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SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS

For the Year ended 30th June, 1891

CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1891

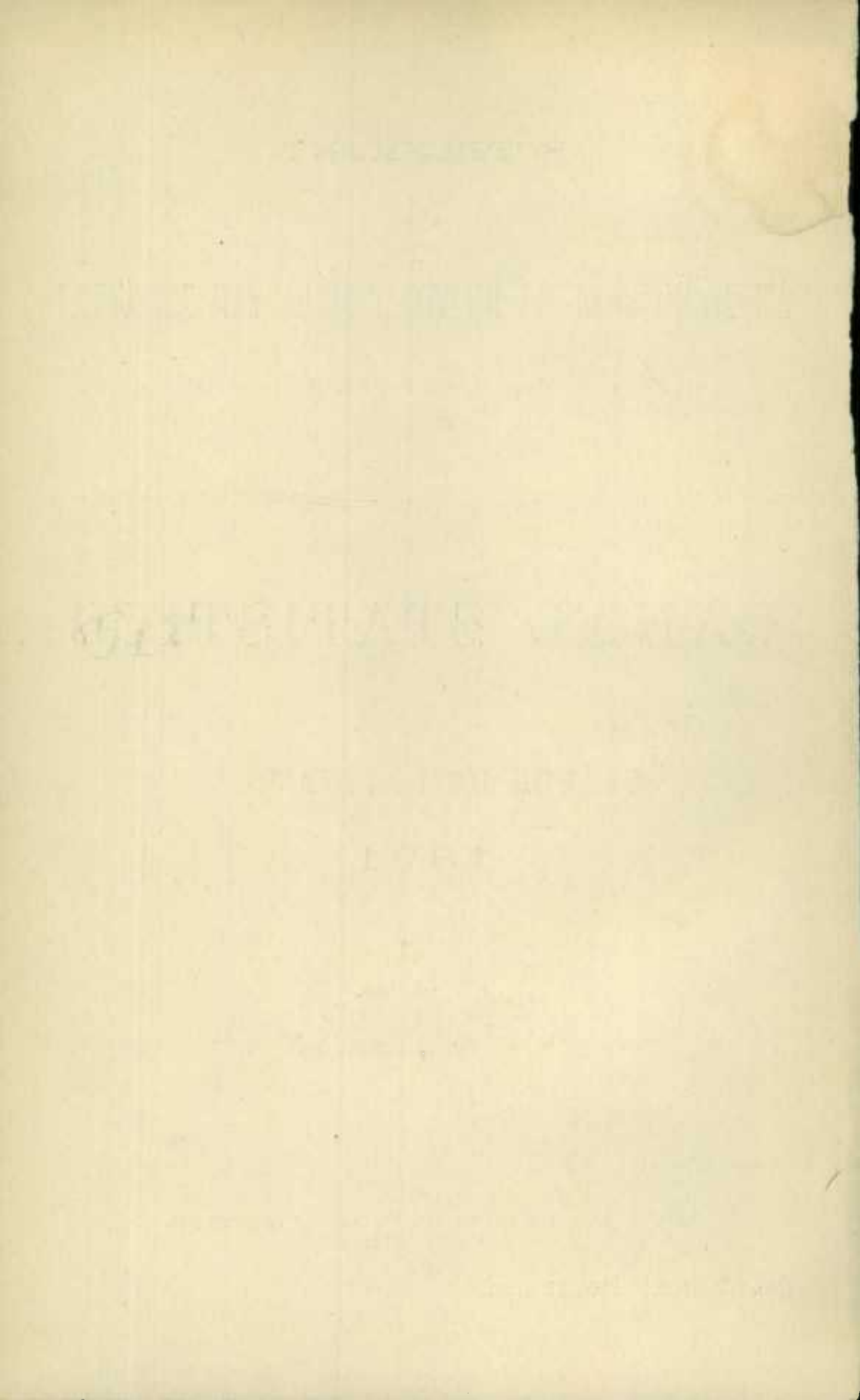


OTTAWA

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CONTENTS.

	PAGES.
REPORT of B. H. Teakles for the Season of Navigation ended 31st December, 1891, with the following tables to page 44	1 to 44
	PAGE.
Tonnage of certain articles through all the Canals of New York	46
do do do the Welland Canal	48
do do cleared at Buffalo and Tonawanda through the Erie Canal	50
do do cleared at Oswego through the Erie Canal	51
do do cleared downwards on the Welland Canal	52
do do through the Welland Canal in transit between Ports in the United States	53
Tonnage of Vegetable Food carried on Welland and New York Canals and the two principal railways competing for the carrying trade to tide-water	54
Statement of Freight passed down the Welland Canal in Canadian and United States Vessels	55
do large class of Vessels lightened at Port Colborne	59
do Freight passed Eastward from Lake Erie to Montreal	65
do do Westward from Montreal to Lake Erie	67
do do Eastward through Welland Canal, from United States Ports to United States Ports	69
do Vessels and their Cargoes of Grain from Ports west of Port Colborne to Montreal, quantity transhipped at Kingston and quantity taken to Montreal	71
do quantity of Grain passed down Welland Canal to Kingston in Canadian and United States Vessels	74
Comparative Statement of quantity of Grain to Kingston for 1890 and 1891	76
Statement of the quantity of Oats arrived at Montreal <i>via</i> Canal and Railways; and shipments	76
do quantity of Coal through the Welland Canal	76
do do do in Canadian and United States Vessels	77
do do St. Lawrence Canals	77
do quantity of Freight passed down the Welland Canal to Montreal, quantity to Ontario Ports, and quantity to United States Ports	78
Recapitulation	88
Summary Statement of Freight passed down the Welland Canal on which full Tolls were paid	86
Comparative Statement of Revenue on all the Canals for 1890 and 1891	90
do Vegetable Food and Lumber passed through all the Canals, for 1890 and 1891	98
	PAGES.
Statistics of Canal Traffic	94 to 154
Tariff	156 to 168

NO. OF STATEMENT.	PAGE.
6 Welland Canal, Details of Traffic, arranged Alphabetically	94
7 do do Through Traffic do	98
8 do do Way do do	102
9 St. Lawrence Canals, Details of Traffic arranged Alphabetically	106
10 do do Through Traffic arranged Alphabetically	110
11 do do Way do do	114

No. of STATEMENT.		PAGE.
12	Ottawa Canals, Details of Traffic arranged Alphabetically	118
13	Chambly Canal do do	122
14	Rideau Canal do do	125
15	St. Peter's Canal do do	128
16	Trent Valley Canals do do	129
17	Murray Canal do do	132
18	Statement of Traffic on the above mentioned Canals, according to Classes	136
19	Summary Statement of Traffic on the above Canals	142
20	Statement of the amount of Tolls accrued each month on all the Canals	148
21	Statement of Number, Tonnage and Nationality of Vessels passed through all the Canals	150
21½	Comparative Statement of Grand Total Freight passed through all the Canals	154
22	Tariff	156

SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS.

DEPARTMENT OF RAILWAYS AND CANALS,
CANALS REVENUE BRANCH,
OTTAWA, 3rd March, 1892.

SIR,—I have the honour to submit herewith my report on the traffic and revenue of the various canals for the season of navigation for 1891.

In addition to the usual statistics submitted, I have included certain information relative to the traffic on the great lakes and the comparative advantages of the Canadian and United States routes to the seaboard.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows:—

For 1890.....	\$348,059 51
1891	350,351 97

By comparing the statistics of 1890 with 1891, it will be seen that the gross revenue has increased \$2,292.46.

The several increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal.....	\$5,734 38	
“ St. Lawrence Canals.....	3,363 31	
“ Chambly Canal.....	1,350 13	
“ Rideau Canals.....		\$ 142 88
“ Ottawa Canals.....		7,793 97
“ St. Peter's Canal.....		138 16
“ Trent Valley Canals.....		5 21
“ Murray Canal.....		75 14
	\$10,447 82	\$8,155 36
Total.....	\$10,447 82	\$8,155 36
Total increase.....	2,292 46	

These figures are somewhat changed by refunds under Orders in Council, hereafter referred to.

There were refunded on grain in 1890 tolls to the amount of \$41,635.46, and in 1891, \$49,834.98, which makes an actual decrease of revenue for 1891 of \$6,907.06.

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, on the 25th of March, 1891, authorized a refund of canal tolls as follows, viz. :—

A refund shall be made on the tolls collected on wheat, Indian corn, pease, barley, rye, and (if for export) oats which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following :—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transshipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

This refund was made applicable by Order in Council, 29th of April, 1891, to any portions of such cargoes lightered at Port Colborne and reshipped at Port Dalhousie, and also to the above-named products when shipped from Canadian Lake Ontario ports.

The amount of refunds so claimed were paid at the close of the season of navigation, instead of during the season as formerly.

There were 276,861 tons of grain passed down the Welland Canal, and transhipped at Canadian ports to Montreal, during the season of 1891, upon which a refund was made of 18 cents a ton, to the amount of \$49,834.98.

Of the 220,527 tons of grain passed down the Welland Canal to United States ports during the same period; 17,817 tons were transhipped at Ogdensburg, and passed down the St. Lawrence canals to Montreal. Upon these transhipments no refund has been made.

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 ten 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

A refund of 10 cents per ton was allowed on grain passed down the Welland and St. Lawrence Canals to Montreal for 1884 and to June, 1885, and 18 cents per ton from 1st July, 1885, to December, 1891.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 180,694 to 295,509 tons; and the quantity passed down the Welland Canal, from United States to United States ports, has increased from 63,881 to 202,710 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 10 years, is reported as follows:—

	Tons.
For 1882.....	75,026
1883.....	98,072
1884.....	142,231
1885.....	160,821
1886.....	165,613
1887.....	191,760
1888.....	113,794
1889.....	94,943
1890.....	119,208
1891.....	184,410

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period was:—

* Of this quantity 17,817 tons of corn and wheat were transhipped at Ogdensburg.

	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

Comparative shipments of grain by the St. Lawrence route, and by rail and water *viâ* 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 1890	242,571
1891	320,434
Showing an increase of	77,863

The quantity of grain and pease carried to Montreal *viâ* Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1890	119,208
1891	184,410
Showing an increase of	65,202

The quantity of grain arrived at tidewater by New York canals, is reported as follows:—

	Tons.
For 1890	1,131,289
1891	1,055,278
Showing a decrease of	76,011

Quantity of grain carried to tidewater by the New York railways is reported as follows:—

	Tons.
For 1890	3,045,302
1891	2,356,660
Showing a decrease of	688,642

The increases and decreases for 1891, as compared with 1890, 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	77,863		32.09	
do Canadian Pacific and Grand Trunk Railways	63,202		54.69	
do New York canals.....		76,011		6.71
do New York railways.....		688,642		22.61

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for six years, is as follows:—

In Canadian vessels, there were in—

		Tons.
1886,	244 cargoes, with an aggregate quantity of.....	143,330
1887,	284 do do	178,233
1888,	182 do do	143,025
1889,	208 do do	165,117
1890,	203 do do	184,275
1891,	209 do do	190,664

In United States vessels, there were in—

		Tons.
1886,	97 cargoes, with an aggregate quantity of.....	62,222
1887,	19 do do	12,477
1888,	60 do do	43,667
1889,	114 do do	108,358
1890,	35 do do	35,560
1891,	77 do do	90,153

Three Canadian vessels took their cargoes of 1,441 tons of grain through to Montreal intact in 1891, against three in 1890, with 1,281 tons, and one in 1889, with 425 tons.

Forty-four Canadian vessels lightened their cargo at Kingston in 1891, against 63 in 1890 and 54 in 1889.

Two hundred and thirty-nine vessels discharged the whole of their cargoes at Kingston in 1891, against 172 in 1890 and 267 in 1889.

The quantity of grain transhipped at Port Colborne in 1891, and the three previous years is given below. The total number of grain-laden vessels lightened at this port in 1891 was 81, against 83 in the previous year.

—	1888.	1889.	1890.	1891.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	11,440	37,222	4,310	16,665
Corn.....	133,014	254,690	773,687	482,802
Rye.....	Nil.	Nil.	Nil.	1,330
Oats.....	Nil.	8,218	44,294	130,276

The quantity discharged in this port from vessels which did not enter the canal was as follows:—

	1888.	1889.	1890.	1891.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	72,592	8,608	Nil.	16,628
Corn.....	23,575	Nil.	Nil.	Nil.
Rye.....	Nil.	Nil.	Nil.	Nil.
Oats.....	Nil.	Nil.	Nil.	Nil.

The total quantity of freight moved on the Welland Canal during the season of 1891 was 975,013 tons; of this quantity 945,239 tons were through freight, and 29,774 tons were (way) or local freight.

WELLAND CANAL.

East and West-bound Freight.

There were 684,801 tons of freight passed eastward, and 290,212 passed westward.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1891, was 945,239 tons.

Of this quantity 283,552 tons were west bound and 661,687 tons east bound.

Of this east-bound freight, Canadian vessels carried 262,547 tons, and United States vessels carried 399,140 tons; and of the west-bound Canadian vessels carried 36,009 tons, and United vessels carried 247,543 tons.

The total quantity of freight moved on the St. Lawrence Canals during the season of 1891, was 936,794 tons; of this quantity 541,028 tons were through freight, and 395,766 were (way) or local freight.

ST. LAWRENCE CANALS.

East and West-bound Freight.

Of the total quantity of freight passed through the canal during 1891, 688,899 tons passed eastward, and 247,895 tons passed westward.

The total quantity of through freight was 541,028 tons; of this quantity 500,532 tons were east-bound freight, and 40,496 west bound.

Of the total quantity of (way) or local freight 188,367 tons were east bound, and 207,399 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 eleven years, is as follows:—

	Eastward, Tons.	Westward, Tons.
1881.....	169,213	37,190
1882.....	108,835	24,488
1883.....	205,394	27,488
1884.....	168,715	9,425
1885.....	132,968	16,115
1886.....	244,514	16,801
1887.....	213,834	14,075
1888.....	183,899	19,310
1889.....	298,197	25,370
1890.....	231,746	31,951
1891.....	309,593	14,060

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 eleven years, is as follows:—

	Eastward, Tons.	Westward, Tons.
1881.....	96,266	97,907
1882.....	110,286	172,520
1883.....	174,912	257,699
1884.....	163,998	243,081
1885.....	168,212	216,297
1886.....	244,916	239,562
1887.....	189,427	151,074
1888.....	221,062	213,689
1889.....	297,353	266,231
1890.....	318,259	215,698
1891.....	306,257	247,543

The quantity of freight passed eastward through the Welland Canal, from United States ports to United States ports, shows a decrease as compared with the previous year of 12,002, while the west-bound freight shows an increase of 31,845 over the previous year.

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 1,092,355 tons in 1891, against 1,167,901 in 1890 and 1,296,896 in 1889.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being:—

	Tons.		Tons.
In 1891.....	3,565,381	In 1885.....	4,105,594
1890.....	4,336,199	1884.....	3,639,805
1889.....	3,654,984	1883.....	4,422,461
1888.....*	3,197,634	1882.....	3,888,557
1887.....	3,847,766	1880.....	4,732,385
1886.....	3,802,262	1869.....	1,087,809

* Flour and grain only.

The following figures are an abstract of the quantities of vegetable food carried to tidewater by the canals and railways of the State of New York, during twenty-one years :—

	Canals.	Railways.	Total.	Proportions by Canals.
	Tons.	Tons.	Tons.	
1869.....	1,302,613	1,087,809	2,390,422	545
1870.....	1,295,010	1,766,457	3,061,467	423
1871.....	1,850,198	2,265,589	4,115,787	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

The total quantity of freight passed through the several divisions of the canals during the season of 1891 is as follows:—

Canals.	Farm Stock.	Forest Produce of Wood.	Manufac- tures.	Merchandise	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland.....	68	99,383	19,485	300,873	535,204	975,013
St. Lawrence.....	917	126,870	56,765	334,841	416,921	936,314
Chambly.....	215	119,799	2,888	98,449	7,913	229,264
Ottawa.....	1,373	565,382	323	10,952	7,011	585,041
Rideau.....	26	79,259	2,736	23,176	4,116	109,313
St. Peter's.....		2,827		24,205	7,488	34,520
Murray.....	50	3,376	704	4,677	2,935	11,742
Trent Valley.....		20,675	7	132	25	20,839

The total quantity of freight moved on the Welland Canal was 975,013 tons, of which 555,204 tons were agricultural products.

On the St. Lawrence Canals, the total quantity of freight moved was 936,314 tons, of which 416,921 tons were agricultural products, and 334,841 tons were merchandise.

On the Ottawa Canals, the total quantity of freight moved was 585,041 tons, of this quantity 565,382 tons were produce of the forest.

The total quantity of freight moved on all the canals for the season of 1891 was 2,902,046 tons.

The quantity of grain exported from Chicago to Canada by lake during the season of 1891 is reported to be 4,754,708 bushels, and the quantity in transit, 2,736,892 bushels.

The total value of freight exported from Chicago to Canada by lake for the same period is reported to be \$3,916,452.28, of which amount Canadian vessels carried \$2,030,385.71, the details of which are as follows:—

QUANTITY and Value of Exports from Chicago to Canada, by Lake, 1891.

ARTICLES.	UNITED STATES VESSELS.		CANADIAN VESSELS.		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.		\$ cts.
Wheat..... Bush.	522,652	510,762 76	606,266	596,905 96	1,128,918	1,107,668 72
Corn..... "	1,088,816	675,600 39	1,010,923	619,606 51	2,099,739	1,295,206 90
Rye..... "	758,502	699,703 42	767,549	688,850 61	1,526,051	1,388,554 03
Flour..... Brls.			16,632	78,921 00	16,632	78,921 00
Pork..... Lbs.			1,450	19,525 00	1,450	19,525 00
Commeal..... Brls.			375	1,500 00	375	1,500 00
Oatmeal..... "			135	1,000 00	135	1,000 00
Tallow..... "			100	1,200 00	100	1,200 00
Lard..... "			513	10,280 00	513	10,280 00
Grease..... "			95	1,050 00	95	1,050 00
Tea..... Chests			1,059	10,563 02	1,059	10,563 02
General Merchandise..... Pkgs.			93	983 61	93	983 61
Total.....		1,886,066 57		2,030,385 71		3,916,452 28

SHIPMENTS of Grain ("In Transit" and "Export") from Chicago, by Lake, 1891.

Shipped to	CORN.			OATS.			WHEAT.	RYE.	Total Shipments.
	Transit.	Export.	Total.	Transit.	Export.	Total.	Export.	Export.	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Montreal		131,501	131,501				134,635	100,946	367,082
Prescott		38,000	38,000						38,000
Kingston		1,707,012	1,707,012				994,283	1,425,105	4,126,400
Toronto		25,100	25,100						25,100
Point Edward	278,768		278,768	65,701		65,701			344,469
Collingwood	149,256		149,256	256,165		256,165			405,421
Midland	807,595	198,126	1,005,721	193,429		193,429			1,199,150
Sarnia	488,726		488,726	497,252		497,252			985,978
Total	1,724,345	2,099,739	3,824,084	1,012,547		1,012,547	1,128,918	1,526,051	7,491,600

The trade out of Chicago from May to November, 1891, is reported as follows:—

“As against the combined work of nine of the leading lines of railway in this country, lake vessels took out of Chicago during the seven months of navigation last season, 63·4 per cent of all east-bound shipments from Chicago within that period.

The total shipments of freight of all kinds, east bound from Chicago, May to November, inclusive, according to the weekly reports of the Chicago board of trade, were 4,265,934 tons, and of this the lakes carried 2,705,084 tons, and the railways 1,560,850 tons.

The lake movement does not include an aggregate of about 5,000,000 bushels or 150,000 tons of grain loaded into vessels during the winter of 1890-91, and taken out by the fleet leaving Chicago with the opening of navigation last spring, which if added, would still further increase the gain in water transportation.”

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS *viâ* 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 1880.....	25·1
1869.....	47·0	1881.....	18·5
1870.....	38·9	1882.....	19·0
1871.....	38·9	1883.....	18·7
1872.....	40·1	1884.....	19·0
1873.....	34·9	1885.....	17·1
1874.....	31·7	1886.....	16·9
1875.....	28·4	1887.....	16·3
1876.....	24·6	1888.....	18·8
1877.....	28·3	1889.....	15·1
1878.....	27·1	1890.....	13·9
1879.....	23·7	1891.....	13·4

The quantity of freight carried by the canals and railways was greater in 1891 by 899,980 tons than the quantity carried in 1890, and an increase of 26,071,005 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

	Total Tonnage.	Proportion by Canals.
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

Mr. P. Bird Price, chief inspector of grain for the city of Chicago, reports the average contents of each car of grain was as follows:—

The average contents of each car was:—

Year.	Bushels.	Year.	Bushels.
In 1877.....	416	In 1884.....	601
1878.....	451	1885.....	608
1879.....	460	1886.....	641
1880.....	491	1887.....	673
1881.....	520	1888.....	685
1882.....	559	1889.....	684
1883.....	572	1890.....	727

FREIGHT RATES.

The average rate paid for carrying grain from Buffalo to New York city *via* Erie Canal, is reported as follows:—

For 1887.....	$4\frac{6}{10}$ cents per bushel.
1888.....	$3\frac{4}{10}$ do
1889.....	$4\frac{8}{10}$ do
1890.....	$3\frac{8\frac{7}{10}}{10}$ do
1891.....	$3\frac{5}{10}$ do

Grain freights from Chicago to Montreal in 1891 ranged from 5 to 8 cents per bushel on wheat, and to Buffalo, 1 cent to $5\frac{1}{4}$ cents, with an average of $2\frac{1}{2}$ cents; in 1890 the average was $1\frac{3}{5}$ cents. The wheat rate from Duluth to Buffalo covered a much wider range, from $1\frac{1}{4}$ cents to $9\frac{1}{2}$ cents, the average being $4\frac{1}{4}$ cents; in 1890 the average was 3 cents.

From Toledo to Buffalo the wheat figures ran from 1 cent to 3 cents, averaging 2 cents; the average for 1890 was $1\frac{3}{4}$ cents.

ELEVATING AND STORAGE RATES AT BUFFALO.

All the elevators, receiving grain from vessels, belonging to the Western Elevating Company, whose charges for elevating and storage are reported as follows for 1891:—

Elevating, receiving, weighing and delivering, $\frac{5}{8}$ cent per bushel; storage each 10 days or part thereof, $\frac{1}{4}$ cent; no grain received for direct transfer, the vessel paying only the actual cost of shovelling. The charge for loading cars was $\frac{1}{4}$ cent per bushel, including trimming.

The Cyclone and Hefford's elevators charged $\frac{3}{8}$ cent per bushel for direct transfer from vessel to canal boat.

STATEMENTS OF TRAFFIC FROM LAKE SUPERIOR *via* UNITED STATES ROUTES.

"*St. Mary's Canal*.—The canal opened for navigation 27th April, 1891, and closed 7th December. The season was, therefore, 225 days long, or 3 days shorter than in 1890. The average number of vessels passing per day for the whole season was 45.3, and for the months of June, July, August and September, the average was 54.6. The size of the vessels continues to increase as is shown in the following statistics:—

In 1887 the average registered tonnage per vessel was.....	626.3 tons.
1888 do do	701.5 do
1889 do do	790.5 do
1890 do do	833.8 do
1891 do do	862.1 do

The total registered tonnage for the season falls 53,750 tons short of that for 1890, and the freight tonnage was 152,454 tons less. The following discussion of the appended statistics may not be inappropriate:—

For the whole period, since 1881, the iron ore carried through the canal has been 47 per cent of the total freight, and in 1889 and 1890 it was more than 50 per cent; therefore, the freight may be divided into two nearly equal parts, one of which was the iron ore, the remainder being the aggregate of all other freights. The percentage of increase since 1881 falls between 12 and 39 each year, the average being 22. During 1890 the freight, other than iron ore, amounted to 4,266,445 tons, and for 1891, 5,328,548 tons. This shows an increase of 25 per cent in the freight of 1891—other than iron ore—over 1890, or a little more than the average increase for the preceding ten years. Hence the decrease in iron ore freight alone is sufficient to explain why the business of 1891 did not show the usual increase. There were other causes, however, which materially affected the volume of the season's business, and they will be referred to later. The falling off in iron ore freight was predicted with certainty a year ago. It was due to causes so widespread and long continued that a discussion here could hardly be made complete and satisfactory.

The freight of wheat and wheat products was abnormally large. Excluding iron ore and wheat in 1890, the remaining tonnage was 3,725,866 tons. The corresponding freight for 1891 was 4,340,660 tons. Hence the increase in freight, exclusive of iron ore, was 8 per cent, which indicates quite a falling off from the average rate of 22 per cent for the last ten years, and shows that if the wheat crop of the North-West had not been unusually good this season, there would have been a slight decrease in the volume of freight, other than iron ore."

COMPARATIVE Quantity and Value of Freight passing through St. Mary's Falls Canal in 1888 and 1889, with Increase and Decrease of Quantity and Value of the commodities moved.

Material.	1888.		1889.		Increase in Quantity for 1889.	Decrease in Quantity for 1889.	Increase in Value for 1889.	Decrease in Value for 1889.
	Quantity.	Value.	Quantity.	Value.				
		\$		\$	\$	\$	\$	\$
Coal.....	2,105,041	7,867,643	1,629,197	5,702,189		475,844		1,665,454
Flour.....	219,072	10,953,625	222,870	11,143,535	3,798		189,910	
Wheat.....	557,890	18,224,423	486,955	15,907,216		70,935		2,317,207
Grain.....	50,557	1,981,861	53,331	2,090,580	2,774		108,718	
Manufactured iron.....	48,859	2,442,950	31,545	1,577,250		17,314		865,700
Pig iron.....	14,844	252,348	26,016	442,272	11,172		189,924	
Salt.....	21,043	210,433	16,825	168,250		4,218		42,183
Copper.....	28,969	5,792,000	33,456	6,691,200	4,486		899,200	
Iron ore.....	2,370,517	8,996,809	4,095,855	14,335,492	1,525,338		5,338,683	
Lumber.....	420,651	4,326,696	552,219	5,679,972	131,568		1,353,276	
Silver ore and bullion.....	3,385	520,579	5,947	914,589	2,562		394,009	
Building stone.....	33,541	335,410	33,538	335,380		3		30
Unclassified freight.....	345,844	20,751,240	312,410	18,744,600		33,434		2,006,640
Total.....	6,420,204	82,156,017	7,500,164	83,732,525	1,681,708	601,748	8,473,720	6,897,214
Decrease.....					601,748		6,897,214	
Net increase of Quantity.....					1,079,960			
Net increase of Value.....							1,576,506	

COMPARATIVE Statement of the Amount and Value of Commerce through St. Mary's Falls Canal for the Calendar Years 1890 and 1891.

Items.	QUANTITY.		INCREASE.		DECREASE.		TOTAL VALUATION.		
	1890.	1891.	Amount.	Per Cent.	Amount.	Per Cent.	Price per Unit.	1890.	1891.
			\$		\$		\$ cts.	\$ cts.	\$ cts.
*Vessels..... No.	10,557	10,191			366	3			
Lockages..... "	4,970	4,981	11						
Tonnage, registered..... Net tons.	8,454,435	8,400,685			53,750	1			
do freight..... "	9,041,213	8,888,759			152,454	2			
Passengers..... No.	24,856	26,190	1,334	5					
Coal (hard and soft)..... Net tons.	2,176,925	2,507,532	330,607	18			3 50	7,619,237 50	8,776,362 00
Flour..... Brls.	3,239,104	3,780,143	541,039	17			5 00	16,195,520 00	18,900,715 00
Wheat..... Bush.	16,217,370	38,816,570	22,599,200	139			0 98	15,893,022 60	38,040,238 60
Grain (other than wheat)..... "	2,044,384	1,032,104			1,012,280	50	0 98	2,003,496 32	1,011,461 92
Manufactured iron..... Net tons.	93,615	42,560			51,055	55	50 00	4,680,750 00	2,128,000 00
Pig iron..... "	22,712	27,181	4,469	19			17 00	386,104 00	462,077 00
Salt..... Brls.	179,431	234,528	55,097	31			1 00	179,431 00	234,528 00
Copper..... Net tons.	43,729	69,190	25,461	58			200 00	8,745,800 00	13,838,000 00
Iron ore..... "	4,774,768	3,590,213			1,214,555	25	3 50	16,711,688 00	12,460,745 50
Lumber..... M ft. B. M.	361,929	366,305	4,376	1			18 00	6,514,722 00	6,593,490 00
Silver ore and bullion..... Net tons.	3,432	1,731			1,701	50	153 79	527,897 28	266,210 49
Bubbling stone..... "	47,973	44,080			3,893	8	10 00	476,730 00	440,800 00
†Unclassified freight..... "	371,294	417,093	45,799	12			60 00	22,277,640 00	25,025,580 00
Totals.....								102,214,948 70	128,178,208 51

*Steamers..... 7,339	†Included in unclassified freight for 1891 :				Valuation based on Estimates of 1885.
Sails..... 2,405	Wool..... 2,902 tons.	Valuation for 1885		\$ 53,413,472 13	
Unregistered crafts..... 447	Hides..... 460	do		69,080,071 95	
Total..... 10,191		do		79,031,757 78	
		do		82,156,919 97	
		do		83,732,527 15	
		do		102,214,948 70	
		do		128,178,208 51	

Canal was open to navigation during season of 1890, 228 days.
do do 1891, 225 do

ERIE CANAL.

Mr. Hannan, Superintendent of Public Works, Albany, reports on the traffic through the Erie Canal for 1891, as follows:—

"Comparing the tonnage of 1891 with that of 1890, there is shown to be a loss of 682,630 tons, but, during the year 1890, there were transported upon the canal 467,537 tons of ice which is an unusual commodity, so that the loss this year, as compared with the tonnage of last year (exclusive of the ice), is 215,093 tons. * * *

* * * But while there has been a decrease in the total tonnage of the canals this year, as compared with any one of the past seven years, or since the abolition of tolls, the canal has maintained its usefulness to a greater degree than at any period in its recent history.

Never before has such a violent and persistent war of rates existed between trunk railway lines combined on the one side and the Erie Canal on the other. This competition was commenced upon the opening of the canal this year, and was continued during the entire season until its close, when the rates were immediately advanced to more than double what they had been during the season. * * * *

Such was the activity displayed that freight was frequently carried by rail at a far less rate than it could be transported by canal. Being apprised of these facts, I have investigated this matter, but as contracts are made with the shipper in private; the shipper, who is benefited by such contract, will not disclose the price he is paying for such service, for fear that in the future he may be discriminated against and he will be unable to procure any additional contracts that will be advantageous to himself. Enough information, however, has been ascertained to convince me that the price for carrying grain by rail from Buffalo to New York has rarely been more than the price charged for carrying it by canal. Sometimes it has been less. * * * *

At no time in recent years has this fact, that the rates are regulated by the Erie Canal, been more clearly illustrated or made more apparent than during the season just closed. When the canals were opened in May last the pool rates on grain from Buffalo to New York were $7\frac{1}{2}$ cents per bushel, while the canal rates were from $2\frac{3}{8}$ cents to 3 cents, and were increased in June to $3\frac{1}{8}$ cents. But the pool rates were not maintained. My information on that subject, which has been received from private sources, is that contracts were made by the various railways to carry this grain in the months of June, July and August for 4 cents per bushel; September, $4\frac{1}{2}$, and October, 5 cents, and all this time the pool rates remained unchanged, while the canal rates were: May, 2.51 cents; June, 2.53 cents; July, 2.68 cents; August, 3.94 cents; September, 4.19 cents; October, 4.44 cents; and November, 4.13 cents. * * * *

Formerly a vessel on the lake capable of carrying 30,000 bushels of grain was all that was required, and very few exceeded that tonnage. Now a 30,000 bushel vessel would be unable to compete for this traffic. They have been superseded by vessels capable of carrying 70,000, 80,000 and 100,000 bushels, and from the reports published on that subject I learn that boats are being built capable of carrying 140,000 bushels. As an evidence of how the capacity of vessels plying on the lakes has increased, I desire to state that from 31 grain laden boats arriving in the port of

Buffalo on 27th November last, 1 carried 140,000 bushels of oats, 1 carried 90,000 bushels of wheat, 3 carried 80,000 bushels of grain each, 2 carried 75,000 bushels each, 3 carried 70,000 bushels each, 2 carried 68,000 bushels each, 2 carried 65,000 bushels each, 3 carried 60,000 bushels each, 1 carried 55,000 bushels, and 4 carried 50,000 bushels each; and from 21 grain laden boats arriving in the same port on the day following, 1 carried 120,000 bushels of oats, 2 carried 80,000 bushels each of wheat, 1 carried 73,000 bushels of wheat, 3 carried 70,000 bushels each, 1 carried 66,000 bushels, 1 65,000 bushels, 1 55,000 bushels, and 4 45,000 bushels each. This is a fair illustration of the increase in the capacity of the lake craft, and was taken without any especial regard to date or number of cargoes arriving in port."

Aggregate shipments of grain and flour *via* Erie Canal, for the years noted:—

	Grain, Bushels.	Flour, Barrels.
1891	34,499,140	9,920
1890.....	38,218,960	1,805
1889	41,742,000	8,454
1888.....	38,070,930	4,945
1887.....	48,972,550	3,096
1886.....	45,017,163	4,518
1885	31,467,738	2,692
1884.....	37,846,067	4,849
1883.....	42,352,225	5,349
1882.....	29,439,688	6,918
1881.....	30,758,912	.....
1880.....	71,699,265	19,716
1879.....	53,822,546	4,652
1878.....	59,514,779	2,421
1877.....	48,425,968	4,160
1876.....	27,558,744	2,137
1875.....	35,318,120	54,251
1874.....	40,986,834	49,182
1873.....	50,930,447	13,570
1872.....	48,246,960	5,142
1871	47,954,240	45,068
1870.....	28,966,780	74,384
1869.....	28,361,361	51,446
1868.....	36,458,150	5,638
1867.....	26,387,161	16,560
1866.....	33,750,090	.....
1865.....	37,428,889	440,867
1864.....	38,078,575	146,745
1863.....	45,236,283	486,856
1862.....	52,376,500	428,268

UNITED STATES' VIEW OF THE COMPARATIVE IMPORTANCE OF UNITED STATES AND
CANADIAN WATERWAYS.

(Extract from proceedings of the Deep Waterway Convention.)

"Lake Superior was opened by the completion of the Canal and first lock in 1855 at Sault Ste. Marie.

"The increase of business soon demonstrated the necessity of another and larger lock. This was completed in September, 1881, and was five hundred and fifteen feet long, eighty feet wide, and with seventeen feet of water on the mitre sill. From that date to this, with wonderfully efficiency, this lock has met the demands of a rapidly increasing tonnage. It passed, in 1882, 2,029,000 tons; in 1883, 2,267,000; in 1884, 2,874,000; in 1885, 3,256,000; in 1886, 4,527,000; in 1887, 5,494,000; in 1888, 6,932,000; in 1889, 7,516,000; in 1890, 9,041,213; in 1891, 8,888,759. The freight tonnage was 152,454 tons less this year than in 1890. This is due to obstruction in the channel on the St. Mary's River, caused by collisions and sinking of vessels. General Poe states in regard to this:—

"'But for the delay due to the sinking of the "Susan E. Peck," we would have exceeded the traffic of 1890, notwithstanding the extraordinarily low stage of water and the delay in putting vessels in commission in the spring.'

"The increase in valuation (of products) for the season of 1891 over 1890 is nearly \$26,000,000. The value of the cargoes passing the lock this year was \$128,178,208.51. The most notable points in this season's business are the decrease in iron ore and the large increase in wheat products.

* * * * *

"During the season of 1890 over 9,000,000 tons of freight passed through St. Mary's River, and more than 22,000,000 tons through the waterway between Lakes Huron and Erie. The increase in the available depth of channels on the lakes from nine and one-half feet in 1852 to sixteen feet in 1882 developed this commerce, and it is only reasonable to expect that a further increase of four feet will be followed by corresponding increase in the shipping. The results are most notable, perhaps, in the character of the vessels employed in the carrying trade.

"These have increased in size and seaworthiness until they form a fleet which has not its equal upon any inland waters on the face of the globe.

"Of large capacity and great power, regardless of wind or weather, the steamers of the prevailing type bear their cargoes to and from ports a thousand miles apart with the precision of railroad trains, each of them transporting at once more than ten ordinary freight trains.

"Canadian Competition.

"But the day is near at hand when American farmers must meet such competition as they never met before, and such as few of them have ever dreamed of.

