov., 1893, and from Lethbridge to Coutts, 64·62 miles, from 27th Nov., 1893, to 30th June, 1894. Running powers on Grand Trunk Ry., Nap- anee to Deseronto Junc., 5 miles. Only in operation from 2nd May, 1894.	
6,000	1,000	3,870		17	2		
130,383	55,690	169,167	20		3		
13,928	1,440	1,597	22	15	4		
29,534	29,018	12,682		15	5		
20,032	6,468	9,515		15	6		
74,008	10,647	25,517	19		7		
514,528	153,424	490,759	35	15	8		
195,600	44,579	76,373	30	16	9		
4,070,436	586,195	2,645,406	45	27	10		
5,140,867	1,301,062	1,342,710	25	15	11		Windsor Branch—32 miles operated by Wind- sor and Annapolis Ry. ; Dartmouth Branch —5 miles not in operation during year.
320,320	123,727	53,577	20	14	12		
18,784,848	3,153,340	4,014,915	28	18	13	Including Alberta Ry. and Coal Co.'s line from Dunmore to Lethbridge, 109·50 miles under lease since 27th Nov., 1893. Including Tobique Valley Ry., 28 miles un- der lease since April, 1894, which railway was not in operation prior to April, 1894.	
31,980	5,037	11,075	18		14		
10,200	9,400	250	25	20	15		
107,732	46,157	48,633	20	15	16		
63,000	10,601	11,484		17	17		
128,261	22,099	479,045	20	20	18		
100,740	14,424	68,722	25	15	19		
16,720	4,549	6,614	16		20		
169,035	105,206	113,792	25	15	21		
93,250	45,328	44,809	20	12	22		
					23	Included in Canada Eastern Ry., which com- pany run their trains across this bridge, paying toll.	

No. 4.—SUMMARY STATEMENT of the Operations

Number.	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
24	Grand Trunk— <i>Con.</i>					
	Hamilton and North-western.....	173 90				
	Northern Pacific Junction.....	111 37				
	Midland.....	175 22				
	Grand Junction.....	85 40				
	Toronto and Nipissing.....	85 00				
	Lake Simcoe Junction.....	26 50				
	Victoria.....	53 25				
	Whitby, Port Perry & Lindsay.....	46 50				
	Cobourg, Blairton & Marmora.....	15 00				
	Jacques Cartier Union.....	6 50				
	Montreal and Champlain Junc.....	61 75				
	Beauharnois Junction.....	19 50				
	South Norfolk.....	17 00				
	Toronto Belt Line.....	12 70				
25	St. Clair Tunnel.....	2 23				
26	Great Northern.....	18 00			4,320	4,320
27	Great North-west Central.....	50 93		510	12,352	12,862
28	Hereford.....	53 00	40,147	11,552	42,397	94,096
29	Iroindale, Bancroft and Ottawa.....	20 00			18,344	18,344
30	Joggins (now Canada Coals and Ry. Co.).....	12 00	1,000	1,000	8,000	10,000
31	Kent Northern.....	34 00			18,366	18,366
32	Kingston and Peimbroke.....	112 85	75,000		125,000	200,000
33	L'Assomption.....	3 00			3,966	3,966
34	Lake Erie and Detroit River.....	88 05	108,025	7,220	52,632	167,877
35	Lake Temiscamingue Colonization.....	25 50				
36	London and Port Stanley.....	23 84	30,547		22,814	53,361
37	Lower Laurentian.....	39 50		1,588	22,391	23,979
38	Manitoba and North-western.....	234 50				
	Saskatchewan and Western.....	15 47	249 97	42,537	22,515	34,589
39	Massawippi Valley.....	34 00	72,116	100,211	12,582	184,909
40	Montfort Colonization.....	10 00			360	360
41	Montreal and Sorel (now South Shore).....	44 67	28,080		11,700	39,780
42	Montreal, Portland and Boston.....	40 60	37,491	20,597	10,638	68,726
43	Montreal and Vermont Junction.....	23 60	69,912	98,784	1,752	170,448
44	Nelson and Fort Sheppard.....	55 00			5,796	5,796
45	New Brunswick & Prince Edward Island.....	36 00	3,898	5,001	22,128	31,027
46	New Glasgow Iron, Coal and Ry. Co.....	12 50			16,150	16,150
47	Niagara Falls Park and River E. Ry.....	13 68	185,242	10,950		196,192
48	Northern Pacific and Manitoba.....	264 94	97,691	82,457	26,623	206,771
49	Nosbonsing and Nipissing.....	5 50		11,600		11,600
50	Nova Scotia Central.....	74 00			57,815	57,815
51	Orford Mountain.....	26 50	16,536	4,680	10,255	31,471
52	Ottawa and Gatineau Valley.....	56 00	6,069	116	33,076	39,261
53	Ottawa, Arnprior and Parry Sound.....	84 00	67,509	29,560		97,069
54	Ottawa Valley.....	7 00			1,022	1,022
55	Parry Sound Colonization.....	30 03			6,260	6,260
56	Philipsburg Junction Ry. and Quarry Co.....	6 75			624	624
57	Pontiac Pacific Junction.....	61 00		4,519	38,294	42,813
58	Port Arthur, Duluth and Western.....	85 50	358	6,255	13,008	19,621
59	Qu'Appelle, Long Lake & Saskatchewan.....	253 96			53,887	53,887
60	Quebec and Lake St. John.....	242 00	77,737		102,442	180,179
61	Quebec Central.....	153 50	115,879	105,338	18,409	239,626
62	Quebec, Montmorency and Charlevoix.....	21 00	47,903	1,898		49,801
63	Salisbury and Harvey, including Harvey Branch.....	53 00			29,952	29,952
64	Shore Line.....	82 50			58,315	58,315
65	Stanstead, Shefford and Chambly.....	43 00	34,613	32,689	13,198	80,500
66	St. Catharines and Niagara Central.....	12 35	12,000	2,000	6,000	20,000
67	St. Lawrence and Adirondack.....	20 31	39,069	14,466	9,066	62,601
68	South-eastern.....	140 10				
	Lake Champlain and St. Lawrence Junction.....	61 40	201 50	110,765	186,674	383,920
69	Temiscouata.....	113 00		8,472	74,240	82,712
70	Thousand Islands.....	4 33		11,603	10,920	22,523
		422				

Department of Railways and Canals.

of the year and Mileage, &c.—Continued.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.
23,073,958	6,195,597	7,185,489	30	18	24	Running powers on Chaudière Branch of I.C.R., 6 miles.
					25	
4,320	3,245	3,996	20		26	
14,503	2,566	12,322		17	27	
94,096	12,717	62,933	20	12	28	
18,761	4,649	6,951		13	29	
22,320	14,718	55,843	20	15	30	
18,366	5,000	11,083	18		31	
236,000	47,727	83,513	25	18	32	
3,966	4,413	633	15		33	
282,296	106,611	145,928	35	25	34	
					35	
64,721	139,340	32,329			36	
23,979	8,960	30,298	20		37	
120,641	21,777	58,552	27	15	38	
184,909	69,135	131,629	25	12	39	Running powers on Grand Trunk, Lennoxville to Sherbrooke, 3 miles.
360	113	54	15	15	40	
39,780	26,496	15,349	30	20	41	
68,726	60,528	27,087	23	12	42	
170,448	156,112	628,171	30	12	43	
6,955	1,756	5,120	16		44	
35,050	13,668	23,780	20	18	45	
38,750	12,404	176,574	15	15	46	
207,142	478,878		9	10	47	
237,271	36,331	138,764	26	14	48	
12,200		152,000		25	49	
58,553	39,986	14,440	20		50	
31,471	5,076	10,873	24	15	51	
42,131	42,991	15,843	30	20	52	
115,283	27,641	22,085	30	10	53	
1,022	1,357	72	15		54	
6,775	3,271	13,088	12		55	
624	216	64	25		56	For one month only from 1st June, 1894.
44,045	19,540	14,599	30	20	57	
19,981	3,237	44,940	20	15	58	
53,979	4,601	11,193		17	59	
230,298	106,618	130,253	22	12	60	
253,381	103,508	150,045	25	15	61	Running powers on I.C.R., Harlaka Junction to Lévis, 5 miles.
50,350	221,369	6,563	21	21	62	
33,602	8,231	31,956	18		63	
61,012	16,276	10,735	24		64	
80,500	166,826	640,975	23	12	65	
20,000	29,117	52,489	25	20	66	
62,601	22,221	38,982	30	15	67	
444,617	187,885	560,459	30	18	68	
83,125	13,671	25,520	20	15	69	
22,523	17,966	17,348	20	20	70	

No. 4.—SUMMARY STATEMENT of the Operations

Mileage	Name of Railway.	Mileage.	TRAIN MILEAGE.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
71	Toronto, Hamilton and Buffalo.....	17 00			22,984	22,984
72	United Counties.....	30 00	41,600		38,000	79,000
73	Windsor and Annapolis.....	87 50				
	Cornwallis Valley.....	14 00				
	Windsor Branch.....	32 00				
74	Yarmouth and Annapolis, formerly West- ern Counties.....	87 00	139,627		157,933	297,560
	Totals.....	15,627 09	16,542,860	21,423,496	5,803,673	43,770,029

Department of Railways and Canals.

of the year and Mileage, &c.—*Concluded.*

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passen- ger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.
22,984	23,968	21,534	20	.....	71	
79,500	8,792	5,599	30	.....	72	
297,560	160,092	161,648	25	14	73	Running powers on Intercolonial, Windsor Junction to Halifax, 14 miles.
109,573	73,468	27,003	27	20	74	
57,401,514	14,462,498	20,721,116	.....	.....

No. 5.—SUMMARY STATEMENT of description of

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live Number.
			Barrels.	Tons.	Bushels.	Tons.	
1	Alberta Railway and Coal Co.	64 62		147	4,877	124	365
2	Albert Southern	16 00	68	6	778	13	
3	Baie des Chaleurs	80 00	3,000	300	5,000	125	50
4	Bay of Quinté Railway and Navigation Co.	4 00					
	Kingston, Napanee and Western	64 82	36,240	3,624	151,400	4,234	2,774
	.....	60 82					
5	Brockville, Westport and Sault Ste. Marie	45 00	16,829	1,686	100,315	2,871	7,876
6	Buctouche and Moncton	32 00					
7	Calgary and Edmonton	295 07	17,297	1,730	80,930	1,584	15,118
8	Canada Atlantic	138 00	159 00	82,930	8,293	494,000	12,360
	Central Counties	21 00					
9	Canada Eastern	127 00	58,329	5,832	63,230	1,075	761
10	Canadian Southern	381 06	1,503,350	150,335	15,015,960	375,399	425,000
	Canadian Government Railways—						
11	Intercolonial	1,136 00	944,967	94,496	1,340,684	28,681	79,203
12	Prince Edward Island	210 60	26,678	2,668	487,293	8,375	8,160
13	Canadian Pacific	4,063 10					
	<i>Leased Lines—</i>						
	Atlantic and North-west	205 00					
	Ontario and Quebec	469 00					
	Credit Valley	175 10					
	West Ontario Pacific	26 60					
	Toronto, Grey and Bruce	191 30					
	Guelph Junction	15 00					
	St. Lawrence and Ottawa	58 40					
	Montreal and Western	70 00					
	Montreal and Lake Maskinongé	12 90					
	New Brunswick	173 95	6,127 20	2,360,242	236,022	21,397,045	562,104
	New Brunswick & Canada	117 20					
	St. John and Maine	91 80					
	St. John Bridge and Railway Extension	1 75					
	Fredericton	22 10					
	Manitoba and South-western Colonization	217 80					
	Columbia and Kootenay	27 70					
	Shuswap and Okanagan	51 00					
	Tobique Valley	28 00					
	Alberta Railway, Dumnore to Lethbridge	109 50					
14	Caraquet	68 00	5,500	550	5,000	87	50
15	Carillon and Grenville	13 00					
16	Central Ontario	104 00	11,438	1,121	196,800	4,920	2,300
17	Central of New Brunswick	75 00					
18	Cumberland Railway and Coal Co.	32 00	12,596	1,259	42,494	764	48
19	Drummond County	82 81	26,900	2,690	43,542	795	70
20	Elgin and Havelock	27 00	1,463	146	1,907	38	6,280
21	Erie and Huron	76 75	265,016	26,890	495,732	14,709	7,653
22	Esquimalt and Nanaimo	78 00	33,500	335	19,250	481	4,501
23	Fredericton and St. Mary's Railway and Bridge Co.	2 10					
24	Grand Trunk	881 25					
	Great Western	561 80					
	Brantford, Norfolk and Port Burwell	34 78					
	Buffalo and Lake Huron	162 00					
	Grand Trunk, Georgian Bay and Lake Erie	172 75					
	London, Huron and Bruce	69 01					
	Waterloo Junction	10 25					
	Wellington, Grey and Bruce	168 13					

Department of Railways and Canals.

