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Supplement to the Annual Report of the Department of Railways and Canals

FOR THE YEAR ENDED 30TH JUNE, 1892.

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# CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1892



OTTAWA

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EXCELLENT MAJESTY

1893

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# SUPPLEMENT

TO THE

## ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS.

OFFICE OF THE CHIEF ENGINEER OF RAILWAYS AND CANALS,

OTTAWA, 27th April, 1893.

SIR,—I have the honour to submit the statistics of the operations of the canals for the season of 1892.

The tables have been compiled and the information prepared by Mr. Teakles, a very careful, painstaking, trustworthy officer, so that I consider they may be accepted as reliable and correct.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*Chief Engineer.*

J. H. BALDERSON, Esq.,

Secretary, Dept. Railways and Canals.

### REVENUE.

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

For 1891.....	\$350,351 97
1892.....	358,711 04

By comparing the statistics of 1891 with 1892, it will be seen that the gross revenue has increased \$8,359.07.

The increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal .....		\$ 3,925 38
“ St. Lawrence Canals.....	\$ 7,471 32	
“ Chambly Canal.....	1,445 97	
“ Rideau Canals ....		646 75
“ Ottawa Canals.....	2,626 29	
“ St. Peter's Canal ....	1,374 10	
“ Trent Valley Canals .....	98 28	
“ Murray Canal.....		84 76
	<hr/>	<hr/>
Total.....	\$13,015 96	\$ 4,656 89
Total increase. ....	\$ 8,359 07	

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

There were refunded, Welland and St. Lawrence Canal tolls, on grain in 1891, to the amount of \$49,834.98, and in 1892, \$40,030.83, including the amount of \$1,279.62, refunds of Welland Canal tolls on wheat which was ground and the flour exported out of the country, which makes an actual increase of revenue for 1892 of \$18,163.22.

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 4th of April, 1892, authorized a refund of canal tolls as follows, viz. :—

That a refund be made of a portion of the canal tolls collected on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat which have been carried through the Welland Canal, and the St. Lawrence Canals to Montreal or to any port east of Montreal, in all cases where the said products so carried are exported, and in such cases only.

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

That the products aforesaid on which the rebate of tolls may be claimed shall be shown to have been originally shipped for Montreal or for some port east of Montreal, and shall be shown to have been carried from Montreal or to some port east of Montreal, and actually sent out of the country.

That the right to this rebate shall not be lost by reason of intermediate transshipment, provided that the place of such transshipment is one within the Dominion of Canada.

That the right to this rebate shall extend to any portions of cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also to shipments of the above named products made from any Canadian Lake Ontario port.

That payment of the amount to be refunded be made, from time to time, as cargoes of the said products are despatched for export from Montreal or from some port east of Montreal.

That this Order in Council remain in force for the present year, 1892, only.

This refund was made applicable by Order in Council of the 15th July, 1892, to the above named products when shipped from any Lake Ontario ports.

There were 195,224 tons of grain passed down the Welland Canal and transhipped at Canadian ports to Montreal, and exported out of the country, during the season of 1892, upon which a refund was made of 18 cents a ton, Welland Canal tolls, to the amount of \$35,140.32.

## QUANTITY OF GRAIN PASSED DOWN THE WELLAND CANAL.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of eleven years, is as follows:—

QUANTITY PASSED DOWN TO MONTREAL.		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.....	136,814	10,650	121,876
1884.....	142,194	12,153	104,537
1885.....	96,569	11,909	117,346
1886.....	203,940	9,881	151,551
1887.....	185,034	11,838	134,868
1888.....	160,358	25,599	169,664
1889.....	267,769	19,075	213,766
1890.....	228,513	16,899	245,932
1891.....	* 295,509	6,805	202,710
1892.....	+ 261,954	8,942	201,540

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, and 18 cents a ton on the quantity passed down to Montreal and exported out of the country during the season of 1892.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 186,814 tons to 261,954 tons; and the quantity passed down the Welland Canal, from United States ports to United States ports, has increased from 121,876 to 201,540 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 11 years, is reported as follows:—

	Tons.
For 1882.....	75,026
1883.....	98,672
1884.....	142,231
1885.....	160,821
1886.....	165,613
1887.....	191,760
1888.....	113,794
1889.....	94,943
1890.....	119,208
1891.....	184,410
1892.....	291,680

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

+ Of this quantity 4,341 tons of wheat were transhipped at Ogdensburg.