"James W. Taylor, who, through all the changes of parties and of administrations, has for twenty-one years past been the Consul of the United States at Winnipeg, has made a special study of the Canadian North-West, and he declares that the parallelogram included between longitudes 100 and 170 west of Greenwich,

and latitude 50 degrees to 70 degrees is identical in climate and as rich in resources as an equal area in Europe, included between the same meridians of latitude and extending 60 degrees east and 10 degrees west of Greenwich. The European parallelogram includes England, Ireland, Scotland, Denmark, Norway, Sweden, Belgium, Holland and most of Germany and Russia in Europe, and is represented by the cities of London, Liverpool, Dublin, Glasgow, Edinburgh, Copenhagen, Stockholm, Berlin, St. Petersburg, Moscow, Nijnei-Novgorod and Archangel. Over all the territory included in the North American parallelogram, the opening of spring occurs at the same time almost to a day. It is known by the test of experiment that wheat can be grown as far north as latitude 69, and by far the finest wheat which I have ever seen came from Fort Vermillion on Peace River in latitude 59, longitude 116. Wheat, barley, oats, peas, all the grains and vegetables, are successfully raised at the Mission Stations throughout this region, and the farmers of Manitoba have had greater average crops per acre for many years past than the American farmers in Minnesota and Dakota.

"The causes for this remarkable extension north-west of cereal production are first, the continually decreasing altitude, the influence of the warm wind of the Pacific blowing through the low mountain passes of the north, and the fact that the long summer days of higher latitudes give a vast deal more of sunshine during the growing season than is in the case further south, while the cold winters prevent the development of insect pests which are so injurious in milder climates. The causes are certainly sufficient to explain the fact so well demonstrated by experience, that all grains are produced in the highest quality and the greatest quantity per acre near the northernmost limit at which they will grow.

"Canadian Water ways.

"Within five years from the present time at the present rate of progress, and within three years if the work is hastened a little, there will be a clear channel for vessels drawing 14 feet of water through Canadian territory, all the way from Lake Superior to the sea. Six feet of water in the Erie Canal and two transfers of freight can no more compete with 14 feet of water through the Canadian canals and no transfer, than a wheelbarrow can compete with an express train. The canal boat carrying two hundred tons, drawn by mules at the rate of four miles per hour, can by no possibility compete with the steamships carrying two thousand tons, propelled by steam at the rate of fourteen miles per hour. And while the United States farmer has held his own fairly well against the semi-civilized wheat growers of India, I do not see how he can hope to win in competition with men of the same race, men just as intelligent, with a climate no more rigorous, with a soil at least as fertile and with transportation facilities immeasurably superior. The great plains of the Canadian North-West are unsettled now, but when once the conditions of soil and climate which there exist are supplemented by facilities for transportation not surpassed, if equalled by those of any other region, I believe the Canadian North-West will settle up with a race of hardy, intelligent and prosperous people and will become the granary of the world. He who can most cheaply reach the markets of the world can control the markets of the world."

Exports of Grain from Atlantic Sea Ports.

The quantity of grain for foreign exports during the season, from 1st May to 30th November, 1891, is reported as follows:—

	Bushels.
From Montreal.....	14,294,083
“ New York.....	51,557,391
“ Boston.....	4,965,261
“ Philadelphia.....	6,931,429
“ Baltimore.....	14,752,500

For details, see following statement:—

EXPORTS of Cereals, &c., from undermentioned Atlantic Ports, from 1st May to 30th November, 1891.

		From New York.	From Boston.	From Philadel- phia.	From Baltimore.	From Montreal.
Flour.....	Brls.	1,988,310	966,998	561,416	1,423,363	734,027
Cornmeal.....	“	87,165	40,652	457	12,070	Not given.
Wheat.....	Bush.	36,185,254	1,824,032	5,984,417	13,118,872	6,090,114
Corn.....	“	9,308,260	2,677,139	947,012	949,157	2,173,079
Oats.....	“	1,302,080	222,606	.....	190	773,409
Barley.....	“	744,258	11,626	.....	.....	796,624
Rye.....	“	3,651,133	195,383	.....	681,850	2,399,803
Peas.....	“	366,406	114,484	.....	2,521	2,059,063
Total grain.....	“	51,557,391	4,955,261	6,931,429	14,752,500	14,294,083
Flour.....	“	8,947,395	4,351,491	2,526,372	6,405,133	3,393,121
Meal.....	“	348,660	162,608	1,828	48,280	Not given.
Grand Total.....	“	60,853,446	9,469,360	9,459,629	21,205,913	17,597,204

The usual detailed statements in explanation of the various points referred to and of intransit trade are hereto appended.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES,

Chief Clerk, Canals Revenue.

T. TRUDEAU, Esq., Acting Secretary,
Department of Railways and Canals.

GRAIN FREIGHTS BY LAKE AND ERIE CANAL.

THE following were the Current Rates of Freight on Wheat and Corn from Chicago to Buffalo, Ogdensburg, or Kingston, and to Montreal (steam); also to New York by Lake and Erie Canal; for each week during the season of navigation in 1891.

Week ending	To Buffalo.		*To Kingston.		To Montreal (steam).		Erie Canal, Buffalo to New York.		Chicago to New York, Lake and Canal, including Buffalo charges.	
	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
April 4...	2	1 $\frac{1}{2}$								
do 11...	2	1 $\frac{1}{2}$								
do 18...	2	1 $\frac{1}{2}$								
do 25...	2	1 $\frac{1}{2}$								
May 2...	1 $\frac{3}{4}$	1 $\frac{1}{2}$	4	3 $\frac{1}{2}$	6 $\frac{1}{2}$	5 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$
do 9...	1 $\frac{1}{2}$	1 $\frac{1}{2}$	3 $\frac{3}{4}$	3 $\frac{1}{4}$	6 $\frac{1}{2}$	5 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$
do 16...	1 $\frac{1}{2}$	1 $\frac{1}{2}$	3	3	5 $\frac{1}{2}$	5	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4 $\frac{1}{2}$	4
do 23...	1	1	3 $\frac{1}{2}$	3	5 $\frac{1}{2}$	5	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4 $\frac{1}{2}$	3 $\frac{3}{4}$
do 30...	1	1	2 $\frac{3}{4}$	2 $\frac{1}{2}$	5	4 $\frac{1}{2}$	3 $\frac{1}{4}$	2 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$
June 6...	1	1	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	4 $\frac{1}{2}$	3	2 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
do 13...	1	1	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	4 $\frac{1}{2}$	3	2 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
do 20...	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	4 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	4 $\frac{1}{2}$
do 27...	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	4 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$
July 4...	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	4 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
do 11...	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	4 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
do 18...	2 to 2 $\frac{1}{2}$	1 $\frac{3}{4}$ to 2	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	4 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$ to 2 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
do 25...	2	1 $\frac{3}{4}$	3	2 $\frac{3}{4}$	5 $\frac{1}{2}$	5	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$ to 5 $\frac{1}{2}$
Aug. 1...	2 $\frac{1}{2}$ to 2 $\frac{3}{4}$	2 to 2 $\frac{1}{4}$					3 $\frac{1}{2}$	3 $\frac{1}{2}$	6 to 6 $\frac{1}{2}$	6 to 6 $\frac{1}{2}$
do 8...	3 to 3 $\frac{1}{2}$	2 $\frac{3}{4}$ to 3	4 $\frac{1}{2}$	4 $\frac{1}{2}$	7 $\frac{1}{2}$	7	3 $\frac{1}{2}$ to 3 $\frac{1}{2}$	3 $\frac{1}{2}$	7 to 7 $\frac{1}{2}$	7 to 7 $\frac{1}{2}$
do 15...	2 $\frac{1}{2}$ to 2 $\frac{3}{4}$	2 $\frac{1}{2}$ to 2 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	7 $\frac{1}{2}$	7	3 $\frac{1}{2}$ to 3 $\frac{1}{2}$	3 $\frac{1}{2}$	7 to 7 $\frac{1}{2}$	7 to 7 $\frac{1}{2}$
do 22...	2 $\frac{1}{2}$ to 2 $\frac{3}{4}$	2 $\frac{1}{2}$ to 2 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	7 $\frac{1}{2}$	6 $\frac{1}{2}$	3 $\frac{1}{2}$ to 3 $\frac{1}{2}$	3 $\frac{1}{2}$	7 to 7 $\frac{1}{2}$	6 $\frac{1}{2}$ to 6 $\frac{1}{2}$
do 29...	2 $\frac{1}{2}$ to 2 $\frac{3}{4}$	2 $\frac{1}{2}$ to 2 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	7 $\frac{1}{2}$	7	4	4	7 to 7 $\frac{1}{2}$	6 $\frac{1}{2}$ to 6 $\frac{1}{2}$
Sept. 5...	3 to 3 $\frac{1}{2}$	2 $\frac{1}{2}$ to 3	4 $\frac{1}{2}$	4 $\frac{1}{2}$	7 $\frac{1}{2}$	7	4	4	7 to 8 $\frac{1}{2}$	7 to 7 $\frac{1}{2}$
do 12...	3 $\frac{1}{2}$ to 3 $\frac{3}{4}$	3	4 $\frac{1}{2}$	4 $\frac{1}{2}$	8	8	4	4	8 to 8 $\frac{1}{2}$	7 $\frac{1}{2}$ to 8 $\frac{1}{2}$
do 19...	3 $\frac{1}{2}$ to 3 $\frac{3}{4}$	3	5 $\frac{1}{2}$	5 $\frac{1}{2}$			4	4	8 to 8 $\frac{1}{2}$	7 $\frac{1}{2}$ to 8 $\frac{1}{2}$
do 26...	3 $\frac{1}{2}$ to 3 $\frac{3}{4}$	3 to 3 $\frac{3}{4}$					4 $\frac{1}{2}$	4 $\frac{1}{2}$	8 to 8 $\frac{1}{2}$	7 $\frac{1}{2}$ to 8 $\frac{1}{2}$
Oct. 3...	2 $\frac{3}{4}$ to 3	2 $\frac{3}{4}$					4 $\frac{1}{2}$	4 $\frac{1}{2}$	8 $\frac{1}{2}$ to 8 $\frac{1}{2}$	7 $\frac{1}{2}$ to 8 $\frac{1}{2}$
do 10...	2	2	4 $\frac{1}{2}$	3 $\frac{3}{4}$	7	6 $\frac{1}{2}$	4 $\frac{1}{2}$	4	7 $\frac{1}{2}$ to 7 $\frac{1}{2}$	6 $\frac{1}{2}$ to 6 $\frac{1}{2}$
do 17...	2	1 $\frac{3}{4}$					4 $\frac{1}{2}$ to 4 $\frac{1}{2}$	4 $\frac{1}{2}$	7 $\frac{1}{2}$ to 7 $\frac{1}{2}$	6 $\frac{1}{2}$ to 7
do 24...	2	1 $\frac{3}{4}$					4 $\frac{1}{2}$	4 $\frac{1}{2}$	7 $\frac{1}{2}$ to 7 $\frac{1}{2}$	7 to 7 $\frac{1}{2}$
do 31...	2 $\frac{1}{2}$ to 2 $\frac{3}{4}$	2 $\frac{1}{2}$ to 2 $\frac{3}{4}$					4 $\frac{1}{2}$	4 $\frac{1}{2}$	7 $\frac{1}{2}$ to 7 $\frac{1}{2}$	7 to 7 $\frac{1}{2}$
Nov. 7...	3 to 4	2 $\frac{3}{4}$ to 3 $\frac{3}{4}$					4	4	7 $\frac{1}{2}$ to 8 $\frac{1}{2}$	7 $\frac{1}{2}$ to 8 $\frac{1}{2}$
do 14...	4 to 4 $\frac{1}{2}$	4					3 $\frac{3}{4}$	3 $\frac{3}{4}$	8 to 9	8 to 8 $\frac{1}{2}$
do 21...	4 to 4 $\frac{1}{2}$	4 $\frac{1}{2}$					4	3 $\frac{3}{4}$	8 to 9	8 to 8 $\frac{1}{2}$
do 28...	4 $\frac{1}{2}$ to 4 $\frac{3}{4}$	4 to 4 $\frac{1}{2}$								

* Ogdensburg rates $\frac{1}{2}$ cent above Kingston.

LAKE (STEAM) AND RAIL FREIGHTS, SEASON OF 1891.

The following shows the weekly range of Freights on Flour, Wheat and Corn by Steam, Chicago to Buffalo or Erie, and thence by Rail.

Week ending	To Buffalo.			To New York.			To Boston.			To Philadelphia.			To Baltimore.		
	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.
April 4.....	cts. 20	cts. 2 $\frac{1}{2}$	cts. 1 $\frac{3}{4}$	cts. 40	cts. 8 $\frac{1}{2}$	cts. 7 $\frac{1}{2}$	cts. 50	cts. 11	cts. 9 $\frac{1}{2}$	cts. 36	cts. 36	cts. 34	cts. 34	cts. 34	
do 11.....	20	2	1 $\frac{3}{4}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	9 $\frac{1}{2}$	36	Not quoted.	Not quoted.	34	34	
do 18.....	20	2	1 $\frac{3}{4}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	9 $\frac{1}{2}$	36	Not quoted.	Not quoted.	34	34	
do 25.....	20	2	1 $\frac{3}{4}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	9 $\frac{1}{2}$	36	Not quoted.	Not quoted.	34	34	
May 2.....	20	2	1 $\frac{3}{4}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	10 $\frac{1}{2}$	9 $\frac{1}{2}$	36	Not quoted.	Not quoted.	34	34	
do 9.....	20	2	1 $\frac{3}{4}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	9 $\frac{1}{2}$	9	36	6 $\frac{1}{2}$	6 $\frac{1}{2}$	34	34	
do 16.....	20	1 $\frac{1}{2}$	1	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	9 $\frac{1}{2}$	9	36	6 $\frac{1}{2}$	6 $\frac{1}{2}$	34	34	
do 23.....	20	1 $\frac{1}{2}$	1	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	9 $\frac{1}{2}$	9	36	6 $\frac{1}{2}$	6 $\frac{1}{2}$	34	34	
do 30.....	20	1	1	40	7 $\frac{1}{2}$	6 $\frac{1}{2}$	50	9 $\frac{1}{2}$	8 $\frac{1}{2}$	36	6	6	34	34	
June 6.....	20	1 $\frac{1}{2}$	1 $\frac{1}{4}$	30	7 $\frac{1}{2}$	6 $\frac{1}{2}$	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	36	5 $\frac{1}{2}$	5 $\frac{1}{2}$	34	34	
do 13.....	20	1 $\frac{1}{2}$	1 $\frac{1}{4}$	40	7 $\frac{1}{2}$	6 $\frac{1}{2}$	50	9 $\frac{1}{2}$	8 $\frac{1}{2}$	36	5 $\frac{1}{2}$	5 $\frac{1}{2}$	34	34	
do 20.....	20	1 $\frac{1}{2}$	1	40	7 $\frac{1}{2}$	6 $\frac{1}{2}$	50	9 $\frac{1}{2}$	8 $\frac{1}{2}$	36	5 $\frac{1}{2}$	5 $\frac{1}{2}$	34	34	
do 27.....	20	1 $\frac{1}{2}$	1 $\frac{1}{4}$	40	7 $\frac{1}{2}$	6 $\frac{1}{2}$	50	9 $\frac{1}{2}$	8 $\frac{1}{2}$	36	5 $\frac{1}{2}$	5 $\frac{1}{2}$	34	34	
July 4.....	20	1 $\frac{1}{2}$	1 $\frac{1}{4}$	40	7 $\frac{1}{2}$	6 $\frac{1}{2}$	50	9 $\frac{1}{2}$	8 $\frac{1}{2}$	36	5 $\frac{1}{2}$	5 $\frac{1}{2}$	34	34	
do 11.....	20	1 $\frac{1}{2}$	1 $\frac{1}{4}$	40	7 $\frac{1}{2}$	6 $\frac{1}{2}$	50	9 $\frac{1}{2}$	8 $\frac{1}{2}$	36	5 $\frac{1}{2}$	5 $\frac{1}{2}$	34	34	
do 18.....	20	2	2	40	7 $\frac{1}{2}$	6 $\frac{1}{2}$	50	9 $\frac{1}{2}$	8 $\frac{1}{2}$	36	5 $\frac{1}{2}$	5 $\frac{1}{2}$	34	34	
do 25.....	20	2 $\frac{1}{2}$	2	40	7 $\frac{1}{2}$	6 $\frac{1}{2}$	50	9 $\frac{1}{2}$	8 $\frac{1}{2}$	36	5 $\frac{1}{2}$	5 $\frac{1}{2}$	34	34	
Aug. 1.....	20	2 $\frac{1}{2}$	2	40	8	7	50	9 $\frac{1}{2}$	9	36	6	6	34	34	
do 8.....	20	3 $\frac{1}{4}$	3	35	8 $\frac{1}{2}$	7 $\frac{1}{2}$	45	10 $\frac{1}{2}$	9 $\frac{1}{2}$	31	7	6 $\frac{1}{2}$	34	34	
do 15.....	20	3	3	35	9 $\frac{1}{2}$	8 $\frac{1}{2}$	45	11	10	31	8	8	34	34	
do 22.....	20	3 $\frac{1}{4}$	3	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	11	10	36	8	8	34	34	
do 29.....	20	3 $\frac{1}{4}$	3	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	11	10	36	8	8	34	34	
Sept. 5.....	20	3 $\frac{1}{4}$	3	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	11	10	36	8	8	34	34	
do 12.....	20	3 $\frac{1}{4}$	3	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	11	10	36	8	8	34	34	
do 19.....	20	3 $\frac{1}{2}$	3 $\frac{1}{4}$	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	11 $\frac{1}{2}$	10 $\frac{1}{2}$	36	8	8	34	34	
do 26.....	20	4	3 $\frac{1}{2}$	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	12	11	36	8 $\frac{1}{2}$	8 $\frac{1}{2}$	34	34	
Oct. 3.....	20	4	3 $\frac{3}{4}$	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	12 $\frac{1}{2}$	11 $\frac{1}{2}$	36	8 $\frac{1}{2}$	8 $\frac{1}{2}$	34	34	
do 10.....	20	3 $\frac{1}{2}$	3	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	13	12	36	9	9	34	34	
do 17.....	20	2 $\frac{1}{2}$	2	40	8	7	50	11	10	36	8	8	34	34	
do 24.....	20	2 $\frac{1}{2}$	2	40	8	7	50	11	10	36	8	8	34	34	
do 31.....	20	2 $\frac{1}{2}$	2 $\frac{1}{2}$	40	8	7	50	11	10	36	8	8	34	34	
Nov. 7.....	20	3	2 $\frac{1}{2}$	40	8 $\frac{1}{2}$	8	50	11 $\frac{1}{2}$	11	36	8 $\frac{1}{2}$	8 $\frac{1}{2}$	34	34	
do 14.....	20	4 $\frac{1}{4}$	4	40	9	8 $\frac{1}{2}$	50	12	11 $\frac{1}{2}$	36	9	9	34	34	
do 21.....	20	4 $\frac{1}{4}$	4	40	9 $\frac{1}{2}$	9	50	12	11 $\frac{1}{2}$	36	9	9	34	34	
do 28.....	20	4 $\frac{1}{2}$	4	40	10	9 $\frac{1}{2}$	50	12 $\frac{1}{2}$	12	36	9 $\frac{1}{2}$	9 $\frac{1}{2}$	34	34	
Dec. 5.....	20	5 $\frac{1}{2}$	5	40	10	9 $\frac{1}{2}$	50	12 $\frac{1}{2}$	12	36	9 $\frac{1}{2}$	9	34	34	

Withdrawn.

Not quoted *via* the W. T. Co.

Not quoted *via* the W. T. Co.

FREIGHT RATES.

GRAIN, CHICAGO TO BUFFALO.

Year.	Wheat.	Year.	Wheat.
1877.....	3·7 cents.	1886.....	3·6 cents.
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 "		
1884.....	2·1 "		
1885.....	2·0 "		
			Average, 15 years. 3·2 "

The handling charge on grain borne by the vessel is \$3.50 to \$4 per 1,000 bushels.

RATE of Freight per bushel on Corn from Chicago to Buffalo, 1890.

Date.	Rate.	Date.	Rate.
	Cents.		Cents.
March 7.....	2½	July 24.....	1½
do 14.....	2½	do 25.....	1½
do 25.....	3½	do 30.....	1½
April 3.....	3½	do 31.....	1
do 5.....	2½	August 1.....	1½
do 11.....	2½	do 9.....	1½
do 14.....	2½	do 16.....	1½
do 15.....	2	September 5.....	1½
do 25.....	1½	do 12.....	1½
do 26.....	1½	do 29.....	2
do 28.....	1½	October 14.....	1½
do 30.....	1½	do 16.....	1½
May 2.....	1½	do 22.....	1½
do 3.....	1½	do 25.....	1½
do 20.....	1½	November 6.....	1½
do 27.....	1½	do 18.....	1½
June 5.....	1½	do 19.....	1½
do 10.....	2	do 20.....	1½
do 27.....	2½	do 21.....	2
do 28.....	2½	do 28.....	3
July 8.....	2	December 3.....	3
do 23.....	1½		

1891.

April 10.....	2	September 12.....	3
do 17.....	1½	do 15.....	3½
May 2.....	1½	do 25.....	3
do 8.....	1½	do 28.....	2½
do 9.....	1½	do 30.....	2½
do 13.....	1	October 3.....	2½
June 29.....	1½	do 5.....	1½
July 7.....	1½	do 23.....	2
do 13.....	1½	do 26.....	2½
do 14.....	1½	do 30.....	2½
do 28.....	2½	do 31.....	2½
do 30.....	2½	November 4.....	3½
do 31.....	3	do 5.....	3½
August 7.....	2½	do 6.....	4
do 10.....	2½	do 12.....	3½
do 11.....	2½	do 19.....	4½
do 14.....	2½	do 21.....	4½
September 2.....	2½	do 28.....	4½
do 4.....	3	December 2.....	4½
do 10.....	3½		

Averages of daily Rates for the past six Years.

1886..... 3·4 cents per bushel.	1889..... 2·25 cents per bushel.
1887..... 3·9 do do	1890..... 1·88 do do
1888..... 2·5 do do	1891..... 2·13 do do

RATE of Freight per bushel on Wheat from Duluth to Buffalo, 1890.

Date.	Rate.	Date.	Rate.
	Cents.		Cents.
March 28.....	3 $\frac{3}{4}$	June 27.....	2 $\frac{1}{2}$
April 11.....	3 $\frac{3}{4}$	July 8.....	2 $\frac{3}{4}$
do 23.....	3 $\frac{3}{4}$	do 10.....	2 $\frac{3}{4}$
May 7.....	3	do 30.....	2 $\frac{3}{4}$
do 10.....	2 $\frac{1}{2}$	September 15.....	2 $\frac{3}{4}$
do 13.....	3	do 22.....	2 $\frac{3}{4}$
June 3.....	2 $\frac{3}{4}$	November 15.....	3
do 5.....	2 $\frac{3}{4}$	do 22.....	4
do 13.....	2 $\frac{3}{4}$	do 24.....	4 $\frac{1}{2}$
do 14.....	2	do 26.....	5
do 21.....	2 $\frac{3}{4}$	do 28.....	5 $\frac{1}{2}$
do 24.....	2 $\frac{3}{4}$		

1891.

March 16.....	2 $\frac{1}{2}$	October 6.....	3 $\frac{1}{4}$
do 18.....	2 $\frac{3}{4}$	do 8.....	3
do 24.....	2 $\frac{3}{4}$	do 10.....	2 $\frac{3}{4}$
April 22.....	2 $\frac{1}{2}$	do 19.....	2 $\frac{3}{4}$
May 9.....	2	do 20.....	3
do 16.....	1 $\frac{3}{4}$	do 21.....	3 $\frac{3}{4}$
do 18.....	1 $\frac{3}{4}$	do 26.....	4
do 20.....	1 $\frac{1}{2}$	November 2.....	4 $\frac{1}{4}$
June 9.....	1 $\frac{3}{4}$	do 3.....	5
do 12.....	1 $\frac{3}{4}$	do 5.....	5 $\frac{1}{4}$
do 13.....	2	do 6.....	6
July 7.....	2 $\frac{1}{2}$	do 7.....	7
do 13.....	2 $\frac{3}{4}$	do 9.....	7 $\frac{1}{2}$
August 1.....	3	do 19.....	8
do 5.....	3 $\frac{3}{4}$	do 20.....	8 $\frac{1}{4}$
do 6.....	3 $\frac{1}{4}$	do 21.....	9 $\frac{1}{4}$
September 8.....	3 $\frac{3}{4}$	do 23.....	9 $\frac{1}{4}$
do 10.....	3 $\frac{3}{4}$	do 25.....	9 $\frac{1}{4}$
do 15.....	4	do 28.....	9 $\frac{1}{4}$
do 28.....	3 $\frac{3}{4}$		

Average daily rate in 1890..... 2·8 cents per bushel.
do do 1891..... 3·15 do

COAL FREIGHT RATES.

SOFT COAL, OHIO PORTS TO PORTS NAMED.

Year.	Chicago.	Milwaukee.	Escanaba.	Duluth.
1885.....	\$0 67	\$0 63	\$0 51	\$0 49
1886.....	0 89	0 83	0 60	0 78
1887.....	1 11	1 06	0 72	0 89
1888.....	0 92	0 84	0 61	0 66
1889.....	0 59	0 54	0 49	0 52
1890.....	0 66	0 64	0 45	0 49
1891.....	0 58	0 61	0 52	0 49
Average, seven years..	<u>0 77</u>	<u>0 74</u>	<u>0 56</u>	<u>0 62</u>

HARD COAL, BUFFALO TO PORTS NAMED.

Year.	Chicago.	Duluth.
1885.....	\$0 71	\$0 52
1886.....	0 87	0 62
1887.....	1 05	0 70
1888.....	0 86	0 65
1889.....	0 52	0 41
1890.....	0 62	0 43
1891.....	0 56	0 29
Average, seven years.....	<u>0 74</u>	<u>0 52</u>

Coal is shipped net tons and handled in all cases without charge to the vessel.

Annual average canal freight rates on Wheat and the tolls on Wheat from Buffalo to New York, and the elevating and storage rates at Buffalo for each year from 1870 to 1891, inclusive.

[Prepared by Mr. William Thurstone, Secretary of the Buffalo Merchants' Exchange.]

Year.	Average Canal Freight Rates.	Tolls.	Elevating, including Storage. a.	Year.	Average Canal Freight Rates.	Tolls.	Elevating, including Storage. a.
	Cents.	Cents.	Cents.		Cents.	Cents.	Cents.
1870.....	11·2	3·1	1·25	1881.....	4·7	1·	8·75
1871.....	12·6	3·1	1·25	1882.....	5·4	1·	8·75
1872.....	13·	3·1	1·25	1883.....	4·9	.....	8·75
1873.....	11·4	3·1	1·25	1884.....	4·2	.....	8·75
1874.....	10·	3·1	1·25	1885.....	3·8	.....	8·75
1875.....	7·9	2·	1·	1886.....	5·	.....	8·75
1876.....	6·6	2·	1·	1887.....	4·5	.....	8·75
1877.....	7·4	1·	1·	1888.....	3·4	.....	8·75
1878.....	6·	1·	1·	1889.....	4·8	.....	8·75
1879.....	6·8	1·	1·	1890.....	3·8	.....	8·75
1880.....	6·5	1·	1·	1891.....	3·5	.....	8·75

a. Storage varied ; 5 to 10 days limit.

Annual average freight rates per bushel of Wheat for transportation from Chicago to New York for each year from 1857 to 1891, inclusive.

[Prepared by Mr. J. C. Brown, Statistician, New York Produce Exchange.]

CALENDAR YEAR.	AVERAGE RATE PER BUSHEL.			CALENDAR YEAR.	AVERAGE RATE PER BUSHEL.		
	By Lake and Canal <i>a</i> .	By Lake and Rail.	By all Rail.		By Lake and Canal <i>a</i> .	By Lake and Rail.	By all Rail.
	Cents.	Cents.	Cents.		Cents.	Cents.	Cents.
1857.....	25 29			1875.....	11 43	14 6	24 1
1858.....	16 28			1876.....	9 58	11 8	16 5
1859.....	17 59			1877.....	11 24	15 8	20 3
1860.....	24 83			1878.....	9 15	11 4	17 7
1861.....	26 55			1879.....	11 60	13 3	17 3
1862.....	26 33			1880.....	12 27	15 7	19 9
1863.....	22 91			1881.....	8 19	10 4	14 4
1864.....	28 36			1882.....	7 89	10 9	14 6
1865.....	26 62			1883.....	8 37	11 5	16 5
1866.....	29 61			1884.....	6 31	9 55	13 125
1867.....	22 36			1885.....	5 87	9 02	14 00
1868.....	22 79	29 0	42 6	1886.....	8 71	12 00	16 50
1869.....	25 12	25 0	35 1	1887.....	8 51	12 00	16 33
1870.....	17 10	22 0	33 3	1888.....	5 93	11 00	14 50
1871.....	20 24	25 0	31 0	1889.....	6 89	18 70	15 00
1872.....	24 47	28 0	33 5	1890.....	5 85	8 50	14 31
1873.....	19 19	26 9	33 2	1891.....			
1874.....	14 10	16 9	28 7				

a. Including canal tolls until 1882, but not Buffalo transfer charges. *b*. Averages of officially published tariffs.

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 1891.

(Prepared by Secretary of the Board of Trade, Chicago.)

Shipped to	Articles.	1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1881.	1880.
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Liverpool	Grain	4075	3187	3958	3490	3487	3672	2943	4428	3647	3718	4922
do	Sacked flour	4187	3625	4162	3371	3491	3420	2887	2982	4030	3499	5423
do	Provisions	5531	5109	5746	3747	4073	4415	3508	4674	5183	4570	6871
Glasgow	Grain	4425	3550	4075	3605	3705	3910	3228	2641		3932	
do	Sacked flour	4469	4188	4425	3579	3968	3951	3443	2811		4400	5651
do	Provisions	5953	5833	6142	4658	4855	5329	4086	4789		5361	6732
London	Grain	4250	3550		3802	3945	4086	2921	2783		3620	
do	Sacked flour	4328	4047	4510	3776	3784	4024	3171	3825		4276	
do	Provisions	5953	5813	6196	4570	4781	5471	4046	4891		5550	
Antwerp	do	5250	4688	6094	4472	4961	5219	4327	5373	6295	5708	7385
Hamburg	do	5500	5250	6262	5426	5229	5154	3842	5434	6279	5471	
Amsterdam	do	6000	5000	6500	5426	5525	5562	4383	5434	6683		
Rotterdam	do	6000	5000	6500	5426	5508	5562	4383	5434	6683		
Copenhagen	do	6375	5813	6492	5483	5508	5169	4951	5434	7158		
Stockholm	do	6938	6094	7500	6671	5865	5543	5468	5908	8255		
Stettin	do	6375	6813	6492	5483	5508	5833	5210	5422	7420		
Bordeaux	do	7500	6650	7491	5821	6021	5708	5066	5603	6432		

THE UNITED STATES IN-TRANSIT TRADE.

The in-transit and transshipment transactions of 1891 were distributed as to countries and ports as follows:—

Of the value of merchandise received from British North America, amounting to \$19,780,470, \$15,310,945 came from the Provinces of Quebec, Ontario, Manitoba and the North-West Territory, and \$4,469,525 from other British Possessions. The receipts from Europe and the United Kingdom amounted to \$26,413,597, of which \$20,879,851 came from the United Kingdom, and \$5,533,746 from Europe. The receipts from the West Indies were valued at \$7,964,459, of which those from Cuba amounted to \$6,977,901. Merchandise valued at \$1,060,449 was received from Asia and Oceanica.

Of the shipments from the United States, \$27,883,023 were destined for British North America, of which \$21,695,992 was shipped to the Provinces of Quebec, Ontario, Manitoba and the North-West Territory. The shipments to Europe amounted to \$16,893,334, of which \$11,968,808 were destined for the United Kingdom. The shipments to Mexico amounted to \$5,952,318, and to the West Indies to \$4,788,720.

The value of receipts of in-transit merchandise at leading ports of entry were as follows:—At New York, \$27,049,802; Portland, Me., \$9,173,932; Boston, \$3,338,852; New Orleans, \$2,585,589; San Francisco, \$1,092,518; Galveston, \$552,063; and at Northern Border and Lake ports, \$10,366,810.

THE CARRYING TRADE IN UNITED STATES VESSELS.

The value of merchandise transported in the carrying trade of the United States during the year ending June 30, 1891, is shown as follows:—

CARRIED IN.	Imports.	EXPORTS.			In Transit and Transshipment Trade <i>a</i> .	Total Foreign Commerce.	Per Cent.
		Domestic.	Foreign.	Total.			
	\$	\$	\$	\$	\$	\$	
Cars and other land vehicles.....	40,932,755	30,116,869	1,806,570	31,923,439	46,852,199	119,708,393	6.49
<i>American Vessels.</i>							
Steam.....	74,211,783	42,967,198	1,411,341	44,378,539	13,712,753	132,303,075	7.17
Sail.....	53,259,895	33,938,428	651,080	34,589,508	350,269	88,199,672	4.79
Total.....	127,471,678	76,905,626	2,062,421	78,968,047	14,063,022	220,502,747	11.96
<i>Foreign Vessels.</i>							
Steam.....	620,656,640	675,537,455	7,947,369	683,484,824	44,376,077	1,348,517,541	73.11
Sail.....	55,855,123	89,710,333	394,167	90,104,500	785,480	146,746,103	7.96
Total.....	676,511,763	765,247,788	8,341,536	773,589,324	45,162,557	1,495,263,644	81.07
Nationality and motive power of vessels not known.....					8,918,056	8,918,056	.48
Grand Total.....	814,916,196	872,270,283	12,210,527	884,480,810	114,995,834	1,844,392,840	100.00

a. Received and shipped.

Of the entire value of our foreign commerce, including that of the in-transit trade during the last fiscal year, amounting to \$1,844,392,840, 6·49 per cent was carried in cars and other land vehicles; 7·17 per cent in American steam vessels; 4·79 per cent in American sailing vessels; 73·11 per cent in foreign steam vessels; 7·96 per cent in foreign sailing vessels, and 48 per cent in vessels of which the nationality and motive power were unknown.

Our foreign commerce carried in home vessels, measured by its value, has declined from its highest point, 75 per cent in 1856, to 11·96 per cent during the last fiscal year, while 81·07 per cent was carried in foreign vessels.

Only 7·17 per cent of our foreign trade was conducted in steamers bearing our national flag, while 73·11 per cent of that trade with all its profits from employment of capital and labour was conducted in alien steam vessels. The constant and rapid decline of our share of the transportation of the commodities exchanged between this and foreign countries will be seen by reference to Appendix No. 5.

TONNAGE ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES.

The tonnage entered at ports of the United States in the foreign trade during the year ended June 30, 1891, as compared with 1890 was as follows:—

	1890.		1891.		INCREASE + DECREASE -	
	Number.	Tons.	Number.	Tons.	Tons.	Per Cent.
<i>Entered at Sea Ports.</i>						
American—						
Sailing.....	3,338	1,394,665	3,152	1,336,468	- 58,197	- 4·17
Steam.....	2,096	2,009,919	2,626	2,333,904	+ 323,985	+ 16·10
Total.....	5,434	3,404,584	5,778	3,670,372	+ 265,788	+ 7·81
Foreign—						
Sailing.....	6,959	3,071,111	6,812	2,942,115	- 128,996	- 4·20
Steam.....	5,814	8,889,909	5,607	8,782,124	- 107,785	- 1·21
Total.....	12,773	11,961,080	12,419	11,724,239	- 236,781	- 1·98
Total entered at Sea Ports...	18,207	15,365,604	18,197	15,394,611	+ 29,007	+ 0·19
<i>Entered at Lake Ports.</i>						
American.....	5,783	678,597	5,268	710,432	+ 31,895	+ 4·70
Foreign.....	9,458	2,063,120	9,113	2,009,252	+ 36,132	+ 1·75
Total entered at Lake Ports.	15,241	2,741,657	14,381	2,809,684	+ 68,027	+ 2·48

ELEVATOR CAPACITY, RECEIPTS AND RATES AT BUFFALO.