Freight Carried for the Year ended 30th June, 1894.

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
57	73,400	110			591	*72,871	73,900	1	*Including 72,275 tons of bituminous coal. *Only in operation from 7th May to 30th June, 1894.
.....	1,511,000	2,975	420	600	100	176	3,870	2	
20	240,000	360	60	150	428	214	1,597	3	
1,387	50,305,000	75,458	18,272	27,409	26,723	30,332	169,167	4	
1,094	570,117	890			5,125	1,016	12,682	5	
.....	1,736,740	2,261	2,174	3,911		3,343	9,515	6	
6,760	3,547,911	4,728	232	349	5,867	4,499	25,517	7	
3,160	170,600,000	256,037	25,060	50,246	10,107	150,556	490,759	8	
217	19,511,001	24,057	7,996	9,995	12,365	22,822	76,373	9	
106,387	152,494,000	228,442	20,214	40,428	377,360	1,367,055	2,645,406	10	
12,404	200,507,949	250,635	14,126	24,720	331,635	600,139	1,342,710	11	
1,008	2,252,520	6,626	2,077	*3,889	31,011	53,577	12		*Including tanbark.
99,236	607,056,209	807,539	176,890	304,804	1,070,371	934,789	4,014,915	13	
25	3,889,468	7,800	500	750	500	1,363	11,075	14	
120	.....	.....	.....	.....	50	80	250	15	
1,150	2,394,000	2,394	10,021	17,877	19,687	1,484	48,633	16	
.....	5,094,500	9,188	.....	.....	.....	*2,296	11,484	17	*Including 312 tons
14	14,176,000	17,720	.....	.....	4,672	*454,616	479,045	18	*Coal. [of coal.]
45	12,555,500	13,290	.....	27,914	2,441	21,547	68,722	19	
256	2,001,000	3,335	1,116	1,116	1,092	631	6,614	20	
1,240	24,994,500	31,577	495	786	6,640	31,950	113,792	21	
779	3,673,520	7,719	.....	9,055	789	25,651	44,809	22	
.....	.....	.....	.....	.....	.....	.....	.....	23	Included in Canada Eastern.

No. 5.—SUMMARY STATEMENT of description

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live Number.							
			Barrels.	Tons.	Bushels.	Tons.								
24	Grand Trunk— <i>Con.</i>													
	Northern	172 10												
	North Simcoe	33 34												
	Hamilton and North-western	173 90												
	Northern and Pacific Junction	111 37												
	Midland	175 22	3,158 00	4,372,900	437,291	40,643,200	1,016,081	1,919,735						
	Grand Junction	85 40												
	Toronto and Nipissing	85 00												
	Lake Simcoe Junction	26 50												
	Victoria	53 25												
	Whitby, Port Perry and Lindsay	46 50												
	Cobourg, Blairton & Marmora	15 00												
	Jacques-Cartier Union	6 50												
	Montreal and Champlain Junction	61 75												
	Beauharnois Junction	19 50												
	South Norfolk	17 00												
	Toronto Belt Line	12 70												
25	St. Clair Tunnel	2 23												
26	Great Northern	18 00							150	15	300	60	180	
27	Great North-west Central	50 93	860	86	406,240	10,156	664							
28	Hereford	53 00	4,906	490	8,967	182	990							
29	Irondale, Bancroft and Ottawa	20 00	1,174	115	6,047	102								
30	Joggins, now Canada Coals and Railway Co	12 00	2,633	252	9,736	165	16							
31	Kent Northern	34 00	6,872	687	2,765	55	32							
32	Kingston and Pembroke	112 85	5,100	510	38,500	1,155	30							
33	L'Assomption	3 00	1,163	122										
34	Lake Erie and Detroit River	88 05	15,130	1,634	399,236	11,180	9,810							
35	Lake Temiscamingue Colonization	25 50												
36	Lower Laurentian	39 50	60,000	600	600	15	300							
37	London and Port Stanley	23 84	13,250	1,325	80,193	2,397	1,818							
38	Manitoba and North-western	234 50	249 97		3,745	1,368,498	37,878	7,361						
	Saskatchewan and Western	15 47												
39	Massawippi Valley	34 00	5,850	585	189,200	4,730	4,000							
40	Montfort Colonization	10 00	126	12										
41	Montreal and Sorel (now South Shore)	44 67												
42	Montreal and Vermont Junction	23 60	352,160	35,216	5,310,357	148,690	666,220							
43	Montreal, Portland and Boston	40 60	5,350	535	13,821	387	175							
44	Nelson and Fort Sheppard	55 00	1,365	136	21,344	341	233							
45	New Brunswick and Prince Edward Island	36 00	23,472	2,289	17,022	904	1,258							
46	New Glasgow Iron, Coal and Railway Co.	12 50	2,656	266	10,032	170								
47	Niagara Falls Park and River Electric Railway	13 68												
48	Northern Pacific and Manitoba	264 94	9,350	935	2,185,440	54,636	2,800							
49	Nosbonsing and Nipissing	5 50												
50	Nova Scotia Central	74 00	1,881	188			42							
51	Orford Mountain	26 50	4,189	418	25,300	429								
52	Ottawa and Gatineau Valley	56 00	11,439	1,144	13,700	402	951							
53	Ottawa, Arnprior and Parry Sound	84 00	1,200	120	71,600	1,790	900							
54	Ottawa Valley	7 00												
55	Parry Sound Colonization	30 00												
56	Philipsburg Junction Railway and Quarry Co	6 75												
57	Pontiac Pacific Junction	61 00	7,558	755	80,492	1,716	2,553							
58	Port Arthur, Duluth and Western	85 50												
59	Qu'Appelle, Long Lake & Saskatchewan	253 96	6,361	637	65,554	1,822	2,130							
60	Quebec and Lake St. John	242 00	15,385	1,538	16,341	326	558							

Department of Railways and Canals.

of Freight Carried, &c.—Continued.

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
383,947	506,027,500	1,012,055	179,613	269,420	688,689	3,378,006	7,185,489	24	
.....	.....	.....	.....	.....	.....	.....	.....	25	
45	360,000	522	850	954	450	1,950	3,996	26	
178	434,000	650	115	231	419	602	12,322	27	
332	15,489,012	23,233	3,286	5,707	395	32,594	62,933	28	
.....	463,000	694	2,382	4,168	277	1,595	6,951	29	
.....	.....	.....	.....	.....	.....	.....	.....	30	
8	778,000	1,085	.....	.....	1,610	*52,723	55,843	30	*Including 52,625 tons of coal and 98 tons of stone.
16	950,000	1,425	400	800	5,200	2,900	11,083	31	
15	19,640,000	29,460	11,879	21,930	29,903	540	83,513	32	
.....	125,000	187	.....	.....	94	230	633	33	
3,410	.....	62,384	4,766	9,533	6,766	51,021	145,928	34	
.....	.....	.....	.....	.....	.....	.....	.....	35	
51	7,157,626	10,706	8,672	17,130	350	1,446	30,298	36	
744	133,500	2,147	2,176	3,376	1,017	21,323	32,329	37	
3,283	3,045,138	3,322	688	1,005	6,732	2,567	58,552	38	
1,060	23,930,000	35,895	.....	.....	850	*88,509	131,629	39	*Including 49,658 tons of ore and copper matte.
.....	.....	.....	.....	.....	.....	42	54	40	
.....	.....	.....	.....	.....	.....	.....	.....	41	Not classified.
99,933	25,820,000	37,824	304	435	19,383	*286,690	628,171	42	*Including 70,323 tons of hay.
77	1,310,000	1,967	21	30	529	*23,562	27,087	43	*Including 13,495 tons of hay.
15	10,000	15	.....	.....	934	*3,679	5,120	44	*Including 2,720 tons of ore.
77	8,798,000	13,119	947	1,566	1,106	5,319	23,780	45	*Ores, coals, lime stone and slag.
.....	1,426,000	2,070	.....	.....	19,397	*154,671	176,574	46	
.....	.....	.....	.....	.....	.....	.....	.....	47	
714	3,464,000	5,196	17,921	35,842	4,518	36,923	138,764	48	
.....	.....	*152,000	.....	.....	.....	.....	152,000	49	*Saw-logs and lum-ber.
26	7,380,000	11,070	1,865	3,156	.....	.....	14,440	50	
.....	5,558,000	3,747	1,049	1,730	478	4,071	10,873	51	
191	527,180	841	*1,125	1,420	4,363	7,482	15,843	52	*Including pulp-wood.
236	10,298,000	15,449	166	332	3,186	972	22,085	53	
.....	.....	.....	.....	.....	.....	72	72	54	
.....	.....	.....	.....	.....	.....	*13,088	13,088	55	*Including bark, pulp-wood, timber and shingles.
.....	.....	.....	.....	.....	9	55	64	56	
489	1,435,674	2,354	*1,433	2,877	4,742	1,666	14,599	57	*Including pulp-wood.
.....	16,700,000	25,102	2,200	4,432	254	15,152	44,940	58	
910	2,152,925	2,709	1,382	2,074	1,861	1,180	11,193	59	
195	37,608,000	55,089	26,800	48,474	5,882	18,749	130,253	60	