9a\*—1½

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

	Tons.
For 1882 .....	230,055
1883 .....	263,368
1884 .....	174,496
1885 .....	134,824
1886 .....	272,133
1887 .....	237,881
1888 .....	166,191
1889 .....	275,414
1890 .....	242,571
1891 .....	320,434
1892 .....	302,899

Comparative shipments of grain by the St. Lawrence route, and rail and water *via* the State of New York, are as follows:—

QUANTITY OF GRAIN TO SEA-BOARD 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 1891 .....	320,434
1892.....	302,899
Showing a decrease of.....	17,535

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

	Tons.
For 1891.....	184,410
1892.....	291,680
Showing an increase of.....	107,270

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

	Tons.
For 1891.....	1,055,278
1892.....	899,313
Showing a decrease of.....	155,965

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

	Tons.
For 1891.....	2,356,660
1892. ....	4,515,041
Showing an increase of.....	2,158,381



The increases and decreases for 1892, as compared with 1891 on the several routes competing for the carrying trade to the sea-board, are as follows:—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence Canals.....		17,533		5.48
do Canadian Pacific and Grand Trunk Railways	107,270		58.16	
do New York Canals.....		155,965		14.78
do do Railways.....	2,158,381		91.58	

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to United States ports, on the south of Lake Ontario, has increased from 175,455 tons in 1883, to 330,403 tons in 1892; and the quantity to Ontario ports, between Port Dalhousie and Cornwall, has decreased from 184,502 tons in 1883, to 69,886 tons in 1892. The quantity passed down to Montreal shows an increase from 205,394 tons in 1883, to 267,485 tons in 1892.

#### TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for seven 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
1892, 158 do do .....	159,018

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
1892, 89 do do .....	109,812

Two Canadian vessels took their cargoes of 924 tons of grain through to Montreal intact in 1892, against three in 1891 with 1,441 tons, and three in 1890 with 1,281 tons.

Twenty-five Canadian vessels lightened their cargoes at Kingston in 1892, against 44 in 1891, and 63 in 1890.

Two hundred and twenty discharged the whole of their cargoes at Kingston in 1892, against 293 in 1891, and 172 in 1890.

The quantity of grain transhipped at Port Colborne in 1892 and the three previous years is given below. The total number of grain laden vessels lightened at this port in 1892, was 74, against 81 the previous year :—

Variety.	1889.	1890.	1891.	1892.
	Bush.	Bush.	Bush.	Bush.
Wheat . . . . .	37,222	4,310	16,665	68,736
Corn . . . . .	254,690	773,687	482,802	576,289
Rye . . . . .	Nil.	Nil.	1,330	2,467
Oats . . . . .	8,218	44,294	130,276	102,529

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

Variety.	1889.	1890.	1891.	1892.
	Bush.	Bush.	Bush.	Bush.
Wheat . . . . .	8,608	Nil.	16,628	Nil.
Corn . . . . .	Nil.	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 1892, was 955,554 tons; of this quantity 929,946 tons were through freight, and 25,608 tons were way or local freight.

#### WELLAND CANAL.

##### *East and West-bound Freight.*

There were 685,348 tons of freight passed eastward, and 270,206 passed westward.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1892, was 929,946 tons.

Of this quantity 263,680 tons were west bound and 666,266 tons east-bound freight.

Of the through east-bound freight Canadian vessels carried 245,739 tons, and United States vessels carried 420,527 tons; and of the west-bound freight Canadian vessels carried 22,267 tons, and United States vessels carried 241,413 tons.

Of the total quantity of through freight Canadian vessels carried 268,006 tons, and United States vessels carried 661,940 tons.

The total quantity of freight moved on the St. Lawrence Canal during the season of 1892, was 966,755 tons. Of this quantity 518,273 tons were through freight, and 448,482 tons were (way) or local freight.

## ST. LAWRENCE CANALS.

*East and West-bound Freight.*

Of the total quantity of freight passed through the canals during 1892, there were 720,580 tons passed eastward and 246,175 tons passed westward.