The following statement gives the names and storage capacity in bushels of the 33 available grain elevators at the Port of Buffalo, and also the names of 12 transfer and floating elevators, which practically have no storage room:—

Elevators.	Capacity.	Elevators.	Capacity.
	Bushels.		Bushels.
Bennett.....	800,000	Niagara, B.....	1,200,000
Brown.....	250,000	Niagara, C.....	200,000
C. J. Wells.....	550,000	Ontario.....	440,000
City, A.....	600,000	Queen City, A, B and C.....	450,000
City, B.....	800,000	Richmond.....	250,000
Coatsworth.....	1,200,000	Schreck.....	50,000
Con'g Terminal.....	950,000	Sturges.....	300,000
Dakota.....	850,000	Swiftsure.....	150,000
Erie.....	720,000	Watson.....	600,000
Evans.....	400,000	Wheeler.....	350,000
Exchange.....	500,000	Wilkeson.....	400,000
Frontier.....	650,000	William Wells.....	200,000
International.....	650,000		
Flaxseed.....	65,000	Total bushels.....	15,000,000
Lake Shore.....	300,000	Less about 15 per cent needed as work- ing room.....	2,250,000
Lyon.....	100,000		
Marine.....	125,000	Total available storage capacity.....	12,750,000
National.....	100,000		
Niagara, A.....	800,000		

The 33 elevators named above have capacity for elevating about 250,000 bushels per hour, or 6,000,000 bushels per day of 24 hours.

Transfer Elevators—Hefford's, Chicago, Fulton, Horton, Merchants, North-west, Western Transit.

Floating Elevators—Cyclone, Buffalo, Free Canal, Free Trade, Ira Y. Munn, Marquette.

GRAIN AND FLAXSEED RECEIPTS.

The following statement shows the actual amount of lake grain and flaxseed handled during the past season at Buffalo:—

	Bushels.
Western Elevating Company.....	130,253,138
Cyclone Floating Elevator.....	2,500,000
Hefford Elevator.....	1,200,000
National Elevator.....	582,800
Flaxseed Elevator.....	124,677
Cargoes afloat, 30th December, 1891.....	543,928
Total grain and flaxseed.....	135,204,543
Total as per Custom House reports.....	135,315,510

ELEVATING AND STORAGE RATES.

All of the elevators named above, receiving grain from vessels, belong to the Western Elevating Company, whose charges for elevating and storage were as follows, for the year 1891:—

Elevating, receiving, weighing and delivering, $\frac{5}{8}$ cent per bushel; storage each 10 days or part thereof, $\frac{1}{4}$ cent; no grain received for direct transfer, the vessel paying only the actual cost of shovelling. The charge for loading cars was $\frac{1}{4}$ cent per bushel, including trimming.

The Cyclone and Hefford's elevators charged $\frac{1}{2}$ cent per bushel for direct transfer from vessel to canal boat.

WINTER STORAGE.

After 10th November, 1891, for each ten days or part thereof, $\frac{1}{2}$ cent per bushel until such charge, accumulated after the first ten days, shall amount to 2 cents per bushel; then free until five days after the opening of canal navigation in 1892. On all grain in store before 10th November, $\frac{1}{4}$ cent per bushel for each ten days or part thereof, until such charge, accumulated after 10th November, shall amount to 2 cents per bushel; then free until five days after the opening of canal navigation.

RATES ON CAR GRAIN.

The Niagara, International, Lake Shore, Queen City, Exchange, and Ontario elevators made charges as follows:—

Elevating from cars, including shovelling and storage for five days, $\frac{1}{2}$ cent per bushel; storage each succeeding ten days or part thereof, $\frac{1}{4}$ cent; delivering to side bins, $\frac{1}{4}$ cent; delivering to cars and switching to eastern roads, $\frac{1}{4}$ cent; blowing and cleaning, $\frac{1}{4}$ cent; grading and cleaning, 1 cent; separating and cleaning, 2 cents; running over and cooling, $\frac{1}{4}$ cent; storing hot or damaged grain, commencing three days after same has been posted, $\frac{1}{2}$ cent per bushel per day.

HOUSE OF REPRESENTATIVES, 52ND CONGRESS, 1ST SESSION.—REPORT NO. 185.

Water-way from Head of Lake Superior to the Sea.

Mr. Lind, from the Committee on Interstate and Foreign Commerce, submitted the following report (to accompany H. Res. 11):—

8th February, 1892.

The Committee on Interstate and Foreign Commerce, to whom was referred the joint resolution (H. Res. 11) to promote the improvement of the water-way from the head of Lake Superior, by way of the Welland and St. Lawrence Canals and St. Lawrence River to the sea, respectfully report:—

The value and extent of the commerce of the Great Lakes has been so frequently commented upon in this body of late years, that it is not deemed necessary to quote figures or statistics to demonstrate its importance. Forming, as they do, the boundary line, in part, of eight of the larger States, the Great Lakes furnish a highway for the interchange of the productions of those commonwealths, that has no parallel in any other country. Thus far the traffic upon them has been confined almost wholly to the trade with Canada and the internal commerce between the States. The recent development of the untold resources of the great North-West has, however, made the productions of that region not only a vital part of our internal commerce, but the leading factor of our foreign trade. To facilitate the internal commerce, by affording better facilities in the way of improved harbours, lights, and deepening the canals, Congress has not hesitated to vote appropriations by millions. Its action in this behalf has met the approval of the country.

Your committee believes that it is now equally important to facilitate and take the proper steps to secure a deep-water outlet for the foreign commerce originating in the States bordering on, and tributary to these waters.

Public interest in this subject is evidenced by the action of conventions and commercial bodies, as well as by the several propositions submitted to Congress, looking to the opening of adequate water-ways between the lakes and the ocean. The impracticability of deepening or improving the Erie Canal so as to admit the passage of ocean-going crafts seems to be admitted on all sides. But it is claimed, however, by persons who are competent to express opinions on the subject, that it is

feasible to construct a canal from Oswego to the Hudson of sufficient size and depth to furnish deep-water passage from the lakes to the sea. That this may be true, and that the work may be undertaken, if practicable, is earnestly hoped for by all who are interested in the development of our means of communication. It stands admitted, however, that this project, in connection with the proposed Niagara Canal, would require decades for its execution and an amount of money variously estimated from \$40,000,000 to \$100,000,000.

Pending the consideration of this plan, and its execution if adopted, it seems to your committee that the great interests under consideration should be served by other available means if such are at hand or within our reach. Nature has provided an outlet by means of the St. Lawrence River, which needs but comparatively little improvement to make the great lakes as available to the commerce of the world as they now are to the internal commerce of the United States and of Canada. On the practicability of the St. Lawrence route for that purpose we quote from a letter to this committee, written by Col. O. E. Poe, in charge of the construction of the new canal at Sault Ste. Marie, in response to a reference of this resolution to the War Department, as follows:—

“The Welland and St. Lawrence Canals undoubtedly occupy the most favourable, and therefore the best line of water communication between the lakes and the ocean. A deep water way can be opened by their route at less cost than by any other, and there can be no question as to its advantages in an engineering point of view.

“It must be assumed that the Dominion of Canada is fully aware of the great advantage which so favourable a route affords, and will be loath to enter into any arrangement by which this advantage would be divided with another power. However, such questions belong to the domain of diplomacy, and it is probable that I am not expected to discuss them. So far as communication between the lakes and the countries beyond the Atlantic is concerned, every argument favours the proposition of this Bill.”

Our neighbours on the north have already improved this natural outlet by the construction of the Welland Canal between lakes Erie and Ontario, and the series of shorter canals along the St. Lawrence. These canals cover the entire distance where canals are required between Lake Erie and the sea. Their aggregate length is only 70 miles, while the Erie Canal is 363 miles long.

In pursuance of plans adopted by the Canadian Government for uniformity of depth, the Welland has been deepened to 14 feet, and the work is in progress on the other canals with the prospect of completion within three years if the necessary appropriations are made. The magnitude and importance of the work already done is made evident by the fact that the steamer “Wetmore,” carrying some 80,000 bushels of wheat, went through from Duluth to Liverpool last season by lightening her cargo, in passing down that portion of the St. Lawrence River at which the canals have not yet been deepened. This trip, though largely experimental, proved remunerative to the owners of the vessel. The rate paid from Duluth to Liverpool was 9½ cents per bushel, exclusive of the charges for transshipment to lighten the vessel, which was 3 cents per bushel.

This demonstrates that, with the completion of the improvements now in progress, steamers of the size and capacity of the “Wetmore” can be dispatched from points on the great lakes to any port in the world, provided we can use the canals in common with the Canadians. If the canals were further deepened so as to correspond with the new “Soo” Canal, Duluth, Milwaukee, Chicago, Cleveland and Buffalo would enjoy all the advantages of seaboard cities with reference to foreign trade.

While we are now enjoying the use of these Canadian canals, as the Canadians are ours, we should not lose sight of the fact that such enjoyment is not based on permanent treaty rights.

Under the provisions of Article XXXIII of the treaty of Washington our right to use the Welland and St. Lawrence canals may be terminated on two years’

notice, and it will be remembered that President Cleveland's administration claimed that the article in question has already been abrogated, so that we are now using those canals by sufferance only. For these reasons it is deemed important by this Committee that appropriate action should be taken by this Government to secure by a fair arrangement with the Canadians the permanent right to use these canals for our commerce, in common with and on the same terms as the citizens of that country.

It also appears to your Committee that the present time is exceedingly opportune for urging such action in behalf of the commerce of the great lakes. It is reported that representatives of the Canadian Government will shortly arrive in this city to negotiate with our Government for closer trade relations between the two countries.

Your Committee therefore recommend the passage of the joint resolution.

52ND CONGRESS,
1ST SESSION.

H. RES. 11.

[Report No. 185.]

IN THE HOUSE OF REPRESENTATIVES.

JANUARY 5, 1892.

Read twice, referred to the Committee on Interstate and Foreign Commerce, and ordered to be printed.

FEBRUARY 8, 1892.

Referred to the House Calendar and ordered to be printed.

Mr. Lind introduced the following joint resolution:—

JOINT RESOLUTION

To promote the improvement of the water way from the head of Lake Superior by way of the Welland and St. Lawrence Canals and St. Lawrence River to the sea.

“Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, requested to invite negotiations with the Government of the Dominion of Canada to secure the speedy improvement of the Welland and St. Lawrence Canals and the St. Lawrence River so as to make them conform in depth and navigability, so far as practicable, to the standard adopted by the Government of the United States for the improvements now in progress within the United States of the waters connecting the Great Lakes; and to that end the President is hereby authorized, if he deems expedient, to appoint three commissioners to negotiate on behalf of the United States with the representatives of the Government of the Dominion of Canada the terms and conditions of any agreement which may be entered into between the two governments in pursuance of any proposition submitted in that behalf by the Government of the Dominion of Canada.”

No. 1.—TOTAL Values of Merchandise received from British North America for Immediate Transit across United States Territory, or for Immediate Transhipment in Ports of the United States to British North America, and so shipped, during each year from 1873 to 1890, inclusive.

46-3

YEAR ENDING JUNE 30TH,	COUNTRIES FROM WHICH RECEIVED.					COUNTRIES TO WHICH SHIPPED.				
	British North America.					British North America.				
	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-West Territories.	British Columbia.	Newfoundland and Labrador.	Total.	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-West Territories.	British Columbia.	Newfoundland and Labrador.	Total.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1873	495,289	12,894,164	5,240		13,394,693	5,282,290	21,329,174	181,720		26,784,184
1874	449,655	13,616,344	97,691		14,163,690	7,150,036	19,843,169	317,534		27,319,739
1875	443,570	17,342,933	256,074		18,042,577	8,999,596	20,283,639	517,060		29,800,295
1876	261,443	22,134,275	195,047	1,137	22,591,902	9,102,600	14,658,358	658,836	94	24,419,888
1877	160,658	12,092,619	248,418		12,471,695	2,879,422	15,551,238	544,018	2,475	18,977,153
1878	163,978	11,627,114	412,966		12,204,058	951,268	11,436,470	524,013	934	12,912,686
1879	194,129	11,606,832	280,079	55	12,081,095	889,539	11,520,877	476,824	2,347	12,889,587
1880	215,131	16,782,315	137,271		17,134,717	1,643,716	14,866,663	531,436	288	17,042,193
1881	171,383	16,758,108	72,555		17,002,046	1,778,836	20,857,827	719,268	333	23,356,264
1882	164,390	28,265,083	113,018	87	28,543,178	2,732,665	34,065,845	855,784	1,190	37,595,484
1883	561,791	29,204,031	36,973	25	29,862,820	2,455,537	35,878,389	971,307	7,335	39,312,568
1884	656,233	12,574,953	188,041		13,419,227	1,740,900	19,717,466	1,475,833	5,186	22,939,386
1885	933,806	12,280,483	308,691	633	13,523,613	1,655,442	16,448,942	1,615,293	781	19,709,458
1886	1,165,973	9,303,864	359,104	32,079	10,861,020	2,040,298	16,369,429	1,825,178	6,174	20,241,079
1887	1,684,730	9,606,175	213,816		11,504,721	1,621,748	19,930,296	635,841	70	22,187,955
1888	1,525,048	6,417,701	372,934	27,134	8,542,817	1,781,028	13,459,169	370,322	1,137	15,611,656
1889	2,596,233	8,355,178	294,859	89,853	11,336,123	2,484,787	18,963,957	665,527	2,704	22,146,975
1890	3,070,657	12,449,772	306,897	174,584	16,001,910	5,277,210	21,140,198	913,106	4,690	27,335,204
1891	3,859,079	15,310,945	422,806	187,640	19,780,470	5,605,614	21,695,992	547,144	34,273	27,883,023

No. 2.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In-transit and Transshipment Trade of the United States with the British North American Possessions during the Year ended 30th June, 1891.

CUSTOMS DISTRICTS INTO WHICH RECEIVED.	COUNTRIES FROM WHICH RECEIVED.					CUSTOMS DISTRICTS FROM WHICH SHIPPED.	COUNTRIES TO WHICH SHIPPED.				
	Nova Scotia, New Brunswick and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-West Territories.	British Columbia.	Newfoundland and Labrador.	British West Indies.		Nova Scotia, New Brunswick and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-West Territories.	British Columbia.	Newfoundland and Labrador.	British West Indies.
<i>Received into—</i>	\$	\$	\$	\$	\$	<i>Shipped from—</i>	\$	\$	\$	\$	\$
Alaska, Alaska.....			64,982			Alaska, Alaska.....			64,982		
Baltimore, Md.....	1,040	54,461				Baltimore, Md.....	94				
Bangor, Me.....	2,916,373	50				Bangor, Me.....	49	2,916,154			220
Boston and Charlestown, Mass.....	278,482	218,490			574	Boston and Charlestown, Mass.....	302,597	2,567,544			21,796
Buffalo Creek, N.Y.....		321,641				Buffalo Creek, N.Y.....	8,375	2,241		365	31,863
Champlain, N.Y.....		69,634				Champlain, N.Y.....					1,359
Detroit, Mich.....		28,151				Detroit, Mich.....		22,433	5,718		
Duluth, Minn.....		160,799				Duluth, Minn.....		148,798	12,001		
Huron, Mich.....		996,214				Huron, Mich.....		670,578	325,636		
Minnesota, Minn.....		420,291				Minnesota, Minn.....		416,713	3,578		
New York, N.Y.....	627,619	2,160	2,000	187,640	813,882	New York, N.Y.....	95,003	10,000,519	87,959	1,963	1,781,289
Niagara, N.Y.....		2,759,530				Niagara, N.Y.....	445,947	9,086		12,428	51,032
North and South Dakota.....		133,229				North and South Dakota.....		133,229			
Oswegatchie, N.Y.....		46,626				Oswegatchie, N.Y.....	799				8,089
Passamaquoddy, Me.....	31,640					Passamaquoddy, Me.....					4,501
Philadelphia, Pa.....	2,605	81,612				Philadelphia, Pa.....	115	4,949			146
Portland and Falmouth, Me.....	1,320	4,587,362				Portland and Falmouth, Me.....	3,733,441	4,579,898			
Puget Sound, Wash.....			1,852			San Diego, Cal.....			19		
San Francisco, Cal.....			353,972			San Francisco, Cal.....		204,763	47,251		
Vermont, Vt.....		5,430,695				Vermont, Vt.....	1,019,191	920		19,517	15,556
Willamette, Oreg.....						Willamette, Oreg.....		18,167			
Total.....	3,859,079	15,310,945	422,806	187,640	814,456	Total.....	5,605,614	21,695,092	547,144	34,273	1,918,851

No. 3.—TOTAL VALUES of Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transshipment in Ports of the United States to other Foreign Countries, and so Shipped, for each Year from 1868 to 1891, 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.	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	
	§	§	§	§	§	§	§	§	§	§	§	§	
1868	10,664,576	132,074	4,864,209	14,967	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,613	116,521	1,304,875	21,515,604
1869	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,037	2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984
1870	10,210,455	302,806	7,215,973	103,977	3,309,227	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	7,954,060	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	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,434	2,263,819	24,042,790	358,151	179,570	1,797,496	31,385,320
1873	19,144,815	250,704	13,394,693	286,607	5,737,904	1,284,462	5,144,175	5,622,325	26,784,184	235,113	319,771	1,993,617	40,059,185
1874	18,832,900	211,907	14,163,690	161,920	4,563,869	926,390	5,391,291	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676
1875	18,657,276	325,648	18,042,577	115,527	1,750,368	1,785,947	7,229,912	1,495,285	29,800,295	1,155,004	248,358	757,429	40,686,283
1876	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789	11,791,200	2,958,558	24,419,888	1,129,140	600,061	1,163,508	42,062,655
1877	13,732,085	337,897	12,471,695	168,892	1,095,451	1,460,793	7,758,501	1,108,298	18,977,153	329,577	366,311	776,933	29,256,773
1878	10,084,510	378,768	12,294,058	146,822	3,041,957	1,481,033	9,577,050	2,995,230	12,912,685	316,664	319,611	1,305,908	27,337,148
1879	8,795,340	321,917	12,081,095	222,329	1,954,642	1,521,153	8,175,951	2,252,572	12,880,587	330,968	174,757	1,272,632	25,065,867
1880	10,311,139	620,704	17,134,747	239,655	3,606,099	1,942,405	10,856,579	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749
1881	14,898,052	721,844	17,002,046	217,444	2,642,550	2,222,122	9,122,079	2,729,246	23,356,264	671,008	177,340	1,648,121	37,704,048
1882	18,911,637	755,569	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,361	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	11,089,895	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327
1884	14,036,694	948,901	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,960,488	22,059,385	2,748,434	221,061	2,656,635	36,814,392
1885	11,064,186	1,140,548	13,523,613	398,293	4,853,354	3,545,544	7,235,519	3,771,524	19,790,458	1,262,515	119,376	2,316,146	34,435,338
1886	13,142,644	1,402,414	10,861,929	216,078	6,797,879	4,558,229	8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264
1887	17,977,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760	19,052,219	4,353,992	22,187,955	2,002,476	608,121	3,561,358	42,766,121
1888	13,707,240	1,417,511	8,342,817	120,497	4,829,846	4,534,298	6,853,195	2,551,043	15,611,656	3,796,180	563,539	3,997,596	32,343,299
1889	19,080,647	2,582,496	11,336,123	296,654	9,654,736	5,052,610	9,233,650	4,581,064	22,146,975	4,781,110	892,158	5,768,287	47,403,253
1890	20,664,427	2,735,546	16,002,384	639,050	9,759,256	5,898,763	10,656,465	5,097,434	27,335,678	4,944,149	1,215,309	6,450,391	55,629,426
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

FOREIGN COMMERCE OF THE UNITED STATES.

No. 4.—STATEMENTS showing the Total Value of Imports and Exports of Merchandise and of Gold and Silver Coin and Bullion into and from the United States, by Countries and Customs Districts, during the Year ended 30th June, 1891.

IMPORTS AND EXPORTS OF MERCHANDISE BY COUNTRIES.

Order by magnitude of total imports and exports.	COUNTRIES.	IMPORTS.			DOMESTIC EXPORTS.			FOREIGN EXPORTS.			TOTAL IMPORTS AND EXPORTS.		
		Value.	Per cent of total of group.	Per cent of total of imports.	Value.	Per cent of total of group.	Per cent of total of domestic exports.	Value.	Per cent of total of group.	Per cent of total of foreign exports.	Value.	Per cent of total of group.	Per cent of total of imports and exports.
	EUROPE.	\$			\$			\$			\$		
1	Great Britain and Ireland	194,723,262	42·39	23·05	441,599,807	63·30	50·62	3,814,219	53·09	31·26	640,137,288	54·99	37·01
	BRITISH NORTH AMERICAN POSSESSIONS.												
1	Quebec, Ontario, Manitoba and the North-West Territories	29,680,751	75·26	3·51	30,402,648	81·34	3·49	1,697,368	80·81	13·67	61,780,767	78·29	3·57
2	Nova Scotia, New Brunswick and Prince Edward Island	6,808,635	17·26	0·81	3,771,313	10·00	0·43	270,258	12·94	2·21	10,850,206	13·75	0·63
3	British Columbia	2,598,393	6·60	0·31	1,878,652	5·12	0·22	127,539	6·11	1·21	4,604,587	5·88	0·27
4	Newfoundland and Labrador	346,753	0·88	0·04	1,292,902	3·45	0·15	3,075	0·14	0·03	1,642,730	2·08	0·09
	Total	39,434,335	100·00	4·67	37,345,515	100·00	4·29	2,098,240	100·00	17·12	78,878,290	100·00	4·56

FOREIGN CARRYING TRADE.

No. 5.—VALUES 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 1891, 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		259,116,170	101,773,971		251,214,857	111,745,825		510,331,027	213,519,796	723,850,823	70.5
1858		263,709,916	78,913,134		243,491,288	81,153,133		447,191,304	160,666,267	607,257,571	73.7
1859		216,123,428	122,644,702		249,617,953	107,171,509		465,741,381	229,816,211	695,557,592	66.9
1860		228,164,855	134,001,399		279,082,902	121,039,334		507,247,757	255,040,793	762,288,550	66.5
1861		291,514,055	134,106,098		179,972,733	69,372,189		381,516,788	263,478,278	584,995,066	65.2
1862		92,274,100	113,497,629		125,421,318	104,517,667		217,695,418	218,015,296	435,710,714	50.0
1863		109,714,580	143,175,340		132,127,891	199,880,691		241,872,471	343,056,931	584,928,502	41.4
1864		81,212,077	248,359,818		102,849,409	237,442,730		184,061,486	485,793,548	669,855,034	27.5
1865		74,385,116	174,179,336		93,017,756	262,839,588		167,402,872	437,019,124	604,412,996	27.7
1866		112,049,395	333,471,763		213,671,466	351,754,928		325,711,861	683,226,691	1,010,938,552	32.2
1867		117,269,536	300,622,935		189,655,368	280,798,368		297,834,904	581,339,403	879,165,307	33.9
1868		122,965,225	248,659,583		173,106,318	361,886,491		297,981,573	550,546,974	848,527,647	35.1
1869		136,862,624	300,512,231		153,164,748	285,979,781		289,956,772	586,492,612	876,448,784	33.1
1870		153,237,077	309,140,510		199,732,324	329,786,978		352,969,461	638,927,488	991,896,889	35.6
1871	15,187,354	163,285,719	363,029,644	7,798,156	199,378,462	392,801,932	22,985,510	353,664,172	755,822,576	1,132,472,258	31.2
1872	17,635,681	177,286,392	445,416,783	10,615,089	168,044,729	393,929,579	27,659,770	345,341,191	839,346,362	1,212,328,233	28.5
1873	17,070,548	174,739,834	471,896,765	10,799,430	171,566,759	414,915,886	27,869,978	346,396,592	966,726,651	1,349,899,221	25.8
1874	14,513,335	176,925,778	465,329,135	8,599,295	174,424,216	533,885,971	23,022,540	359,451,994	939,206,106	1,312,680,640	26.7
1875	13,983,859	157,872,726	382,949,568	7,304,356	156,385,666	501,838,949	20,388,235	314,257,792	884,788,517	1,119,434,544	25.8
1876	12,148,667	143,389,704	321,139,500	6,324,487	167,686,467	492,215,487	18,473,154	311,076,171	813,354,987	1,142,994,312	27.2
1877	10,697,640	151,834,067	329,565,833	6,767,170	164,826,214	539,354,793	17,464,810	316,666,281	859,929,536	1,194,045,627	26.5
1878	12,965,999	146,499,282	367,497,565	7,511,365	166,551,624	569,583,564	20,477,364	313,059,906	876,991,129	1,219,519,399	25.9
1879	11,983,823	143,599,353	319,099,599	7,439,862	128,425,339	690,769,633	19,423,685	272,015,692	911,269,232	1,292,798,609	22.6
1880	15,142,465	149,317,368	503,494,913	5,838,928	169,029,269	729,779,521	29,981,393	258,346,577	1,224,269,434	1,563,593,404	17.18
1881	17,193,213	133,631,146	491,849,269	8,259,398	116,955,324	777,162,714	25,452,521	250,586,479	1,269,092,983	1,543,041,974	16.22
1882	22,854,946	139,266,826	571,517,802	12,118,371	96,962,919	641,469,967	34,973,317	227,229,745	1,212,978,769	1,475,181,831	15.40
1883	23,903,048	136,902,890	564,175,576	25,089,844	104,418,210	694,331,348	48,092,892	249,420,500	1,258,596,624	1,547,029,316	15.54
1884	20,149,294	135,046,297	512,511,192	26,573,774	98,652,828	615,287,907	46,714,068	233,699,635	1,127,798,199	1,498,211,392	16.69
1885	21,149,476	112,864,952	443,513,891	82,001,992	82,001,992	636,094,765	45,332,775	194,865,743	1,079,518,566	1,319,717,084	14.76
1886	24,565,683	118,942,817	491,937,636	19,144,697	78,406,080	681,973,477	43,709,350	197,349,503	1,073,911,113	1,314,960,936	15.01
1887	27,562,059	121,365,493	543,392,216	21,389,696	72,991,253	621,892,292	48,951,725	194,356,746	1,165,194,508	1,498,592,979	13.80
1888	32,209,459	123,525,298	568,292,357	22,147,368	67,332,175	644,974,664	54,356,827	190,857,473	1,174,697,321	1,491,911,621	13.44
1889	38,227,861	129,782,910	586,129,881	28,436,517	83,692,118	636,942,660	66,664,378	203,805,108	1,217,063,541	1,487,533,027	13.70
1890	49,621,361	124,948,948	623,749,100	32,949,992	77,592,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,693	12.29
1891	40,362,755	127,471,678	676,511,763	31,923,439	78,968,047	773,589,324	72,866,194	206,439,725	1,459,161,087	1,729,397,066	11.94

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.

No. 6.—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	6,665,518	26,844,184
1874.	12,695,590	1,468,100	14,163,690	20,572,299	6,938,440	27,510,739
1875.	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876.	21,391,262	1,290,640	22,681,902	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	998,364	12,912,685
1879.	10,098,998	1,982,697	12,081,695	12,030,635	858,952	12,889,587
1880.	15,266,177	1,869,570	17,134,747	16,388,673	653,430	17,042,003
1881.	15,260,967	1,801,079	17,062,046	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	3,429,460	29,811,830	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	19,195,476	594,982	19,790,458
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	27,335,204

NOTE.—This movement forms no part of the import and export trade.

No. 7.—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 ended 30th June, 1891.

(From Reports furnished by the Canadian Pacific Railroad.)

Articles.	Weight.	Ports from which shipped into Canada.	Weight.
	Lbs.		Lbs.
Apples	3,250	Portland, Oregon	15,400,953
Belting	8,220	Lowell, Mass.	6,053,251
Bones	40,180	New York, N.Y.	2,411,837
Books	29,517	Manchester, N.H.	1,780,609
Carbons	125	Nashua, N.H.	1,337,188
Celluloid	2,117	Bildeford, Me.	1,174,310
Chairs	180	Tacoma, Wash.	687,110
Chemicals—		Chicago, Ill.	398,512
Ginseng	39,125	Chicopee, Mass.	211,155
Other	1,683	San Francisco, Cal.	200,000
Cigars and cigarettes	443	Walla Walla, Wash.	199,920
Clocks	129	Schenectady, N.Y.	128,539
Cotton, raw	448,100	Boston, Mass.	40,044
Cotton, manufactures of	12,185,489	Cleveland, Ohio	24,170
Crockery	180	Lawrence, Mass.	14,636
Electric goods	19,136	Syracuse, N.Y.	10,000
Flannels	338,388	Eric, Pa.	7,910
Flour	16,422,921	Rochester, N.Y.	3,480
Hams and bacon	960	Saint Paul, Minn.	2,210
Hay	7,310	Providence, R.I.	1,030
Hoofs	141,254	Port Townsend, Wash.	800
Household effects	3,013	Philadelphia, Pa.	713
Ink	1,180		
Iron and steel, manufactures of:—			
Castings	56,415		
Firearms	270		
Hardware	426		
Machinery	283,409		
Wire	46,963		
Lamps	350		
Lead pencils	627		
Missionary goods	3,470		
Musical instruments	350		
Oil, lubricating	950		
Photographic goods	1,070		
Plumbago	437		
Shoes	800		
Twine	350		
Wax	1,260		
Wood, manufactures of	1,540		
Merchandise, not specified	27,094		
Total	30,117,972	Total	30,117,972

No. 8.—STATEMENT showing the Kinds and Weights of Commodities Imported into the United States, through British Columbia *via* the Canadian Pacific Railway, from China and Japan, during the Year ended 30th June, 1891.

(From reports furnished by the Canadian Pacific Railroad.)

Articles.	Weight.	Ports into which Imported.	Weight
	Lbs.		Lbs.
Bulbs	280	New York, N. Y.	9,386,239
Cigars	2,141	Chicago, Ill.	6,364,444
Curios	137,760	Portland, Oreg.	937,442
Fire crackers	721,840	Port Townsend, Wash.	329,349
Furs	2,640	St. Paul, Minn.	317,512
Hemp	279,000	Seattle, Wash.	258,360
do manufactures.	221,357	Boston, Mass.	116,971
Matting	7,356	Astoria, Oreg.	106,875
Paper	3,300	Baltimore, Md.	63,914
Personal effects	5,380	Tacoma, Wash.	46,350
Printed matter	140	Minneapolis, Minn.	25,917
Rice	3,441,227	Philadelphia, Pa.	20,430
Robes	2,829	Hartford, Conn.	17,091
Satins	4,560	Toledo, Ohio.	16,371
Silk braids	10,240	Omaha, Neb.	14,150
do raw	700,378	Springfield, Mass.	13,990
Skins	1,060	Detroit, Mich.	13,780
Sugar	65,660	All other ports.	21,584
Tea	11,728,021		
Toys	1,350		
Merchandise not described.	733,247		
Total	18,069,769	Total	18,069,769

No. 9.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, shipped from Neche, N. Dak., and the Total Weight of Commodities received at Ogdensburg, N. Y., for Transportation *via* the Canadian Pacific Railway to Ports of the United States Pacific Coast, during the year ending 30th June, 1891.

Articles.	Weight.	Articles.	Weight.
From Neche—	Lbs.	From Neche—Continued.	Lbs.
Animals—horses	2,000	Earthen, stone and chinaware	75,640
Art works—paintings	2,280	Eggs	1,200
Bones, horns, &c.	24,500	Fancy articles, not specified	54,205
Books and other printed matter	11,314	Flax, hemp and jute, manufactures—	
Brass, and manufactures of	17,161	Cordage	5,634
Breadstuffs—		Twine	26,097
Oatmeal	69,180	All other	43,140
Other	345,050	Fruits, preserved—	
Brooms and brushes	28,570	Canned	22,100
Carriages, horse cars, &c.	3,540	Other	24,532
Cars, passenger and freight	360,000	Glass and glassware—	
Chemicals, drugs, &c.—		Window-glass	2,180
Ashes, pot and pearl	7,545	Other	54,399
Medicines, proprietary	76,819	Glucose	133,800
Barks	930	Hair, manufactures of	5,310
Clocks	1,172	India-rubber, manufactures of	33,061
Copper, manufactures of	660	Ink, printers', and other	870
Cotton, manufactures of—		Instruments, scientific	31,215
Cloth, coloured	97,324	Iron and steel, and manufactures—	
do uncoloured	45,148	Band, hoop and scroll iron	24,370
Wearing apparel	5,860	Castings	2,280
All other	19,250	Cutlery	12,500

No. 9.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, &c.—Continued.

Articles.	Weight.	Articles.	Weight.
From Neche—Continued.	Lbs.	From Neche—Continued.	Lbs.
Iron and steel, and manufactures—		Provisions—	
Firearms	952	Lard	48,550
Locks, hinges and other builders' hardware	430,802	All other	84,910
Machinery, not specified	11,866	Dairy products—	
Nails and spikes	373,957	Butter	20,753
Printing presses	9,780	Milk	344,350
Railroad cars, of steel	1,374,178	Soap, fancy and other	82,169
Saws and tools	54,447	Spices, ground	10,550
Sewing machines	122,790	Spirits, whiskey	100,835
Steam engines—		Starch	25,940
Locomotive	60,000	Sugar and molasses—	
Stationary	34,173	Molasses	72,809
Stoves	263,505	Sugar, brown	28,530
Wire	425,730	Tin, manufactures of	102,970
All other manufactures	3,985,275	Tobacco—	
Jewellery	210	Cigars and cigarettes	5,146
Lamps, chandeliers, &c.	300	Other manufactures	199,836
Lead, manufactures of	290	Toys	4,479
Leather, and manufactures of—		Vegetables—	
Leather, finished, and other	18,800	Peas and beans	20,000
Boots and shoes	48,404	Canned	20,700
Harness and saddles	4,015	Other	28,315
Other manufactures of	4,576	Wood, and manufactures of—	
Line and cement	680	Boards	312,045
Malt liquors	262,300	Staves	43,080
Marble, stone, and manufactures of	1,240	Doors, sash and blinds	49,800
Matches	4,400	Moldings	35,100
Musical instruments—		Household furniture	553,697
Organs	19,950	Woodenware	271,577
Pianofortes	35,190	Other manufactures of	95,510
Other	270	Wool, manufactures of—	
Oils—		Carpets	14,255
Mineral, illuminating	67,500	Blankets and flannels	1,650
Whale or fish	4,000	Wearing apparel	217,432
Other	240	All other	678
Paints and Colours	10,678	All other unmanufactured articles not specified	62,042
Paper—		All other manufactured articles not specified	343,925
Writing	92,700		
Other	470,855	Total	13,201,784
Provisions—		From Ogdensburg, N. Y.	4,269,410
Meat products—			
Hams	106,580	Total shipped West	17,471,194
Pork	25,530		

Shipped for transportation to—

	Lbs.
San Francisco, Cal.	11,273,379
Seattle, Wash. Ter.	1,675,974
Anacortes, Wash.	1,529,373
Port Townsend, Wash.	1,029,435
Fair Haven, Wash.	952,652
Sehome, Wash.	597,525
Whatcom, Wash.	208,168
Tacoma, Wash.	158,925
Portland, Oreg.	24,260
All other ports	70,503

Total 17,471,194

No. 10.—STATEMENT of the Quantity and Value of Merchandise received at Neche, N. Dak., and Ogdensburg, N. Y., from United States ports on the Pacific Coast, and of Merchandise shipped from San Francisco, Cal., and Port Townsend, Wash., for eastern ports of the United States, over the Canadian Pacific Railway for the Year ending 30th June, 1891.

(The data reported under "Shipped from" are furnished by the Canadian Pacific Railroad, while those under "Received at" were taken from official returns of the respective Collectors of Customs.)

Articles.	Shipped from San Francisco, Cal.	Shipped from Port Towns- end, Wash.	Received at Neche, N. Dak.		Received at Ogdensburg, N. Y.	
			Quantity.	Value.	Quantity.	Value.
	Lbs.	Lbs.		\$		\$
Beans and pease.....	161,106					
Books.....		950		100		
Boots and shoes.....		370				
Borax.....	Lbs. 156,972		123,661	6,800		
do.....	Brls.		93			
Dry goods.....	Lbs.				2,535	
Fruits, canned.....	" 328,626	100			247,154	16,140
do.....	"				50,400	
Glassware.....	990					990
Hair, deers.....	Lbs. 8,459		4,229	381		
Hoofs.....	24,500					
Household goods.....	Lbs.	3,310	2,920	310		
Leather.....	25,641					50
Leather scraps.....	43,260					
Machinery, not specified.....	1,100					50
Salmon, canned.....	Lbs. 491,560	51,310	300,300		251,170	13,640
do.....	"		231,000	13,200	21,200	
Salmon, other.....	Brls.		70			
Spirits, brandy.....	22,350					
do.....	Brls.		51	2,481		
Sewing machines.....	No.		2			
Seal skins.....		25,000				31,000
Shingles.....		1,282,050				
do.....	M.		4,468	8,295		
do.....	Bundles.		6,471	3,364		
do.....	"		995			
Sugar, refined.....	Lbs. 82,870		62,470	4,565		
do.....	"		20,400			
Trees.....		800				
Wine.....	Doz. 115,635				1,060	17,050
do.....	"				350	
do.....	Brls.				8	160
Wood, manufacturers-- Barrels.....		19,140				
Wool, raw.....	165,930					
Total.....	1,628,999	1,383,030				

NOTE.—There were received at Plattsburg, N. Y., during the year 80 barrels of salmon for which no value was given.