No. 5.—SUMMARY STATEMENT of description

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live Number.
			Barrels.	Tons.	Bushels.	Tons.	
61	Quebec Central.	153 50	100,000	10,001	33,700	842	6,600
62	Quebec, Montmorency and Charlevoix...	21 00	2,135	213	5,343	46	46
63	Salisbury and Harvey, including Harvey Branch ...	53 00	4,663	466	10,749	182	405
64	Shore Line.	82 50	20,010	2,010	4,100	71	210
65	Stanstead, Shefford and Chambly.	43 00	359,060	35,906	5,237,643	146,654	676,040
66	St. Catharines and Niagara Central.	12 35	2,283	228	2,657	58	381
67	St. Lawrence and Adirondack.	20 31	1,460	146	87,000	2,179	300
68	South-eastern.	140 10					
	Lake Champlain and St. Law- rence Junction.	61 40	234,909	23,492	3,991,516	100,885	14,174
69	Temiscouata.	113 00	15,011	1,501	13,036	261	189
70	Thousand Islands.	4 33	6,120	612	1,680	84	586
71	Toronto, Hamilton and Buffalo.	17 00	321	32	80,413	2,338	37
72	United Counties.	30 00	4,040	404	1,300	33	50
73	Windsor and Annapolis.	87 50					
	Cornwallis Valley.	14 00	61,843	6,184			10,490
	Windsor Branch.	32 00					
74	Yarmouth and Annapolis, formerly West- ern Counties.	87 00	19,155	1,914	2,969	53	554
	Total.	15,627 09	11,169,833	1,112,885	100,402,828	2,567,594	4,245,172

Department of Railways and Canals

of Freight Carried, &c.—*Concluded*

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
1,655	50,000,000	74,317	950	1,913	2,758	*58,559	150,045	61	*Including coal, lime, asbestos, pulp- wood, &c. *Including hay and plaster. *Including 72,116 tons of hay.
44	369,319	616	567	528	2,420	2,696	6,563	62	
202	.....	16,793	4,521	5,425	193	*8,695	31,956	63
63	3,000,000	5,170	309	487	1,260	1,674	10,735	64	
101,406	27,280,000	40,923	618	882	19,930	*295,274	640,975	65	
96	.....	17,971	10	30	15,491	18,615	52,489	66
75	11,000,000	16,674	80	158	7,828	11,922	38,982	67	
2,151	76,612,625	103,807	16,897	25,346	117,314	187,464	560,459	68	
95	7,116,000	9,323	5,276	8,634	844	4,862	25,520	69	
293	5,757,000	1,919	.....	.....	4,508	9,932	17,348	70
21	754,565	1,334	1,305	1,581	4,510	11,718	21,534	71	
12	570,000	852	15	30	1,103	3,165	5,599	72	
2,469	27,772,297	41,659	1,024	1,986	19,092	*90,258	161,648	73	
183	9,773,000	12,503	1,846	3,080	7,174	2,096	27,003	74	
840,126	2,201,191,696	3,609,319	583,111	1,010,701	2,921,373	8,659,118	20,721,116		

No. 6.—SUMMARY STATEMENT of Earnings

Number.	Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.	
			\$	cts.	\$	cts.	\$	cts.
1	Alberta Railway and Coal Co.	64 62	7,289	75	101,500	05	1,818	75
2	Albert Southern.	16 00	512	00	1,549	28		
3	Bay of Quinté Railway and Navigation Co. 4 00) Kingston, Napanee and Western. 60 82)	64 82	20,645	11	87,005	13	8,782	72
4	Baie des Chaleurs.	80 00	921	60	957	46	11	66
5	Brockville, Westport and Sault Ste. Marie.	45 00	12,811	81	14,666	66	248	35
6	Buctouche and Moncton.	32 00	2,817	90	7,036	28		
7	Calgary and Edmonton.	295 07	33,948	49	68,168	95	4,415	53
8	Canada Atlantic. 138 00) Central Counties. 21 00)	159 00	130,286	85	365,029	95	17,242	61
9	Canada Eastern.	127 00	25,991	77	64,213	11	4,292	54
10	Canada Southern.	381 06	1,513,087	24	2,814,480	93	152,188	07
	Canadian Government Railways—							
11	Intercolonial.	1,136 00	958,915	13	1,834,126	34	*194,468	80
12	Prince Edward Island.	210 60	64,159	60	74,942	83	18,949	40
13	Canadian Pacific. 4,063 10) <i>Leased Lines—</i>							
	Atlantic and North-west. 205 00							
	Ontario and Quebec. 469 00							
	Credit Valley. 175 10							
	West Ontario Pacific. 26 60							
	Toronto, Grey and Bruce. 191 30							
	Guelph Junction. 15 00							
	St. Lawrence and Ottawa. 58 40							
	Montreal and Western. 70 00							
	Montreal and Lake Maskinongé. 12 90							
	New Brunswick. 173 95							
	New Brunswick and Canada. 117 20	6,127 20	5,303,629	16	11,707,626	05	797,542	15
	St. John and Maine. 91 80							
	St. John Bridge and Railway Ex- tension. 1 75							
	Fredericton. 22 10							
	Manitoba and South-western Colo- nization. 217 80							
	Columbia and Kootenay. 27 70							
	Shuswap and Okanagan. 51 00							
	Tobique Valley. 28 00							
	Alberta Railway, Dunmore to Leth- bridge. 109 50)							
14	Caraquet.	68 00	3,934	22	12,248	17	1,900	70
15	Carillon and Grenville.	13 00	1,843	77	215	84		
16	Central Ontario.	104 00	24,088	44	42,176	09	8,642	90
17	Central of New Brunswick.	75 00	6,183	49	6,555	15		
18	Cumberland Railway and Coal Co.	32 00	8,976	84	16,818	95	2,015	00
19	Drummond County.	82 81	13,236	18	51,597	82	3,673	14
20	Elgin and Havelock.	27 00	1,500	48	5,328	52	676	08
21	Erie and Huron.	76 75	44,907	72	59,989	95	6,088	76
22	Esquimalt and Nanaimo.	78 00	63,933	95	58,235	13	2,929	68
23	Fredericton and St. Mary's Ry. and Bridge Co.	2 10	1,160	63	3,383	67		
24	Grand Trunk. 884 25) Great Western. 561 80) Brantford, Norfolk and Port Burwell. 34 78) Buffalo and Lake Huron. 162 00) Grand Trunk, Georgian Bay and Lake Erie. 172 75) London, Huron and Bruce. 69 01) Waterloo Junction. 10 25) Wellington, Grey and Bruce. 168 13)							

Department of Railways and Canals.

for the year ended 30th June, 1894.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of earnings to working expenses.	Earnings per train mile.	Number.	Remarks.	
\$ cts.	\$ cts.	\$ cts.	p. c.				
16,739 98	127,348 53	49,698 35	164	107·38	1	For whole line from Dunmore to Coutts, 174·12 miles, from 1st July to 27th Nov., 1893; and from Lethbridge to Coutts, 64·62 miles, from 27th Nov., 1893, to 30th June, 1894. The portion from Dunmore to Lethbridge, 109·50 miles, is included in Can. Pac. Ry. from 29th Nov., 1893, to 30th June, 1894, under lease.	
130 00	2,191 28	—117 31	95	36·52	2		
3,784 79	120,217 75	31,992 25	136	92·20	3		
.....	1,890 72	—678 08	73	13·57	4		
.....	27,726 82	4,706 61	120	98·23	5		
563 06	10,417 24	—3,205 67	76	52·00	6		
.....	106,532 97	43,358 77	168	146·22	7		
73,610 86	586,170 27	185,044 69	146	126·68	8		
1,964 33	96,461 75	31,076 29	147	50·11	9		
14,394 55	4,494,150 79	1,471,488 96	148	141·03	10		
.....	2,987,510 27	5,838 29	100	71·08	11		
482 00	158,533 83	—68,357 23	70	71·27	12		
						*From mails and sundries.	
1,548,300 69	19,357,098 05	6,909,290 02	156	146·50	13	Including portion of Alberta Railway and Coal Co.'s line from Dunmore to Lethbridge, 109½ miles, from 29th Nov., 1893, to 30th June, 1894; and also Tobique Valley Railway for 3 months ended 30th June, 1894.	
.....	18,083 09	—206 59	99	56·54	14	*Coal.	
.....	2,069 61	—1,987 31	51	21·02	15		
1,884 01	76,791 44	6,666 09	109	71·28	16		
306 30	13,044 94	—10,085 28	56	20·70	17		
*95,602 52	123,413 31	64,794 95	211	19·62	18		
170 13	68,677 27	20,125 36	141	69·80	19		
14 04	7,519 12	—3,126 93	71	44·97	20		
268 82	111,255 25	30,914 58	138	75·25	21		
4,043 42	129,142 18	—160,621 01	44	138·49	22		
.....	4,544 30	2,544 30	227	.....	23	
							Receipts from tolls. Trains run by Canada Eastern.

No. 6.—SUMMARY STATEMENT OF Earnings for

Number.	Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.	
			\$	cts.	\$	cts.	\$	cts.
24	Grand Trunk— <i>Concluded.</i>							
	Northern.....	172 10						
	North Simcoe.....	33 34						
	Hamilton and North-western.....	173 90						
	Northern and Pacific Junction.....	111 37	3,158 00	5,940,772 97	10,466,541 76	819,458 36		
	Midland.....	175 22						
	Grand Junction.....	85 40						
	Toronto and Nipissing.....	85 00						
	Lake Simcoe Junction.....	26 50						
	Victoria.....	53 25						
	Whitby, Port Perry and Lindsay.....	46 50						
	Cobourg, Blairton and Marmora.....	15 00						
	Jacques Cartier Union.....	6 50						
	Montreal and Champlain Junction.....	61 75						
	Beauharnois Junction.....	19 50						
	South Norfolk.....	17 00						
	Toronto Belt Line.....	12 70						
25	St. Clair Tunnel.....	2 23		*63,292 00	+177,692 50			
26	Great Northern.....	18 00		698 20	1,565 80			
27	Great North-west Central.....	50 93		2,263 85	15,141 47			
28	Hereford.....	53 00		8,002 59	26,249 96	1,295 34		
29	Irondale, Bancroft and Ottawa.....	20 00		1,765 05	3,600 31	118 77		
30	Joggins (now Canada Coals and Railway Co.).....	12 00		3,656 95	16,065 94	407 15		
31	Kent Northern.....	34 00		3,187 42	6,915 81	836 32		
32	Kingston and Pembroke.....	112 85		32,844 50	90,418 48	8,650 42		
33	L'Assomption.....	3 00		867 85	258 10	282 87		
34	Lake Erie and Detroit River.....	88 05		45,704 63	80,995 55	6,068 61		
35	Lake Temiscamingue Colonization.....	25 50		12,914 43	22,119 28	311 00		
36	London and Port Stanley.....	23 84		36,642 78	16,096 35	2,859 74		
37	Lower Laurentian.....	39 50		2,315 20	13,392 20	732 42		
38	Manitoba and North-western.....	234 50						
	Saskatchewan and Western.....	15 47	249 97	45,598 75	116,231 21	9,563 49		
39	Massawippi Valley.....	34 00		57,808 60	94,287 59	1,971 90		
40	Montfort Colonization.....	10 00		19 85	101 48			
41	Montreal and Sorel (now South Shore).....	44 67		16,836 07	6,073 44	1,277 70		
42	Montreal, Portland and Boston.....	40 60		21,375 86	23,069 42	4,121 66		
43	Montreal and Vermont Junction.....	23 60		62,439 64	91,331 37	9,209 96		
44	Nelson and Fort Sheppard.....	55 00		3,698 60	6,066 20	311 57		
45	New Brunswick and Prince Edward Island.....	36 00		5,181 39	13,301 53	1,640 57		
46	New Glasgow Iron, Coal and Railway Co.....	12 50		2,358 79	20,698 01	182 00		
47	Niagara Falls Park and River Electric Railway.....	13 68		62,818 14				
48	Northern Pacific and Manitoba.....	264 94		56,622 93	148,550 54	8,723 24		
49	Nosbonsing and Nipissing.....	5 50			45,741 90			
50	Nova Scotia Central.....	74 00		24,634 18	18,408 78	2,153 92		
51	Orford Mountain.....	26 50		2,242 40	12,818 05			
52	Ottawa, Arnprior and Parry Sound.....	84 00		18,087 61	22,925 35	1,985 07		
53	Ottawa and Gatineau Valley.....	56 00		26,858 35	24,520 65	1,946 64		
54	Ottawa Valley.....	7 00		360 00	88 00			
55	Parry Sound Colonization.....	30 00		2,290 50	7,170 37			
56	Phillipsburg Junction Railway and Quarry Co.....	6 75		136 12	439 85			
57	Pontiac Pacific Junction.....	61 00		13,796 36	17,252 24	2,431 61		
58	Port Arthur, Duluth and Western.....	85 50		2,345 75	15,345 05			
59	Qu'Appelle, Long Lake and Saskatchewan.....	253 96		13,959 06	39,828 80	2,274 18		
60	Quebec and Lake St. John.....	242 00		45,113 91	107,042 96	11,232 30		
61	Quebec Central.....	153 50		102,144 26	163,714 02	10,142 21		
62	Quebec, Montmorency and Charlevoix.....	21 00		41,794 19	5,621 48			
63	Salisbury and Harvey, including Harvey Branch.....	53 00		4,829 01	13,644 71	2,488 01		
64	Shore Line.....	82 50		14,099 26	14,346 92	3,133 48		
65	Stanstead, Shefford and Chambly.....	43 00		17,269 97	33,634 77	3,777 32		
66	St. Catharines and Niagara Central.....	12 35		6,077 58	15,716 64	210 00		
67	St. Lawrence and Adirondack.....	20 31		17,563 64	14,634 46	103 76		