The total quantity of through freight was 518,273 tons; of this quantity 486,314 tons were east bound and 31,959 tons were west bound.

Of the total quantity of (way) or local freight, 234,266 tons were east bound and 214,216 tons west bound freight.

## THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKES ERIE, MICHIGAN, &amp;c.

The total quantity of freight passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during twelve years, is as follows:—

	Eastward, to Montreal. Tons.	Westward, from Montreal. Tons.
1881 .....	169,213	37,190
1882 .....	108,835	24,488
1883 .....	205,394	27,488
1884 .....	168,715	9,425
1885 .....	132,968	16,115
1886 .....	244,514	16,801
1887 .....	213,834	14,075
1888 .....	188,899	19,310
1889 .....	298,197	25,370
1890 .....	231,746	31,951
1891 .....	309,593	14,060
1892 .....	263,144	9,452

## 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 twelve years, is as follows:—

	Eastward. Tons	Westward. Tons.	Total.
1881.....	96,266	97,907	— 194,173
1882.....	110,286	172,520	— 282,806
1883.....	174,912	257,699	— 432,611
1884.....	163,998	243,081	— 407,079
1885.....	168,212	216,297	— 384,509
1886.....	244,916	239,562	— 484,478
1887.....	189,427	151,074	— 340,501
1888.....	221,062	213,689	— 434,751
1889.....	297,353	266,231	— 563,584
1890.....	318,259	215,698	— 533,957
1891.....	306,257	247,543	— 553,800
1892.....	300,733	240,332	— 541,065

The total quantity of freight passed through the Welland Canal from United States ports to United States ports, shows a decrease of 12,735 tons as compared with the previous year; and an increase of 346,892 tons as compared with 1881.

*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 II, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York Canals was 937,999 tons in 1892, against 1,095,355 in 1891 and 1,167,901 in 1890.

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

In	Tons.	In	Tons.
1892.....	5,913,013	1885.....	4,105,594
1891.....	3,565,381	1884.....	3,639,805
1890.....	4,336,199	1883.....	4,422,461
1889.....	3,654,984	1882.....	3,888,557
1888.....*	3,197,634	1880.....	4,732,385
1887.....	3,847,766	1869.....	1,087,809
1886.....	3,802,262		

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

—	Canals.	Railways.	Total.	Proportions by Canals.
	Tons.	Tons.	Tons.	
1869.....	1,302,613	1,087,809	2,390,422	545
1870.....	1,295,010	1,766,457	3,061,467	423
1871.....	1,850,198	2,205,589	4,055,787	456
1872.....	1,674,320	1,870,614	3,544,934	472
1873.....	1,745,171	2,036,992	3,782,163	461
1874.....	1,767,598	2,791,517	4,559,115	387
1875.....	1,305,550	2,343,241	3,648,791	357
1876.....	1,064,293	2,875,803	3,940,096	270
1877.....	1,498,984	2,493,683	3,992,667	375
1878.....	1,912,734	3,695,764	5,608,498	341
1879.....	1,833,399	4,353,617	6,187,016	296
1880.....	2,371,090	4,732,385	7,103,475	333
1881.....	1,116,561	4,983,722	6,100,283	183
1882.....	1,118,776	3,885,557	5,004,333	223
1883.....	1,379,000	4,422,461	5,801,461	237
1884.....	1,236,986	3,639,805	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.....	1,206,896	3,654,984	4,861,880	262
1890.....	1,167,901	4,336,199	5,504,100	212
1891.....	1,092,355	3,565,381	4,657,736	234
1892.....	937,999	5,913,013	6,851,012	137

\*Flour and grain only.

The total quantity of freight passed through the several divisions of the canals during the season of 1892 is as follows:—

	Farm Stock.	Forest, Produce of Wood.	Manu- factures.	Merchandise	Agricultural Products.	Total.
Welland .....	92	140,175	15,182	271,536	528,569	955,554
St. Lawrence .....	913	112,523	51,052	337,595	464,672	966,755
Chambly .....	255	162,216	3,833	96,370	8,092	270,766
Ottawa .....	1,070	628,449	326	8,010	9,162	647,011
Rideau .....	33	73,443	2,916	16,154	3,820	96,366
St. Peter's .....	5	4,572		41,684	12,786	59,042
Murray .....	52	6,203	660	3,057	3,757	13,729
Trent Valley .....		22,347	26	170		22,543

The total quantity of freight moved on the Welland was 955,554 tons, of which 528,569 tons were agricultural products.