T A B L E S

SHOWING THE

TONNAGE ON THE CANALS.

C.—TABLE showing the Tonnage of the undermentioned Articles, moved

YEARS.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.	71,051	670,534	256,475	90,012	92,300	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.	9,905	993,129	354,765	62,854	7,278	3,073	59,782
1887.	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.	3,126	756,101	142,141	71,993	16,362	68,771	33,951

on all Canals in the State of New York, during a series of Twenty-two Years.

HEAVY GOODS.						
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,798
2,371,090	94,613	139,993	144,487	959,342	370,884	1,709,319
1,116,361	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	291,610	1,909,676
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,039	112,092	857,884	269,914	1,492,708
1,552,764	21,368	224,979	124,654	995,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	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

D.—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	26,631	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	291,906	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	19,746	1,329	9,168
1885	13,334	124,206	117,536	15,891	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

*Fiscal.

the Welland Canal, during a series of Twenty-one Years ended 31st December, 1891.

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	196	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	249,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316

E.—TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of twenty-three 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	5,795	1,315,693	67 59	.....
1872.....	.....	330,032	866,169	41,515	73,572	5,900	88	1,317,276	67 50	.....
1873.....	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82 10	.....
1874.....	.....	650,161	450,728	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	162 06	.....
1881.....	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11 75	.....
1882.....	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9 96	.....
1883.....	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51 06	.....
1884.....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37 18	.....
1885.....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14 36	.....
1886.....	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72 11	.....
1887.....	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85 64	.....
1888.....	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,854	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	.....	.....

SUPPLEMENT to Table E, showing the shipments at Oswego during the same period.
VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815		
1870.....	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181		11 06
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	126,733		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	346	6,603	6,556	126,899		52 61
1878.....	1,394	24,171	1,383	50,381		10,598	5,222	93,149		65 21
1879.....	734	25,740	9,268	71,693		16,623	3,110	127,168		52 51
1880.....	951	17,466	15,656	82,743		12,508	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		

F—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty Years, ended 31st December, 1891.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920		680	1,541	479,882
1872	26,648	231,056	254,534	2,693	7,594	64	2,306	524,889
1873	30,660	345,720	180,042	2,643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953		3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088		2,100	389,296
1879	10,588	271,545	144,276	803	1,196		2,387	430,795
1880	12,467	240,601	162,891		477		1,418	417,853
1881	9,655	121,393	103,075	252		6	1,371	235,752
1882	12,205	205,876	54,797	537		1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116		1,628	248,310
1886	19,418	146,151	218,897		4,891		14,571	403,928
1887	23,940	210,755	114,938	1,711	12,050		12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058

* Fiscal.

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Twenty Years, ended 31st December, 1891.

Year.	VEGETABLE FOOD.								HEAVY GOODS.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942		667	1,006	337,590	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400		608	234,337	24,040	13,239	49,843	95,741	59,901	242,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627		5,948		5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138		1,905	525	403	162,405		5,531	29,395	167,119	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277		341	128,361		10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401		464		11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880		30,611	16,122	1,551	296			48,580	4,743	3,515	371	65,945	18,389	92,964
1881		34,320	30,031	924			10	65,285	1,313	5,570		83,858	6,464	97,205
1882	107	30,227	32,433	537		684	14	64,992		4,076		158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731		8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,797		9,874		8,170	114,422	698	599		219,790	15,100	237,187
1885	124	53,235	63,229	732	882		1	118,203		1,594		198,416	15,029	215,039
1886	7,591	53,258	94,048		4,790		13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050		10,859	157,530	15	4,406		82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,645		27,492		17,225	236,268		1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030		20,497	275,619		504	208	162,231	1,920	164,563
1891	6,802	32,097	127,494	8,113	52,823		26,115	253,444		292	705	186,572	1,773	189,342

H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Twenty-one Years, ended 31st December, 1891.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872.	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873.	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874.	1,767,598	647,397	2,791,517	1,157,509	243,325	374,226
1875.	1,305,550	417,936	2,343,241	1,017,559	126,763	177,008
1876.	1,064,293	409,788	2,875,893	783,331	99,975	162,405
1877.	1,408,984	464,181	2,493,683	1,223,100	126,899	180,586
1878.	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879.	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880.	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881.	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882.	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883.	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884.	1,236,986	305,734	3,639,895	1,978,909	70,132	114,422
1885.	1,063,310	273,905	4,105,594	918,352	59,847	118,293
1886.	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887.	1,552,764	394,971	3,847,769	1,449,984	48,133	157,530
1888.	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889.	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890.	1,167,901	519,291	4,336,199	953,397	54,909	275,619
1891.	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444

* Fiscal.

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889 and 1891.

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.		
1882.										
Wheat.....	60,535		46,201		5,203		87,213		199,152	
Corn.....	7,431		6,075		3,468		38,360		55,334	
Rye.....							1,954		1,954	
Coal.....	1,673		51,127		112		27,968		80,880	
Miscellaneous merchandise.....	2,939		3,744		1,553		2,605		10,841	
Lumber..... Ft. B. M.	1,021,957		1,943,568		3,969,790		17,327,483		24,262,798	
Timber..... Cub. ft.	125,960		2,874,066				13,500		3,013,526	
Staves..... No.	59,600		1,065,233				104,000		1,228,833	
No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
180	68,850	468	130,841	111	68,609	417	127,616	1176	395,929	
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		97,450	
Miscellaneous merchandise.....	5,238		3,590		13,195		2,299		24,322	
Lumber..... Ft. B. M.	2,102,292		3,455,590		5,287,386		15,143,274		25,988,542	
Timber..... Cub. ft.	83,700		3,514,944				70,500		3,669,144	
Staves..... No.	32,876		1,038,349				90,000		1,161,225	
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		26,452		67,909		118,811	
Barley.....	90								90	
Rye.....	477								477	
Oats.....	872				7,963		1,911		10,746	
Coal.....	497		28,275		301		10,154		39,227	
Shingles, firewood and woodenware.....	548		2,538		49		30		3,165	
Miscellaneous merchandise.....	2,073		3,804		11,793		428		18,103	
Lumber..... Ft. B. M.	3,393,351		1,680,976		8,987,558		18,126,215		32,188,100	
Timber..... Cub. ft.	437,356		2,107,780				159,647		2,704,783	
Staves..... No.			75,000		33,741		301,267		410,008	

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—Continued.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	199	67,461	347	80,828	81	35,613	350	106,873	977	290,775
	Tons.		Tons.		Tons.		Tons.		Tons.	
1885.										
Wheat		26,025		3,153		6,882		72,478		108,538
Corn		16,046		2,462		20,589		78,430		117,536
Barley				228						228
Oats						217		665		882
Pease		11								11
Rye										
Coal		1,005		20,318				18,560		39,883
Miscellaneous merchandise		1,941		3,689		1,111		1,086		7,827
Shingles, woodenware, &c.		223		9		53		58		343
Sawed lumber. . . . Ft. B. M.		7,725,105		8,681,081		9,381,654		20,935,270		46,723,110
Square timber. . . . Cub. ft.		601,516		2,849,526		20,692		113,682		3,585,416
Staves. No.		104,000		44,000		83,500				231,500
Firewood. Cords				783						783
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	261	95,928	426	123,297	118	86,937	358	108,344	1163	414,506
		Tons.		Tons.		Tons.		Tons.		Tons.
1886.										
Wheat		38,984		30,834		2,937		70,019		142,774
Corn		48,547		33,315		36,852		90,644		218,358
Barley								572		572
Oats		6		41		4,331		459		4,837
Pease		450		158						608
Rye										
Coal		4,007		45,018				11,647		60,672
Miscellaneous merchandise		2,926		6,728		23,687		281		33,622
Shingles, woodenware, &c.		329				252		215		1,152
Sawed lumber. . . . Ft. B. M.		6,915,300		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.		2,804,767		12,329,728		4,161,349		15,091,355		34,477,199
Square timber. . . . Cub. ft.		498,770		1,285,594						1,784,364
Staves. No.				266,697						266,697
Firewood. Cords		299		466						765

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal, in Canadian and United States Vessels, &c.—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		25,875	
Miscellaneous merchandise.....	2,165		3,291		22,719		3,722		31,897	
Shingles, Woodenware, &c.....	66		84		141		6		297	
Sawed Lumber, Ft. B. M.....	5,262,700		11,977,905		4,451,360		12,539,672		34,230,617	
Square Timber, Cub. Ft.....	687,728		1,335,307		13,000				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.....									1,918	
Rye.....	948		634		336				27,500	
Coal.....	3,976		21,148		712		1,664		40,200	
Miscellaneous merchandise.....	6,339		5,749		25,082		3,030		52	
Shingles, Woodenware, &c.....			1				51		50,240,617	
Sawed Lumber, Ft. B. M.....	5,789,226		11,632,330		11,792,850		21,026,211		3,859,634	
Square Timber, Cub. Ft.....	924,645		2,934,389						220,349	
Staves, No.....	35,700		194,649						46	
Firewood, Cords.....			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				27,682	
Pease.....					14				14	
Rye.....	1,121								1,121	
Coal.....	1,049		21,732				615		23,396	
Miscellaneous merchandise.....	3,146		5,683		32,194		2,510		43,533	
Shingles, Woodenware, &c.....	15		1,266		8				1,289	
Sawed Lumber, Ft. B. M.....	5,921,240		5,167,201		10,274,335		14,290,800		35,653,576	
Square Timber, Cub. Ft.....	1,141,194		3,395,832						4,537,026	
Staves, No.....	12,255		19,947						32,202	
Firewood, Cords.....	15		566						581	

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the Season of Navigation in 1891.

CANADIAN STEAM VESSEL.

Date of Arrival.	Name 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.			
1891.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Tons.	Tons.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.				
Nov. 14	Myles.....	929	179	33 6	15 0	14 3	14 3	40,111								4,293				129			

UNITED STATES STEAM VESSELS.

April 27	Gov. Smith.....	1,547	240	42 0	16 8	14 5	14 11		70,709				26										255
do 28	H. R. James.....	1,553	240	42 0	16 8	14 6	14 10		41,030		320		441										217
do 29	A. McVittie.....	1,533	240	42 0	15 8	14 10	15 3		68,335				113										309
May 5	W. J. Averill.....	1,425	265	36 6	16 5	14 8	14 10		51,495				317										214
do 8	J. R. Langdon.....	1,550	240	42 0	16 8	14 5	14 6		31,425		743		298								195		195
do 11	W. A. Haskill.....	1,441	265	37 0	16 6	14 8	15 0		55,786				241										223
do 12	F. H. Prince.....	1,548	240	42 0	16 8	14 11	15 1		92,167				320										305
do 13	Gov. Smith.....	1,547	240	42 0	16 8	14 7	15 1		65,185				194										258
do 16	A. McVittie.....	1,553	240	42 0	16 8	13 9	14 3		29,041		383		516										38
do 20	H. R. James.....	1,553	240	42 0	16 8	14 8	14 7		45,126		320		297										198
do 22	Pueblo.....	1,054	225	36 6	19 0	14 1	13 11		55,349														79
do 25	W. J. Averill.....	1,425	265	36 6	16 5	13 10	14 8		35,085		320		340										84
do 30	W. A. Haskill.....	1,441	265	37 0	16 6	14 6	14 8		50,555				315										164
June 1	Oregon.....	846	197	33 0	13 0	14 0	14 5		42,857														33
do 8	H. R. James.....	1,553	240	42 0	16 8	15 0	15 0		59,856				323										286
do 10	J. R. Langdon.....	1,550	240	42 0	16 8	14 0	15 2		52,500				489										257
do 13	W. J. Averill.....	1,425	265	36 6	16 5	14 3	14 7		29,737				858										122
do 19	W. A. Haskill.....	1,441	265	37 0	16 6	14 6	14 10		44,238				507										183
do 21	Gov. Smith.....	1,547	240	42 0	16 8	15 1	15 3		65,409				274										365
do 22	F. H. Prince.....	1,548	240	42 0	16 8	14 0	14 9		17,224		978		382										100
do 24	H. R. James.....	1,553	240	42 0	16 8	15 0	15 2		64,506				182										313
do 26	J. R. Langdon.....	1,550	240	42 0	16 8	14 6	15 3		63,365				297										326
do 28	A. McVittie.....	1,553	240	42 0	16 8	14 6	15 2		46,372		380		271										276

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.

UNITED STATES STEAM VESSELS—Continued.

Date of Arrival.	Name of Vessel.	Registered tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.					Lighterage over Welland Ry.				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.
1891.																									
July	7 W. A. Haskill	1,441	265	37	0	16	6	14	0	15	0		56,031		147		5,504				155				
do	12 F. H. Prince	1,548	240	42	0	16	8	12	11	14	9		44,778		369	134	3,290				93				
do	13 Gov. Smith	1,547	240	42	0	16	8	14	1	14	9		16,974		1,046	352			143				143		
do	22 A. McVittie	1,553	240	42	0	16	8	14	1	14	2		29,015		771	152	1,628		32		46		32		
do	16 H. R. James	1,553	240	42	0	16	8	15	0	15	1		50,000		616		11,380				319				
do	24 W. J. Averill	1,425	265	36	6	16	5	14	11	15	1		44,523		398	183	6,441		100		181		100		
do	29 W. A. Haskill	1,441	265	37	0	16	6	14	0	14	5		13,989		771	430	1,882				53				
do	31 Gov. Smith	1,547	240	42	0	16	8	15	0	14	10		65,612			141					261				
Aug.	4 J. O. Ford	598	172	32	9	12	0	14	1	13	11		39,553				1,487				42				
do	5 J. R. Langdon	1,550	240	42	0	16	8	14	8	15	0		61,495			311	11,645				327				
do	8 A. McVittie	1,553	240	42	0	16	8	15	7	15	0		67,298			234	13,793				387				
do	14 Denver	1,029	222	37	0	19	0	15	3	15	0		60,663				10,218				287				
do	15 Jno. Rugee	950	216	35	0	18	0	15	6	15	1		61,011				10,397				292				
do	18 F. H. Prince	1,548	240	42	0	16	8	14	9	15	1		52,869			562	9,392				263				
do	20 Gov. Smith	1,547	240	42	0	16	8	13	3	15	2		37,979		296	508	5,293				149				
do	23 H. R. James	1,553	240	42	0	16	8	14	0	14	9		36,837		341	466	4,627		50		130		50		
do	25 J. R. Langdon	1,550	240	42	0	16	8	13	7	14	5				1,491	305			78				78		
do	27 W. J. Averill	1,425	265	36	6	16	5	14	11	14	11		51,719			342	9,319				261				
do	30 A. McVittie	1,553	240	42	0	16	8	14	11	15	2		17,599		1,563		7,968		111		223		111		
Sept.	2 W. A. Haskill	1,441	265	37	0	16	6	14	2	14	3				1,210	420			98					98	
do	3 Jno. Rugee	950	216	35	0	18	0	15	5	15	3		60,825				10,270				288				
do	6 Gov. Smith	1,547	240	42	0	16	8	14	11	15	0		55,158			455	9,332				279				
do	7 F. H. Prince	1,548	240	42	0	16	8	14	11	15	1		57,625			404	10,593				297				
do	9 H. R. James	1,553	240	42	0	16	8	14	3	14	8		13,149		1,499					171			171		
do	12 J. R. Langdon	1,550	240	42	0	16	8	14	11	15	2		60,753		380		12,106				14		339	14	
do	14 W. J. Averill	1,425	265	36	6	16	5	14	7	14	8		26,753		761	251			200					200	
do	15 A. McVittie	1,553	240	42	0	16	8	14	8	15	0		28,988		1,156				243					243	
do	22 W. A. Haskill	1,441	265	37	0	16	6	14	5	15	0		35,434		444	319	5,221			59		147		59	
do	22 J. O. Ford	598	172	32	10	12	0	14	0	14	1													77	
do	23 John Rugee	950	216	35	6	18	0	15	4	15	1		39,473				2,742							77	
do	24 Gov. Smith	1,547	240	42	0	16	8	15	1	15	3		60,800				10,577				297			297	
													53,076		321	266	14,009				393				

do	28	F. H. Prince	1,548	240	42	0	16	8	14	6	14	10	27,370	824	372				218			218			
do	30	H. R. James	1,553	240	42	0	16	8	15	0	15	3	62,407		319		14,479				406				
Oct.	1	J. R. Langdon	1,550	240	42	0	16	8	14	10	15	1	62,585		285		13,070				366				
do	5	A. McVittie	1,553	240	42	0	16	8	14	9	14	8	14,702	1,459	63				222			222			
do	7	Waverley	960	191	30	0	13	6	16	6	14	8	38,296			4,152			125						
do	9	W. J. Averill	1,425	265	36	6	16	5	14	4	14	8	28,073		663	287		6,568			184				
do	12	W. A. Haskill	1,441	265	37	0	16	6	14	8	14	10	49,162			425		9,538			268				
do	15	Gov. Smith	1,547	240	42	0	16	8	14	6	15	0	16,000	1,139		368				256		256			
do	20	H. R. James	1,553	240	42	0	16	8	14	10	15	1	51,067			564		11,382			319				
do	22	J. R. Langdon	1,550	240	42	0	16	8	14	4	15	4	61,947			306		12,709			356				
do	25	A. McVittie	1,553	240	42	0	16	8	14	3	15	0	14,875	1,121		373				306		306			
do	29	W. J. Averill	1,425	265	36	6	16	5	14	11	15	0	61,586			105		9,300			261				
Nov.	5	Gov. Smith	1,547	240	42	0	16	8	14	6	15	1	33,566		808			6,843			273	273			
do	7	W. A. Haskill	1,441	265	37	0	16	6	14	1	14	3		1,369	266					203		203			
do	9	F. H. Prince	1,548	240	42	0	16	8	14	9	15	0	43,902		439	375		12,291			128	128			
do	11	H. R. James	1,553	240	42	0	16	8	14	0	14	3		1,425	366					296		296			
do	12	Samuel Marsdall	650	198	34	2	15	2	13	11	13	9	43,820					3,053			85				
do	15	J. R. Langdon	1,550	240	42	0	16	8	13	11	15	0	29,341		795	337		7,671			273	273			
do	20	A. McVittie	1,553	240	42	0	16	8	14	2	14	8	15,022		1,117	308		7,349			206	149			
do	22	Escunaba	978	201	35	10	20	10	13	8	13	8			1,272					126		126			
do	25	W. J. Averill	1,425	263	36	6	16	5	14	6	14	9	28,907		606	355		10,072			282				
do	28	Gov. Smith	1,547	240	42	0	16	8	14	2	15	1	15,954			1,077	423				347	347			
do	29	John Rugee	950	216	35	0	18	0	13	7	14	1			1,376						127	127			
do	29	Denver	1,029	222	37	0	19	0	14	4	14	6	53,833					8,399			236				
													38,296	3,062,087	100,273	31,694	20,167	4,152	482,802	13,319	4,369	125	13,547	374	4,369

UNITED STATES SAILING VESSELS.

April 30	Baltic	870	292	34	11	16	10	14	11	15	1	64,987					6,798					204	
Oct. 7	R. P. Bruce	693	196	33	0	13	6	14	1	14	2	44,600					1,423					43	
												109,587					8,221					247	

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.

CANADIAN STEAM VESSEL—Continued.

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through this Canal.									Total Cargo through Canal.	Depth Water through Canal midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in lightering.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight			From	To		
1891.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			cts.	H. M.
Nov. 14	Myles.....	35,818				1,075					1,075	13 3	Ft. William.	Kingston. . .	2	2 15

UNITED STATES STEAM VESSELS—Continued.

April 27	Gov. Smith		61,629						1,726		26	1,752	13 7	Chicago . . .	Ogdensburg.	2	5 0
do 28	H. R. James		33,282		320				932		441	1,693	13 10	do . . .	do . . .	2	5 0
do 29	A. McVittie.		57,305						1,605		113	1,718	13 7	do . . .	do . . .	2	6 0
May 5	W. J. Averill.		43,858						1,229		317	1,546	13 11	do . . .	do . . .	2	3 0
do 8	J. R. Langdon		31,425		548				880		548	1,726	13 8	do . . .	do . . .	2	3 0
do 11	W. A. Haskill.		47,831						1,340		241	1,581	13 11	do . . .	do . . .	2	3 0
do 12	F. H. Prince		51,309						1,437		320	1,757	13 11	do . . .	do . . .	2	4 0
do 13	Gov. Smith		56,005						1,569		194	1,763	13 10	do . . .	do . . .	2	3 0
do 16	A. McVittie.		27,718		383				777		383	1,676	13 10	do . . .	do . . .	2	3 15
do 20	H. R. James		38,061		320				1,066		320	1,683	13 10	do . . .	do . . .	2	4 15
do 22	Pueblo.		52,553						1,472			1,472	13 7	do . . .	Kingston. . .	2	2 0
do 25	W. J. Averill.		32,098		320				809		320	1,559	13 11	do . . .	Ogdensburg.	2	2 15
do 30	W. A. Haskill.		44,731						1,253		315	1,568	13 11	do . . .	do . . .	2	2 30
June 1	Oregon . . .		41,707						1,168			1,168	14 0	do . . .	do . . .	2	1 30
do 8	H. R. James		49,657						1,391		323	1,714	14 0	do . . .	do . . .	2	3 30
do 10	J. R. Langdon		43,325						1,214		489	1,703	13 8	do . . .	do . . .	2	3 15
do 13	W. J. Averill.		25,498						712		858	1,570	14 0	do . . .	do . . .	2	2 30
do 19	W. A. Haskill.		37,724						1,057		507	1,564	13 10	do . . .	do . . .	2	2 30
do 21	Gov. Smith		52,394						1,468		274	1,742	13 11	do . . .	do . . .	2	4 0
do 22	F. H. Prince		13,340		937				374		937	1,693	13 11	do . . .	do . . .	2	2 30
do 24	H. R. James		53,329						1,494		182	1,676	13 10	do . . .	do . . .	2	3 15
do 26	J. R. Langdon		51,743						1,449		297	1,746	13 8	do . . .	do . . .	2	3 30
do 28	A. McVittie.		36,535		380				1,023		380	1,674	14 0	do . . .	do . . .	2	3 30
July 7	W. A. Haskill.		50,527						1,415		147	1,562	13 11	do . . .	do . . .	2	3 0

do	12	F. H. Prince	41,488	360	1,182	309	134	1,565	13	6	do	do	2	1 15	
do	13	Gov. Smith	16,974	903	476	903	352	1,731	13	11	do	do	2	2 30	
do	22	A. McVittie	28,287	739	793	739	152	1,684	13	11	do	do	2	3 0	
do	16	H. R. James	38,620		1,082		616	1,698	13	11	do	do	2	3 0	
do	24	W. J. Averill	28,082	298	1,087	298	183	1,548	13	11	do	do	2	3 30	
do	29	W. A. Haskill	12,107	771	340	771	430	1,541	13	11	do	do	2	1 30	
do	31	Gov. Smith	56,314		1,577		141	1,718	13	11	do	do	2	3 0	
Aug.	4	J. O. Ford	38,066		1,066			1,066	13	9	do	do	2	2 0	
do	5	J. R. Langdon	49,850		1,396		311	1,707	13	7	do	do	2	3 30	
do	8	A. McVittie	53,505		1,499		234	1,733	13	11	do	do	2	4 30	
do	14	Denver	50,445		1,413			1,413	14	0	do	do	2	4 0	
do	15	Jno. Rugee	50,644		1,419			1,419	14	0	do	do	2	3 0	
do	18	F. H. Prince	43,477		1,218		562	1,780	13	11	do	do	2	3 30	
do	20	Gov. Smith	32,686	296	916	296	508	1,720	13	9	do	do	2	2 0	
do	23	H. R. James	32,210	294	902	294	466	1,662	13	9	do	do	2	3 10	
do	25	J. R. Langdon		1,413		1,413	305	1,718	13	8	Chicago	Ogdensburg	2	1 30	
do	27	W. J. Averill	42,400		1,188		342	1,530	13	11	do	do	2	3 30	
do	30	A. McVittie	9,631	1,392	270	1,392		1,662	13	10	do	do	2	4 30	
Sept.	2	W. A. Haskill		1,112		1,112	420	1,532	13	10	do	do	2	2 40	
do	3	Jno. Rugee	50,555		1,416			1,416	14	0	do	do	2	3 0	
do	6	Gov. Smith	45,226		1,267		455	1,722	13	11	do	do	2	3 0	
do	7	F. H. Prince	47,032		1,317		404	1,721	13	11	do	do	2	3 15	
do	9	H. R. James	13,149	1,328	369	1,328		1,697	13	11	do	do	2	3 15	
do	12	J. R. Langdon	48,647	366	1,363	366		1,729	13	9	do	do	2	3 15	
do	14	W. J. Averill	26,753	561	759	561	251	1,562	13	11	do	do	2	3 30	
do	15	A. McVittie	28,988	913	812	913		1,725	14	0	do	do	2	4 0	
do	22	W. A. Haskill	30,213	385	846	385	319	1,550	13	11	do	do	2	4 30	
do	22	J. O. Ford		36,731		1,029		1,029	13	9	do	Kingston	2	2 30	
do	23	John Rugee		50,223		1,407		1,407	13	10	do	do	2	3 0	
do	24	Gov. Smith	39,067	321	1,094	321	266	1,681	13	10	do	Ogdensburg	2	4 0	
do	28	F. H. Prince	27,370	606	767	606		372	1,745	13	11	do	do	2	4 0
do	30	H. R. James	47,928		1,342		319	1,661	13	8	do	do	2	6 0	
Oct.	1	J. R. Langdon	49,515		1,387		285	1,672	13	6	do	do	2	5 30	
do	5	A. McVittie	14,702	1,237	412	1,237	63	1,712	13	10	do	do	2	4 30	
do	7	Waverley	34,144		1,025			1,025	13	11	Duluth	Kingston	2	3 0	
do	9	W. J. Averill	21,505	663	603	663	287	1,553	13	9	Chicago	Ogdensburg	2	4 30	
do	12	W. A. Haskill	39,624		1,110		425	1,535	13	8	do	do	2	4 0	
do	15	Gov. Smith	16,000	883	448	883	368	1,699	13	11	do	do	2	6 0	
do	20	H. R. James	39,685		1,112		564	1,676	13	9	do	do	2	6 30	
do	22	J. R. Langdon	49,238		1,379		306	1,685	13	7	do	do	2	6 35	
do	25	A. McVittie	14,875	815	417	815	373	1,605	13	6	do	do	2	6 0	
do	29	W. J. Averill	52,286		1,464		105	1,369	13	11	do	do	2	4 40	
Nov.	5	Gov. Smith	26,723	535	749	535	270	1,554	13	1	do	do	2	6 15	
do	7	W. A. Haskill		1,166		1,166	266	1,432	13	4	do	do	2	5 30	
do	9	F. H. Prince	31,611	311	886	311	376	1,573	13	2	do	do	2	6 15	
do	11	H. R. James		1,219		1,219	366	1,585	13	5	do	do	2	3 15	
do	12	Samuel Marsdall	40,767		1,142			1,142	13	4	do	Oswego	2	1 15	
do	15	J. R. Langdon	21,670	522	607	522	337	1,466	12	8	do	Ogdensburg	2	5 30	
do	20	A. McVittie	7,673	968	215	968	308	1,491	13	1	do	do	2	4 30	
do	22	Escanaba		1,146		1,146		1,146	13	1	do	do	2	1 30	

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.

UNITED STATES STEAM VESSELS—Continued.

Date of Arrival.	Name of Vessel.	Grain Cargo and Rolling Freight through this Canal.									Total Cargo through Canal.	Depth of Water through Canal Midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in Lighterage.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight			From	To		
		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			Cts.	H. M.
1891.																
Nov. 25	W. J. Averill.....		18,835		606		528		606	355	1,489	13 5	Chicago	Ogdensburg.	2	4 30
do 28	Gov. Smith.....		15,934		730		447		730	423	1,600	13 5	do	do	2	5 30
do 29	John Rugee.....				1,249				1,249		1,249	13 3	do	do	2	2 45
do 29	Denver.....		45,434				1,273				1,273	13 5	do	do	2	5 30
		34,144	2,579,285	86,954	27,325	1,025	72,256	2,436	27,325	20,167	123,209					

UNITED STATES SAILING VESSELS.

April 30	Baltic.....	58,189				1,746					1,746	13 11	Chicago	Ogdensburg.	2	5 0
Oct. 7	R. P. Bruce.....	43,177				1,296					1,296	13 11	Duluth.	Kingston.	2	4 0
		101,366				3,042					3,042					

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, Febuary, 1892.

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 and 1891.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>											
Iron, pig.....	858	459									371
do all other.....		9	5		7	15		418			
Stone for cutting.....	233	2									
Apples.....	1				513	49	33				
Barley.....		250		38							
Corn.....	69,066	17,474	109,191	55,552	44,401	116,517	24,609	66,443	195,350	139,798	52,539
Flour.....	4,476	5,920	5,089	9,659	2,874	2,934	6,140	3,865	6,841	3,065	3,324
Meal, all kinds.....			1,188		16	125	87	100	148	222	67
Oats.....				872					320	479	
Pease.....			726	433	11	608	362				300
Rye.....	1,269	518	477						1,284	1,120	64,978
Seeds, all kinds.....	37	2			42	33		12	3	2	2
Tobacco, raw.....		1				25					1
Wheat.....	77,061	161,692	76,379	84,822	52,157	86,815	160,063	93,915	70,815	75,515	159,785
All other agricultural products, vegetable.....		1			1		17		798	3	2
Hides, skins, horns and hoofs.....			77								
Horses.....		1			2	1	1	2	2	3	2
Lard and lard oil.....	361	206	6			22		54			100
Pork.....	5,141	278	212	318	30	936	418	265	1,220	221	201
All other agricultural products, animal.....					4	68	29	39	32	117	
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
<i>Class 4.</i>											
Ashes.....	13	10	3	36	97	44	113	85	107	70	40
Furniture.....	4	12	6	10	5	6	9	2		1	2
Glass, all kinds.....	47	6	1					3		1	1
Molasses.....		18	43			28					
Nails.....				1			1				
Oil.....		425		78	7	6	14		4	6	
Paint.....	4					1					
Pitch and tar.....		1									

9-26

65

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.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>											
Sugar			2				15				
Stone, wrought.....	291	484	269	317			12				
Turpentine.....		2		1							
Whiskey, beer and other spirits.....		25	35			8		3	20	26	105
Merchandise not enumerated.....	60	105	53	37	29	100	72	105	193	142	278
Total, Class 4.....	415	1,092	412	480	138	193	236	198	324	246	426
<i>Class 5.</i>											
Barrels, empty	1	3		37	128	6	88	40			
Sawed lumber.....	2,849	3,639	6,311	7,531	19,945	18,797	7,001	5,175	6,118	3,579	3,908
Staves, pipe and barrel.....	1,001	2,359	2,024	200	856	332	184	139			
do West India and pipes.....	1,198	1,130	451	863		287	131	1,623	270		
Timber, square, in vessels.....	3,227	1,574	200		639	1,339					
do rafts.....	3,250	1,149	2,314	7,365	11,128	15,410	14,390	11,586	9,302		5,680
Woodenware.....	76	205	199	68	76	101	45	25		1	
Total, Class 5.....	11,602	10,059	11,589	16,064	32,772	36,173	21,839	18,588	15,090	3,580	9,588
<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

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890 and 1891.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	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
Cement and water lime.....	38	533	508	219	117	498	1,740	1,177	823	62	2,380
Clay, lime and sand.....	121	56	56			1	134	95	3	8	206
Fish.....	18	406				1	95	1	80	26	7
Gypsum.....					13						
Iron, Railway.....	16,476	11,246	8,725	2,031	12,356	6,629	153	9,148	15,513	20,003	2,855
do Pig.....	8,131	3,575	2,460	43	23	10	368	573	250	20	112
do all other.....	900	686	528	366	290	76	1,997	297	290	584	595
Salt.....	5,175	1,820	5,324	802	1,574	5,609	4,197	3,599	4,216	7,440	4,391
Stone for cutting.....	5				7						12
Flour.....			21								48
Meals.....			5					31			
Oats.....			264								
Potatoes.....	359	23					4				
Seeds, all kinds.....	65	14						24	215	100	
Agricultural Products not enumerated, vegetables.....	2		25	1	1			35	19		52
Horses.....		2							2		
Lard and lard oil.....					3		3			72	
Pork.....				45						33	
Wool.....		3					4			13	2
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
<i>Class 4.</i>											
Ashes, pot and pearl.....					226	20				10	31
Crockery and earthenware.....	24	116	137	47	10	40	164	336	112	11	251
Dye woods, &c.....			2			1	4				
Furniture.....	3	4	4	1		9	1	1			1
Glass, all kinds.....	97	359	156	160	32	39	53	77	71	23	30
Manilla.....		5	5	17		7	5		1		
Molasses.....	14	58	3			23	1	7	56		

I.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, &c.—*Concluded.*

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	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
Oil in barrels.....	54	119	122	80	10	82	28	22	9	11	64
Paint.....	47	124	103	161	24	36	80	59	49	24	61
Pitch and tar.....	1		50	1		5	1			13	22
Rosin.....		11	21							1	
Soda, ash.....	3,177	1,040	1,801	1,427	164	975	1,116	1,196	766	554	377
Steel.....	29		3	142		1	423	3	3	1	
Stone wrought.....			2								
Sugar.....	5	465	375	290	64	316	207	98	7	551	412
Tin.....	959	641	1,669	1,832	10	549	2,225	198	480	40	23
Turpentine.....			1	1		1	1	1	1	2	
White lead.....		14		3		3	4	2	4	19	3
Whiting.....	10	5	19		9		7		33	34	50
Whiskey, beer, &c.....	91	564	791	364	259	174	287	228	124	350	294
Merchandise not enumerated.....	984	1,992	2,608	1,001	712	1,008	619	1,259	1,422	1,180	810
Total Class 4.....	5,753	6,093	8,957	5,687	1,725	3,678	5,373	4,066	3,873	3,277	2,989
<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			2		
<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

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 and 1891.

ARTICLES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>												
Bricks.....	22		3				41				4	
Cement and water lime.....			2				31		4			
Fish.....				1				2				1
Iron, railway.....				142								
do all other.....		79	114	90	40		45			520	1	10
Salt.....				8			1					494
Stone for cutting.....	258			38	15							
Apples.....		1	8									
Barley.....			537	735				1,709	2		6,519	8,113
Corn.....	16,122	30,031	32,433	66,128	53,707	63,229	93,503	83,431	102,974	147,045	180,842	127,494
Flour.....			107	2,041	1,715	124	7,591	11,780	8,563	5,017	9,294	6,862
Hay, pressed.....					13							
Meal, all kinds.....			5	8,579	8,170		13,201	10,726	11,598	17,224	20,482	26,096
Oil cake.....				1								
Oats.....	296			731	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823
Potatoes.....			1							1	1	
Rye.....			684						179			
Seeds, all kinds.....		16		662	511		236	44	48	151	135	256
Wheat.....	30,611	34,320	30,227	54,282	40,956	53,235	53,258	37,678	39,999	39,229	31,527	32,097
Agricultural products, vegetable.....			5	3			2	2			14	42
Hides and skins, &c.....				60	73		414	170	39			
Horses.....			1	6	6		1	2		1	1	3
Lard and lard oil, &c.....				5	7		13	14	19	32	30	10
Meats, other than pork.....			1	12	4		1	18	14	3	15	2
Pork.....			1	163			106	108	19	21	88	73
Sheep.....					1							
Wool.....				95			1,125	86	18	452		1,237
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
<i>Class 4.</i>												
Agricultural implements.....		3		1				9				
Crockery and earthenware.....		4	1	1					1	1		
Furniture.....			15	25	16		21	24	30	30	21	7

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.
	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	206	255		6	8				1
Paint			3	6							3	
Soda, ash			7									
Steel			1						3			
Stone, wrought	192	29	33	87	7		38			2		
White lead		2	6	5							1	
Whiskey, beer and all other spirits	14		12	156	26		21	63	151	190	228	167
Merchandise, not enumerated	1	49	91	941	481	2	824	469	1,453	1,679	1,822	1,865
Total, Class 4	207	189	1,237	1,479	812	2	916	573	1,638	1,902	2,075	2,041
<i>Class 5.</i>												
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
Hoops				26								
Shingles	9		9	9	76	111	463		6	51		
Staves, barrel				25					82			
Woodenware, &c.	1	4	43	30	11		2	26	141	333	8	4
Total, Class 5	33,565	30,466	34,234	34,279	43,800	44,779	44,241	29,871	28,562	55,458	38,038	45,508
<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
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
Grand Total	81,952	96,266	110,286	174,912	163,997	167,225	224,916	189,427	221,064	297,353	318,250	306,257

N.—STATEMENT showing the Number of Vessels and their Cargoes of Wheat, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo, through the St. Lawrence Canals, during the Season of Navigation in 1891.