Department of Railways and Canals.

the year ended 30th June, 1894—*Continued.*

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of earnings to working expenses.	Earnings per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	cents.		
92,962 53	17,319,735 62	5,198,068 79	143	98 51	24	
‡705 00	241,589 50	143,022 75	245	.....	25	* Tolls on passenger cars. † Tolls on freight cars. ‡ Tolls on new locomotives. Operated only for the 9 months ended 30th June, 1894.
.....	2,264 00	155 00	107	52 41	26	
317 05	17,722 37	-2,237 92	89	137 79	27	
.....	35,547 89	-19,002 98	65	37 78	28	
3 26	5,487 33	837 78	118	29 91	29	
220 86	20,350 90	6,400 77	146	203 50	30	
.....	10,939 55	3,878 30	155	59 56	31	
10,784 50	142,697 90	17,558 38	114	71 34	32	
2 75	1,411 57	-1,212 07	54	35 58	33	
.....	132,768 79	31,231 38	130	79 08	34	
59 03	35,403 74	10,617 04	143	.....	35	Train mileage not given.
1,061 00	56,659 87	22,403 39	165	106 18	36	
96 29	16,536 11	-1,859 72	90	68 96	37	
8,055 35	179,448 80	-8,762 11	95	180 10	38	
4,167 20	158,235 29	22,741 98	126	85 57	39	
.....	121 33	-589 67	17	33 70	40	
.....	24,157 21	-115,635 85	17	60 80	41	Undergoing general renewals and filling in of trestles.
100 00	48,666 94	10,284 39	126	70 81	42	
110 48	163,091 45	52,283 36	147	95 68	43	
15 70	10,092 07	-19,768 00	33	174 12	44	
60 40	20,183 89	5,816 20	140	65 05	45	
5,400 00	28,638 80	14,663 78	205	177 33	46	
1,745 03	64,563 17	12,332 17	123	32 90	47	
1,728 61	215,625 32	-64,591 39	77	104 28	48	
.....	45,741 90	11,414 45	133	394 32	49	
.....	46,112 55	8,983 25	124	79 76	50	
.....	15,060 45	11 43	100	47 85	51	
.....	42,998 03	4,596 46	112	44 29	52	
290 74	53,616 38	15,595 79	141	136 56	53	
.....	448 00	-131 07	77	43 83	54	In operation only from 9th April to 30th June, 1894.
.....	9,460 87	-46 96	99	151 13	55	Only for month of June, 1894.
.....	575 97	-3,504 61	.....	.....	56	
5,857 77	39,337 98	2,315 82	106	91 88	57	
282 30	17,973 10	-1,370 85	93	91 60	58	
.....	56,062 04	6,081 34	112	104 03	59	
.....	164,312 97	6,575 75	104	91 19	60	
2,437 37	278,437 86	84,716 42	144	116 19	61	
2,545 01	49,960 68	15,348 44	144	100 32	62	
237 81	21,199 54	1,847 61	109	70 77	63	
.....	31,579 66	-5,069 53	86	54 15	64	
43 19	54,725 25	2,467 57	108	67 98	65	
429 49	22,433 71	98 30	100	112 16	66	
3,558 80	35,860 66	-2,630 68	93	57 28	67	

No. 6—SUMMARY STATEMENT of Earnings for

Number.	Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.	
			\$	cts.	\$	cts.	\$	cts.
68	South-eastern.....	140 10						
	Lake Champlain and St. Lawrence Junction	61 40	201 50	123,137 59	320,481 13	11,579 75		
69	Temiscouata	113 00		13,267 14	30,862 55			
70	Thousand Islands	4 33		3,972 52	10,402 75	1,703 79		
71	Toronto, Hamilton and Buffalo	17 00		5,809 65	11,931 54	140 82		
72	United Counties.....	30 00		4,860 99	4,543 14	147 35		
73	Windsor and Annapolis	87 50						
	Cornwallis Valley	14 00	133 50	1 2,355 99	149,870 13	15,584 79		
	Windsor Branch	32 00						
74	Yarmouth and Annapolis, formerly Western Counties	87 00		70,945 41	26,979 62	7,997 80		
			15,627 09	15,452,420 61	29,982,482 47	2,182,942 73		

Department of Railways and Canals.

the year ended 30th June, 1894—*Concluded.*

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of earnings to working expenses.	Earnings per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	p. c.	cents.		
12,199 08	467,397 55	112,498 83	131	121 74	68	
8,815 91	52,945 60	1,020 62	102	64 01	69	
1,863 62	17,942 68	5,151 87	140	79 66	70	
.....	17,882 01	2,811 36	118	77 80	71	
.....	9,551 48	-7,875 47	55	12 09	72	
4,255 42	312,066 33	100,118 00	147	104 87	73	
172 06	106,064 89	35,281 37	149	118 83	74	
1,934,682 52	49,552,528 33	14,334,095 35				

No. 7.—SUMMARY STATEMENT of Operating

Number.	Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.		Working and Repairs of Engines.	
			\$	cts.	\$	cts.
1	Alberta Railway and Coal Co.....	64 62	13,246	97	24,176	85
2	Albert Southern	16 00	132	24	1,481	85
3	Bay of Quinté Railway and Navigation Co..... 4 00	64 82	21,805	32	29,163	50
	Kingston, Napanee and Western..... 60 82					
4	Baie des Chaleurs	80 00	761	19	794	96
5	Brockville, Westport and Sault Ste. Marie.....	45 00	6,154	32	7,574	47
6	Buctouche and Moncton	32 00	2,813	00	3,975	84
7	Calgary and Edmonton	295 07	23,303	19	19,782	04
8	Canada Atlantic..... 138 00	159 00	69,477	90	148,971	73
	Central Counties..... 21 00					
9	Canada Eastern.....	127 00	18,996	33	26,017	06
10	Canada Southern.....	381 06	478,997	51	860,937	31
	Canadian Government Railways—					
11	Intercolonial.....	1,136 00	656,758	04	1,081,787	76
12	Prince Edward Island.....	210 60	99,178	10	57,457	74
13	Canadian Pacific..... 4,063 10					
	<i>Leased Lines—</i>					
	Atlantic and North-west..... 205 00					
	Ontario and Quebec..... 469 00					
	Credit Valley..... 175 10					
	West Ontario Pacific..... 26 60					
	Toronto, Grey and Bruce..... 191 30					
	Guelph Junction..... 15 00					
	St. Lawrence and Ottawa..... 58 40					
	Montreal and Western..... 70 00					
	Montreal and Lake Maskinongé..... 12 90	6,127 20	2,733,885	68	3,853,591	40
	New Brunswick..... 173 95					
	New Brunswick and Canada..... 117 20					
	St. John and Maine..... 91 80					
	St. John Bridge and Railway Extension..... 1 75					
	Fredericton..... 22 10					
	Manitoba and South-western Colonization..... 217 80					
	Columbia and Kootenay..... 27 70					
	Shuswap and Okanagan..... 51 00					
	Tobique Valley..... 28 00					
	Alberta Railway, Dunmore to Lethbridge..... 109 50					
14	Caraquet.....	68 00	5,300	60	6,250	00
15	Carillon and Grenville.....	13 00	1,647	95	2,035	08
16	Central Ontario.....	104 00	30,739	53	14,045	42
17	Central of New Brunswick.....	75 00	7,757	13	8,633	48
18	Cumberland Railway and Coal Co.....	32 00	14,520	73	20,412	48
19	Drummond County.....	82 81	10,622	36	15,736	94
20	Elgin and Havelock.....	27 00	3,807	57	3,516	41
21	Erie and Huron.....	76 75	16,302	43	26,558	43
22	Esquimalt and Nanaimo.....	78 00	64,313	76	31,522	33
23	Fredericton and St. Mary's Railway and Bridge Co.....	2 10				
24	Grand Trunk..... 884 25					
	Great Western..... 561 80					
	Brantford, Norfolk and Port Burwell..... 34 78					
	Buffalo and Lake Huron..... 162 00					
	Grand Trunk, Georgian Bay and Lake Erie..... 172 75					
	London, Huron and Bruce..... 69 01					
	Waterloo Junction..... 10 25					
	Wellington, Grey and Bruce..... 168 13					
	Northern..... 172 10					
	North Simcoe..... 33 34					
	Hamilton and North-western..... 173 90					
	Northern and Pacific Junction..... 111 37	3,158 00	2,100,613	83	4,225,514	69
	Midland..... 175 22					
	Grand Junction..... 85 40					
	Toronto and Nipissing..... 85 00					
	Lake Simcoe Junction..... 26 50					
	Victoria..... 53 25					
	Whitby, Port Perry and Lindsay..... 46 50					

Department of Railways and Canals.

Expenses for the year ended 30th June, 1894.