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"	480		480
do do	653	148	505
do do	501		501
do "Alma Munroe"	602	237	425
do do	600	198	402
do do	661	252	409
do "Canada"	547	215	332
do do	549	216	333
do do	549	246	303
do do	540	246	294
do do	528	233	295
do "Celtic"	510	232	278
do do	520		301
do do	525	232	293
do do	519	224	295
do do	515	223	292
do do	486	277	209
do "Cuba"	570	135	435
do do	563	157	406
do "Glengarry"	648	312	336
do "Lake Michigan"	511	210	301
do do	540	221	319
do do	525	219	306
do do	374	211	163
Canadian sailing vessel "Glenora"	1,396	751	645
do do	1,401	747	654
do "John Gaskin"	1,090	447	643
Total	16,963	6,589	10,155

Number of cargo of wheat	27
Quantity through Welland Canal to Kingston	16,963 Tons.
do transhipped at Kingston	6,589 "
do taken to Montreal in vessels in which it arrived at Kingston	10,155 "
do remaining at Kingston	219 "

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn and Pease 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 1891.

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"	620	142	478
do do	495	156	339
do "Alma Munroe"	560	222	338
do do	476	196	280
do "Celtic"	476	184	292
do "Cuba"	569	174	345
do do	460	.....	460
do do	505	234	271
Total	4,161	1,308	2,803

PEASE.

Canadian steamer "Lake Michigan"	390	137	253
Number of cargoes of corn			8
Quantity through Welland Canal to Kingston		4,161 tons.	
do transhipped at Kingston		1,308 do	
do to Montreal in vessels in which it arrived at Kingston		2,803 do	

N.—STATEMENT showing the Number of Vessels and their Cargoes of Rye 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 1891.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Alma Munroe"	483	190	293
do do	667	270	397
do "Canada"	503	199	304
do "Celtic"	504	224	280
do "Cuba"	585	260	325
do do	600	193	416
do do	560	182	378
do "Lake Michigan"	492	210	282
do do	504	204	300
do do	484	204	280
do do	713	252	461
Total	6,104	2,388	3,716

Number of cargoes of rye		11
Quantity through Welland Canal to Kingston		6,104 tons.
do transhipped at Kingston		2,388 do
do to Montreal in vessels in which it arrived at Kingston		3,716 do

RECAPITULATION of the Number of Vessels passed down the Welland Canal with Cargoes of Grain to Kingston, the quantity transhipped and quantity taken to Montreal, for the season, 1891.

	Number of Cargoes.	Total.
Wheat.....	27	
Corn.....	8	
Pease.....	1	
Rye.....	11	
Total.....		47
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal.....	16,963	
do corn do do.....	4,161	
do pease do do.....	390	
do rye do do.....	6,104	
Total through Welland Canal.....		27,618
Quantity of the above transhipped at Kingston, viz. :—		
Wheat.....	6,589	
Corn.....	1,308	
Pease.....	137	
Rye.....	2,388	
Total transhipped.....		10,422
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :—		
Wheat.....	10,155	
Corn.....	2,803	
Pease.....	253	
Rye.....	3,716	
Total quantity to Montreal.....		16,927
Quantity remaining at Kingston.....		269
Total.....		27,618

O.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels entering the Canal at Port Colborne during the Season of Navigation in 1891.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sailing.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	129	48,836	80	38,397	54	35,100	23	12,734	286	135,067
	Tons.		Tons.		Tons.		Tons.		Tons.	
Corn.....	20,283		10,484		20,752		5,807		57,326	
Pease.....	390								390	
Rye.....	30,071		12,496		16,361		7,343		66,271	
Wheat.....	60,723		56,217		28,325		11,565		156,830	
	111,467		79,197		65,438		24,715		280,817	

					Tons.	
129	cargoes	in	Canadian	steam	vessels, total quantity	111,467
80	do	do	sailing	do	do	79,197
54	do	United	States	steam	vessels, total quantity	65,438
23	do	do	sailing	do	do	24,715

P.—TOTAL Quantity of Grain arrived in Kingston in vessels which passed down the Welland Canal during the season of navigation in 1891:—

Summary.	Tons.	Total Tons.
Canadian steam vessels, 129 cargoes of grain.....	111,467	190,664
do sail do 80 do	79,197	
Total in Canadian vessels		
United States steam vessels, 54 cargoes of grain.....	65,438	90,153
do sail do 23 do	24,715	
Total United States vessels.....		
Total in Canadian and United States vessels.....		280,817
Distributed as follows:—		
3 cargoes taken to Montreal in Canadian vessels without breaking bulk.....		1,441
44 do arrived at Kingston in Canadian vessels with an aggregate quantity of.....	26,177	15,755
Transhipped	10,422	
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		
Vessels arrived at Kingston and discharged all of their cargo as follows:—		
162 cargoes in Canadian vessels.....	163,046	90,153
77 do in United States vessels.....	90,153	
Aggregate quantity discharged.....	253,199	
Quantity transhipped to Montreal.....	249,233	
Total quantity transhipped to Montreal.....		259,655
Transhipped to Cardinal.....	2,725	3,966
Remaining at Kingston.....	1,241	
Total		280,817

Q.—COMPARATIVE Statement of the Quantity of Grain passed down the Welland Canal to Kingston for the Seasons of 1890 and 1891.

	1890.		1891.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels.....	203	184,275	209	190,664
do do do in United States.....	35	35,560	77	90,153
Total.....	238	219,835	286	280,817
Quantity transhipped at Kingston in Canadian vessels for Montreal.....		185,170		259,655
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		27,497		17,196
Quantity transferred in cars and taken to Montreal by rail.....		972		
Quantity remaining at Kingston.....		1,089		1,241
Quantity transhipped to Cardinal.....		5,107		2,725
Total.....		219,835		280,817

3 vessels took cargoes through to Montreal intact in 1891 against 3 in 1890.
 44 vessels lightered their cargoes at Kingston in 1891 against 63 in 1890.
 239 vessels discharged the whole of their cargoes at Kingston in 1891 against 172 in 1890.

R.—STATEMENT showing the Quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1891, inclusive, and the total shipments for the same period.

Years.	Receipts <i>via</i> Lachine Canal.	Receipts <i>via</i> C. P. R. and G. T. R. is reported as follows.	Total Receipts at Montreal.	Shipments <i>via</i> River St. Lawrence and G. T. R.
	Bushels.	Bushels.	Bushels.	Bushels.
1884.....	297,326	528,032	825,358	246,643
1885.....	678,866	550,425	1,229,291	1,463,932
1886.....	650,910	595,756	1,246,666	2,033,098
1887.....	341,568	452,748	794,316	509,010
1888.....	123,213	542,007	665,220	70,809
1889.....	119,958	812,750	932,708	88,910
1890.....	200,896	1,448,187	1,649,083	244,380
1891.....	102,102	1,616,004	1,718,106	791,691

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1891, inclusive, and the amount of Tolls Collected thereon, is as follows:—

Year.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls Paid. — Rate, 20 cents a ton.
	Up.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.		\$ cts.
1885.....		193,442	4,974	10,321	31,350	240,087	48,017 40
1886.....		184,564	5,400	22,187	49,724	261,875	52,375 00
1887.....		81,617	1,163	26,775	25,968	135,523	27,104 60
1888.....		172,384	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

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 being 20 cents a ton for passage either eastward or westward.

THE Quantity of Coal passed down (or eastward) through the Welland Canal in Canadian and United States Vessels for the Years 1885 to 1891, is as follows:—

Year.	Quantity Carried in Canadian Vessels.		Quantity Carried in United States Vessels.		Total Quantity Carried in Canadian and United States Vessels.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
1885.....	17,764	3,552 80	18,560	3,712 00	36,324	7,264 80
1886.....	43,477	8,695 40	11,647	2,329 40	55,124	11,024 80
1887.....	25,023	5,004 60	2,268	421 60	27,131	5,426 20
1888.....	23,853	4,770 60	4,208	841 60	28,061	5,612 20
1889.....	24,679	4,935 80	2,376	475 20	27,055	5,411 00
1890.....	22,781	2,365 60	615	61 50	23,396	2,427 10
1891.....	20,546	4,109 20	3,831	670 20	24,397	4,879 40

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1891, 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	17,829 70
1887.....	7,579	121,618	129,197	18,242 70
1888.....	2,341	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

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 1891, 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

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	9,532	53,707
Cattle.....		1	
Fish.....		13	
Flour.....	9,659		1,715
Furniture.....	10	17	16
Glass, all kinds.....		10	1
Hay, pressed.....			13
Horses.....		2	6
Hides, horns and hoofs.....			73
Iron, all other.....		8	40
Kryolite and chemical ore, and other ore, except iron.....		10	
Lard and lard oil.....		2	7
Meal, all kinds.....		5	8,170
Meats other than pork.....		28	4
Marble.....			1
Nails.....	1		26
Oats.....	872		9,874
Oil, in barrels.....	78	354	255
Pease.....	433		
Pork.....	318		
Rye.....	477		
Salt.....		364	
Stone, intended for cutting.....		2,059	15
do wrought.....	317	190	7
Seeds, all kinds.....		111	511
Sheep.....			1
Spirits, beer, &c.....		11	26
Turpentine.....	1		
Wheat.....	84,822	2,549	40,975
All other goods and merchandise not enumerated.....	37	104	480
Barrels, empty.....	37	3	1
Firewood, in vessels.....		930	
Lumber, sawn in vessels.....	7,531	85	45,239
Staves and headings, barrel.....		22	
do pipe.....	200	487	
do West India.....	863	406	
Shingles.....		7	76
Timber, square.....	7,365	50,414	
Woodenware and wood, partly manufactured.....	68	3	11
Total.....	168,715	100,425	165,543

A refund of 10 cents per ton was allowed on wheat, corn, oats, barley and rye passed down to Montreal, per O. C. 28th May, 1884.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1885.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	97		
Apples.....	513		
Agricultural products, not enumerated, vegetable.....	1		
do do animal.....	2		
Barley.....			228
Coal.....		31,350	4,974
Corn.....	44,401	9,906	63,229
Crockery and earthenware.....	1		
Flour.....	2,874		124
Furniture.....	5	11	
Horses.....	2	1	
Iron, pig.....		100	
do all other.....	7		
Iron ore.....			987
Lard and lard oil.....		2	
Meal, all kinds.....	16		
Oats.....			882
Oil, in barrels.....	7	568	
Pease.....	11		
Paint.....		68	
Pork.....	30		
Salt.....		407	
Stone, for cutting.....		3,749	
do wrought.....		8	
Seeds, all kinds.....	42	10	
Spirits, beer, &c.....		25	
Tallow.....	2	4	
Wheat.....	52,157	2,003	53,235
All other merchandise not enumerated.....	28	8	2
Barrels, empty.....	128	8	
Firewood, in vessels.....		540	
Lumber, sawn.....	19,945	6,774	49,561
Staves and headings.....	856	604	
Shingles.....			111
Timber, square.....	11,767	69,616	
Woodenware.....	76		
Total.....	132,968	125,762	173,333

A refund of 10 cents per ton was allowed on wheat, corn, oats, pease, barley and rye passed down to Montreal, per O. C. 17th June, 1885, and a refund of 18 cents per ton from 1st July, 1885, per O. C. 4th July, 1885.

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	dewit to Montreal.	down to Ontario Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1886.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	44	10	11
Apples.....	49		
Agricultural products, not enumerated, vegetable.....		1	1
Bricks.....			41
Cement and water lime.....			26
Coal.....		49,724	5,400
Corn.....	116,517	8,871	93,503
Flour.....	2,934		7,591
Furniture.....	6	15	21
Glass, all kinds.....			2
Horses.....	1		1
Hides and skins, &c.....			414
Iron, pig.....		617	43
do id other.....	15	12	1
Lard and hard 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	4,740
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
Seed, all kinds.....	33	3	236
Sugar.....			3
Spirits, beer, &c.....	8	12	21
Tobacco, raw.....	25		
Tallow.....	1	2	1
Wheat.....	86,815	969	53,258
Wool.....			1,125
Merchandise, not enumerated.....	100	46	793
Barrels, empty.....	6	2	
Floats.....		20	
Lumber, sawn, in vessels.....	18,707	7,546	53,124
Masts, spars, &c.....		22	
Staves and headings, barrel.....		57	
do do pipe.....	332	339	
do do West India.....	287	444	
Shingles.....		12	463
Timber, square.....	16,740	44,335	
Woodenware, &c.....	101	45	2
Total.....	244,514	118,127	234,254

A refund of 18 cents per ton was allowed on wheat, corn, oats, pease, barley and rye, passed down to Montreal, per O. C. 21st April, 1886.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1887.	Tons.	Tons.	Tons.
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.....		3,531	
do wrought.....	12	543	
Seeds.....		4	44
Sugar.....	15		1
Spirits.....		99	63
Wheat.....	160,063	4,940	37,678
Wool.....			86
All other merchandises, not enumerated.....	72	123	468
Barrels, empty.....	88		24
Lumber, sawn.....	7,001	1,816	44,733
Staves and headings, barrel.....		27	
do pipe.....	184		
do West India.....	131	838	
Timber, square.....	14,390	21,351	
Woodenware and wood partly manufactured.....	45	1	2
Total.....	213,834	67,632	204,315

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O. C. 28th March, 1887.

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.
Asbes, put and pearl	85		
Apples		45	
Barley			2
Cement and water lime			4
Coal		27,183	878
Corn	66,443	25,469	102,974
Crockery and earthenware		4	1
Flour	3,865		8,563
Furniture	2	1	30
Glass, all kinds	3	2	
Hay, pressed		20	
Horses	2		
Hides and skins			39
Iron, pig		549	
do all other	418	490	
Lard and lard oil	54	12	18
Meal, all kinds	100		11,598
Meats, other than pork	39	6	14
Oats			26,510
Oil		3	
Pease		54	
Pork	265	61	19
Rags			14
Rye		632	179
Stone, for cutting		6,535	
do wrought		126	
Seeds, all kinds	12	1	48
Steel			3
Sugar		2	4
Spirits	3	2	151
Tallow			1
Wheat	93,915	14,365	39,999
Wool			18
All other goods and merchandise not enumerated	105	34	1,435
Barrels, empty	40		133
Lumber, sawn	5,174	4,515	45,818
Staves and headings, barrel	15	7	
do pipe	124		
do West Indies	1,623	13	
do salt barrel	1	1	
Shingles			6
Timber, square, in vessels	11,586	33,669	
Woodenware	25		8
Total	183,899	113,801	238,467

A refund of 18c. per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per O. C. 20th April, 1888.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1889.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	107	5	
Coal.....		25,931	1,124
Corn.....	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 pipe.....	202	304	
do West India.....	68	559	
Shingles.....			51
Split posts, &c.....		17	
Timber, square.....	9,302	70,579	240
Woodenware, &c.....			2
Total.....	292,827	130,584	313,574

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal per Order in Council 18th March, 1889.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—Continued.

Articles.	Quantity.	Quantity passed	Quantity passed
	passed down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	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
Glasses, all kinds.....	1		
Horses.....	3		1
Iron, all other.....			1
Kryolite.....		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	219,539	327,833
Oats.....	400		
	16,433	144,300	*16,433
Total.....	235,972	144,300	311,490

*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.

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid.

		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.
	1883.		
Grain.....		Tons. 10,650	Tons. 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

* Of this quantity of grain 16,433 tons was transhipped to Montreal for 1890; and 17,817 tons for 1891.

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 1891.

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 bard 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.....		6,692	
do wrought.....		7	
Tobacco.....	1		
Tallow.....		9	8
Wheat.....	159,785	692	32,097
Staves, pipe.....		8	
Whiskey 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		
Barrels.....		14,638	4
	291,776	54,315	317,209
Corn.....	12,169		
Wheat.....	5,648		
	17,817		*17,817
Total.....	309,593	54,315	296,392

* 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.

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.....			223
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.....			1,700
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.....	28,806	55,794	69,447
Total.....	213,834	67,632	204,315

* There was no refund on Oats for 1887, 1888 and 1889.

STATEMENT showing the Quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*

RECAPITULATION—*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 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	68,803
Total.....	183,899	113,801	238,467
1889.			
Barley.....			
Corn.....	195,350	11,200	147,045
Oats.....	320		27,492
Pease.....			
Rye.....	1,294	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.....	150,909	11,584	180,842
Oats.....	879	73	27,030
Pease.....			14
Rye.....	1,120	1	
Wheat.....	75,515	5,241	31,527
Total Grain.....	228,513	16,899	245,932
Other Articles.....	7,459	127,401	81,901
Total.....	235,972	144,300	327,833
1891.			
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Oats.....			52,823
Pease.....	300		
Rye.....	64,978	969	
Wheat.....	159,785	692	32,097
Total Grain.....	277,602	6,805	220,527
Transhipped at Ogdensburg to Montreal.....	+ 17,817		- 17,817
Total.....	295,500		202,710
Other Articles.....	14,084	47,510	96,682
Grand Total.....	309,583	54,315	299,392

+ Owing to a break in the Cornwall Canal, 14,921 tons of the above quantity of grain was transhipped to Montreal *via* Canadian Pacific and Grand Trunk Railways, and the refund of 18 cents per ton allowed.

‡ Of this quantity of grain, 16,433 tons was transhipped at Ogdensburg to Montreal.

CANAL

COMPARATIVE Statement for Years ended

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1890.....				17,294 68	27,985 15
do 1891.....	205 00			6,519 99	28,972 97
Increase.....	205 00				1,037 82
Decrease.....				10,774 69	
St. Lawrence Canals, 1890.....	52 60			667 03	8,103 19
do 1891.....	15 52			201 50	8,151 22
Increase.....					48 03
Decrease.....	37 08			465 53	
Chambly Canal, 1890.....				7 45	1,140 30
do 1891.....					3,310 07
Increase.....					2,169 77
Decrease.....				7 45	
Rideau Canal, 1890.....	2 00				896 36
do 1891.....				41 14	609 33
Increase.....				41 14	
Decrease.....	2 00				287 03
Ottawa Canals, 1890.....				570 00	8,676 26
do 1891.....				541 88	8,064 90
Increase.....					
Decrease.....				28 12	611 36
St. Peter's Canal, 1890.....	3 79			60 17	275 37
do 1891.....				28 89	154 70
Increase.....					
Decrease.....	3 79			31 28	120 67
Trent Canal, 1890.....				10 61	51 06
do 1891.....				2 70	71 53
Increase.....					20 47
Decrease.....				7 91	
Murray Canal, 1890.....					106 64
do 1891.....				13 52	54 85
Increase.....				13 52	
Decrease.....					51 79
Total Increase.....	162 13				2,205 24
Total Decrease.....				11,260 32	

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1890, \$41,635.46; actual revenue, \$306,424.05.

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1891, \$49,834.98; actual revenue, \$300,516.99.

REVENUE.

31st December, 1890, and 1891.

June.	July.	August.	September.	October.	November.	December.	Total.	
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	
25,323 04	29,219 82	25,407 30	27,792 97	21,998 15	19,682 69	15 12	194,668 92	
28,772 52	25,662 27	31,879 90	33,200 17	29,979 75	14,234 57	976 16	200,463 30	
3,449 48	3,557 55	6,472 60	5,407 20	7,981 60	5,448 12	961 04	5,734 38	
10,541 08	12,570 66	14,050 70	12,741 35	11,611 53	6,882 11	70 41	77,290 66	
13,629 48	15,732 89	12,600 99	10,688 44	10,892 53	8,640 03	101 37	80,653 97	
3,088 40	3,162 23	1,449 71	2,052 91	719 00	1,757 92	30 96	3,343 31	
3,186 29	2,422 48	2,843 64	3,533 65	3,423 79	1,627 15		18,184 75	
3,026 21	3,176 19	2,746 49	2,180 91	3,197 81	1,897 20		19,534 88	
160 08	753 71	97 15	1,352 74	225 98	270 05		1,350 13	
1,039 30	1,229 55	934 90	886 50	868 18	430 82	1 16	6,288 77	
1,151 39	1,145 24	966 88	819 04	901 42	508 61	2 84	6,145 89	
112 09	84 31	31 98	67 46	33 24	77 79	1 68	142 88	
7,492 31	8,939 14	7,131 95	5,397 41	6,072 30	4,062 99		48,252 36	
6,938 18	6,898 19	5,422 33	4,598 07	4,649 97	3,343 87	1 00	40,458 39	
464 13	2,040 95	1,709 62	799 34	1,422 33	719 12	1 00	7,798 97	
179 40	203 26	203 18	440 84	301 75	217 51	43 65	1,919 92	
112 98	102 35	111 36	286 05	438 40	343 37	163 66	1,781 76	
57 42	100 91	91 82	154 79	136 65	165 86	120 01	138 16	
110 34	124 96	132 90	123 45	113 62	42 00		708 94	
119 95	129 86	139 60	125 24	95 05	19 80		703 73	
9 61	4 90	6 70	1 79	18 57	22 20		5 21	
131 57	107 93	152 86	84 52	77 17	46 34	38 16	745 19	
135 67	146 09	178 74	63 85	46 05	31 28		670 05	
4 10	38 16	25 88	20 67	31 12	15 06	38 16	75 14	
5,982 05	1,824 72	3,188 86	961 08	5,734 49	3,932 88	1,076 53	2,292 46	
							Total for Year 1890.....	348,059 51
							Total for Year 1891.....	350,351 97

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through Canals during the Years ended 31st December, 1890 and 1891.

	VEGETABLE FOOD.							Lumber.	Total.
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	* All other.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
Welland Canal, 1890.....	14,501	118,002	327,394	10,830	27,728	1,549	20,876	60,398	581,286
do 1891.....	✓ 13,517	✓ 198,638	✓ 185,180	✓ 8,113	✓ 52,959	✓ 65,888	✓ 28,042	✓ 64,887	617,244
Increase.....		80,636			25,231	64,339	7,166	4,489	35,958
Decrease.....	992		142,214	2,717					
St. Lawrence Canals, 1890.....	6,865	101,420	161,720	1,569	4,507	4,376	31,448	43,437	355,342
do 1891.....	✓ 8,123	✓ 190,843	✓ 67,603	✓ 17,606	✓ 8,923	✓ 66,917	✓ 42,730	✓ 48,322	451,067
Increase.....	1,258	89,423		16,037	4,416	62,541	11,282	4,885	95,725
Decrease.....			94,117						
Chambly Canal, 1890.....	207	45	7	496	632		562	83,183	85,132
do 1891.....	✓ 228	✓	✓	✓ 842	✓ 1,239	✓	✓ 2,474	✓ 97,561	102,344
Increase.....	21			346	607		1,912	14,378	17,212
Decrease.....		45	7						
Rideau Canal, 1890.....	487	191	35	101	91	107	342	38,651	40,005
do 1891.....	✓ 690	✓ 290	✓ 22	✓ 373	✓ 124	✓ 170	✓ 437	✓ 38,524	40,630
Increase.....	203	99		272	33	63	95		625
Decrease.....			13					127	
Ottawa Canals, 1890.....	19	44		119	1,378	20	2,139	531,076	534,795
do 1891.....	✓ 112	✓ 18	✓	✓ 150	✓ 1,038	✓	✓ 3,275	✓ 424,116	428,709

Increase.....	93			31			1,136		
Decrease.....		26			340	20		106,960	106,086
St. Peter's Canal, 1890.....	1,629							2,567	4,196
do 1891.....	1,299							✓2,827	4,126
Increase.....								260	
Decrease.....	330								70
Newcastle District Canals, 1890.....	43							347	390
do 1891.....	✓25							✓794	819
Increase.....								447	429
Decrease.....	18								
Murray Canal, 1890.....	60	384		1,079		454	1,092	621	3,681
do 1891.....	✓14	✓816	✓3	✓756	✓17	✓527	✓519	✓834	3,486
Increase.....		432	3		17	73		213	
Decrease.....	46			314			573		196
Total Increase.....	189	170,539		13,655	29,964	126,996	21,018		43,598
Total Decrease.....			236,348					82,415	
Total for year 1890.....									1,604,827
Total for year 1891.....									1,648,425

*Comprises apples, meals, pease and potatoes.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A.

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, Pot and Pearl.....		5					35		40		40		8 00	8 00
Apples.....	1,101		103		19				122	1,101	1,223	6 43	27 55	33 98
Agricultural Products, not enumerated, Vegetable.....				400		42		2		444	444		28 80	28 80
Agricultural Products, not enumerated, Animal.....														
Agricultural Implements.....						8,113				8,113	8,113		1,622 60	1,622 60
Barley.....									49		49	5 52		5 52
Bricks.....	18		31											
Bones.....									66		66	9 90		9 90
Brimstone.....					5	413			413	5	418	61 95	0 63	62 58
Cement and Water Lime.....									70		70	5 25		5 25
Clay, Lime and Sand.....	70													
Coal.....					185,190	1,382	17,374	20,698	202,564	22,080	224,644	40,512 20	4,416 00	44,928 20
Corn.....			3			127,494		57,683	3	185,177	185,180	0 45	37,035 40	37,035 85
Cattle.....	1								1		1	0 02		0 02
Cotton (Raw).....														
Crockery and Earthenware.....	5								5		5	0 10		0 10
Dye Wood and Dye Stuffs.....														
Fish.....	35		35		234	1			304	1	305	40 35	0 20	40 56
Flax and Hemp.....														
Flour.....		4,524				6,802		2,191		13,517	13,517		1,911 76	1,911 76
Furniture.....		1	9		2	7		4	11	12	23	1 65	2 23	3 88
Gypsum.....														
Glass, all kinds.....	1		29			1		1	30	2	32	4 37	0 40	4 77
Hay, pressed.....	100	21							100	21	121	15 00	4 20	19 20
Hogs.....														
Horses.....	50	7	2		1	3		4	53	14	67	1 45	1 57	3 02
Hides and Skins, Horns and Hoofs.....						87			87		87	13 05		13 05
Ice.....			350		800				1,150		1,150	57 50		57 50

Iron, Railway.....	127							127		127	19 05		19 05
do Pig.....							499	499		499		99 80	99 80
do all other.....	3	1,052	228	282	10	35		1,062		1,610	81 81	209 50	291 31
Kryolite Chemical Ore and other Ore, except Iron.....					1,773		1,098	2,871	2,871			143 55	143 55
Lard and Lard Oil.....					10		116	126	126			25 20	25 20
Meal, all kinds.....		1			26,096		67	26,164	26,164			5,232 70	5,232 70
Meats, other than Pork.....			16				1	16	3	19	2 40	0 60	3 00
Marble.....				3,556			3,556	3,556	533 40				533 40
Manilla.....				139			139	139	20 85				20 85
Molasses.....			2	45	18		20	47	38	85	7 05	7 60	14 65
Nails.....	66		63					129		129	12 40		12 40
Oats.....		136			52,823			52,959	52,959			10,591 80	10,591 80
Oil (in Barrels).....	6		2	47	1			55	1	56	7 47	0 20	7 67
Oil Cake.....													
Pease.....		390		240				630	630			102 00	102 00
Potatoes.....	13		12				25	25	25	2 33		2 33	
Pork.....			2		73		201	2	274	276	0 30	54 80	55 10
Paint.....	8		5	131				144		144	20 56		20 56
Pitch and Tar.....				204				264		264	39 60		39 60
Rags.....					60			60	60			12 00	12 00
Rye.....	337		480				65,071	817	65,071	65,888	122 55	13,014 20	13,136 75
Rosin.....													
Salt.....		1,861	1	211	494			212	2,355	2,567	31 80	471 00	502 80
Stone intended for Cutting.....		251						6,351	6,602	6,602		1,320 40	1,320 40
do wrought.....			2					7	2	7	0 30	1 40	1 70
do not suitable for Cutting, unwrought.....				2,813				2,813	2,813	2,813	281 30		281 30
Seeds, all kinds.....					250		2		258	258		51 60	51 60
Sheep.....													
Soda Ash.....	2			97				99		99	14 59		14 59
Steel.....				6,220				6,220	6,220	933 00			933 00
Sugar.....	182		9	202				393	393	393	35 08		35 08
Spirits, Beer, &c.....	3	119	14		167		43	17	329	346	2 16	65 80	67 96
Tobacco (Raw).....		1						1		1		0 20	0 20
Tallow.....				60	8		9	60	17	77		3 40	12 40
Tin.....	3			243				246		246	36 51		36 51
Turpentine.....													
Wheat.....	2,332	34,503		590	32,097		129,136	2,332	196,326	198,658	43 79	39,049 05	39,092 84
White Lead.....			3					3		3	0 45		0 45
Whiting.....													
Wool.....				6	1,237			6	1,237	1,243	0 90	247 40	248 30
All other Goods and Mer- chandise not enumerated.....	1,069	312	398	46,355	1,779		289	47,822	2,380	50,202	7,050 73	421 34	7,472 07
Bark.....													
Barrels, Empty.....			43	49	4			92	4	96	18 78	0 78	19 56
Boat Knees.....													
Floats.....		40						40	40	40		1 75	1 75
Fire Wood, in Vessels.....	1,434	7,032	720					2,154	7,032	9,186	60 33	347 11	407 44
do Rafts.....													

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												\$ cts.	\$ cts.	\$ cts.
Hop Poles.....														
Lumber, sawn, in Vessels.....		2,482	1,641	11,002		45,504		4,248	1,641	63,236	64,877	295 37	11,249 66	11,545 03
do Rafts.....														
Masts, Spars and Telegraph Poles, in Vessels.....														
Masts, Spars and Telegraph Poles, in Rafts.....														
Railway Ties, in Vessels.....		63		264						327	327		28 03	28 03
do Rafts.....														
Saw Logs.....	343	1,961		1,462					343	3,423	3,766	19 82	141 05	160 87
Staves and Headings, Barrel do Pipe.....		155								155	155		12 40	12 40
do West India.....								8		8	8		1 50	1 50
Staves, Salt Barrel.....														
Shingles.....		19								19	19		7 81	7 81
Split Posts and Fence Rails, in Vessels.....														
Split Posts and Fence Rails, in Rafts.....														
Timber, Square, in Vessels.....		2,116						18,238		20,354	20,354		3,049 91	3,049 94
do Rafts.....	245	17							245	17	262	14 13	2 36	16 49
Traverses.....														
Woodenware and Wood partly manufactured.....					11				11		11	4 40		4 40
Total Freight paying Tolls.....	6,453	58,170	4,203	13,963	247,543	306,257	17,409	306,022	275,008	684,412	960,020	50,457 41	131,027 27	181,484 68
Articles having paid full Tolls on the St. Lawrence Canals, Free.....														
Ashes, Pot and Pearl.....			31						31		31			
Agricultural Products not enumerated, Vegetable.....			52						52		52			

Bricks			469						469		469
Cement and Water Lime	686		1,694						2,380		2,380
Clay, Lime and Sand			206						206		206
Crockery and Earthenware	77		174						251		251
Fish			7						7		7
Flax and Hemp			1						1		1
Furniture	1								1		1
Glass, all kinds			30						30		30
Iron, Railway	2,855								2,855		2,855
do Pig			112						112		112
do all other	303		292						595		595
Meats, other than Pork			1						1		1
Nails	227		333						560		560
Oil, in barrels	52		12						64		64
Paint	8		53						61		61
Pitch and Tar	6		16						22		22
Salt	327		4,064						4,391		4,391
Soda Ash			38						377		377
Sugar	78		334						412		412
Spirits, Beer, &c	75		219						294		294
Tin	1		22						23		23
White Lead			3						3		3
Whiting	1		49						50		50
Wool			2						2		2
Merchandise	227		583						810		810
Kryolite, &c., free, having paid full Tolls on Rideau Canal			544						544		544
Timber, free, from Welland to Port Robinson		389							389		389
Grand Total Freight...	11,415	58,559	13,845	13,963	247,543	306,257	17,409	306,022	290,212	684,801	975,013

Total Tolls on Vessels	8,426 04	8,479 50	16,905 54
do Passengers	204 02	229 64	433 66
do Free Goods			\$2,153 96
Fines and Damages	59,087 47	139,736 41	198,823 88
Other Receipts			241 20
Total Revenue, exclusive of Hydraulic Rents	\$ 59,087 47	139,736 41	200,403 30

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight Transported on the Welland Canal, and the Amount of Tolls Collected thereon, during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Port.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, Pot and Pearl		5						35	40	40			8 00	8 00
Apples			12		19			31	31	31	4 65			4 65
Agricultural Products, not enumerated, Vegetable.....						42	2		44	44			8 80	8 80
Agricultural Products, not enumerated, Animal.....														
Agricultural Implements							8,113		8,113	8,113			1,622 60	1,622 60
Barley														
Bricks	4		31					35	35	35	5 25			5 25
Bones					66			66	66	66	9 90			9 90
Britestone					413			413	413	413	61 95			61 95
Cement and Water Lime							17,368	20,098	202,558	22,080	224,638	40,511 60	4,416 00	44,927 60
Clay, Lime and Sand						1,382		57,683	3	185,177	185,180	0 45	37,035 40	37,035 85
Coal			3											
Corn.....														
Cattle														
Cotton, Raw														
Crockery and Earthenware														
Dye Wood and Dye Stuffs														
Fish					234	1		234	1	235	35 10	0 20		35 30
Flax and Hemp														
Flour						6,802		2,191		8,993	8,993		1,798 60	1,798 60
Furniture.....			9		2	7		4	11	11	22	1 65	2 20	3 85
Gypsum														
Glass, all kinds.....			29			1		1	29	2	31	4 35	0 40	4 75
Hay, Pressed	100	21							100	21	121	15 00	4 20	19 20
Hogs														
Horses.....			2		1	3		4	3	7	10	0 45	1 40	1 85
Hides and Skins, Horns and Hoofs.....						87			87	87	13 05			13 05
Iron			350			800			1,150	1,150	57 50			57 50

Iron, Railway	127					127		127	19 00		19 00
do Pig						499		499		39 80	39 80
do all other	1,036	228	282	10		510	1,046	1,556	76 50	209 20	285 70
Iron Ore											
Kryolite Chemical Ore and other Ore, except Iron				1,773		1,098		2,871	2,871	143 55	143 55
Lard and Lard Oil				10		116		126		25 20	25 20
Meal, all kinds				26,096		67		26,163	26,163	5,232 60	5,232 60
Meats, other than Pork		16		2		1		16	3	19	0 60
Marble				3,556		3,556		3,556		533 40	533 40
Manilla				139		139		139		20 85	20 85
Molasses		2		45	18	20		47	38	85	7 00
Nails	13	63						76		76	11 40
Oats				52,823				52,823	52,823	10,564 60	10,564 60
Oil (in barrels)		2		47	1			49	1	50	7 35
Oil Cake											
Pease	390							390	390	78 00	78 00
Potatoes		12						12		12	1 80
Pork		2			73	201		2	274	276	0 30
Paint				131				136		136	20 40
Pitch and Tar				264				264		264	39 60
Rags				60				60	*60		12 00
Rye	337	480				65,071	817	65,071	65,888	122 55	13,014 20
Rosin											
Salt	1,861	1		211	494		212	2,355	2,567	31 80	471 00
Stone intended for Cutting	251							6,351	6,602		1,320 40
" wrought		2						7	2	7	9
" not suitable for Cutting, unwrought				2,813				2,813		2,813	281 30
Seeds, all kinds				256		2		258	258		51 60
Sheep											
Soda Ash				97				97		97	14 55
Steel				6,220				6,220		6,220	933 00
Sugar		9		202				211		211	31 65
Spirits, Beer, &c	119	14		167		43		14	329	343	2 10
Tobacco (Raw)	1							1		1	0 20
Tallow				60	8	9		60	17	77	9 00
Tin				243				243		243	36 45
Turpentine											
Wheat	32,163			32,097		128,710		192,970	192,970		38,594 00
Wheat Lead		3						3		3	0 45
Whiting											
Wool				6	1,237			6	1,237	1,243	0 90
All other Goods and Merchandise not enumerated	99	5	398	46,355	1,779	279	46,852	2,063	48,915	7,027 80	412 60
Bark											
Barrels, Empty		43		49	4			92	4	96	18 78
Boat Knees											
Floats											
Firewood, in Vessels											

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Hoops														
Hop Poles														
Lumber, sawn, in Vessels		960	1,641	10,952		45,504		4,248	1,641	61,664	63,305	295 37	11,091 15	11,386 52
" " Rafts														
Masts, Spars and Telegraph Poles, in Vessels														
Masts, Spars and Telegraph Poles, in Rafts														
Railway Ties, in Vessels														
" " Rafts														
Saw Logs														
Staves and Headings, barrel														
" " pipe								8		8	8		1 50	1 50
" " W. India														
Staves, Salt Barrel														
Shingles														
Split Posts and Fence Rails, in Vessels														
Split Posts and Fence Rails, in Rafts														
Timber, Square, in Vessels		2,080						18,238		20,318	20,318		3,046 56	3,046 56
" " Rafts														
Traverses														
Woodenware and Wood partly manufactured					11				11		11	4 40		4 40
Total Freight paying Tolls	680	38,892	3,357	10,952	247,543	306,257	17,368	305,586	268,048	661,687	930,635	50,271 40	129,647 94	179,919 34
Articles having paid full Tolls on the St. Lawrence Canals, Free:—														
Ashes, Pot and Pearl			31						31		31			
Agricultural Products, not enumerated, Vegetable			52						52		52			

Bricks			469					469		469			
Cement and Water Lime	686		1,694					2,380		2,380			
Clay, Lime and Sand			206					206		206			
Crockery and Earthenware	77		174					251		251			
Fish			7					7		7			
Flax and Hemp			1					1		1			
Furniture	1							1		1			
Glass, all kinds			30					30		30			
Iron, Railway	2,855							2,855		2,855			
" Pig			112					112		112			
" all other	303		292					595		595			
Meats, other than Pork			1					1		1			
Nails	227		333					560		560			
Oil, in barrels	52		12					64		64			
Paint	8		53					61		61			
Pitch and Tar	6		16					22		22			
Salt	327		4,064					4,391		4,391			
Soda Ash	38		339					377		377			
Sugar	78		334					412		412			
Spirits, Beer, &c	75		219					294		294			
Tin	1		22					23		23			
White Lead			3					3		3			
Whiting	1		49					50		50			
Wool			2					2		2			
Merchandise	227		583					810		810			
Kryolite, &c., free, having paid full Tolls on Rideau Canal			544					544		544			
Grand Total, Freight	5,642	58,892	12,999	10,952	247,543	306,257	17,368	305,586	283,552	661,687	945,239		
Total Tolls on Vessels											7,989 05	8,128 52	16,117 57
" Passengers											62 30	72 50	134 80
" Free Goods											\$2,136 20		
Total Through Tolls											\$ 58,322 75	137,848 96	196,171 71

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 8.—GENERAL STATEMENT, showing the Quantity of each Article of Way Freight transported on the Welland Canal and the Amount of Tolls collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, Pot and Pearl.....												\$ cts.	\$ cts.	\$ cts.
Apples.....		1,101	91						91	1,101	1,192	1 78	27 55	29 33
Agricultural Products, not enumerated, Vegetable.....				400						400	400		20 00	20 00
Agricultural Products, not enumerated, Animal.....														
Agricultural Implements.....														
Barley.....														0 27
Bricks.....	14								14		14	0 27		0 27
Bones.....														
Brimstone.....										5	5		0 63	0 63
Cement and Water Lime.....				5										
Clay, Lime and Sand.....	70								70		70	5 25		5 25
Coal.....							6		6		6	0 60		0 60
Corn.....														
Cattle.....	1								1		1	0 02		0 02
Cotton, Raw.....														
Crockery and Earthenware.....	5								5		5	0 10		0 10
Dye Wood and Dye Stuffs.....														
Fish.....	35		35						70		70	5 26		5 26
Flax and Hemp.....														
Flour.....		4,524								4,524	4,524		113 16	113 16
Furniture.....		1								1	1		0 03	0 03
Gypsum.....														
Glass (all kinds).....	1								1		1	0 02		0 02
Hay, Pressed.....														
Hogs.....														
Horses.....	50	7							50	7	57	1 00	0 17	1 17
Hides and Skins, Horns and Hoofs.....														

Ice.....													
Iron, Railway.....													
do Pig.....													
do all other.....	3	16				35	38	16	54	5 31	0 30	5 61	
do Ore.....													
Kryolite Chemical Ore and other Ore, except Iron.....													
Lard and Lard Oil.....													
Meal, all kinds.....		1						1	1		0 10	0 10	
Meats, other than Pork.....													
Marble.....													
Manilla.....													
Molasses.....													1 00
Nails.....	53						53		53	1 00			1 00
Oats.....		136						136	136		27 20	27 20	27 20
Oil, in barrels.....	6						6		6	0 12			0 12
Oil Cake.....													
Pease.....			240					240	240		24 00	24 00	24 00
Potatoes.....	13						13		13	0 53			0 53
Pork.....													
Paint.....	8						8		8	0 16			0 16
Pitch and Tar.....													
Rags.....													
Rye.....													
Rosin.....													
Salt.....													
Stone intended for Cutting.....													
do wrought.....													
do not suitable for Cutting, unwrought.....													
Seeds, all kinds.....													
Sheep.....													
Soda Ash.....	2						2		2	0 04			0 04
Steel.....													
Sugar.....	182						182		182	3 43			3 43
Spirits, Beer, &c.....	3						3		3	0 06			0 06
Tobacco, Raw.....													
Tallow.....													
Tin.....	3						3		3	0 06			0 06
Turpentine.....													
Wheat.....	2,332	2,340		590			426	2,332	3,356	5,688	43 79	455 05	498 84
White Lead.....													
Whiting.....													
Wool.....													
All other Goods and Merchan- dise not enumerated.....	970	307					10	970	317	1,287	22 93	8 74	31 67
Bark.....													
Barrels, Empty.....													
Boat Knees.....													
Floats.....		40						40	40		1 75		1 75

No. (A) 8—GENERAL STATEMENT showing the Quantity of each Article of Way 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.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Fire Wood, in Vessels.....	1,434	7,032	720						2,154	7,032	9,186	\$ 60 33	\$ 347 11	\$ 407 44
do Rafts.....														
Hoops.....														
Hop Poles.....														
Lumber, sawn, in Vessels.....		1,522		50						1,572	1,572		158 51	158 51
do Rafts.....														
Masts, Spars and Telegraph Poles, in Vessels.....														
Masts, Spars and Telegraph Poles, in Rafts.....														
Railway Ties, in Vessels.....		63		264						327	327		28 03	28 03
do Rafts.....														
Saw Logs.....	343	1,961		1,462					343	3,423	3,766	19 82	141 05	160 87
Staves and Headings, Barrel.....		155		155						155	155		12 40	12 40
do Pipe.....														
do W. India.....														
Staves, salt barrel.....														
Shingles.....		19								19	19		7 81	7 81
Split Posts and Fence Rails, in Vessels.....														
Split Posts and Fence Rails, in Rafts.....														
Timber, Square, in Vessels.....		36								36	36		3 38	3 38
do Rafts.....	245	17							245	17	262	14 13	2 36	16 49
Traverses.....														
Woodenware and Wood partly manufactured.....														
Total Freight paying Tolls.....	5,773	19,278	846	3,011			41	436	6,660	22,725	29,385	186 01	1,379 33	1,565 34
Timber passed free from Weland to Port Robinson.....		389								389	389			
Grand Total Freight.....	5,773	19,667	846	3,011			41	436	6,660	23,114	29,774			

Total Way Tolls on Vessels	436 99	350 98	787 97
do Passengers	141 72	157 14	298 86
do Free Goods	\$17 76		
Total Way Tolls	\$ 764 72	1,887 45	2,652 17

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, Pot and Pearl.....	8	67	31		6				45	67	112	\$ 8 07	\$ 13 40	\$ 21 47
Apples.....	47	5,035			6				53	5,035	5,088	4 64	721 45	726 09
Agricultural Products, not enumerated, Vegetable.....	297	278	52						349	278	627	48 41	40 70	89 11
Agricultural Products, not enumerated, Animal.....	58	895					20		78	895	973	6 26	131 20	137 46
Agricultural Implements.....	81	6							81	6	87	12 19	0 95	13 14
Barley.....	220	17,386							220	17,386	17,606	4 40	347 94	352 34
Bricks.....	13,091	6	391				222		13,704	6	13,710	573 93	0 23	574 16
Bones.....	1	135					13		14	135	149	0 53	17 85	18 38
Brimstone.....	150						9		159		159	14 98		14 98
Cement and Water Lime.....	3,124	20	1,463		2				4,587	22	4,609	646 64	0 93	647 57
Clay, Lime and Sand.....	19,383	9,299	206				3,371		22,960	9,299	32,259	893 17	624 72	1,517 89
Coal.....		43,814		62	1,040		119,184			164,100	164,100	22,780 77	22,780 77	22,780 77
Corn.....	4	98			68		12,169		4	12,335	12,339	0 40	1,830 95	1,831 35
Cattle.....	35	367							35	367	402	1 88	27 71	29 59
Cotton, Raw.....	2								2		2	0 30		0 30
Crockery and Earthenware.....	187	26	251						438	26	464	85 47	5 05	90 52
Dye Wood and Dye Stuffs.....	49	13					38		87	13	100	5 80	2 60	8 40
Fish.....	280	41	7						287	41	328	28 39	2 88	31 27
Flax and Hemp.....	2								2		2	0 19		0 19
Flour.....	693	3,992			7	107			700	4,099	4,799	49 57	605 52	655 09
Furniture.....	316	696	1						317	696	1,013	38 44	123 19	161 63
Gypsum.....	1,531	187							1,531	187	1,718	21 59	7 06	28 65
Glass, all kinds.....	352	82	30						382	82	464	74 90	12 20	87 10
Hay, Pressed.....	990	557	35		8				1,042	557	1,599	52 85	33 64	86 49
Hogs.....		27								27	27		4 05	4 05
Horses.....	124	266							124	266	390	8 18	18 36	26 54
Hides and Skins, Horns and Hoofs.....	2	31							2	31	33	0 09	4 43	4 52
Ice.....														

Iron, Railway	3,294	6						3,294	6	3,300	476 74	0 54	477 28
do Pig	4,352	11	112					4,464	11	4,475	547 35	0 42	547 77
do all other	10,577	644	478			2		11,057	644	11,701	651 60	28 02	679 62
Iron Ore													
Kryolite Chemical Ore and other Ore, except iron		2,083							2,083	2,083		104 15	104 15
Lard and Lard Oil	92	244						92	244	336	10 52	21 90	32 42
Meat, all kinds	68	762				3		68	765	833	6 26	33 62	39 88
Meats, other than Pork	32		1					33		33	3 56		3 56
Marble	20							20		20	3 93		3 93
Manilla	1							1		1	0 19		0 19
Molasses	719	147				125		844	147	991	90 96	7 35	98 31
Nails	2,111	878	363					2,474	878	3,352	476 03	45 10	521 13
Oats	1,246	7,677						1,246	7,677	8,923	46 93	196 87	243 80
Oil	760	140	65			5	4	892	144	1,036	130 09	20 70	150 79
Oil Cake	11							11		11	1 08		1 08
Pease	565	35,660						565	35,660	36,225	11 41	737 48	748 89
Potatoes	18	169						18	169	127	1 81	8 34	10 15
Pork	349	232						349	232	581	33 81	17 53	51 34
Paint	280	289	56					343	289	632	65 40	23 90	89 30
Pitch and Tar	118	25	22					365	25	390	32 42	2 30	34 72
Rags	4	177						4	177	181	0 50	34 70	35 20
Rye	77	1,862						77	1,862	1,939	1 54	37 50	39 04
Rosin	610	109				1,230		1,840	109	1,949	93 09	5 45	98 54
Salt	4,440	21	3,997			7		8,437	30	8,467	1,127 18	1 48	1,128 66
Stone intended for cutting	344	1,428						3,701	1,428	5,129	140 43	211 73	352 16
“ wrought	352							365		365	18 70		18 70
“ not suitable for cutting, unwrought		11,028							11,028	11,028		226 95	226 95
Seeds, all kinds	8,043	1,920						8,043	1,920	9,963	302 00	97 84	399 84
Sheep		96							96	96		7 34	7 34
Soda Ash	429	6	350			2		781	6	787	149 67	0 30	149 97
Steel	782	12	23					805	12	817	108 84	0 48	109 32
Sugar	2,640	22	439					3,079	22	3,101	580 09	1 25	581 34
Spirits, Beer, &c	405	527	281			2		688	527	1,215	123 70	103 00	226 70
Tobacco, Raw	9	3						9	3	12	0 95		1 40
Tallow	13						13	26		26	2 44		2 44
Tin	456	72	23					480	72	552	92 96	3 90	96 86
Turpentine	6	13					86	92	13	105	5 48	0 65	6 13
Wheat	5,635	19,775					5,648	5,635	25,423	31,058	122 22	1,242 70	1,364 92
White Lead	123	11	3					126	11	137	24 67	0 55	25 22
Whiting	278		50			2		330		330	65 32		65 32
Wool	9	2	2					11	2	13	1 65	0 30	1 95
All other goods and merchandise, not enumerated	6,368	2,822	856			475	479	7,911	3,302	11,213	1,228 16	445 70	1,673 86
Bark		13							13	13		3 75	3 75
Barrels, empty	228	24	12			2	51	291	26	317	42 12	2 82	44 94
Boat knees													
Floats	460	4,280						460	4,280	4,740	7 40	74 90	82 30
Firewood, in vessels	2,256	7,992	1,065			75		2,331	9,057	11,388	38 91	291 36	330 27

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												\$ cts.	\$ cts.	\$ cts.
Firewood, in rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	27,383	15,586	1,025	416					28,408	16,002	44,410	1,032 52	485 93	1,518 45
do in rafts.....		4								4	4		0 15	0 15
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....		20,986								20,986	20,986		524 65	524 65
Railway ties, in vessels.....	715	30							715	30	745	14 28	0 59	14 87
do in rafts.....														
Saw logs.....	197	15,401							197	15,401	15,598	4 50	351 44	355 94
Staves and headings, barrel do do pipe.....														
do do W. India.....														
Staves, salt barrel.....		9								9	9		0 17	0 17
Shingles.....	10	6							10	6	16	2 51	0 75	3 26
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....	250	1,933							250	1,933	2,183	3 25	33 53	36 78
do in rafts.....	3,422	3,348							3,422	3,348	6,770	85 70	84 00	169 70
Traverses.....		10,280								10,280	10,280		26 75	26 75
Woodenware and wood partly manufactured.....	29	7							29	7	36	11 60	0 80	12 40
Total Freight paying Tolls.....	131,622	252,036	10,625	1,545	637	1,701	9,008	137,013	151,892	392,295	544,187	10,603 74	32,909 86	43,513 60
<i>Free articles having paid full tolls on the Welland Canal:—</i>														
All other products, vegetable.....		2								2	2			
Ashes.....		38						2		40	40			

Corn.....	55,262								55,264	55,264	
Flour.....	3,324								3,324	3,324	
Furniture.....	2								2	2	
Glass.....	1								1	1	
Horses.....	1						1		2	2	
Iron, Pig.....	371								371	371	
" all other.....	14								14	14	
Lard and Lard Oil.....	100								100	100	
Meal, all kinds.....	39						28		67	67	
Pease.....	390								390	390	
Pork.....	201								201	201	
Rye.....	64,978								64,978	64,978	
Seeds, all kinds.....	2								2	2	
Tobacco.....	1								1	1	
Wheat.....	159,305						480		159,785	159,785	
Whiskey and other Spirits.....	105								105	105	
Merchandise.....	276						2		278	278	
Lumber, in Vessels.....	2,591						400		2,991	2,991	
" Rafts.....	917								917	917	
Square Timber, in Vessels.....	140								140	140	
" " Rafts.....	5,680								5,680	5,680	
Coal, Free, per Order in Council.....	70,276	100		8		24,306		94,690		94,690	
<i>Material for Canal Construction:—</i>											
Cement and Water Lime, Free, per Order in Council.....	539								539	539	
Clay, Lime and Sand, Free, per Order in Council.....	563							563		563	
Stone, for Cutting.....	750							750		750	
Kryolite, Free, having paid Full Tolls on Rideau Canal.....	1,410								1,410	1,410	
Grand Total, Freight ...	203,211	547,727	10,725	1,545	645	1,701	33,314	137,926	247,895	688,899	936,794

Total Tolls on Vessels.....	9,222 60	6,965 73	16,188 33
" Passengers.....	689 95	2,334 68	3,024 63
" Free Goods.....		\$13,145 38	
Fines and Damages.....			173 30
Wharfage and Storage.....			4,187 84
Other Receipts.....			13,566 27
Total Revenue, exclusive of Hydraulic Rents.....	\$ 20,516 29	42,210 27	80,653 97

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												\$ cts.	\$ cts.	\$ cts.
Ashes, Pot and Pearl.....	3	67	31						34	67	101	6 80	13 40	20 20
Apples.....		4,726								4,726	4,726		708 90	708 90
Agricultural Products, not enumerated, Vegetable.....	236	267	52						288	267	555	43 20	40 05	83 25
Agricultural Products, not enumerated, Animal.....	5	853							5	853	858	0 75	127 95	128 70
Agricultural Implements.....		4								4	4		0 80	0 80
Barley.....		8,871								8,871	8,871		177 42	177 42
Bricks.....	43		394		76				513		513	76 95		76 95
Bones.....		103								103	103		15 45	15 45
Brimstone.....														
Cement and Water Lime.....	2,250		1,463						3,713		3,713	556 95		556 95
Clay, Lime and Sand.....	60	2,452	206						266	2,452	2,718	39 90	367 80	407 70
Coal.....		40,901						100,800	141,701	141,701	141,701		21,255 15	21,255 15
Corn.....		84						12,169	12,253	12,253	12,253		1,827 68	1,827 68
Cattle.....		14							14	14	14		2 10	2 10
Cotton, Raw.....	2								2	2	2	0 30		0 30
Crockery and Earthenware.....	106	25	251						357	25	382	71 40	5 00	76 40
Dye Wood and Dye Stuffs.....	5	13							5	13	18	1 00	2 60	3 60
Fish.....	97		7						104		104	15 60		15 60
Flax and Hemp.....			1						1		1	0 15		0 15
Flour.....		3,980								3,980	3,980		597 00	597 00
Furniture.....	86	580	1						87	580	667	17 40	116 00	133 40
Gypsum.....														
Glass, all kinds.....	284	52	30						314	52	366	62 80	10 40	73 20
Hay, Pressed.....	100								100		100	15 00		15 00
Hogs.....		27								27	27		4 05	4 05
Horses.....	10	35							10	35	45	1 50	5 25	6 75
Hides and Skins, Horns and Hoofs.....		29								29	29		4 35	4 35
Ice.....														

Iron, Railway.....	3,118	1						3,118	1	3,119	467 70	0 15	467 85
do Pig.....	3,226		112					3,338		3,338	500 70		500 70
do all other.....	1,437	20	478					1,915	20	1,935	287 25	3 00	290 25
Iron Ore.....													
Kryolite chemical ore and other ore, except iron.....		2,065							2,065	2,065		103 25	103 25
Lard and lard oil.....	28	111						28	111	139	4 20	16 65	20 85
Meat, all kinds.....	18	1						18	1	19	2 70	0 15	2 85
Meats, other than pork.....	5		1					6		6	0 90		0 90
Marble.....	13							13		13	2 60		2 60
Manilla.....								109		109	21 80		21 80
Molasses.....	109							1,969	8	1,977	393 80	1 60	395 40
Nails.....	1,606	8	363									2 93	2 93
Oats.....		140							140	140			
Oil, in barrels.....	357	90	65					422	90	512	84 40	18 00	102 40
Oil Cake.....													
Pease.....		10,367							10,367	10,367		215 01	215 01
Potatoes.....	9	8						9	8	17	4 35	1 20	2 55
Pork.....	10	78						10	78	88	1 50	11 70	13 20
Paint.....	224	63	56					280	63	343	56 00	12 60	68 60
Pitch and tar.....	23	7	22					45	7	52	9 00	1 40	10 40
Rags.....	1	170						1	170	171	0 20	34 00	34 20
Rye.....		833							833	833		16 92	16 92
Rosin.....	1							1		1	0 20		0 20
Salt.....	2,138		3,997					6,135		6,135	920 25		920 25
Stone intended for cutting.....		1,406							1,406	1,406		210 90	210 90
do wrought.....	3							3		3	0 60		0 60
do not suitable for cut- ting, unwrought.....		100							100	100		8 40	8 40
Seeds, all kinds.....	1	229						1	229	230	0 15	34 35	34 50
Sheep.....			350					714		714	142 80		142 80
Soda ash.....	364		23					578		578	86 70		86 70
Steel.....	555							2,278	1	2,279	455 60	0 20	455 80
Sugar.....	1,839	1	439					458	510	968	91 60	102 00	193 60
Spirits, beer, &c.....	177	510	281					1		4	0 15	0 45	0 60
Tobacco, raw.....	1	3						3		3			1 95
Tallow.....	13							13		13	1 95		1 95
Tin.....	392	2	23					415	2	417	83 00	0 40	83 40
Turpentine.....	4							4		4	0 80		0 80
Wheat.....		5,943				5,648			11,591	11,591		966 06	966 06
White lead.....	97		3					100		100	20 00		20 00
Whiting.....	249		50					290		290	59 80		59 80
Wool.....	9	2	2					11	2	13	1 65	0 30	1 95
All other goods and merchan- dise not enumerated.....	3,169	1,641	847					4,016	1,641	5,657	830 20	328 20	1,131 40
Bark.....													
Barrels, empty.....	165	17	1					166	17	183	31 18	2 26	33 44
Boat knees.....													
Floats.....													
Firewood, in vessels.....		987							987	987		65 80	65 80

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
do rafts												\$ cts.	\$ cts.	\$ cts.
Hoops														
Hop poles														
Lumber, sawn, in vessels	243	843							243	843	1,086	21 75	80 25	102 00
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels														
do rafts														
Saw logs														
Staves and headings, barrel														
do pipe														
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 rafts														
Traverses														
Woodenware and wood partly manufactured	29								29		29	11 60		11 60
Total Freight paying Tolls.	22,920	88,729	9,549		76			118,617	32,545	207,346	239,891	5,476 78	27,519 48	32,996 26
<i>Free Articles having Paid Full Tolls on the Welland Canal—</i>														
Agricultural products, vegetable		2								2	2			

8-26

Ashes.....	38					2		40	40	
Corn.....	52,539							52,539	52,539	
Flour.....	3,324							3,324	3,324	
Furniture.....	2							2	2	
Glass.....	1							1	1	
Horses.....	1					1		2	2	
Iron, pig.....	371							371	371	
Lard and lard oil.....	100							100	100	
Lumber, sawn, in vessels.....	2,391					400		2,391	2,391	
do rafts.....	917							917	917	
Meal, all kinds.....	39					28		67	67	
Merchandise.....	276					2		278	278	
Pease.....	390							390	390	
Pork.....	201							201	201	
Rye.....	64,978							64,978	64,978	
Seeds, all kinds.....	2							2	2	
Tobacco.....	1							1	1	
Timber, square, in rafts.....	5,680							5,680	5,680	
Wheat.....	159,305					480		159,785	159,785	
Whiskey, &c.....	105							105	105	
Coal, free, per Order in Council.....	7,851	100					7,951		7,951	
Kryolite, having paid full toll on the Rideau Canal, free.....	1,410							1,410	1,410	
Grand Total, Freight.....	30,771	381,002	9,649		76		119,530	40,496	500,532	541,028
Total Through Tolls on vessels.....										
do passengers.....										
do free goods.....										
Total Through Tolls.....										
								\$11,128 82	34,580 20	45,709 02

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1891.

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 Tons, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, pot and pearl.	5				6				11		11	1 27		1 27
Apples.	47	309			6				53	309	362	4 64	12 55	17 19
Agricultural products not enumerated, vegetable.	61	11							61	11	72	5 21	0 65	5 86
Agricultural products not enumerated, animal.	53	42					20		73	42	115	5 51	3 25	8 76
Agricultural implements.	81	2							81	2	83	12 19	0 15	12 34
Barley	220	8,515							220	8,515	8,735	4 40	170 52	174 92
Bricks	12,909	6					222		13,191	6	13,197	496 98	0 23	497 21
Bones.	1	32					13		14	32	46	0 53	2 46	2 93
Brimstone	150						9		159		159	14 98		14 98
Cement and water lime.	874	20			2				874	22	896	89 69	0 93	90 62
Clay, lime and sand.	19,323	6,847					3,371		22,694	6,847	29,541	853 27	256 92	1,110 19
Coal.		2,913		62		1,040				22,399	22,399		1,525 62	1,525 62
Corn.	4	14				68			4	82	86	40	3 27	3 67
Cattle	35	353							35	353	388	1 88	25 61	27 49
Cotton, raw.														
Crockery and earthenware.	81	1							81	1	82	14 07	0 05	14 12
Dye wood and dye stuffs.	44						38		82		82	4 80		4 80
Fish.	183	41							183	41	224	12 79	2 88	15 67
Flax and hemp.	1								1		1	0 04		0 04
Flour.	693	12			7	107			700	119	819	49 57	8 52	58 09
Furniture.	230	116							230	116	346	21 04	7 19	28 23
Gypsum	1,531	187							1,531	187	1,718	21 59	7 06	28 65
Glass, all kinds	68	30							68	30	98	12 10	1 80	13 90
Hay, pressed.	899	557	35		8				942	557	1,499	37 85	33 64	71 49
Hogs.														
Horses.	114	231							114	231	345	6 68	13 11	19 79
Hides and skins, horns and hoofs.	2	2							2	2	4	0 09	0 08	0 17

Ice.....															
Iron, railway.....	176	5							176	5	181	9 04	0 39	9 43	
do pig.....	1,126	11						1,126	11	1,137	46 65	0 42	47 07		
do all other.....	9,140	624		2				9,142	624	9,766	364 35	25 02	389 37		
Iron ore.....															
Kryolite chemical ore and other ore, except iron.....		18							18	18		0 90	0 90		
Lard and lard oil.....	64	133						64	133	197	6 32	5 25	11 57		
Meal, all kinds.....	50	761		3				50	764	814	3 56	33 47	37 03		
Meats, other than pork.....	27							27		27	2 66		2 66		
Marble.....	7							7		7	1 33		1 33		
Manilla.....	1							1		1	0 19		0 19		
Molasses.....	610	147			125			735	147	882	69 16	7 35	76 51		
Nails.....	505	870						505	870	1,375	82 23	43 50	125 73		
Oats.....	1,246	7,537						1,246	7,537	8,783	46 93	193 94	240 87		
Oil.....	403	50		5	4	62		470	54	524	45 62	2 70	48 32		
Oil cake.....	11							11		11	1 08		1 08		
Pease.....	565	25,293						565	25,293	25,858	11 41	522 47	533 88		
Potatoes.....	9	101						9	101	110	0 46	7 14	7 60		
Pork.....	339	154						339	154	493	32 31	5 83	38 14		
Paint.....	56	226				7		63	226	289	9 40	11 30	20 70		
Pitch and tar.....	95	18				225		320	18	338	23 42	0 90	24 32		
Rags.....	3	7						3	7	10	0 30	0 70	1 00		
Rye.....	77	1,029						77	1,029	1,106	1 54	20 58	22 12		
Rosin.....	699	109				1,230		1,839	109	1,948	92 89	5 45	98 34		
Salt.....	2,302	21				7		2,302	30	2,332	206 93	1 48	208 41		
Stone intended for cutting.....	344	22				3,357		3,701	22	3,723	140 43	0 83	141 26		
do wrought.....	349					13		362		362	18 10		18 10		
do not suitable for cutting, unwrought.....		10,928							10,928	10,928		218 55	218 55		
Seeds, all kinds.....	8,042	1,691						8,042	1,691	9,733	301 85	63 49	365 34		
Sheep.....		96							96	96		7 34	7 34		
Soda ash.....	65	6			2			67	6	73	6 87	0 36	7 17		
Steel.....	227	12						227	12	239	22 14	0 48	22 62		
Sugar.....	801	21						801	21	822	124 49	1 05	125 54		
Spirits, beer, &c.....	228	17		2				230	17	247	32 10	1 00	33 10		
Tobacco, raw.....	8							8		8	0 80		0 80		
Tallow.....					13			13		13	0 49		0 49		
Tin.....	64	70				1		65	70	135	9 96	3 50	13 46		
Turpentine.....	2	13				86		88	13	101	4 68	0 65	5 33		
Wheat.....	5,635	13,832						5,635	13,832	19,467	122 22	276 64	398 86		
White lead.....	26	11						26	11	37	4 67	0 55	5 22		
Whiting.....	29					2		31		31	5 52		5 52		
Wool.....															
All other goods and merchan- dise not enumerated.....	3,190	1,181	9		475	470	212	10	3,895	1,661	5,556	424 96	117 50	542 46	
Bark.....		13							13	13		3 75	3 75		
Barrels, empty.....	63	7	11	2	51			125	9	134	10 94	0 56	11 50		
Boat knees.....															
Floats.....	460	4,280						460	4,280	4,740	7 40	74 90	82 30		

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Total.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.				
Firewood, in vessels.....	2,256	7,005		1,065	75				2,331	8,070	10,401	\$ 38 91	\$ 225 56	\$ 264 47
do rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	27,140	14,743	1,025	416					28,165	15,159	43,324	1,010 77	405 68	1,416 45
do rafts.....		4								4	4		0 15	0 15
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....		20,986								20,986	20,986		524 65	524 65
Railway ties, in vessels.....	715	30							715	30	745	14 28	0 59	14 87
do rafts.....														
Saw logs.....	197	15,401							197	15,401	15,598	4 50	351 44	355 94
Staves and headings, barrel.....														
do pipe.....														
do W. India.....														
Staves, salt barrel.....		9								9	9		0 17	0 17
Shingles.....	10	6							10	6	16	2 51	0 75	3 26
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....	250	1,933							250	1,933	2,183	3 25	33 53	36 78
do rafts.....	3,422	3,348							3,422	3,348	6,770	85 70	84 00	169 70
Traverses.....		10,280								10,280	10,280		26 75	26 75
Woodenware and wood partly manufactured.....		7								7	7		0 80	0 80
Total freight paying tolls..	108,622	163,307	1,080	1,545	637	1,701	9,008	18,396	119,347	184,949	304,296	5,126 96	5,390 38	10,517 34
Free articles having paid full Tolls on the Welland Canal:—														
Corn.....		2,725								2,725	2,725			

Coal, free, per Order in Council	62,425				8		24,306		86,739		86,739			
<i>Free articles for Canal construction, per Order in Council, 1884:—</i>														
Cement and water lime		539								539	539			
Clay, lime and sand	563								563		563			
Iron, all other		14								14	14			
Stone, for cutting	750								750		750			
Timber, square, in vessels		140								140	140			
Grand total freight	172,360	166,725	1,080	1,545	645	1,701	33,314	18,396	207,399	188,367	395,766			
Total way tolls on vessels											3,863 46	1,601 51	5,464 97	
do passengers											307 05	638 18	1,035 23	
do free goods											\$ 4,700 91			
Total way tolls											\$ 9,387 47	7,630 07	17,017 54	

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Ashes, pot and pearl		28								28	28	5 32
Apples	18	26							18	26	44	1 93
Agricultural products, vegetable	1	432							1	432	433	40 79
do animal	6	1,407							6	1,407	1,413	117 02
Agricultural implements	3	13							3	13	16	2 62
Barley		150								150	150	11 22
Bricks												
Bones		18								18	18	1 80
Brimstone												
Cement and water lime		24								24	24	2 36
Clay, lime and sand	402	7,689							402	7,689	8,091	229 22
Coal		648								648	648	23 78
Corn												
Cattle		750								750	750	48 96
Cotton, raw												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish	1	2							1	2	3	0 26
Flax and hemp												
Flour	6	106							6	106	112	10 05
Furniture	6	27							6	27	33	4 44
Gypsum												
Glass, all kinds		4								4	4	0 76
Hay, pressed		263								263	263	25 23
Hogs		8								8	8	0 60
Horses	18	166							18	166	184	10 51
Hides and skins, horns and hoofs		37								37	37	3 33
Ice												
Iron, railway												
do pig												
do all other	8	64							8	64	72	3 15

Iron ore.....								1,784	1,784	89 20
Kryolite chemical ore and other ore, except iron.....		1,784						4	4	0 39
Lard and lard oil.....		4						17	17	1 57
Meal, all kinds.....		17						81	81	7 83
Meats, other than pork.....		81								
Marble.....										
Manilla.....										
Molasses.....	24							24	24	1 42
Nails.....	10	1						10	1	0 75
Oats.....		1,038						1,038	1,038	82 86
Oil, in barrels.....	13	12						13	12	2 70
Oil cake.....										
Pease.....		2,749						2,749	2,749	191 78
Potatoes.....	14	451						14	451	38 00
Pork.....	25	27						25	27	2 85
Paint.....		1							1	0 19
Pitch and tar.....										
Rags.....		3						3	3	0 44
Rye.....		47						47	47	4 32
Rosin.....										
Salt.....	16	1						16	1	0 50
Stone intended for cutting.....	1							1	1	0 02
do wrought.....		3							3	0 29
do not suitable for cutting, unwrought.....										
Seeds, all kinds.....		37						37	37	3 46
Sheep.....		431						431	431	32 59
Soda ash.....										
Steel.....	16	2						16	2	1 24
Sugar.....	17	3						17	3	1 34
Spirits, beer, &c.....										
Tobacco, raw.....		24							24	2 27
Tallow.....									2	0 15
Tin.....	2							2		
Turpentine.....									18	1 76
Wheat.....		18						18	18	
White lead.....									1	0 05
Whiting.....		1							9	0 90
Wool.....		9							85	53 30
All other goods and merchandise not enumerated.....	85	317						85	317	402
Bark.....									38	4 60
Barrels, empty.....		38								
Boat knees.....									31,600	335 18
Floats.....		31,600							45,301	1,812 71
Firewood, in vessels.....	75	43,849	1,542					75	45,301	45,466
do rafts.....									235	27 88
Hoops.....		235								
Hop poles.....										
Lumber, sawn, in vessels.....		317,923	105,548						423,471	32,352 80
do rafts.....		159							159	9 15
Masts, spars and telegraph poles, in vessels.....		19							19	1 57

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Masts, spars and telegraph poles, in rafts												
Railway ties, in vessels.....		435								435	435	71 97
do rafts.....												
Saw logs.....		12,662								12,662	12,662	292 24
Staves and headings, barrel.....												
do pipe.....												
do West India.....												
Staves, salt barrel.....												
Shingles.....		253		344						597	597	465 49
Split posts and fence rails, in vessels.....		3		1						4	4	1 72
do do rafts.....												
Timber, square, in vessels.....		2,684								2,684	2,684	103 90
do rafts.....		3,240								3,240	3,240	55 32
Traverses.....		200								200	200	0 50
Woodenware and wood partly manufactured.....	4	2								4	2	6 1 01
Total freight paying tolls.....	771	432,225		107,435					771	539,660	540,431	36,601 56
<i>Articles Free per Order in Council.</i>												
Lumber, sawn, in rafts.....	100	386							100	386		486
Timber square, do.....		2,220								2,220		2,220
Floats.....		16,440								16,440		16,440
Saw logs.....		10,678								10,678		10,678
Railway ties, in rafts.....		10,000								10,000		10,000
Firewood do.....		4,786								4,786		4,786
Grand total, freight.....	871	476,735		107,435					871	584,170		585,041

Total tolls on vessels.....	3,675 92
do passengers.....	162 91
do free goods.....	8515 72
Wharfage and storage.....	
Fines and damages.....	10 00
Other receipts.....	
Total revenue, exclusive of hydraulic rents.....	\$ 40,450 39

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.												\$ cts.
Apples.	3	909					46	3	955	958	61	84
Agricultural products, vegetable.							1		1	1	0	10
do animal.												
Agricultural implements.												
Barley.		338	504					504	338	842	44	92
Bricks.	150	100					217	150	317	467	30	72
Bones.			341					341		341	34	10
Brimstone.							140		140	140	27	65
Cement and water lime.							31		31	31	3	10
Clay, lime and sand.	410		245				3,948	655	3,948	4,603	462	74
Coal.	76	215					85,995	76	86,210	86,286	8,455	12
Corn.												
Cattle.		57							57	57	1	90
Cotton, raw.												
Crockery and earthenware.		23							23	23	2	30
Dye wood and dye stuffs.							55		55	55	5	50
Fish.												
Flax and hemp.												
Flour.	201	27						201	27	228	7	60
Furniture.							7		7	7	1	08
Gypsum.												
Glass, all kinds.							1		1	1	0	10
Hay, pressed.	329	2,323	133					462	2,323	2,785	113	81
Hogs.												
Horses.		6							6	6	0	20
Hides and skins, horns and hoofs.												
Ice.												
Iron, railway.												
do pig.												
do all other.	25						2	25	2	27	1	04
do ore.												