Working and Repairs of Cars.	General Operating Expenses.	Total.	Cost of Operating per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	Cents.		
4,077 27	36,149 09	77,650 18	65·48	1	For whole line, from Dunmore to Coutts, 174 12 miles, from 1st July to 27th Nov., 1893; and from Lethbridge to Coutts, 64·62 miles, from 27th Nov., 1893, to 30th June, 1894. The portion from Dunmore to Lethbridge, 109·50 miles, is included in Canadian Pacific Railway from 29th Nov., 1893, to 30th June, 1894, under lease.
48 72	645 78	2,308 59	38·47	2	
7,455 54	29,801 14	88,225 50	67·66	3	
18 00	994 65	2,568 80	18·45	4*	
88 55	9,202 87	23,020 21	81·55	5	
832 15	6,001 92	13,622 91	68·00	6	
4,827 12	15,261 85	63,174 20	86·71	7	
34,332 91	148,343 04	401,125 58	86·69	8	
2,592 33	17,779 74	65,385 46	33·97	9	
242,262 59	1,440,464 42	3,022,661 83	94·85	10	
421,830 78	821,295 40	2,981,671 98	70·94	11	
16,804 62	53,450 60	226,891 06	102·01	12	
928,688 82	5,031,642 13	12,447,808 03	94·21	13	Including portion of Alberta Railway and Coal Co.'s line from Dunmore to Lethbridge, 109½ miles, from 29th Nov., 1893, to 30th June, 1894; and also Tobique Valley Railway for 3 months ended 30th June, 1894.
1,000 00	5,739 08	18,289 68	57·19	14	
324 49	39 40	4,046 92	41·29	15	
4,223 67	21,116 73	70,125 35	65·09	16	
1,329 48	5,410 13	23,130 22	36·71	17	
8,048 41	15,636 74	58,618 36	93·17	18	
1,821 67	20,370 94	48,551 91	49·34	19	
118 69	3,203 38	10,646 05	63·67	20	
4,476 55	33,003 26	80,340 67	54·34	21	
12,658 95	181,268 15	289,763 19	310·74	22	
.....	2,000 00	2,000 00	.....	23
1,274,605 16	4,520,933 15	12,121,666 83	68·95	24	

No. 7.—SUMMARY STATEMENT of Operating Expenses

Number.	Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.	Working and Repairs of Engines.
			\$ cts.	\$ cts.
24	Grand Trunk - <i>Concluded.</i>			
	Cobourg, Blairton and Marmora	15 00		
	Jacques Cartier Union	6 50		
	Montreal and Champlain Junction.....	61 75		
	Beauharnois Junction	19 50		
	South Norfolk	17 00		
	Toronto Belt Line	12 70		
25	St. Clair Tunnel		2 23	3,783 46
26	Great Northern	18 00		440 00
27	Great North-west Central	50 93		4,522 35
28	Hereford.....	53 00		19,735 13
29	Irondale, Bancroft and Ottawa	20 00		1,539 22
30	Joggins, now Canada Coals and Railway Co.....	12 00		4,662 04
31	Kent Northern	34 00		1,950 75
32	Kingston and Pembroke.....	112 85		40,262 13
33	L'Assomption.....	3 00		342 81
34	Lake Erie and Detroit River.....	88 05		19,658 10
35	Lake Temiscamingue Colonization	25 50		
36	London and Port Stanley.....	23 84		7,465 66
37	Lower Laurentian	39 50		7,402 30
38	Manitoba and North-western	234 50	249 97	55,039 51
	Saskatchewan and Western	15 47		
39	Massawippi Valley	34 00		29,409 96
40	Montfort Colonization	10 00		
41	Montreal and Sorel (now South Shore)	44 67		*109,613 72
42	Montreal, Portland and Boston	40 60		12,989 22
43	Montreal and Vermont Junction.....	23 60		16,873 70
44	Nelson and Fort Sheppard	55 00		21,423 84
45	New Brunswick and Prince Edward Island.....	36 00		6,450 11
46	New Glasgow Iron, Coal and Railway Co.....	12 50		2,766 05
47	Niagara Falls Park and River Electric Railway.....	13 68		1,351 47
48	Northern Pacific and Manitoba	264 94		102,235 01
49	Nosbonsing and Nipissing	5 50		4,936 00
50	Nova Scotia Central.....	74 00		16,612 80
51	Orford Mountain.....	26 50		4,895 05
52	Ottawa, Arnprior and Parry Sound.....	84 00		8,637 16
53	Ottawa and Gatineau Valley	56 00		11,710 16
54	Ottawa Valley	7 00		
55	Parry Sound Colonization	30 00		2,200 31
56	Philipsburg Junction Railway and Quarry Co.....	6 75		792 96
57	Pontiac Pacific Junction.....	61 00		16,176 89
58	Port Arthur, Duluth and Western.....	85 50		7,044 14
59	Qu'Appelle, Long Lake and Saskatchewan	253 96		20,851 54
60	Quebec and Lake St. John.....	242 00		46,013 27
61	Quebec Central	153 50		50,665 19
62	Quebec, Montmorency and Charlevoix.....	21 00		9,386 88
63	Salisbury and Harvey, including Harvey Branch	53 00		6,853 02
64	Shore Line	82 50		15,435 73
65	Stanstead, Shefford and Chambly.....	43 00		16,707 30
66	St. Catharines and Niagara Central.....	12 35		4,721 16
67	St. Lawrence and Adirondack	20 31		6,652 00
68	South-eastern	140 10	201 50	76,405 78
	Lake Champlain and St. Lawrence Junction.....	61 40		
69	Temiscouata	113 00		14,317 21
70	Thousand Islands	4 33		1,966 76
71	Toronto, Hamilton and Buffalo	17 00		2,301 96
72	United Counties	30 00		3,676 05
73	Windsor and Annapolis	87 50	133 50	88,874 25
	Cornwallis Valley	14 00		
	Windsor Branch	32 00		
74	Yarmouth and Annapolis, formerly Western Counties	87 00		25,709 32
		15,627 09		7,314,595 11
				11,415,967 44

Department of Railways and Canals

for the year ended 30th June, 1894—*Concluded.*

Working and Repairs of Cars.	General Operating Expenses.	Total.	Cost of Operating per train mile.	Number.	Remarks.
\$ cts.	\$ cts.	\$ cts.	Cents.		
.....	38,099 87	98,566 75	.....	25	Operated only for the 9 months ended 30th June, 1894.
.....	750 00	2,109 00	48 82	26	
14 50	10,304 76	19,960 29	155 11	27	
2,183 77	10,114 17	54,550 87	57 97	28	
359 60	517 80	4,649 55	25 35	29	
935 49	2,818 54	13,950 13	139 50	30	
125 00	2,500 50	7,061 25	38 48	31	
8,153 97	34,644 77	125,139 52	62 56	32	
35 07	1,147 20	2,623 64	66 15	33	
6,659 86	41,114 69	101,537 41	60 48	34	
.....	24,786 70	24,786 70	.....	35	No train mileage given.
341 32	13,705 45	34,256 48	64 19	36	
231 95	4,878 00	18,395 83	76 71	37	
23,721 02	64,110 18	188,210 91	188 38	38	
8,378 26	41,931 03	125,493 31	67 86	39	
.....	711 00	711 00	197 50	40	
.....	23,531 37	139,823 06	351 49	41	* General renewals and filling of trestles.
4,024 94	7,930 97	38,382 55	55 85	42	
26,334 78	26,657 62	110,808 10	65 01	43	
524 70	5,056 59	29,860 07	515 18	44	* Excessive on account of floods, &c.
406 90	2,403 27	14,367 69	46 31	45	
196 66	5,914 79	13,975 02	86 53	46	
4,842 15	40,834 46	52,231 00	26 62	47	* Working and repairs to engines and power house-plant. Electric.
18,147 08	83,396 78	230,216 71	135 52	48	
2,580 00	12,410 50	34,327 45	295 92	49	
150 00	9,639 35	37,129 30	64 22	50	
57 21	4,323 39	15,049 02	47 82	51	
426 68	12,071 43	38,401 57	39 56	52	
1,296 57	14,591 26	38,020 59	96 84	53	
.....	516 00	579 07	56 66	54	In operation only from 9th April to 30th June, 1894.
629 35	1,753 52	9,507 83	151 88	55	
.....	2,000 00	4,080 58	.....	56	Return only for month of June, 1894.
1,866 61	8,282 60	37,022 16	86 47	57	
927 25	6,187 51	19,343 95	98 58	58	
2,501 65	10,570 12	49,980 70	92 75	59	
13,645 94	38,772 24	157,737 22	87 54	60	
15,507 68	77,246 50	193,721 44	80 84	61	
2,744 92	10,634 86	34,612 24	69 50	62	
832 13	4,335 61	19,351 93	64 61	63	
1,355 06	10,881 77	36,649 19	62 85	64	
4,064 67	15,441 47	52,257 68	64 92	65	
491 79	9,536 15	22,335 41	111 67	66	
3,309 98	14,425 63	38,491 34	61 48	67	
39,418 60	111,166 14	354,898 72	92 44	68	
2,405 23	16,484 61	51,924 98	62 77	69	
211 31	5,555 61	12,790 81	56 79	70	
86 35	6,939 07	15,070 65	65 57	71	
147 00	5,975 00	17,426 95	22 06	72	
14,155 54	57,316 10	211,948 33	71 23	73	
4,797 94	21,441 94	70,813 52	79 31	74	
3,091,692 95	13,396,177 48	35,218,432 98	.....	

No. 8.—SUMMARY OF ACCIDENTS

Number.	Name of Railway.	Mileage.	Passengers, Employees, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
1	Alberta Railway and Coal Co.	64.62					
2	Albert Southern	16.00					
3	Bay of Quinté Railway and Navigation Co. 4.00 Kingston, Napanee and Western. 60.82 }	64.82					
4	Baie des Chaleurs	80.00					
5	Brockville, Westport and Sault Ste. Marie	45.00					
6	Buctouche and Moncton	32.00					
7	Calgary and Edmonton	295.07					
8	Canada Atlantic	138.00	{ Employees	3		1	
	Central Counties	21.00					
9	Canada Eastern	127.00	Employee	1			
10	Canada Southern	381.06	{ Passengers	1			
			{ Employees	3	1		
			{ Others			1	
11	Canadian Government Railways— Intercolonial	1136.00	{ Passengers	2			
			{ Employees	9		5	
			{ Others		1	2	
12	Prince Edward Island	210.60	Employees	2			
13	Canadian Pacific	6127.20	{ Passengers	8	4	5	
	Tobique Valley		{ Employees	9	36	2	15
			{ Others	2	1	4	1
			{ Employee				
14	Caraquet	68.00					
15	Carillon and Grenville	13.00					
16	Central Ontario	104.00					
17	Central of New Brunswick	75.00	Employees				1
18	Cumberland Railway and Coal Co.	32.00					
19	Drummond County	82.81					
20	Elgin and Havelock	27.00					
21	Erie and Huron	76.75	{ Employees				1
			{ Others				
22	Esquimalt and Nanaino	78.00					
23	Fredericton and St. Mary's Railway and Bridge Co.	2.10					
24	Grand Trunk	3158.00	{ Passengers	1	2	2	4
			{ Employees	13	26		10
			{ Others	5	4	7	7
25	St. Clair Tunnel	2.23					
26	Great Northern	18.00					
27	Great North-west Central	50.93					
28	Hereford	53.00					
29	Irondale, Bancroft and Ottawa	20.00					
30	Joggins (now Canada Coals and Railway Co.	12.00					
31	Kent Northern	34.00					
32	Kingston and Pembroke	112.85	Others				
33	L'Assomption	3.00					
34	Lake Erie and Detroit River	88.05	Others	1			
35	Lake Temiscamingue Colonization	25.50					
36	London and Port Stanley	23.84	Others			1	
37	Lower Laurentian	39.50					
38	Manitoba and North-western	234.50	Employee	1			
	Saskatchewan and Western	15.47					
39	Massawippi Valley	34.00	Employee	1			
40	Montfort Colonization	10.00	Employee				
41	Montreal and Sorel (now South Shore)	44.67					
42	Montreal, Portland and Boston	40.60					
43	Montreal and Vermont Junction	23.60	Passenger				1
44	Nelson and Fort Sheppard	55.00					
45	New Brunswick and Prince Edward Island	36.00					
46	New Glasgow Iron, Coal and Railway Co.	12.50					

Department of Railways and Canals.

for the Year ended 30th June, 1894.