Kryolite chemical ore and other ore, except iron.....										
Lard and lard oil.....										
Meal, all kinds.....										
Meats, other than pork.....										
Marble.....										
Manilla.....										
Molasses.....						120		120	120	12 00
Nails.....										
Oats.....	3	1,236					3	1,236	1,239	41 33
Oil, in barrels.....		6				33		39	39	3 89
do cake.....										
Pease.....		1,509						1,509	1,509	50 35
Potatoes.....	7						7		7	0 70
Pork.....		3						3	3	0 10
Paint.....						1		1	1	0 10
Pitch and tar.....						114		114	114	11 40
Rags.....										
Rye.....										
Rosin.....						1,978		1,978	1,978	196 30
Salt.....	187						187		187	7 46
Stone, intended for cutting.....						1,304		1,304	1,304	130 40
do wrought.....	373					900	373	900	1,273	102 45
do not suitable for cutting, unwrought.....						566		566	566	56 60
Seeds, all kinds.....										
Sheep.....	6	146					6	146	152	5 07
Soda ash.....										
Steel.....										
Sugar.....										
Spirits, beer, &c.....										
Tobacco, raw.....										
Tallow.....										
Tin.....										
Turpentine.....						62		62	62	6 20
Wheat.....										
White lead.....										
Whiting.....										
Wool.....										
All other goods and merchandise not enumerated.....	618	322	268			2,482	886	2,804	3,690	279 51
Bark.....										
Barrels, empty.....	5		13				18		18	1 64
Boat knees.....										
Floats.....		3						3	3	0 25
Fire wood, in vessels.....	11,435	135	7,726				19,161	135	19,296	649 54
do rafts.....										
Hoops.....										
Hop poles.....										
Lumber, sawn, in vessels.....	40,550		56,878			70	97,428	70	97,498	5,791 76
do rafts.....	63						63		63	5 00
Masts, spars and telegraph poles, in vessels.....										
do do rafts.....										

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels.....	1,859	189	745						2,604	189	2,793	218 93
do rafts.....												
Saw logs.....												
Staves and headings, barrel.....												
do do pipe.....												
do do West India.....												
Staves, salt barrel.....												
Shingles.....	118		28						146		146	17 35
Split posts and fence rails, in vessels.....												
do do rafts.....												
Timber, square, in vessels.....												
do do rafts.....												
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	56,418	7,547	66,881					98,073	123,299	105,620	228,919	16,842 15
Coal, free, per Order in Council.....	345								345		345	
Grand total freight.....	56,763	7,547	66,881					98,073	123,644	105,620	229,264	
Total tolls on vessels.....												2,437 84
do passengers.....												66 59
do free goods.....											\$30 34	
Fines and damages.....												9 00
Other receipts.....												75 30
Total revenue, exclusive of hydraulic rents.....												\$ 19,430 88

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Ashes, pot and pearl.....		28								28	28	2 99
Apples.....	31	76							31	76	167	3 60
Agricultural products not enumerated, vegetable.....	353	7							353	7	360	17 26
do do animal.....	27	370							27	370	397	12 60
Agricultural implements.....	32	99							32	99	131	15 95
Barley.....	366	7							366	7	373	8 89
Bricks.....	15	25							15	25	40	1 20
Bones.....	11	21							11	21	32	1 26
Brimstone.....												
Cement and water lime.....	180	42							180	42	222	5 90
Clay, lime and sand.....	90	2							90	2	92	2 16
Coal.....		11,391								11,391	11,391	483 88
Corn.....		22								22	22	0 61
Cattle.....	4	3							4	3	7	0 19
Cotton, raw.....												
Crockery and earthenware.....	37	30							37	30	67	8 68
Dye wood and dye stuffs.....	11	14							11	14	25	2 25
Fish.....	70	3							70	3	73	1 90
Flax and hemp.....												
Flour.....	141	549							141	549	690	17 51
Furniture.....	16	24							16	24	40	4 56
Gypsum.....												
Glass, all kinds.....	73	5							73	5	78	8 55
Hay, pressed.....	879	1							879	1	880	20 72
Hogs.....												
Horses.....	5	4							5	4	9	0 33
Hides and skins, horns and hoofs.....	14	8							14	8	22	0 82
Ice.....												
Iron, railway.....	54	6							54	6	60	1 78
do pig.....	50	13							50	13	63	1 96
do all other.....	242	53							242	53	295	8 08
do ore.....												

No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Kryolite chemical ore and other ore, except iron.....	1,815	888							1,815	888	2,703	\$ 135 15
Lard and lard oil.....	19	23							19	23	42	1 24
Meat, all kinds.....	1	6							1	6	7	0 18
Meats, other than pork.....	10	7							10	7	17	0 48
Marble.....	4								4		4	0 36
Manilla.....												
Molasses.....	97	5							97	5	102	9 55
Nails.....	314	5							314	5	319	30 06
Oats.....	63	61							63	61	124	3 27
Oil, in barrels.....	147	269							147	269	416	39 12
Oil cake.....		3								3	3	0 10
Pease.....	131	9							131	9	140	4 20
Potatoes.....	83	100							83	100	183	5 56
Pork.....	178	61							178	61	239	6 28
Paint.....	33	3							33	3	36	4 25
Pitch and tar.....	28								28		28	2 99
Rags.....	6								6		6	0 54
Rye.....	149	21							149	21	170	4 51
Rosin.....	5								5		5	0 45
Salt.....	1,544	139							1,544	139	1,683	47 33
Stone intended for cutting.....	35	678							35	678	713	33 36
do wrought.....	19	4							19	4	23	2 82
do not suitable for cutting, unwrought.....												
Seeds, all kinds.....	8	7							8	7	15	0 48
Sheep.....	10								10		10	0 29
Soda ash.....	15								15		15	1 94
Steel.....	30								30		30	1 01
Sugar.....	447	54							447	54	501	49 53
Spirits, beer, &c.....	62	26							62	26	88	8 86
Tobacco, raw.....												
Tallow.....												
Tin.....	12								12		12	1 17
Turpentine.....												
Wheat.....	27	263							27	263	290	8 90
White lead.....	24	1							24	1	25	2 31

Whiting	33					33		33	3 00
Wool		6					6	6	0 19
All other goods and merchandise not enumerated	747	499				747	499	1,246	146 37
Bark	20	31				20	31	51	1 92
Barrels, empty	64	13				64	13	77	6 28
Floats	1,115	300				1,115	300	1,415	24 85
Firewood, in vessels	14,067	2,363				14,067	2,363	16,430	320 85
Lumber, sawn, in vessels	17,957	9,113	11,449			29,406	9,113	38,519	1,685 15
do rafts		5					5	5	0 19
Masts, spars and telegraph poles, in vessels		34					34	34	1 68
Railway ties, in vessels	5,634	66				5,634	66	5,700	601 15
do rafts	815					815		815	86 69
Saw logs	385	187				385	187	572	13 40
Shingles	110	47				110	47	157	31 08
Split posts and fence rails, in vessels	5	9	8			13	9	22	3 74
do do rafts									
Timber, square, in vessels									
do rafts	299	20				299	20	319	18 41
Traverses	700					700		700	5 44
Woodenware and wood partly manufactured	9	13				9	13	22	2 55
Total freight paying tolls	49,977	28,142	11,457			61,434	28,142	89,576	3,992 86
Coal, free, per Order in Council	4,313					4,313		4,313	
Firewood, free do	14,520					14,520		14,520	
Stone, free, for canal construction	350					350		350	
Kryolite, free, having paid full tolls on Welland Canal	554					554		554	
Grand total freight	69,714	28,142	11,457			81,171	28,142	109,313	

Total tolls on vessels									1,786 69
do passengers									130 86
do free coal							\$ 115 13		
do do firewood								242 09	
do do stone								8 18	
do do kryolite								27 70	
Wharfage and storage									39 98
Fines and damages									10 00
Other receipts									185 50
Total revenue, exclusive of hydraulic rents								\$ 6,145 89	

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Fish.....	35	413							35	413	448	4 48
Flour.....	1,161	138							1,161	138	1,299	12 99
Coal.....	530	22,071							530	22,071	22,601	226 01
Lumber.....	1,523	1,304							1,523	1,304	2,827	28 27
Other agricultural products.....	2,592	3,597							2,592	3,597	6,189	61 89
Other merchandise.....	671	485							671	485	1,156	11 56
Total freight paying tolls	6,512	28,008							6,512	28,008	34,520	345 20
											Tolls on vessels.....	1,433 28
											Other receipts.....	3 28
											Total revenue.....	\$ 1,781 76

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st MARCH, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

6-26

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Ashes, pot and pearl												
Apples												
Agricultural products not enumerated, vegetable												
do do animal												
Agricultural implements												
Barley												
Bricks		7								7	7	0 68
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		25								25	25	0 25
Furniture												
Gypsum												
Glass, all kinds												
Hay, pressed												
Hogs												
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other												
Iron ore		3								3	3	0 09

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Kryolite chemical ore and other ore, except iron.....												\$ cts.
Lard and lard oil.....												
Meal, all kinds.....												
Meats, other than pork.....												
Marble.....												
Manilla.....												
Molasses.....												
Nails.....												
Oats.....												
Oil, in barrels.....												
Oil cake.....												
Pease.....												
Potatoes.....												
Pork.....												
Paint.....												
Pitch and tar.....												
Rags.....												
Rye.....												
Rosin.....												
Salt.....												
Stone intended for cutting.....												
do wrought.....												
do not suitable for cutting, unwrought.....												
Seeds, all kinds.....												
Sheep.....												
Soda ash.....												
Steel.....												
Sugar.....												
Spirits, beer, &c.....												
Tobacco, raw.....												
Tallow.....												
Tin.....												
Turpentine.....												
Wheat.....												
White lead.....												

Whiting												
Wool												
All other goods and merchandise not enumerated	52	77				52	77	129	3	87		
Bark	32					32		32	0	94		
Barrels, empty												
Boat knees												
Floats		1,162					1,162	1,162	12	12		
Firewood, in vessels	11,283	1,095				11,283	1,095	12,378	121	90		
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	530	62				530	62	592	9	67		
do do rafts	160	42				160	42	202	3	60		
Masts, spars and telegraph poles, in vessels	166	5				166	5	171	10	10		
do do rafts												
Railway ties, in vessels	165					165		165	4	39		
do rafts	170	10				170	10	180	7	46		
Saw logs	3,542	200				3,542	200	3,742	30	10		
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles	136	19				136	19	155	13	39		
Split posts and fence rails, in vessels	3					3		3	0	15		
do do rafts	100	1,088				100	1,088	1,188	21	25		
Timber, square, in vessels												
do rafts	265	440				265	440	705	5	50		
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	16,632	4,207				16,632	4,207	20,839	245	46		
Total tolls on vessels										317	42	
do Passengers										88	85	
Total revenue, exclusive of hydraulic routs										\$	651	73

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Ashes, pot and pearl.....												
Apples.....	92	54							92	54	146	2 80
Agricultural products not enumerated, vegetable.....	12	255							12	255	267	5 16
do do animal.....												
Agricultural implements.....	2	2							2	2	4	0 11
Barley.....	36	360	369						396	360	756	14 19
Bricks.....												
Bones.....												
Brimstone.....	1								1		1	0 02
Cement and water lime.....	102								102		102	1 92
Clay, lime and sand.....												
Coal.....		572		250				1,237		2,059	2,059	37 70
Corn.....	3								3		3	0 06
Cattle.....	3								3		3	0 06
Cotton, raw.....												
Crockery and earthenware.....	9								9		9	0 23
Dye wood and dye stuffs.....	2								2		2	0 05
Fish.....	6								6		6	0 12
Flax and hemp.....												
Flour.....	4	10							4	10	14	0 27
Furniture.....	58	6	7					1	65	7	72	1 86
Gypsum.....												
Glass, all kinds.....	13								13		13	0 35
Hay, pressed.....												
Hogs.....												
Horses.....	30	7							30	7	37	0 74
Hides and skins, horns and hoofs.....	1								1		1	0 02
Ice.....	150								150		150	3 75
Iron, railway.....												
do pig.....	1								1		1	0 02
do all other.....	60	1							60	1	61	1 18

do ore											
Kryolite chemical ore and other ore, except iron											
Lard and lard oil	3							3		3	0 06
Meal, all kinds											
Meats, other than pork											
Marble	10							10		10	0 26
Manilla	7							7		7	0 18
Molasses	44							44		44	1 10
Nails	110					12		122		122	3 59
Oats	17							17		17	0 32
Oil, in barrels	28	57						28	57	85	2 17
Oil cake											
Pease	48	306				12		60	306	366	6 87
Potatoes	7							7		7	0 14
Pork	1							1		1	0 02
Paint											
Pitch and tar											
Rags	4		1					5		5	0 13
Rye	441	86						441	86	527	9 91
Rosin											
Salt		28							28	28	0 54
Stone intended for cutting			1					1		1	0 02
do wrought											
do not suitable for cutting, unwrought	1,450							1,450		1,450	14 50
Seeds, all kinds											
Sheep	10							10		10	0 02
Soda ash	13							13		13	0 33
Steel											
Sugar	99							99		99	2 53
Spirits, beer, &c	12							12		12	0 32
Tobacco, raw		2							2	2	0 04
Tallow	2							2		2	0 04
Tin	1							1		1	0 03
Turpentine											
Wheat	285	531						285	531	816	15 32
White lead	25							25		25	0 64
Whiting											
Wool											
All other goods and merchandise not enumerated	928	24	13					941	24	965	24 04
Bark			5					5		5	0 10
Barrels, empty											
Boat knees											
Floats											
Firewood, in vessels	570		375					945		945	7 89
do rafts											
Hoops											
Hop poles											
Lumber, sawn, in vessels	88	593	144					232	593	825	9 64
do rafts	9							9		9	0 19
Masts, spars and telegraph poles in vessels											

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Masts, spars and telegraph poles, in rafts												
Railway ties, in vessels												
do rafts												
Saw logs		27								27	27	0 30
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	4	1							4	1	5	0 31
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels	80								80		80	0 50
do rafts	80	1,400							80	1,400	1,480	18 50
Traverses												
Woodenware and wood partly manufactured	41								41		41	0 75
Total freight paying tolls	5,002	4,322	906	250			24	1,238	5,932	5,810	11,742	191 91
Total tolls on vessels												281 12
do Passengers												197 02
Total revenue, exclusive of hydraulic rents												\$ 670 05

134

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

STATEMENT.

SUPPLEMENTARY

No. (A) 18.—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.....	353,971	3,952 11	676,266	3,920 31	64,052	206 74
United States vessels, steam.....	478,656	7,187 03	23,980	184 98	1,025	10 54
Canadian vessels, sail.....	173,921	3,460 34	1,075,155	11,565 42	44,782	632 22
United States vessels, sail.....	103,608	2,306 06	66,228	517 62	115,871	1,588 34
Total, Class No. 1.....	1,110,156	16,905 54	1,841,629	16,188 33	225,730	2,437 84
<i>Class No. 2.</i>						
Passengers.....	✓ No. 35,080	433 66	✓ No. 63,283	3,024 63	✓ No. 3,783	66 59
<i>Class No. 3.</i>						
	Tons.		Tons.		Tons.	
Bricks.....	49	5 52	13,710	574 16	467	30 72
Brimstone.....	66	9 90	159	14 98	140	27 65
Cement and water lime.....	418	62 58	4,609	647 57	31	3 10
Clay, lime and sand.....	70	5 25	32,259	1,517 89	4,603	462 74
Fish.....	305	40 56	328	31 27		
Gypsum.....			1,718	28 65		
Iron, railway.....	127	19 05	3,300	477 28		
do pig.....	499	99 80	4,475	547 77		
do all other.....	1,610	291 31	11,701	679 62	27	1 64
Salt.....	2,567	502 89	8,467	1,128 66	187	7 46
Steel.....	6,220	933 00	817	109 32		
Stone, for cutting.....	6,602	1,320 40	5,129	352 16	1,304	130 40
Apples.....	1,223	33 98	5,988	729 09	958	61 84
Barley.....	8,113	1,622 60	17,606	352 31	842	44 92
Corn.....	185,180	37,035 85	12,339	1,831 35		
Cotton, raw.....			2	0 30		
Flax and hemp.....			2	0 19		
Flour.....	13,517	1,911 76	4,799	655 09	228	7 60
Hay, pressed.....	121	19 20	1,599	86 49	2,785	113 81
Meals, all kinds.....	26,164	5,232 70	833	39 88		
Oil cake.....			11	1 08		
Oats.....	52,959	10,591 80	8,923	243 80	1,239	41 33
Pease.....	630	102 00	36,225	748 89	1,509	50 35
Potatoes.....	25	2 33	127	10 15	7	0 70
Rye.....	65,888	13,136 75	1,939	39 04		
Seeds, all kinds.....	258	51 60	9,963	399 84		
Tobacco, raw.....	1	0 20	12	1 40		
Wheat.....	198,658	39,092 84	31,058	1,364 92		
All other agricultural products, vegetable.....	444	28 80	627	89 11	1	0 10
Bones.....			149	18 38	341	34 10
Cattle.....	1	0 02	402	29 59	57	1 90
Hogs.....			27	4 05		
Hides and skins, horns and hoofs.....	87	13 05	33	4 52		
Horses.....	67	3 02	390	26 54	6	0 20
Lard and lard oil.....	126	25 20	336	32 42		
Meats, other than pork.....	19	3 00	33	3 56		
Pork.....	276	55 10	581	51 34	3	0 10
Sheep.....			96	7 34	152	5 07
Tallow.....	77	12 40	26	2 44		
Wool.....	1,243	248 30	13	1 95		
All other agricultural products, animal.....			973	137 46		
Total, Class No. 3.....	573,610	112,512 67	220,884	13,018 88	14,887	1,025 13

APPENDIX A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1891.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
167,576	682 17	78,137	762 11	23,150	463 00	29,593	223 59	134,369	226 93
186	2 29	711	16 83			8	0 50	168	0 50
161,026	2,274 15	68,965	766 05	48,514	970 28	22,975	93 33	13,002	51 69
30,939	717 31	16,644	241 70					92	2 00
359,727	3,675 92	164,457	1,786 69	71,664	1,433 28	52,576	317 42	147,631	281 12
No. 12,369	162 91	No. 5,423	130 86	No.		No. 9,547	88 85	No. 16,651	197 02
Tons.		Tons.		Tons.		Tons.		Tons.	
		40	1 20			7	0 68		
24	2 36	222	5 90					1	0 02
8,061	229 22	92	2 16					102	1 92
3	0 26	73	1 90	448	4 48			6	0 12
		60	1 78						
		63	1 96					1	0 02
72	3 15	295	8 08					61	1 18
17	0 50	1,683	47 33					28	0 54
		30	1 01						
1	0 02	713	33 36					1	0 02
44	1 63	107	3 60					146	2 80
150	11 22	373	8 89					756	14 19
		22	0 61					3	0 06
112	10 05	690	17 51	1,299	12 99	25	25	14	0 27
263	25 23	880	20 72						
17	1 57	7	0 18						
		3	0 10						
1,038	82 86	124	3 27					17	0 32
2,749	191 78	140	4 20					366	6 87
465	38 00	183	5 56					7	0 14
47	4 32	170	4 51					527	9 91
37	3 46	15	0 48						
								2	0 04
18	1 76	290	8 90					816	15 32
433	40 79	360	17 26	6,189	61 89			267	5 16
18	1 80	32	1 26						
750	48 96	7	0 19					3	0 06
8	0 60								
37	3 33	22	0 82					1	0 02
184	10 51	9	0 33					37	0 74
4	0 39	42	1 24					3	0 06
81	7 83	17	0 48						
52	2 85	239	6 28					1	0 02
431	32 59	10	0 29					10	0 02
24	2 27							2	0 04
9	0 90	6	0 19						
1,413	117 02	397	12 60						
16,592	877 53	7,416	224 15	7,936	79 36	32	0 93	3,178	59 86

No. (A) 18.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl.....	40	8 00	112	21 47		
Agricultural implements.....			87	13 14		
Crockery and earthenware.....	5	0 10	464	90 52	23	2 30
Dye woods and dye stuffs.....			100	8 40	55	5 50
Furniture.....	23	3 88	1,013	161 63	7	1 08
Glass, all kinds.....	32	4 77	464	87 10	1	0 10
Marble.....	3,556	533 40	20	3 93		
Manilla.....	139	20 85	1	0 19		
Molasses.....	85	14 65	991	98 31	120	12 00
Nails.....	129	12 40	3,352	521 13		
Oil, in barrels.....	56	7 67	1,036	150 79	39	3 89
Paint.....	144	20 56	632	89 30	1	0 10
Pitch and tar.....	264	39 60	390	34 72	114	11 40
Rags.....	60	12 00	181	35 20		
Rosin.....			1,949	98 54	1,978	196 30
Soda ash.....	90	14 59	787	149 97		
Sugar.....	393	35 08	3,101	581 34		
Stones, wrought.....	9	1 70	365	18 70	1,273	102 45
Tin.....	246	36 51	552	96 86		
Turpentine.....			105	6 13	62	6 20
White lead.....	3	0 45	137	25 22		
Whiting.....			330	65 32		
Whisky and all other spirits.....	346	67 96	1,215	226 70		
Merchandise, not enumerated.....	50,202	7,472 07	11,213	1,673 86	3,690	279 51
Total, Class No. 4.....	55,831	8,306 24	28,597	4,258 47	7,363	620 83
<i>Class No. 5.</i>						
Bark.....			13	3 75		
Barrels, empty.....	96	19 56	317	44 94	18	1 64
Boat knees.....						
Floats.....	40	1 75	4,740	82 30	3	0 25
Firewood, in vessels.....	9,180	407 44	11,388	330 27	19,296	649 54
do rafts.....						
Lumber, sawn, in vessels.....	64,877	11,545 03	44,410	1,518 45	97,498	5,791 76
do rafts.....			4	0 15	63	5 00
Hoops.....						
Railway ties, in vessels.....	327	28 03	745	14 87	2,793	218 93
do rafts.....						
Masts, spars and telegraph poles, in vessels.....						
Masts, spars and telegraph poles, in rafts.....			20,986	524 65		
Square timber, in vessels.....	20,354	3,049 94	2,183	36 78		
do rafts.....	262	16 49	6,770	169 70		
Woodenware and wood partly manufactured.....	11	4 40	36	12 40		
Shingles.....	19	7 81	16	3 26	146	17 35
Split posts and fence rails, in vessels.....						
do rafts.....						
Saw logs.....	3,766	160 87	15,598	355 94		
Staves and headings, barrel.....	155	12 40				
do pipe.....	8	1 50				
do West India.....						
do salt barrel.....			9	0 17		
Traverses.....			10,280	26 75		
Hop poles.....						
Total, Class No. 5.....	99,101	15,255 22	117,495	3,124 38	119,817	6,684 47

Canals, and the Amount of Tolls collected, &c.—Continued.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Front Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
28	5 32	28	2 99					4	0 11
16	2 62	131	15 95					9	0 23
		67	8 68					2	0 05
		25	2 25					72	1 86
33	4 44	40	4 56					13	0 35
4	0 76	78	8 55					10	0 26
		4	0 36					7	0 18
								44	1 10
24	1 42	102	9 55					122	3 59
11	0 75	319	30 06					85	2 17
25	2 70	416	39 12						
1	0 19	36	4 25						
		28	2 99						
3	0 44	6	0 54					5	0 13
		5	0 45						
		15	1 94					13	0 33
18	1 24	501	49 53					99	2 53
3	0 29	23	2 82						
2	0 15	12	1 17					1	0 03
		25	2 31					25	0 64
1	0 05	33	3 00						
20	1 34	88	8 86					12	0 32
402	53 30	1,246	146 37	1,156	11 56	129	3 87	965	24 04
591	75 01	3,228	346 30	1,156	11 56	129	3 87	1,488	37 92
		51	1 92			32	0 94	5	0 10
38	4 60	77	6 28						
31,600	335 18	1,415	24 85			1,162	12 12		
45,466	1,812 71	16,430	320 85			12,378	124 90	945	7 89
423,471	32,352 80	38,519	1,685 15	2,827	28 27	592	9 67	825	9 64
159	9 15	5	0 19			202	3 60	9	0 19
235	27 88								
435	71 97	5,700	601 15			165	4 39		
		815	86 69			180	7 46		
19	1 57	34	1 68						
						171	10 10		
2,684	103 90							80	0 50
3,240	55 32	319	18 41			1,188	21 25	1,480	18 50
6	1 01	22	2 55					41	0 75
597	465 49	157	31 08			155	13 39	5	0 31
4	1 72	22	3 74			3	0 15		
12,662	292 24	572	13 40			3,742	30 10	27	0 30
200	0 50	700	5 44			705	5 50		
520,816	35,536 04	64,838	2,803 38	2,827	28 27	20,675	240 57	3,417	38 18

No. (A) 18.—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	224,644	44,928 20	164,100	22,780 77	86,286	8,455 12
Kryolite or chemical ore	2,871	143 55	2,083	104 15		
Iron ore						
Stone, unwrought, not suitable for cutting	2,813	281 30	11,028	226 95	566	56 60
Ice	1,150	57 50				
Total, Special Class	231,478	45,410 55	177,211	23,111 87	86,852	8,511 72
Total freight and tolls.	960,020	198,823 88	544,187	62,726 56	228,919	19,346 58
Timber and other wood, free	389	17 76	9,728	1,056 98		
Wheat, corn, flour, iron, salt, coal, &c., free	14,604	2,136 20	382,879	12,188 40	345	30 34
Grand Totals, passengers and tonnage of vessels not included..	975,013	200,977 84	936,794	75,971 94	229,264	19,376 92

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1890.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	§ cts.		§ cts.		§ cts.		§ cts.		§ cts.
648	23 78	11,391	483 88	22,601	226 01			2,059	37 70
1,784	89 20	2,703	135 15						
						3	0 09		
								1,450	14 50
								150	3 75
2,432	112 98	14,094	619 03	22,601	226 01	3	0 09	3,659	55 95
540,431	40,440 39	89,576	5,910 41	34,520	1,778 48	20,839	651 73	11,742	670 05
44,619	515 72	14,520	242 00						
		5,217	151 01						
585,041	40,956 11	109,313	6,303 42	34,520	1,778 48	20,839	651 73	11,742	670 05
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during each description of Property passed through,

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Vessels of all kinds.....	1,110,156	\$ cts. 16,905 54	1,841,629	\$ cts. 16,188 33	225,730	\$ cts. 2,437 84
Passengers	No. 35,080	433 66	No. 63,283	3,024 63	No. 3,783	66 59
<i>Forest—Produce of Wood.</i>						
Bark.....	Tons.		Tons.	13	Tons.	3 75
Boat knees.....						
Floats.....	40	1 75	4,740	82 30	3	0 25
do Free.....						
Firewood.....	9,186	407 44	11,388	330 27	19,296	649 54
do Free.....						
Hoops and hop poles.....						
Lumber, sawed.....	64,877	11,545 03	11,414	1,518 60	97,561	5,796 76
do Free.....			3,008	624 65		
Masts, spars, &c.....			20,986	745		
Railway ties.....	327	28 03	745	14 87	2,793	218 93
do Free.....						
Saw logs.....	3,766	160 87	15,598	355 94		
do Free.....	389					
Staves, all kinds.....	163	13 90	9	0 17		
Shingles.....	19	7 81	16	3 26	146	17 35
Split posts and rails.....						
Timber, square.....	20,616	3,066 43	8,953	206 48		
do Free.....			5,820	26 75		
Traverses.....			10,280			
Total.....	99,383	15,231 26	126,870	3,067 04	119,709	6,682 83
<i>Farm Stock.</i>						
Cattle.....	1	0 02	402	29 59	57	1 90
Hogs.....			27	4 05		
Horses.....	67	3 02	390	26 54	6	0 20
do Free.....			2			
Sheep.....			96	7 34	152	5 07
Total.....	68	3 04	917	67 52	215	7 17
<i>Produce of Animals.</i>						
Bones.....			149	18 38	341	34 10
Horns and hoofs, hides and skins, raw.....	87	13 05	33	4 52		
Lard and lard oil.....	126	25 20	336	32 42		
do Free.....			100			
Meats, other than pork.....	19	3 00	33	3 56		
do Free.....	1					
Pork.....	276	55 10	581	51 34	3	0 10
do Free.....			201			
Tallow.....	77	12 40	26	2 44		
Wool.....	1,243	248 30	13	1 95		
do Free.....	2					
Agricultural products not enumerated, animal.....			973	137 46		
Total.....	1,831	357 05	2,445	252 07	344	34 20

APPENDIX A—Continued.

the season of Navigation ended 31st December, 1891, showing the Total Quantity of and the amount of Tolls collected thereon.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
359,727	3,675 92	164,457	1,786 69	71,664	1,433 28	52,576	317 42	147,631	281 12
No. 12,569	162 91	No. 5,423	130 86	No.		No. 9,547	88 85	No. 16,651	197 02
Tons.		Tons. 51	1 92	Tons.		Tons. 32	0 94	Tons. 5	0 10
31,600	335 18	1,415	24 85			1,162	12 12		
16,140									
45,466	1,812 71	16,430	320 85			12,378	121 90	945	7 89
4,786		14,520							
235	27 88								
423,630	32,361 95	38,524	1,685 34	2,827	28 27	794	13 27	834	9 83
486									
19	1 57	34	1 68			171	10 10		
435	71 97	6,515	687 84			345	11 85		
10,000									
12,632	292 24	572	13 40			3,742	30 10	27	0 30
10,678									
597	465 49	157	31 08			155	13 39	5	0 31
4	1 72	22	3 74			3	0 15		
5,924	159 22	319	18 41			1,188	21 25	1,560	19 00
2,230									
200	0 50	700	5 44			705	5 50		
565,382	35,530 43	79,259	2,794 55	2,827	28 27	20,675	240 57	3,376	37 43
750	48 96	7	0 19					3	0 06
8	0 60								
184	10 51	9	0 33					37	0 74
431	32 59	10	0 29					10	0 02
1,373	92 66	26	0 81					50	0 82
18	1 80	32	1 26						
37	3 33	22	0 82					1	0 02
4	0 39	42	1 24					3	0 06
81	7 83	17	0 48						
52	2 85	239	6 28					1	0 02
24	2 27							2	0 04
9	0 90	6	0 19						
1,413	117 02	397	12 60						
1,638	136 39	755	22 87					7	0 14

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chamblly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$		\$		\$
		cts.		cts.		cts.
Agricultural products not enumerated, vegetable	444	28 80	627	89 11	1	0 10
do Free	52		2			
Apples	1,223	33 98	5,088	726 09	958	61 84
Barley	8,113	1,622 60	17,606	352 34	842	44 92
Cotton, raw			2	0 30		
Corn	183,180	37,035 85	12,339	1,831 35		
do Free			55,264			
Flax and hemp			2	0 19		
do Free	1					
Flour	13,517	1,911 76	4,799	655 09	228	7 60
do Free			3,324			
Hay, pressed	121	19 20	1,599	86 49	2,785	113 81
Meals, all kinds	26,164	5,232 70	833	39 88		
do Free			67			
Manilla	139	20 85	1	19		
Oats	52,959	10,591 80	8,923	243 80	1,239	41 33
Pease	630	102 00	36,235	748 89	1,509	50 35
do Free			390			
Potatoes	25	2 33	127	10 15		0 70
Rye	65,888	13,136 75	1,939	39 04		
do Free			64,978			
Seeds, all kinds	258	51 60	9,963	399 84		
do Free			2			
Tobacco, raw	1	0 20	12	1 40		
do Free			1			
Wheat	198,658	39,092 84	31,058	1,364 92		
do Free			159,785			
Total	553,373	108,883 26	414,956	6,589 07	7,569	320 65
<i>Manufactures.</i>						
Ashes, pot and pearl	40	8 00	112	21 47		
do Free	31		40			
Agricultural implements			87	13 14		
Barrels, empty	96	19 56	317	44 94	18	1 64
Bricks	49	5 52	13,710	574 16	467	30 72
do Free	469					
Cement and water lime	418	62 58	4,609	647 57	31	3 10
do Free	2,380		539			
Crockery and earthenware	5	0 16	464	90 52	23	2 30
do Free	251					
Furniture	23	3 88	1,613	161 63	7	1 08
do Free	1		2			
Glass, all kinds	32	4 77	464	87 10	1	0 19
do Free	30		1			
Iron, railway	127	19 05	3,300	477 28		
do Free	2,855					
Iron, pig	499	99 80	4,475	547 77		
do Free	112		371			
Iron, all other	1,610	291 31	11,791	679 62	27	1 04
do Free	595		14			
Molasses	85	14 65	991	98 31	120	12 00
Nails	129	12 40	3,352	521 13		
do Free	560					
Oil, in barrels	56	7 67	1,036	150 79	39	3 89
do Free	64					
Oil cake			11	1 08		
Paint	144	20 56	632	89 30	1	0 10
do Free	61					

during the Season of Navigation, ended 31st December, 1891, &c.—Continued.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
433	40 79	360	17 26	6,189	61 89			267	5 16
44	1 93	107	3 60					146	2 80
150	11 22	373	8 89					756	14 19
		22	0 61					3	0 06
112	10 05	690	17 51	1,290	12 99	25	25	14	0 27
263	25 23	880	20 72						
17	1 57	7	0 18					7	0 18
								17	0 32
1,038	82 86	124	3 27					366	6 87
2,749	191 78	140	4 20						
								7	0 14
465	38 00	183	5 56					527	9 91
47	4 32	170	4 51						
37	3 46	15	0 48					2	0 04
18	1 76	290	8 90					816	15 32
5,373	412 97	3,361	95 69	7,488	74 88	25	25	2,928	55 26
28	5 32	28	2 99						
16	2 62	131	15 95					4	0 11
38	4 60	77	6 28						
		40	1 20			7	68		
24	2 36	222	5 90					102	1 92
		67	8 08					9	0 23
33	4 44	40	4 56					72	1 86
4	0 76	78	8 55					13	3 35
		60	1 78						
		63	1 96					1	0 02
72	3 15	295	8 08					61	1 18
24	1 42	102	9 55					44	1 10
11	0 75	319	30 06					122	3 59
25	2 70	416	39 12					85	2 17
		3	0 10						
1	0 19	36	4 25						

No. (A) 19.—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>						
		\$ cts.		\$ cts.		\$ cts.
Pitch and tar.....	264	39 60	390	34 72	114	11 40
do Free.....	22					
Rosin.....			1,949	98 54	1,978	196 30
Soda ash.....	99	14 50	787	149 97		
do Free.....	377					
Spirits, whiskey, &c.....	346	67 96	1,215	226 70		
do Free.....	294		105			
Steel.....	6,220	933 00	817	109 32		
Sugar.....	393	35 08	3,101	581 34		
do Free.....	412					
Tin.....	246	36 51	552	96 86		
do Free.....	23					
Turpentine.....			105	6 13	62	6 20
White lead.....	3	0 45	137	25 22		
do Free.....	3					
Whiting.....			330	65 32		
do Free.....	50					
Woodenware.....	11	4 40	36	12 40		
Total.....	19,485	1,701 44	56,765	5,612 33	2,888	269 87
<i>Merchandise.</i>						
Brimstone.....	66	9 90	159	14 98	140	27 65
Clay, lime and sand.....	70	5 25	32,259	1,517 89	4,693	462 74
do Free.....	296		563		345	
Coal.....	224,644	44,928 20	164,100	22,780 77	86,286	8,455 12
do Free.....			94,690			
Dye woods and dye stuffs.....			100	8 40	55	5 50
Fish.....	305	40 56	328	31 27		
do Free.....	7					
Gypsum.....			1,718	28 65		
Ores, all kinds.....	2,871	143 55	2,083	104 15		
do Free.....	544		1,410			
Marble.....	3,556	533 40	20	3 93		
Rags.....	60	12 00	181	35 20		
Salt.....	2,567	502 80	8,467	1,128 66	187	7 46
do Free.....	4,391					
Stone, all kinds.....	9,424	1,603 40	16,522	597 81	3,143	289 45
do Free.....			750			
All other goods and merchandise, not enumerated.....	51,352	7,529 57	11,213	1,673 86	3,690	279 51
do Free.....	810		278			
Total.....	300,873	55,308 63	334,841	27,925 57	98,449	9,527 43
Grand totals (passengers and ton- nage of vessels not included)...	975,013	198,823 88	936,794	62,726 56	221,264	19,346 58

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

during the Season of Navigation ended 31st December, 1891, &c.—*Concluded.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	8 cts.		8 cts.		8 cts.		8 cts.		8 cts.
		28	2 99						
		5	0 45						
		15	1 94					13	0 33
20	1 34	88	8 86					12	0 32
		30	1 01						
18	1 24	501	49 53					99	2 53
2	0 15	12	1 17					1	0 03
		25	2 31					25	0 64
1	0 05	33	3 00						
6	1 01	22	2 55					41	0 75
323	32 10	2,736	222 82			7	0 68	704	17 13
								1	0 02
8,091	229 22	92	2 16						
648	23 78	11,391	483 88	22,601	226 01			2,059	37 70
		4,313							
		25	2 25					2	0 05
3	0 26	73	1 90	448	4 48			6	0 12
1,784	89 20	2,703	135 15			3	0 09		
		554							
		4	0 36					10	0 26
3	0 44	6	0 54					5	0 13
17	0 50	1,683	47 33					28	0 54
4	0 31	736	36 18					1,451	14 52
		350							
402	53 30	1,246	146 37	1,156	11 56	129	3 87	1,115	27 79
10,952	397 01	23,176	856 12	24,205	242 05	132	3 96	4,677	80 13
585,041	40,440 39	109,313	5,910 41	34,520	1,178 48	20,839	651 73	11,742	670

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 20.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1891.