At work on or near Track making up Trains.		Putting Arms or Heads out of Wind'ws		Coupling Cars.		Collisions, or by Trains thrown from Track.		Walking, standing, lying or being on Track.		Ex-plosions.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
																		1
																		2
																		3
																		4
																		5
																		6
																		7
1					7			1	3					1	2	2	12	8
								1							1	1	3	9
									1						1		1	10
					4			4	5					4	4	1	8	10
																2	10	11
2	3			1	21		2	15	6					10	4	50	7	11
					2									2	3	16	10	12
						2	20	8	11					5	8	7	38	12
		1	2	106	4	28	24	8	9				2	41	31	239	15	13
						1	1	1					4	3	34	15	*	13
																		14
																		15
																		16
																	1	17
																		18
																		19
					1		2		4								4	20
																	4	21
																	4	22
																		23
								1	2					6	4	12		24
	6			1	88	2	4	2	13				2	8	20	155		24
							2	41	43			1	15	4	69	60		24
																		25
																		26
																		27
																		28
																		29
																		30
								1										31
																	1	32
									1									33
																	1	34
																		35
																	1	36
																		37
														1	1	1		38
							2								2	1		39
													1		1			40
																		41
																	1	42
																		43
																		44
																		45
																		46

No. 8.—SUMMARY OF ACCIDENTS for

Number.	Name of Railway.	Meilege.	Passengers, Employees, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
47	Niagara Falls Park and River Electric Railway.....	13 68	{ Passengers..... Employees..... Others.....				
48	Northern Pacific and Manitoba.....	264 94	{ Employees..... Others.....			1	3
49	Nosbonsing and Nipissing.....	5 50					
50	Nova Scotia Central.....	74 00					
51	Orford Mountain.....	26 50	Others.....				
52	Ottawa, Arnprior and Parry Sound.....	84 00					
53	Ottawa and Gatineau Valley.....	56 00					
54	Ottawa Valley.....	7 00					
55	Parry Sound Colonization.....	30 00					
56	Philipsburg Junction.....	6 75					
57	Pontiac Pacific Junction.....	61 00	Employee.....				
58	Port Arthur, Duluth and Western.....	85 50					
59	Qu'Appelle, Long Lake and Saskatchewan.....	253 96					
60	Quebec and Lake St. John.....	242 00	Employee.....				
61	Quebec Central.....	153 50	Others.....				
62	Quebec, Montmorency and Charlevoix.....	21 00					
63	Salisbury and Harvey.....	50 00 } 3 00 }	{ Passengers..... Employees.....				
64	Shore Line.....	82 50	Employee.....				
65	Stanstead, Shefford and Chambly.....	43 00	Employees.....				
66	St. Catharines and Niagara Central.....	12 35					
67	St. Lawrence and Adirondack.....	20 31					
68	South-eastern.....	140 10 }	{ Passengers..... Employees..... Others.....				1
69	Lake Champlain and St. Lawrence Junction.....	61 40 }			2		1
70	Temiscouata.....	113 00					
71	Thousand Islands.....	4 33					
72	Toronto, Hamilton and Buffalo.....	17 00					
73	United Counties.....	30 00	Employee.....				
74	Windsor and Annapolis.....	87 50 }	{ Passengers..... Employees.....				1
	Cornwallis Valley.....	14 00 }					
	Windsor Branch.....	32 00 }					
74	Yarmouth and Annapolis formerly Western Counties..	87 00	Employees.....		1		
		15,627 09		34	101	23	61

No. 9.—LINES OF RAILWAYS owned by Coal and Iron Mines, for the year ended
30th June, 1894.

Name.	Length of Rail- way.	Gauge.	No. of Engines.	No. of Wagons.	Remarks.
NOVA SCOTIA.					
	Miles.	Feet.			
Acadia Coal Mining Co. at Stellarton	3·00	4·8½	2	20	Known as the Albion Mines Railway. Drummond Colliery, Westville, N.S.
Intercolonial Coal Mining Co.	8·00	4·8½	4	218	
	3·00	3·00	2	32	From West Mines to Londonderry Iron Co.'s works, Acadia Mines.
	3·50	4·8½	2	30	From Londonderry Iron Co.'s works to Londonderry Station, I.C.R.
Londonderry Iron Co.	4·00	4·8½	..	....	From East Mines to East Mines Sta- tion.
	2·00	4·8½	....	....	From Lanark Lime Quarry to Graham Siding, I.C.R.
	23·50		10	300	
CAPE BRETON.					
General Mining Association— Sydney Mines	4·80	4·8½	3	220	This railroad is used for colliery pur- poses only.
Gowrie Coal Mining Co.	1·50	3·8	2	150	
Dominion Coal Co.— Main Line	16·00	4·8½	6	336	The whole of the railways owned by the Dominion Coal Co. are operated under the name of the Sydney and Louisburg Ry. The main line is being extended to Louisburg and is all under contract at present.
Victoria Branch	5·00	4·8½	2	125	
Caledonia do	1·00	4·8½	1	119	
Glace Bay	·50	4·8½	1	69	
Reserve	10·00	3·0	4	228	
Gowrie	1·50	3·6	2	150	
	40·30		21	1,397	

Department of Railways and Canals

No. 10.—Statement of Aid granted to Railways—Constructed and under Construction—by Governments, for the year ended 30th June, 1894.

Name of Railway.	Loan.		Total.		Bonus.		Total.		Subscription to Shares or Bonds.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
DOMINION GOVERNMENT.												
Albert (now Salisbury and Harvey)	*	29,665										
Albert Southern					51,200							
Atlantic and North-west					1,422,000							
Baie des Chaleurs					620,000							
Belleville and North Hastings—Grand Junction (now in Grand Trunk)					21,888							
Beauharnois Junction					58,800							
Brantford, Waterloo and Lake Erie (now Toronto, Hamilton and Buffalo)					57,600							
Brookville, Westport and Sault Ste. Marie					192,000							
Buctouche and Moncton					102,400							
Canada Atlantic					282,355	20						
Canada Central					1,525,250							
Canada Eastern (formerly Northern and Western of New Brunswick)					371,639	84						
Canada Pacific					56,044,754	01						
Carasquet					274,012	54						
Central of New Brunswick					112,000							
Columbia and Kootenay					44,800							
Cornwallis Valley (now in Windsor and Annapolis)					39,850							
Cumberland Railway and Coal Company					287,920							
Drunmond County					15,360							
Drummond Lime Company (now in Hereford Ry)					82,652	82						
Elgin and Havelock					96,000							
Erie and Huron					750,000							
Esquimalt and Nanaimo					300,000							
Fredericton and St. Mary's Railway Bridge Company					15,142,633	33						
Grand Trunk												
do Georgian Bay and Lake Erie Owen Sound Branch					48,000							
Great Eastern					229,500							
Great Northern (exclusive of Ottawa Valley Section)					287,088							
Guelph Junction					46,000							
Harvey Branch					9,600							
Hereford					155,200							
Intercolonial					54,680,904	89						
International (Atlantic and North-west) C.P.R.					156,800							
Iroquois, Bancroft and Ottawa					160,000							
Jogrus (now Canada Coals and Railway Co.)					37,500							
Kent Northern					†	58,384	27					

† Rails. * \$14,665.45 rails. † Including \$83,612.54 rails to St. Martin's and Upham Ry. ‡ Payable in ½ yearly instalments of \$35,550 each for 20 years, from 1st July 1889. b Including \$24,439.89. Rails to Chatham Branch. c Including \$44,262.82. Rails.

Department of Railways and Canals.

St. Catharines and Niagara Central.....			147,200 00
St. Louis and Richibucto.....			22,400 00
St. John Bridge and Railway extension.....	500,000 00		188,800 00
St. John Valley and Riviere du Loup.....			65,001 60
St. Lawrence and Adirondack.....			375,000 00
St. Clair Tunnel Company.....			163,200 00
Shuswap and Okanagan.....			54,400 00
South Norfolk.....			89,600 00
Sydney and Louisburg.....			670,800 00
Teniscouata.....			54,400 00
Thousand Islands.....			182,400 00
Tobique Valley.....			14,656 00
Toronto, Grey and Bruce.....			204,800 00
United Counties.....			32,800 00
Waterloo Junction.....			60,000 00
West Ontario Pacific.....			500,000 00
Western Counties (now Yarmouth and Annapolis)			1,193,369 00
Windsor and Annapolis.....		16,030,633 05	137,993,025 28
ONTARIO GOVERNMENT.			
Brantford, Norfolk and Port Burwell, in Grand Trunk.....			68,000 00
Canada Atlantic.....			270,000 00
Canada Central.....			1,479,000 00
Canada Southern.....			147,858 65
Central Ontario.....	26,000 00		126,500 00
Cobourg, Blairton and Marmora.....			18,740 00
Credit Valley.....			531,000 00
Erie and Huron.....			83,000 00
Grand Junction and Belleville & North Hastings.....			224,660 00
Grand Trunk, Georgian Bay and Lake Erie.....			336,000 00
Hamilton and North-western.....			565,020 00
Irondale, Bancroft and Ottawa.....			120,000 00
Kingston and Pembroke.....			456,493 00
Kingston, Napanee and Western.....			90,000 00
London, Huron and Bruce.....			178,630 00
Midland.....			168,850 00
Montreal and Ottawa.....			100,000 00
Northern.....			196,188 00
North Simcoe.....			83,300 00
Ottawa, Arnprior and Parry Sound.....			285,000 00
Parry Sound Colonization.....			148,500 00
Port Arthur, Duluth and Western.....			255,571 00
Toronto and Nipissing.....			105,212 00
Lake Simcoe Junction.....			53,000 00
Toronto, Grey and Bruce.....			375,282 00
Victoria.....			312,000 00
Wallington, Grey and Bruce.....			241,276 00
Whitby, Port Perry and Lindsay.....			94,957 59
	26,000 00		7,113,538 24

No. 10.—STATEMENT of Aid granted to Railways by Governments—Continued.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
QUEBEC GOVERNMENT.						
Baie des Chaleurs.....			988,546 00			
Beauharnois Junction.....			179,073 00			
Canada Atlantic.....			200,000 00			
Great Eastern.....			123,689 25			
Great Northern.....			115,500 00			
Drummond County.....			549,000 00			
Hersford.....			103,000 00			
International (now Atlantic and North-west—C.P.R.).....			391,122 02			
Lake Champlain and St. Lawrence Junction.....			250,280 00			
Lake Temiscamingue Colonization Railway.....			185,963 54			
L'Assomption.....			3,675 00			
Lotbinière and Mégantic.....			87,500 00			
Lower Laurentian.....			168,000 00			
Missisquoi Valley (now Atlantic and North-west—C.P.R.).....			228,000 00			
Montfort Colonization.....			73,500 00			
Montreal and Champlain Junction.....			150,000 00			
Montreal and Ottawa.....			129,710 00			
Montreal, Portland and Boston.....			231,122 00			
Montreal and Sorel (now South Shore).....			226,645 00			
Montreal and Western.....			472,500 00			
Montreal and Lake Masquinongé.....			87,750 00			
Oxford Mountain.....			153,907 50			
Ottawa and Gatineau Valley.....			550,463 00			
Ottawa Valley.....			25,380 00			
Philipsburg Junction.....			25,720 90			
Pontiac Pacific Junction.....			568,920 00			
Pontiac and Renfrew.....			17,433 60			
Quebec and Lake St. John.....			2,748,000 00			
Quebec Central.....			1,085,648 14			
Quebec, Montreal, Ottawa and Occidental, including North Shore.....		3,722,956 00				
Quebec, Montmorency and Charlevoix.....			727,000 00			
South-eastern.....			192,000 00			
St. Lawrence.....			497,007 10			
St. Lawrence and Adirondack.....			65,216 00			
Temiscouata.....			241,500 00			
United Counties.....			210,000 00			
Waterloo and Magog (now Atlantic and North-west—C.P.R.).....		3,722,956 00	92,000 00	12,116,790 15		

Department of Railways and Canals.

NEW BRUNSWICK GOVERNMENT.				
Albert (now Salisbury and Harvey)			455,000 00	
Albert Southern			52,500 00	
Buctouche and Moncton			96,000 00	
Caraquet			180,000 00	
Central of New Brunswick			139,000 00	
Chatham Branch (now part of Canada Eastern)			56,000 00	
Fredericton			230,000 00	
Grand Southern (now Shore Line)			413,000 00	
Harvey Branch			9,000 00	
Kent Northern			135,200 00	
New Brunswick			76,000 00	
New Brunswick and Canada			575,000 00	
New Brunswick and Prince Edward Island			105,000 00	
Northern and Western (now Canada Eastern)			321,500 00	
Elgin, Peticodiac and Havelock (now Elgin and Havelock)			107,500 00	
St. Martin's and Upham (now Central of New Brunswick)			145,600 00	
St. John Bridge and Railway Extension			5,181 81	
St. John and Maine			880,000 00	
St. John Valley and Rivière du Loup			195,000 00	
St. Louis and Richibucto			21,000 00	
Temiscouata			66,000 00	
Tobique Valley			70,000 00	
		4,333,481 81		300,000 00
NOVA SCOTIA GOVERNMENT.				
Cornwallis Valley (now in Windsor and Annapolis)			44,800 00	
Halifax and Cape Breton Ry. and Coal Co. (Eastern Extension in I. C. R.)			671,836 02	
Joggins (now Canada Coals and Railway Co.)			35,200 00	
New Glasgow Iron, Coal and Railway Co.			40,000 00	
Nova Scotia Central			432,261 08	
Nova Scotia Southern			307,200 00	
Springhill and Parrsboro' (Cumberland Railway and Coal Co.)			173,650 00	
Stewiacke Valley and Lansdowne			236,800 00	
Sydney and Louisburg, Dominion Coal Co.			89,600 00	
Western Counties (now Yarmouth and Annapolis)		2,710,544 55	673,197 45	
			237,377 50	
MANITOBA GOVERNMENT.				
Canadian Pacific	649,934 27			
Manitoba and North-western	900,000 00			
Manitoba South-western Colonization				
Northern Pacific and Manitoba	50,000 00			
Saskatchewan and Western	256,000 00			
Winnipeg and Hudson Bay, (now Winnipeg Great Northern)		1,855,934,27		
			37,500 00	
BRITISH COLUMBIA GOVERNMENT.				
Canadian Pacific				
				300,000 00
				165,075,557 53
				21,635,623 32
Total aid granted by Governments.				

Department of Railways and Canals.

Trenton Village	Central Ontario.		10,000 00
Wellington Village	do		2,500 00
Town of Picton	do		21,000 00
County of Prince Edward	do		60,000 00
93,500 00			
do Oxford	Credit Valley		200,000 00
do Wellington	do		135,000 00
do Waterloo	do		110,000 00
do Peel	do		75,000 00
do Halton	do		70,000 00
City of Toronto	do		350,000 00
do St. Thomas	do		50,000 00
Town of Milton	do		30,000 00
do Brampton	do		20,000 00
do Ingersoll	do		10,000 00
do Orangeville	do		15,000 00
Village of Streetsville	do		20,000 00
1,085,000 00			
County of Kent	Erie and Huron		155,000 00
Town of Chatham	do		30,000 00
do Dresden	do		20,500 00
do Elnheim	do		11,000 00
Village of Wallaceburg	do		11,000 00
Township of Sombra	do		14,000 00
do Sarnia	do		16,000 00
do Woodhouse	do		15,000 00
257,500 00			
Town of Simcoe	Grand Trunk, Georgian Bay and Lake Erie.		15,000 00
Township of South Norwich	do		10,000 00
do North do	do		10,000 00
Town of Woodstock	do		40,000 00
Township of East Oxford	do		25,000 00
do Woodstock	do		25,000 00
Town of Woodstock	do		60,000 00
do Stratford	do		120,000 00
County of Perth	do		40,600 00
Township of Mornington	do		10,000 00
do Elma	do		15,000 00
Town of Listowel	do		10,000 00
Township of Wallace	do		30,000 00
Town of Palmerston	do		25,000 00
Township of Minto	do		20,000 00
Town of Harrison	do		80,000 00
Township of Normanby	do		65,000 00
do Pentinck	do		20,000 00
do Brant	do		45,000 00
do Elderslie	do		45,000 00

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Share or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Township of Arran	Grand Trunk, Georgian Bay and Lake Erie						
do Anabel	do			45,000 00			
do Keppel	do			43,000 00			
do Albemarle	do			32,000 00			
Town of Mount Forest	do			10,000 00			
Township of Egrement	do			22,000 00			
Township of Glenelg	do			60,000 00			
Town of Durban	do			32,000 00			
Town of Owen Sound	Grand Trunk, Owen Sound Branch.			75,000 00	929,000 00		
Township of Sarawak	do			7,500 00			
do Keppel	do			3,000 00			
City of Belleville	Grand Junction			150,000 00			
Village of Sterling	do			5,000 00			
Township of Rawdon	do			15,000 00			
do Seymour	do			35,000 00			
do Percy	do					50,000 00	50,000 00
do Asphodel	do						
City of Guelph	Guelph Junction			8,000 00			
County of Frontenac	Kingston and Pembroke.			170,000 00			
City of Kingston	do			318,000 00			
Village of Renfrew	do			3,000 00			
City of Hamilton	Hamilton and North-western.			99,733 00	491,000 00		
Village of Georgetown	do			11,289 00			
County of Peel	do			30,974 00			
do Simcoe	do			354,007 00			
Town of Collingwood	do			12,084 00			
Township of Innisfil	do			22,592 00			
do Woodhouse	do			20,740 00			
do Adjala	do			2,500 00			
do Essa	do			2,500 00			
do	do			10,000 00			
do Toronto	do					193,000 00	193,000 00

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do Mulnour	do	5,000 00
Village of Alliston.....	do	8,000 00
Township of Nottawasaga.....	do	20,386 00
599,805 00		
do South Colchester.....	Lake Erie and Detroit River.	20,000 00
do Garfield.....	do	15,000 00
Village of Kingsville.....	do	10,000 00
Township of Ronney.....	do	10,000 00
do East Tilbury.....	do	5,000 00
do Raleigh.....	do	10,000 00
Village of Blenheim.....	do	5,000 00
do Ridgetown.....	do	12,500 00
87,500 00		
Township of East Gwillimbury.....	Lake Simcoe Junction	45,000 00
do North do	do	20,000 00
do Georgina.....	do	20,000 00
do Whitechurch.....	do	15,000 00
Village of Leamington.....	Leamington and St. Clair, in Can-	12,000 00
Township of Morven.....	ada Southern.....	15,000 00
Village of Comber.....	do	6,000 00
100,000 00		
Township of London.....	London, Huron and Bruce.....	15,000 00
do Stephen.....	do	17,500 00
do Osborne.....	do	25,000 00
do Hay.....	do	15,000 00
do Goderich.....	do	15,000 00
do E. Wawanosh.....	do	25,000 00
do Hallet.....	do	25,000 00
do Tuckersmith.....	do	10,000 00
do Turnberry.....	do	5,000 00
do Morris.....	do	10,000 00
do Stanley.....	do	10,000 00
Village of Clinton.....	do	20,000 00
do Exeter.....	do	10,000 00
do Kincardine and Wigan.....	do	9,000 00
do City of London.....	do	100,000 00
311,500 00		
Township of Thorsh.....	Midland.	50,000 00
Town of Port Hope.....	do	30,000 00
Townships of Orillia and Matchedash	do	12,500 00
Town of Orillia.....	do	12,500 00
Township of Tay.....	do	21,370 85
Village of Ormenie.....	do	2,000 00
Township of Mara.....	do	12,500 00
Town of Peterborough.....	do	4,000 00
144,870 85		
do Napanee.....	* Napanee, Tamworth and Quebec.	30,000 00
Village of Newburgh.....	do	7,500 00
7,500 00		

* Now Kingston, Napanee and Western.

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Township of Camden.....	Napanee, Tamworth and Quebec.			30,000 00			
do Sheffield.....	do			15,000 00			
do Loughborough.....	do			5,000 00			
City of Kingston.....	do			75,000 00	152,500 00		
do Toronto.....	Northern.			100,000 00		190,000 00	
County of Simcoe.....	do					200,000 00	
Town of Barrie.....	do			30,000 00			
do Orillia.....	do			12,500 00			
Townships of Collingwood, Euphrasia and St. Vincent.....	do			99,480 00	241,980 00		390,000 00
45 Town of Smith's Falls.....	Ontario and Quebec.			25,000 00			
do Merrickville.....	do			10,000 00			
do West Wickham.....	do			15,000 00			
do Thamesford.....	do			2,500 00	52,500 00		
City of Ottawa.....	Ottawa, Armprior and Parry Sound.			100,000 00			
Township of Huntley.....	do			4,332 00			
do Hagarty.....	do			2,000 00	106,332 00		30,000 00
Town of Armprior.....	do						
do Port Arthur.....	do			25,000 00			
Municipality of Neebing.....	Port Arthur, Duluth and Western.			15,000 00	40,000 00		
Town of Simcoe.....	do			5,000 00			
Township of Charlotteville.....	South Norfolk.....			20,000 00			
do South Washington.....	do			40,000 00			
City of St. Catharines.....	St. Catharines and Niagara Central	80,000 00	80,000 00			80,000 00	
Town of Thorold.....	do					20,000 00	
City of Ottawa.....	St. Lawrence and Ottawa	200,000 00				60,000 00	
Town of Prescott.....	do	100,000 00	300,000 00			30,000 00	
do Gananoque.....	Thousand Islands.						
City of Toronto.....	Toronto and Nipissing			150,000 00	10,000 00		90,000 00