Canals and Offices.	April.	May.	June.	July.	August.	September	October.	November	December.	Total Tolls.
WELLAND CANAL.										
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chippawa		22 24	11 03	3 79	11 84	9 78	6 02	5 30		70 00
Colborne.....	3,746 67	17,236 94	18,931 79	19,048 57	21,780 58	24,832 34	18,735 94	10,127 52	840 43	138,280 78
Dalhousie.....	2,020 79	11,405 72	8,606 53	6,407 44	6,852 84	8,199 83	10,952 98	3,694 07	24 35	58,824 55
Dunnville.....		30 19	118 38	40 95	52 81	28 86	106 43	116 57		491 13
Maitland.....	8 75	0 65		1 23			1 00			11 63
Robinson.....	49 46	105 53	71 93	32 81	64 99	8 73	95 91	197 08	13 39	549 83
St. Catharines.....	64 32	80 83	54 76	87 48	109 84	85 54	65 47	41 48	3 24	592 96
Total, Welland Canal.....	6,489 90	28,942 10	27,794 42	25,622 27	31,872 90	33,165 92	29,963 75	14,062 02	881 41	198,823 88
ST. LAWRENCE CANALS.										
Beauharnois.....	1 44	45 14	117 04	237 38	235 03	374 20	177 72	115 01		1,302 96
Cardinal.....	7 80	151 68	100 24	211 59	24 04	71 69	91 82	48 61	1 45	711 92
Cornwall.....		2,047 43	4,297 33	4,866 31	3,160 57	2,729 29	3,168 80	2,566 68	66 89	22,783 30
Kingston.....		1,687 13	1,969 31	1,969 78	1,242 03	813 58	1,681 84	1,169 74		10,473 41
Lachine.....	19 19	252 74	366 33	330 29	273 96	457 25	451 94	270 58	4 92	2,427 20
Montreal.....	140 79	2,789 07	3,390 96	4,371 38	4,605 41	3,961 51	3,146 65	2,622 00		25,027 77
Total, St. Lawrence Canals.....	169 22	6,973 19	10,241 21	11,926 73	9,541 04	8,410 52	8,658 77	6,732 62	73 26	62,726 56
CHAMBLY CANAL.										
Chambly.....		648 74	1,098 87	1,196 00	1,281 19	885 01	1,511 46	927 83		7,549 10
St. John's.....		2,613 46	1,856 57	79 38	1,461 14	1,192 17	1,333 25	864 56		9,360 47
St. Ours.....		47 87	79 77	1,875 41	60 16	103 73	178 29	100 87		2,437 01
Total, Chambly Canal.....		3,310 07	3,026 21	3,150 79	2,742 49	2,180 91	3,042 91	1,893 26		19,346 58

OTTAWA CANALS.										
Ottawa.....	190 93	5,129 73	3,941 19	3,597 40	2,629 84	2,268 53	2,457 39	1,520 54	.....	21,734 65
Carillon.....	9 67	21 92	9 61	8 98	6 10	5 59	24 82	32 11	.....	118 83
Grenville.....	325 09	2,757 48	2,784 31	3,017 00	2,542 39	2,078 88	1,863 28	1,697 12	.....	17,965 55
St. Anne's.....	17 09	147 77	203 04	274 81	234 00	245 07	304 48	94 10	1 00	1,521 36
Total, Ottawa Canals.....	541 88	8,056 90	6,938 18	6,898 19	5,412 33	4,598 07	4,649 97	3,343 87	1 00	40,440 39
RIDEAU CANAL.										
Kingston Mills.....	.....	165 94	282 46	329 49	257 00	178 89	153 16	112 96	.....	1,479 90
Ottawa.....	9 14	393 84	706 02	620 32	600 07	539 26	681 64	348 11	.....	3,898 40
Smith's Falls.....	.....	29 05	54 91	175 69	102 81	85 27	52 56	31 82	.....	532 11
Total, Rideau Canal.....	9 14	588 83	1,043 39	1,125 50	959 88	803 42	887 36	492 89	.....	5,919 41
ST. PETER'S CANAL.										
St. Peter's.....	28 89	154 70	112 98	102 35	111 36	282 77	438 40	383 37	163 66	1,778 48
NEWCASTLE DISTRICT CANALS.										
Bobcaygeon.....	.....	9 50	45 63	70 56	91 32	67 38	57 93	10 25	.....	351 67
Buckhorn.....	.....	.....	20 75	10 85	9 40	8 75	0 30	.....	.....	50 05
Burleigh.....	.....	3 93	18 83	18 60	11 39	21 57	19 93	1 75	.....	96 00
Fenelon Falls.....	.....	0 50	2 25	0 50	0 50	3 70	.....	1 25	.....	8 70
Hastings.....	.....	1 50	4 25	8 00	6 25	2 25	1 25	.....	.....	23 50
Peterborough.....	2 70	12 10	22 24	21 35	18 74	21 59	16 54	6 55	.....	121 81
Total, Newcastle District Canals.....	2 70	27 53	113 95	129 86	137 60	125 24	95 05	19 80	.....	651 73
MURRAY CANAL.										
Brighton.....	13 52	54 85	135 67	146 09	178 74	63 85	46 05	31 28	.....	670 05
Grand Total.....	7,255 34	48,108 17	49,406 01	49,101 78	50,956 34	49,629 80	47,882 26	26,889 05	1,119 33	330,348 08

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1891, 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.	
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
WELLAND CANAL.													\$	cts.
Canadian vessels, steam	✓ 1,147	92,764	86,418	74,643	2,352	262	292	7,294	89,946	174,963	179,008	353,971	3,952	11
do sail	✓ 641	30,005	28,405	48,708	4,835	288	.....	9,056	52,624	88,057	85,864	173,921	3,460	34
Total Canadian	✓ 1,788	122,769	114,823	123,351	7,187	550	292	16,350	142,570	263,020	264,872	✓ 527,892	7,412	45
United States vessels, steam	✓ 522	1	1	9,180	204	227,752	195,905	201	45,412	237,134	241,522	478,656	7,187	03
do sail	✓ 284	91	40	3,887	576	48,252	35,005	457	15,300	52,687	50,921	103,608	2,306	06
Total United States	✓ 806	92	41	13,067	780	276,004	230,910	658	60,712	289,821	292,443	✓ 582,264	9,493	09
Grand Total, Welland Canal	✓ 2,594	122,861	114,864	136,418	7,967	276,554	231,202	17,008	203,282	552,841	557,315	1,110,156	16,905	54
ST. LAWRENCE CANALS.														
Canadian vessels, steam	✓ 3,041	353,192	299,992	17,127	608	.....	.....	.....	5,347	370,319	305,947	676,266	3,920	31
do sail	✓ 5,706	550,410	407,809	46,487	320	.....	.....	.....	70,129	596,897	478,258	1,075,155	11,565	42
Total Canadian	✓ 7,747	903,602	707,801	63,614	928	.....	.....	.....	75,476	967,216	784,205	✓ 1,751,421	15,485	73
United States vessels, steam	✓ 582	307	1,377	3,761	75	6,134	6,965	63	5,298	10,265	13,715	23,980	184	98
do sail	✓ 604	517	14,083	7,349	1,602	875	943	30,362	10,497	39,193	27,125	66,228	517	62
Total United States	✓ 1,186	824	15,460	11,110	1,677	7,009	7,908	30,425	15,795	49,368	40,840	✓ 90,208	702	60
Grand Total, St. Lawrence Canals	✓ 4,933	904,426	723,261	74,724	2,605	7,009	7,908	30,425	91,271	1,016,584	825,045	✓ 1,841,629	16,188	33
CHAMBLY CANAL.														
Canadian vessels, steam	✓ 461	32,206	31,006	94	.....	.....	.....	.....	746	32,300	31,752	64,052	206	74

do sail	✓ 526	19,411	3,732	7,350					17,249	17,750	27,022	44,782	632 22
Total Canadian	✓ 1,019	42,617	40,798	7,433					17,986	50,050	58,784	✓ 108,834	838 96
United States vessels, steam	✓ 28	352	309	134					230	486	539	1,025	10 54
do sail	✓ 1,006	1,471	2,660	41,875					69,865	43,346	72,525	115,871	1,588 34
Total United States	✓ 1,034	1,823	2,969	42,009					70,095	43,832	73,064	✓ 116,896	1,598 88
Grand Total, Chambly Canal	✓ 2,053	44,440	43,767	49,442					88,081	93,882	131,848	✓ 225,730	2,437 84
OTTAWA CANALS.													
Canadian vessels, steam	✓ 1,025	52,480	112,784		2,312					52,480	115,096	167,576	682 17
do sail	✓ 1,123	8,699	134,287		18,040					8,699	152,327	161,026	2,274 15
Total Canadian	✓ 2,148	61,179	247,071		20,352					61,179	267,423	✓ 328,602	2,956 32
United States vessels, steam	✓ 4	102	33		51					102	84	186	2 20
do sail	✓ 312	4,677	1,043		25,219					4,677	26,262	30,939	717 31
Total United States	✓ 316	4,779	1,076		25,270					4,779	26,346	✓ 31,125	719 60
Grand Total, Ottawa Canals	✓ 2,464	65,958	248,147		45,622					65,958	293,769	✓ 359,727	3,675 92
RIDEAU CANAL.													
Canadian vessels, steam	✓ 1,209	35,585	42,426		126					35,711	42,426	78,137	762 11
do sail	✓ 945	32,445	35,649		871					33,316	35,649	68,965	766 05
Total Canadian	✓ 2,244	68,030	78,075		997					69,027	78,075	✓ 147,102	1,528 16
United States vessels, steam	✓ 69	323	388							323	388	711	16 83
do sail	✓ 181	2,314	9,851	4,479						6,793	9,851	16,644	241 70
Total United States	✓ 250	2,637	10,239	4,479						7,116	10,239	✓ 17,355	258 53
Grand Total, Rideau Canal	✓ 2,494	70,677	88,314	5,476						76,143	88,314	✓ 164,457	1,786 69
ST. PETER'S CANAL.													
Canadian vessels, steam	✓ 129	11,167	11,983							11,167	11,983	23,150	463 00
do sail	✓ 992	24,150	24,364							24,150	24,364	48,514	970 28
Grand Total, St. Peter's Canal	✓ 1,121	35,317	36,347							35,317	36,347	✓ 71,664	1,433 28

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—GENERAL 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.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
TRENT VALLEY CANALS.													8 cts.
Canadian vessels, steam.....	✓ 747	14,749	14,844							14,749	14,844	29,593	223 59
do sail.....	✓ 385	11,904	11,071							11,904	11,071	22,975	93 33
Total Canadian.....	✓ 1,132	26,653	25,915							26,653	25,915	✓ 52,568	316 92
United States vessels, steam.....	✓ 2	4	4							4	4	8	50
do sail.....													
Total United States.....	✓ 2	4	4							4	4	✓ 8	50
Grand Total, Trent Valley Canals.....	✓ 1,134	26,657	25,919							26,657	25,919	✓ 52,576	317 42
MURRAY CANAL.													
Canadian vessels, steam.....	✓ 859	90,376	31,935	5,325				6,733		95,701	38,668	134,369	226 91
do sail.....	✓ 188	5,975	4,403	1,038	175			1,411		7,012	5,989	13,002	51 69
Total Canadian.....	✓ 1,047	96,351	36,338	6,363	175			8,144		102,714	44,657	✓ 147,371	278 62
United States vessels, steam.....	✓ 2	163	5							163	5	168	0 50
do sail.....	✓ 6	35	57							35	57	92	2 00
Total United States.....	✓ 8	198	62							198	62	✓ 260	2 50
Grand Total, Murray Canal.....	✓ 1,055	96,549	36,400	6,363	175			8,144		102,912	44,719	✓ 147,631	281 12

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.

RECAPITULATION.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
CANADIAN VESSELS.													8 cts.
<i>Steam and Sail.</i>													
Welland.....	1,788	122,769	114,823	123,351	7,187	550	292	16,350	142,570	263,020	264,872	527,892	7,412 45
St. Lawrence	747	903,602	707,801	63,614	928				75,476	967,216	784,295	1,751,421	15,485 73
Chambly	1,019	42,617	40,798	7,433					17,986	50,050	58,784	108,834	838 06
Ottawa.....	2,148	61,179	247,071		20,352					61,179	267,423	328,602	2,956 32
Rideau.....	2,244	68,630	78,075	907						69,027	78,075	147,102	1,528 16
St. Peter's	1,121	35,317	36,347							35,317	36,347	71,664	1,433 28
Trent Valley	1,132	26,653	25,915							26,653	25,915	52,568	316 92
Murray.....	1,047	96,351	36,338	6,363	175				8,144	102,714	44,657	147,371	278 62
Total Canadian.....	14,246	1,336,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	30,250 44
UNITED STATES VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	806	92	41	13,067	780	276,004	230,910	658	60,712	280,821	292,443	582,264	9,493 09
St. Lawrence	1,186	824	15,460	11,110	1,677	7,009	7,908	30,425	15,795	49,368	40,846	90,208	702 60
Chambly	1,034	1,823	2,969	42,009					70,095	43,832	73,064	116,896	1,598 88
Ottawa.....	316	4,779	1,076		25,270					4,779	26,346	31,125	719 60
Rideau.....	250	2,637	10,239	4,479						7,116	10,239	17,355	258 53
St. Peter's													
Trent Valley	2	4	4							4	4	8	0 50
Murray.....	8	198	62							198	62	260	2 50
Total United States.....	✓ 3,602	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,908	838,116	12,775 70
Grand Total, Canadian and United States.....	14,848	1,366,875	1,317,019	272,423	56,369	283,563	239,110	47,433	390,778	1,970,294	2,003,276	3,973,570	43,026 14

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1890 and 1891, 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.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
1890.												\$	cts.
Welland Canal.....	30,274	56,535	35,959	10,283	215,698	318,250	17,358	331,799	299,289	716,876	1,016,165	194,089 53	
St. Lawrence Canals	216,557	476,196	11,062	3,253	1,115	2,065	41,351	102,264	270,075	583,778	853,853	60,729 30	
Chambly Canal.....	8,224	4,118	85,113	6,085				98,867	93,337	109,070	202,407	18,171 00	
Rideau Canal.....	81,219	26,289	6,066						87,285	26,289	113,574	6,145 21	
Ottawa Canals.....	527	537,253	8	113,567					535	650,820	651,355	48,226 36	
St. Peter's Canal.....	5,889	26,342							5,889	26,342	32,231	1,742 01	
Trent Valley Canals.....	22,297	2,382							22,297	2,382	24,679	708 94	
Murray Canal.....	4,696	7,896	6,190					91	10,798	7,985	18,783	707 03	
1891.													
Welland Canal.....	11,415	58,559	13,845	13,963	247,543	306,257	17,409	306,022	290,212	684,801	975,013	198,823 88	
St. Lawrence Canals.....	263,211	547,727	10,725	1,545	645	1,701	33,314	137,926	217,895	688,899	936,794	62,726 56	
Chambly Canal.....	56,763	7,547	66,881					98,073	123,644	165,620	229,264	19,346 58	
Rideau Canal.....	69,714	28,142	11,457						81,171	28,142	109,313	5,910 41	
Ottawa Canals.....	871	476,735		107,435					871	584,170	585,041	40,440 39	
St. Peter's Canal.....	6,512	28,008							6,512	28,008	34,520	1,778 48	
Trent Valley Canals.....	16,632	4,207							16,632	4,207	20,839	651 73	
Murray Canal.....	5,002	4,322	906	250			24	1,238	5,932	5,810	11,742	670 65	

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

RATES OF TOLLS.

No. 22.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS
(O. C., 25th April, 1873.)

The Rates of Tolls are divided into Six Classes, as under, and as per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. On's Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.
<i>Class No. 1.</i>								
Vessels, steam. per ton.	0 01½	0 01½	0 02¼	0 00¾	0 00¾	0 01¼	0 00½	0 01¼
do sail and other. do	0 02¼	0 02¼	0 03¾	0 01½	0 01¼	0 02¼	0 01	0 02½
<i>Class No. 2.</i>								
Passengers, 21 years of age and upwards.	0 10	0 10	0 20	0 10	0 05	0 08	0 02¼	0 09¾
Passengers, under 21 years each.	0 05	0 05	0 10	0 05	0 02	0 04	0 01¼	0 04½
<i>Class No. 3.</i>								
Bricks, cement and water lime.	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19¾
Clay, lime and sand.								
Brimstone.								
Corn.								
Flour.								
Iron, railway.								
do pig.								
do all other, including steel (O. C., 1st Feb., 1888).								
Plaster, gypsum.								
Salt.								
Salt meats or fish in barrels or otherwise.								
Agricultural products, vegetable, not enumerated.								
Agricultural products, animals, not enumerated.								
Stone, for cutting.								
Wheat.								
<i>Class No. 4.</i>								
All other articles, not enumerated	0 15	0 20	0 20	0 20	0 10	0 26	0 14	0 29

of the Dominion of Canada, 1891.

TRENT VALLEY CANAL (O.C., 25th JULY, 1888.)

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakfield.	Fenelon Falls to Lakefield.	
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 00 $\frac{3}{8}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{8}$ 0 00 $\frac{1}{2}$	0 00 $\frac{3}{8}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{8}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{8}$ 0 01	0 00 $\frac{3}{8}$ 0 00 $\frac{1}{4}$
0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 04 0 02	0 01 0 00 $\frac{1}{2}$
0 01	0 01	0 01	0 01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

of the Dominion—Continued.

TRENT VALLEY CANAL.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon. to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable to Bobcaygeon.	Tolls Chargeable to Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	Tolls Chargeable to Whitlaw's.
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00½	0 00½	0 00½	0 00½	0 00½	0 00½
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05½	0 05½	0 05½	0 05½	0 22	0 05½
0 00½	0 00½	0 00½	0 00½	0 02	0 00½
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03½	0 03½	0 03½	0 03½	0 14	0 03½
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
Free.	Free.	Free.	Free.	Free.	Free.

Sec. 76.—Standard for estimating weight, for canal tolls.

	Tons.		Tons.
2,000 lbs. avoirdupois.....	1	Stone, 12 cubic feet.....	1
Per M. is per thousand feet.....		Stone, 1 cord.....	1 ¹ / ₂
Per Mille is per thousand pieces.....		Whiskey, 4 barrels or 215 gallons.....	1
Green fruit, 9 barrels are.....	1	Empty barrels, 10.....	1
Ashes, 3 barrels are.....	1	Barrel hoops, 10 Mille.....	1
Bark, 4 cords.....	1	Board and other sawed lumber, 600 feet board measure.....	1
Beef, 7 barrels.....	1	Boat knees, 4.....	1
Biscuit and crackers, 9 barrels.....	1	Firewood, 1 cord.....	3
Bricks, common, 1,000.....	2	Hop poles, 60 or 40 cubic feet.....	1
Butter, 22 kegs or 7 barrels.....	1	Shingles, 12 M. or bundles.....	1
Cattle, 3.....	1	Split posts and fence rails, 1 Mille.....	1
Cement and water lime, 7 barrels.....	1	Staves and headings, Pipe, 1 Mille.....	8
Fire bricks, 1,000.....	3	do W. India, 1 Mille.....	4
Fish, 7 barrels.....	1	do Barrel, 1 Mille.....	2 ¹ / ₂
Flour, 9 barrels.....	1	do Salt barrel, 1 Mille.....	1
Gypsum and manganese, 6 barrels.....	1	Sawlogs, standard, 1.....	1
Horses, 2.....	1	Square timber, 50 cubic feet.....	1
Lard and tallow, 7 barrels or 22 kegs.....	1	Telegraph poles, 10 or 40 cubic feet.....	1
Liquors and spirits, 215 gallons.....	1	Masts and spars, 40 cubic feet.....	1
Liquors, all others, 215 gallons.....	1	Railroad ties, 16 or 50 cubic feet.....	1
Nuts, 9 barrels.....	1	All other woodenware, or partly manu- factured wood, 40 cubic feet as per tariff.....	1
Oysters, 6 barrels.....	1	Traverses, 40 cubic feet or 5 pieces.....	1
Pork, 7 barrels.....	1	Floats, 50 lineal feet.....	1
Salt, 7 barrels.....	1		
Seed, 9 barrels.....	1		
Sheep, 20.....	1		

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

WAY RATES.

Sec. 77. The following way rates are to be levied on vessels and property passing the several subdivisions of the canals:—

	Rate.
WELLAND CANALS.	
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.....	
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....	
3. From Dunnville to Port Colborne.....	
4. From Thorold to St. Catharines or Port Dalhousie.....	
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.....	
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	
7. From Port Robinson to Allanburg or Thorold.....	
8. From Port Robinson to St. Catharines or Port Dalhousie.....	
9. From St. Catharines to Port Dalhousie.....	
10. From Dunnville to Maitland.....	
11. From Port Robinson through the Lock and Chippawa Cut.....	
12. From Port Colborne to Port Maitland.....	
13. From Chippawa Cut through Lock to Port Robinson.....	
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	
16. Through the Chippawa Cut only.....	
17. Through the Port Robinson Lock only.....	
ST. LAWRENCE CANALS.	
Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.	
CHAMBLY CANAL.	
Sec. 79. Vessels and property passing from Sorel to Chambly, to pay.....	
Vessels and property passing from Chambly to St. John's, to pay.....	

OTTAWA CANALS.

Sec. 80. The navigation is divided into three sections, viz., Grenville, Carillon and St. Ann's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANAL.

Sec. 81. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one third; two sections, two-thirds.

GENERAL.

Sec. 82. (a) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b) The passing of sawlogs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 83. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 7, 1869.

Sec. 84. Logs, lumber or other produce may pass free of toll down the Chippewa Creek, between the Aqueduct and Port Robinson. O. C. May 18, 1863.

NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84:—

(1.) "Save in cases for which special permission may be given, the Grenville Canal is closed to the passage of rafts or any portion of a raft of any kind whatever, as provided by the Order in Council of the 9th July, 1888.

(2.) "Rafts may be passed through the Carillon Canal free of tolls, as provided by the Order in Council of the 9th July, 1888."

Sec. 85. Iron ore, kyanite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 86. (a) All goods having paid full toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if tolls have been paid at the Chambly Canal such tolls shall be refunded at Montreal or Kingston Mills; and having paid full tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Locks, the Lachine Canal and the Chambly Canal; provided always:—That the articles to be entitled to the above exemptions shall go downwards through the whole length of the canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canal, to Lake Ontario.

(b) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4.

(c) No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30, a season "Let-Pass," which will pass them up and down the canals as often as desired. O. C. April 18, 1873.

Sec. 87. Goods shipped to any port west of the St. Lawrence Canals, tolls upon which have already been paid for passage through such canals, may be re-shipped from such ports and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance. O. C. June 23, 1883.

Sec. 88. During the season of navigation for 1889, the rate of toll for the passage of wheat, Indian corn, pease, barley and rye, when shipped for Montreal or for any port east of Montreal, shall be two cents per ton, such toll covering the Welland and the St. Lawrence Canals; and during the said period, if the ordinary full tolls for passage of the said food products through the Welland Canal have been paid, the said products shall be exempted from payment of any further toll for passage through any portion of the St. Lawrence Canal system, though not traversing the whole distance to Montreal. O. C. March 18, 1889.

HARBOUR DUES.

Sec. 89. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 90. The following tolls shall be levied upon property stored at the Sheds at the Lachine Canal Basin:—

		Cents.
Wheat and other grain, per week, per bushel		1
Meal	do per barrel	4
Pork, beef, butter and lard	do do	5
Muscovado sugar	do per hhd, 10 cents; per brl.	5
Liquors	{ do per pipe, 15 cents; per pun	12
		7
Iron (bars)	do per hhd, 10 cents; per qr. cask	24
Iron pig	do per ton	12
Salt, except at the St. Gabriel Sheds	do per 100 minots	36
Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours	do per bag	$\frac{1}{3}$
Bales, crates, cases, &c.	do per ton weight or measurement	24
Coals	do per chaldron	12

Sec. 91. (a) No charge shall be made for property stored in the sheds of the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(e) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(f) All dues for storage shall be paid before the removal of the property. O. C. August 21, 1846, October 28, 1846.

Flour.

Sec. 92. (a) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of the exemption.

(c) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d) Any part of a day shall be considered as one day. O. C. May 31, 1836.

TOLLS ON VESSEES TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

Sec. 93. The following rates of toll shall be levied upon vessels trading to lower ports, and entering the Lachine Canal from the harbour of Montreal, and on certain goods herein mentioned; said vessels to be allowed 48 hours for discharge of cargo before the following be incurred; and said discharge to be made below the St. Gabriel Lock.

		Mills.
Steamboats measuring 50 tons or upwards, per ton register, per day of 24 hours		8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours		4
		Cents.
Steamboats measuring under 50 tons register, each day of 24 hours		40
All other vessels measuring from 25 to 50 tons register, per day of 24 hours		20
All vessels measuring less than 25 tons register, per day of 24 hours		10
Coal, per chaldron		10
Salt, per 100 minots		15
Iron of all kinds, per ton weight		15
Merchandise as in class No. 6 of the tariff of tolls on Dominion Canals		10

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C. June 8, 1860.

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

Sec. 94. The following rates of tolls shall be collected as herein mentioned, that is to say:—

(a) Firewood landed on wharves or banks of the Lachine Canal, or in boats, barges or other crafts occupying any of the basins between Wellington Street Bridge and Lock No. 3, four cents per cord, and for every day the wood is allowed to remain in either the canal or basin, or on the wharves or banks, after the first five days, an additional charge of four cents per cord. O. C. Aug. 7, 1860.

(b) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharves at Lachine and the Lachine Canal and Basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 95. Whereas under existing regulations for the collection of Canal tolls, eastern bound vessels having paid the charges one way in full through the Welland Canal are chargeable one Section Canal Toll if re-entering the Lachine Canal :

And whereas vessels loaded with grain destined for the Montreal Harbour frequently unload only part of their cargoes on board sea going vessels in that harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the usual basins :

It is ordered that the Lachine Canal basins, within the Montreal city limits be considered as part of the Montreal Harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O. C. Aug. 8, 1878.

PHOSPHATES.

Sec. 96. Whereas vessels laden with grain for delivery in Montreal Harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry :

It is ordered that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal Harbour, for the purposes of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section : it being, however, provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessel on their passing out of the canal a second time. O. C. July 12, 1881.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rate per ton shall be charged for wintering vessels in the Lachine Canal, viz. :—
For each boat, barge, scow or other vessels of ten tons measurement or under, seventy cents per vessel for the entire winter ; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

Sec. 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basins of said canal and of the revenue that may be derived from their use, and the rates shall be levied by the Government on vessels loading or unloading in the new basins equal and similar to those levied by the Commissioners in respect of the old basin. O. C. Jan. 26, 1883.

DUES IN THE HARBOUR OF MONTREAL UNDER ACTS 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

Sec. 99.—*Tonnage Dues.*

On steamboats, for each day of twenty-four hours, or part of a day they remain in the harbour, reckoned from the hour of their arrival to that of their departure,	Per ton register. 1 cent.
On all other vessels, per day, as aforesaid	$\frac{1}{2}$ do

Sec. 100.—*Wharfage Dues.*

All goods, wares and merchandise, not elsewhere specified,	Per ton. 25 cents.
Hay, straw, pig and scrap iron, pot and pearl ashes,	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt	10 do
Coal and coke, grain and seeds of all kinds,	7 $\frac{1}{2}$ do
Special.—Bricks, 10 cents per 1,000, cordwood, 5 cents per cord, lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie,	Free.

Note.

Sec. 101 (a.) On all goods, wares and merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of $\frac{1}{4}$ of 1 per cent on the value thereof.

(b.) Each entry shall pay not less than 5 cents.

(c.) All property landed on the wharves for re-shipment shall only pay one wharfage.

(d.) The ton mentioned in the tariff of wharfage dues shall be 2,000 lbs. weight or 40 cubic feet measurement, according to the bill of lading.

Sec. 102.—Standard for Estimating Weights.

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

O. C. April 1st, 1881.

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

Sec. 103. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal:—

Kinds of Timber.	For receiving Tim- ber, &c., to include use of Basin and Wharf for one Month.	For each succeed- ing month during the Season of Na- vigation.	For Wintering in basin or on wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet.....	25	30	35
Timber, round or flattened, of all kinds, under 12 x 12, per M lineal feet.....	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure.....	3	3	3
Saw-logs, 12 feet long, if longer in same proportion per log.....	1	1	2
Floats, per 100.....	10	5	10
Traverses, per 100.....	10	5	10
Fence posts and rails, per M.....	10	5	10
Staves, barrel, per M.....	8	4	8
do pipe do.....	8	4	8
do West India, per M.....	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharves in canal basin at Lachine.....	3	3	3

NOTE.

O. C. 27th June, 1890.

3. That the following words be added to Section 103:—"The monthly charge of 3 cents per cord on firewood is cancelled, as provided by Order in Council of the 4th February, 1880."

Note.

Sec. 104 (a). No allowance shall be made for fractional parts of a month or winter season.

(b.) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintendent may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 8, 1860.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 105. The winterage dues for vessels wintering in the canal basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows:—

In canal basin, Ottawa, steamers per season.....	\$ 8 00
do do barges do.....	4 00
Inside locks do steamers do.....	50 00
do other stations do.....	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O. C. March 19, 1887.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 106 (a). Persons using the banks of the Lachine Canal as a site for the repair of their vessels shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing canal regulations.

(b.) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the canal regulations. O. C. March 5, 1880.

Sec. 107. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintendent.

(b.) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month, or fraction of a month, the vessel may remain.

(c.) In cases, however, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues), the period covered being from the 1st of November to the 1st June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in a manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881.

ST. PETER'S CANAL.

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

ORDER IN COUNCIL.

12th December, 1889.

On a memorandum dated 10th of December, 1889, from the Minister of Railways and Canals, representing that in certain instances it has been the practice to tie up vessels for the winter alongside of canal piers, but not inside the gates, and that consequently such vessels thereby, to some extent advantaged, do not receive there the protection from the rise and fall of water which they would obtain inside, that nevertheless they have been charged with winterage dues.

The Minister recommends that henceforward, including the winter now current, but not otherwise retroactive, no charges be made for vessels so wintering outside the locks of any Government Canal.

The committee submit the above recommendation for your Excellency's approval.

O. C. 16th May, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rules and Regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th day of October, 1889 (Consolidated Orders in Council of 1889), together with any amendments thereof or additions thereto, shall be, and the same are hereby made applicable to the Murray Canal, with the exception of such sections or provisions as relate especially and only to other works named therein.

O. C. 29th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rates of Toll to be imposed and collected on the Murray Canal, now open for regular traffic, shall be and the same are hereby fixed at the rate of one eighth of those charged for passage through the St. Lawrence Canals.

ORDER IN COUNCIL.

27th September, 1890.

On a Memorandum dated 25th September, 1890, from the Minister of Railways and Canals representing that under date the 20th August, 1890, an Order in Council was passed prohibiting the use of horses for towing purposes between the lower entrance of the Cornwall Canal and Lock No. 20, during the progress of the works of Canal enlargement.

The Minister recommends as this prohibition has entailed the use of tugs and consequently expense to the parties concerned, and upon the advice of the Deputy Head of the Department of Railways and Canals, that all tugs used solely for the purpose of towing on the section in question, be permitted to pass free of toll, up and down the Canal between the lower entrance of the Canal and Lock No. 20 until the completion of the enlargement works on that section.

The Committee submit the above recommendation for your Excellency's approval.

ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to declare the now completed Tay Canal to be part of the Rideau Canal, and that the rules and regulations for the management, maintenance, proper use and protection of the canals of the Dominion of Canada, made and established by the Order in Council of the 26th of October, 1889 (Consolidated Orders in Council of 1889, chapter 115), together with any amendments thereof or additions thereto, shall be applicable to the said Tay Canal, and the same are hereby made applicable to the Tay Canal accordingly, with the exception of such sections or provisions as relate specially, and only to works other than the Rideau Canal named therein.

And His Excellency is further pleased, under the authority of the above cited Act, and by and with the advice of the Queen's Privy Council for Canada, to impose and authorize the collection of the following rates of toll upon the said Tay Branch of the Rideau Canal system, now open for regular traffic, namely:—

From Perth to Smith's Falls, 1 section, or $\frac{1}{2}$ of Rideau Canal rates.

From Perth to Kingston, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.

From Perth to Ottawa Basin, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.

From Perth to River Ottawa, 3 sections, or full Rideau Canal rates.

A portion of a section to be charged as a whole section.

AT THE GOVERNMENT HOUSE, AT OTTAWA,

WEDNESDAY, the 25th day of March, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency having had under consideration the Tariff of Tolls on the Canals of the Dominion, and the several Orders in Council under which a special rate has from time to time been established temporarily on certain food products passing through the Welland Canal and through the St. Lawrence Canals for shipment at Montreal and ports east of Montreal, is pleased to Order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be and the same are hereby made to the Tariff of Tolls in force on the said Canals, viz:—

A refund shall be made on the tolls collected on wheat, Indian corn, peas, barley, rye, and (if for export) oats, which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal, or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following:—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transshipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 25th day of March, 1891, authorizing the reduction of toll (to two cents (2 cts.) per ton for the passage through the Welland and St. Lawrence Canals of certain agricultural products therein named, shall be understood to apply to any portions of such cargoes lightened at Port Colborne and re-shipped at Port

Dalhousie, and also that the provisions of the said Order be made applicable to the therein named products when shipped from Canadian Lake Ontario ports.

(Signed)

JOHN J. MCGEE,
Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Orders in Council dated respectively the 22nd day of May, 1890, and the 30th day of June, 1890, under which, in the case of steamers specially chartered for the conveyance of excursion parties going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, be continued in force for the forthcoming season of navigation only, adding to the said provisions, however, for the forthcoming season, that this conditionally reduced rate shall apply to excursion parties leaving St. Catharines for Toronto or Hamilton.

(Signed.)

JOHN J. MCGEE,
Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

CERTIFIED *Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 18th May, 1891.*

The Committee, on the recommendation of the Minister of Railways and Canals, advise with reference to the Orders in Council dated respectively the 25th of March and the 29th of April last, authorizing the reduction of canal tolls on certain food products, the provisions of which Orders are carried out by way of refund of the excess tolls paid, that such refund be made at the close of the present season, on or about the 1st day of December and not during the season as heretofore.

(Signed.)

JOHN J. MCGEE,
Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, 18th day of May, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the powers vested in him by Section 13 of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that all Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever.

(Signed.)

JOHN J. MCGEE,
Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

O. C. 18th May, 1891.

Whereas, in consequence of the operations of the contractors for the enlargement of the Cornwall Canal, access to the river wharf opposite the town of Cornwall is temporarily prevented for the steamers of the Richelieu and Ontario Navigation Company, such steamers being obliged in place of stopping at such wharf to pass through the two locks at the lower entrance of the canal to another wharf in the town;

His Excellency, under the authority conferred upon him by Section 13 of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that during the current season the steamers of the said Richelieu and Ontario Navigation Company shall be allowed passage free of toll through the said two locks at the lower entrance of the Cornwall Canal.

(Signed,) JOHN J. MCGEE,
Clerk of the Privy Council.

O. C. 31st October, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to impose and authorize the collection of the following tolls and dues for the use of the dry dock at Boicaygeon, and of any of the locks on the Trent Valley Canal, during the winter or other shorter period.

For Vessels.	Wintering.	Per Day.	Per week.
Over 15 tons.....	8	8	8
15 tons and under	30	4	12
	20	3	10

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
1st March, 1892.

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