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Townshp of Scarborough	do	do	10,000 00	
do Markham	do	do	30,000 00	
do Uxbridge	do	do	50,000 00	
do Scott	do	do	10,000 00	
do Brook	do	do	50,000 00	
do Eldon	do	do	44,000 00	
do Bexley	do	do	15,000 00	
do Somerville	do	do	15,000 00	
Townships of Luxton, Digby and Langford	do	do	12,500 00	
Town of Uxbridge	do	do	2,000 00	388,500 00
Albion	Toronto, Grey and Bruce	do	40,000 00	
Caledon	do	do	45,000 00	
Mono	do	do	45,000 00	
Amaranth	do	do	30,000 00	
Arthur	do	do	35,000 00	
Orangeville	do	do	15,000 00	
Mount Forest	do	do	20,000 00	
Toronto	do	do	350,000 00	
County of Grey (Group)	do	do	300,000 00	
Owen Sound	do	do	5,000 00	
Minto	do	do	15,000 00	
Howick	do	do	35,000 00	
Horrie and Wroxeter	do	do	5,000 00	
Teeswater	do	do	5,000 00	
Culross	do	do	38,000 00	
Turnbury	do	do	5,000 00	988,000 00
Town of Lindsay	Victoria	do	85,000 00	
Village of Fenelon Falls	do	do	23,000 00	
Township of Verulam and Somerville	do	do	22,000 00	
County of Haliburton	do	do	54,000 00	186,000 00
Township of Woolwich	Waterloo Junction	do	28,000 00	
do Peel	do	do	7,000 00	
Village of Elmira	do	do	10,000 00	
do St. Jacobs	do	do	2,000 00	47,000 00
Fergus	Wellington, Grey and Bruce	do	10,000 00	
Peel	do	do	40,000 00	
Elora	do	do	10,000 00	
Maryboro	do	do	40,000 00	
Nichol	do	do	10,000 00	
Wallace	do	do	35,000 00	
Minto	do	do	69,000 00	
Bruce	do	do	278,000 00	
Howick	do	do	20,000 00	
Lastowell	do	do	15,000 00	
Grey	do	do	35,000 00	

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Concluded.							
Elms.	Wellington, Grey and Bruce.			30,000 00	682,000 00		
Morris	do			30,000 00	25,000 00		
W. Wawanosh.	do			18,000 00			
Ashfield	do			10,000 00			
Turnbury	do			28,000 00			
Kincardine	do			8,000 00			
London	West Ontario Pacific			70,000 00			
Town of Whitby	Whitby, Port Perry and Lindsay			15,000 00			
Township of Whitby	do			30,000 00			
do Reach	do			2,000 00			
do Scugog	do			85,000 00			
County of Victoria.	do			20,000 00			
Village of Port Perry	do			94 93	232,094 93		
Manufacturing Co.	do						
			380,000 00				920,500 00
QUEBEC.							
Caslin.	Baie des Chaleurs.			5,000 00			
New Richmond	do			6,000 00			
Maris.	do			6,000 00			
Carleton	do			6,000 00			
Nouvelle and Shoolbred.	do			6,000 00			
New Carlisle	do			6,000 00			
Paspébiac	do			3,000 00			
Hamilton	do			2,500 00			
Farnham	Canadian Pacific.			10,000 00			
Town of Nicolet.	Drummond County			5,000 00			
Municipality of St. Leonard.	do			10,000 00			
Parish of St. Antoine.	Great Eastern			10,000 00			
do St. Denis	do			10,000 00			

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Parish of Ste. Sophie	Great Northern	4,000 00					
Village of New Glasgow	do	2,000 00				6,000 00	
County of Compton	International, now in Atlantic and North-west, C.P.R.						225,000 00
St. Pie	Lake Champlain & St. Lawrence	20,000 00					
L'Ange Gardien	do	10,000 00					
St. Paul	do	6,000 00					
Philipsburg	do	15,000 00					
Town of L'Assomption	L'Assomption					51,000 00	
City of Three Rivers	Lower Laurentian					1,500 00	
Ascot	Massawippi Valley						40,000 00
Hatley	do						25,000 00
Township of Melbourne and Bromp- ton Gore	Missisquoi & Black River Valley, now in Atlantic & North-west, C.P.R.						
Township of Ely	do						25,000 00
do North Stukely	do						20,000 00
do Bolton	do						20,000 00
Orniston, &c.	Montreal & Champlain Junction					21,774 00	
Municipality of Rigaud	Montreal and Ottawa	2,000 00					
Parish of Rigaud	do	800 00					
Point Fortune	do	2,500 00					
Chambly Canton	Montreal, Portland and Boston	15,000 00				5,300 00	
do Basin	do	10,000 00					
Town of Sorel	Montreal and Sorel	12,000 00				25,040 00	
Village of Boncherville	do	600 00					
do Varennes	do	1,000 00					
Parish of St. Roch	do	500 00					
County of Pontiac	Pontiac Pacific Junction	100,000 00				14,100 00	
Village of Shawville	do	1,000 00					
Village of St. Andrews	Ottawa Valley					101,000 00	
Parish of Sherbrooke	Quebec Central	50,000 00				10,000 00	
do Dudswell	do	25,000 00					
do Weedon	do	25,000 00					
Garthby	do	3,000 00					
City of Quebec	Quebec and Lake St. John					103,000 00	
Town of Chicoutimi	do					12,000 00	
City of Montreal	Quebec, Montreal, Ottawa and Oc- cidental	1,000,000 00					450,000 00
do Quebec	do	1,000,000 00					
do Three Rivers	do	100,000 00					
County of Ottawa	do	200,000 00					

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
QUEBEC—Continued.							
St. Sauveur de Québec	Québec, Montreal, Ottawa and Occidental	25,000 00					
Côte St. Louis	do	25,000 00					
Village of Ste. Thérèse	do	12,000 00					
Parish of do	do	12,000 00					
do St. Jérôme.	do	10,000 00					
Village of do	do	15,000 00					
Ste. Scholastique	do	10,000 00					
St. Andrews	do	25,000 00		25,000 00	25,000 00		
St. Jérusalem d'Argenteuil	do		2,434,000 00				
County of Brome	South Eastern					50,000 00	
Township of Brome	do					50,000 00	
do Sutton	do					63,000 00	
do Potton	do					25,000 00	
do Farnham	do					20,000 00	
Village of West Farnham	do					5,000 00	
do East do	do					5,000 00	
do Waterloo.	do					30,000 00	
do Drummondville.	do					15,000 00	
County of Drummond	do					90,000 00	
Township of Wickham	do					15,000 00	
do St. Germain	do					40,000 00	
do Sorel	do					15,000 00	
Village of Actonvale	do					15,000 00	
do Roxton Falls	do					20,000 00	
Township of Roxton	do					50,000 00	
do Shefford	do					10,000 00	
do West Wickham	do						528,000 00
Fraserville	Temiscouata				25,000 00	15,000 00	
Municipality of Magog	Waterloo and Magog, now Atlantic and North-west, C. P. R.						15,000 00
			2,434,000 00		496,174 00		1,938,000 00

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NEW BRUNSWICK.					
Hillsboro', Hopewell and Harvey Parishes.....	Albert, now Salisbury and Harvey.			40,000 00	
Coverdale, Hillsboro', Hopewell and Harvey Parishes.....	do			30,000 00	
City of St. John.....	Canadian Pacific.....			50,000 00	70,000 00
City of Fredericton.....	Fredericton.....			30,000 00	40,000 00
County of York.....	do				30,000 00
Parish of St. George.....	Grand Southern, now Shore Line.....	2,000 00			
do Fenfield.....	do do	500 00			
Lepreaux.....	do do	500 00	3,000 00		
Town of Fort Fairfield.....	New Brunswick.....			12,000 00	
do Lyndon.....	do			11,000 00	
City of Calais.....	New Brunswick and Canada.....			12,500 00	23,000 00
do Houlton.....	do do			22,000 00	
do St. Stephen.....	do do			13,000 00	47,500 00
Town of Chatham.....	Northern and Western of New Brunswick, now Canada Eastern.....	20,000 00	20,000 00	13,000 00	13,000 00
Parish of Elgin.....	Elgin, Petitcodiac and Havelock.....				
City of St. John.....	St. John and Maine.....		23,000 00		273,500 00
NOVA SCOTIA.					
County of King's.....	Cornwallis Valley.....			27,685 00	27,685 00
Counties of Yarmouth, Digby and Annapolis.....	Western Counties, now Yarmouth and Annapolis.....			150,000 00	150,000 00
County of Pictou.....	New Glasgow Iron, Coal and Railway Co.....				
do Pictou.....	Stewiacke Valley and Lansdowne.....			4,000 00	4,000 00
do Shelburne.....	Nova Scotia Southern.....			50,000 00	8,000 00
do Queen's.....	do do			25,000 00	
do Lunenburg.....	do do			5,000 00	80,000 00
MANITOBA.					
City of Winnipeg.....	Canadian Pacific.....			200,000 00	269,685 00
County of Selkirk.....	do			35,000 00	
Township of St. Andrews.....	do			35,000 00	
					60,000 00
					60,000 00

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.		Bonus.	Total.		Subscrip- tion to Shares or Bonds.	Total.	
			\$	cts.		\$	cts.			
Town of Morris.....					\$	cts.	\$	cts.	\$	cts.
County of Westborne.....	Manitoba and North-western.....				100,000	00			370,000	00
Town of Portage la Prairie.....					75,000	00				
do Minnetonka.....					50,000	00				
Municipality of Shoal Lake.....					30,000	00				
do Birdie.....					20,000	00				
do Strathclair.....					40,000	00				
					600	00			215,600	00
Rapid City.....	Saskatchewan and Western.....				10,000	00			10,000	00
									595,600	00
BRITISH COLUMBIA.									37,500	00
City of New Westminster.....	Canadian Pacific.....									
NORTH-WEST TERRITORIES.										
Qt' Appelle.....	Wood Mountain and Qt' Appelle.....								25,000	00

Department of Railways and Canals

No. 10.—STATEMENT of Aid granted to Railways, constructed and under construction, by Governments and Municipalities, 30th June, 1894.

SUMMARY.

	Loan.		Total.		Bonus.		Total.		Subscription to Shares or Bonds		Total.		Grand Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Governments.</i>														
Dominion	16,090,633	05	137,993,025	28	137,993,025	28	154,023,658	33	154,023,658	33	154,023,658	33	154,023,658	33
Ontario	26,000	00	7,113,538	24	7,113,538	24	7,189,538	24	7,189,538	24	7,189,538	24	7,189,538	24
Quebec	3,722,956	00	12,116,790	15	12,116,790	15	15,839,746	15	15,839,746	15	15,839,746	15	15,839,746	15
New Brunswick			4,312,481	81	4,312,481	81	4,612,481	81	4,612,481	81	4,612,481	81	4,612,481	81
Nova Scotia			2,731,544	55	2,731,544	55	2,731,544	55	2,731,544	55	2,731,544	55	2,731,544	55
Manitoba	1,855,394	27	770,677	50	770,677	50	2,626,611	77	2,626,611	77	2,626,611	77	2,626,611	77
British Columbia			37,500	00	37,500	00	37,500	00	37,500	00	37,500	00	37,500	00
			21,635,523	32	21,635,523	32	165,075,557	53	165,075,557	53	300,000	00	187,011,080	85
<i>Municipalities.</i>														
Ontario	380,000	00	9,247,942	76	9,247,942	76	9,247,942	76	9,247,942	76	10,548,442	78	10,548,442	78
Quebec	2,434,000	00	496,174	00	496,174	00	273,500	00	1,393,000	00	4,323,174	00	4,323,174	00
New Brunswick	23,000	00	273,500	00	273,500	00	273,500	00	60,000	00	356,500	00	356,500	00
Nova Scotia			269,685	00	269,685	00	269,685	00			269,685	00	269,685	00
Manitoba			595,600	00	595,600	00	595,600	00			595,600	00	595,600	00
British Columbia			37,500	00	37,500	00	37,500	00			37,500	00	37,500	00
North-west Territories			25,000	00	25,000	00	25,000	00			25,000	00	25,000	00
			2,837,000	00	2,837,000	00	10,945,401	78	2,373,500	00	2,373,500	00	16,155,901	78
			24,472,523	32	24,472,523	32	176,020,959	31	2,673,500	00	2,673,500	00	203,166,982	63