On the St. Lawrence Canals, the total quantity of freight moved was 966,755 tons, of which 464,672 tons were agricultural products, and 337,595 tons were merchandise.

On the Ottawa Canals, the total quantity of freight moved was 647,011 tons; of this quantity 628,449 tons were the produce of the forest.

The total quantity of freight moved on all the canals for the season of 1892 was 3,031,736 tons.

#### NORWAY TO CHICAGO.

During the month of May the steam-ship "Wengerland," of Bergen, Norway, passed up the St. Lawrence and Welland Canals with a cargo of fish from Norway to Chicago, and returned on the 6th of June with a cargo consisting of 176 tons of flour, 294 tons of wheat and 29 tons of meat.

#### COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS *via* THE STATE OF NEW YORK.

On reference to the returns made by the railways to the state authorities of New York, and to the canal statistics submitted to the state legislature, I find that of the total tonnage of freight carried by the canals and railways, the state canals carried:—

	Per cent.		Per cent.
In 1859.....	68·9	In 1881.....	18·5
1869.....	47·0	1882.....	19·0
1870.....	38·9	1883.....	18·7
1871.....	38·9	1884.....	19·0
1872.....	40·1	1885.....	17·1
1873.....	34·9	1886.....	16·9
1874.....	31·7	1887.....	16·3
1875.....	28·4	1888.....	18·8
1876.....	24·6	1889.....	15·1
1877.....	28·3	1890.....	13·9
1878.....	27·1	1891.....	13·4
1879.....	23·7	1892.....	9·8
1880.....	25·1		

The quantity of freight carried by the canals and railways was greater in 1892 by 5,094,390 tons than the quantity carried in 1891, and an increase of 31,165,395 tons over 1869.

The quantities carried were as follows:—

	Total Tonnage.	Proportion by Canals.
In 1859 .....	5,485,076	·6890
1869 .....	12,453,174	·4705
1870 .....	15,148,274	·3895
1871 .....	15,844,152	·3896
1872 .....	16,631,609	·4012
1873 .....	18,200,208	·3497
1874 .....	18,283,547	·3174
1875 .....	17,101,758	·2841
1876 .....	16,948,627	·2462
1877 .....	17,489,770	·2833
1878 .....	19,017,301	·2719
1879 .....	22,590,766	·2373
1880 .....	25,706,586	·2512
1881 .....	27,857,394	·1859
1882 .....	28,693,054	·1905
1883 .....	30,167,119	·1877
1884 .....	26,293,844	·1905
1885 .....	27,543,948	·1718
1886 .....	31,168,744	·1698
1887 .....	34,029,791	·1632
1888 .....	26,244,610	·1883
1889 .....	35,466,042	·1514
1890 .....	37,624,199	·1394
1891 .....	38,524,179	·1343
1892 .....	43,618,569	·0982

Average freight rates, grain, Chicago to Buffalo:—

Year.	Wheat.	Year.	Wheat.
1878.....	3·1	1886.....	3·6
1879.....	4·7	1887.....	4·1
1880.....	5·7	1888.....	2·7
1881.....	3·2	1889.....	2·5
1882.....	2·5	1890.....	1·9
1883.....	3·5	1891.....	2·5
1884.....	2·1	1892.....	2·2
1885.....	2·0		
		Average fifteen years...	3·1

Handling charge to vessel on grain, \$3.50 to \$4.00 per 1,000 bushels.

“Wheat was shipped from Duluth to Kingston, Ont., during the season of 1887, at  $6\frac{1}{4}$  to  $7\frac{3}{4}$  cents; in 1888, at 4 to 5 cents; in 1889, at —; in 1890, at  $5\frac{3}{4}$ ,  $5\frac{1}{2}$ ,  $4\frac{1}{2}$ ,  $4\frac{1}{4}$ , 4 cents; in 1891, during May,  $3\frac{3}{4}$ ,  $3\frac{1}{2}$ ,  $3\frac{1}{2}$  cents; during June, 3 cents; and on 25th July,  $2\frac{1}{2}$  cents; and in 1892, 5 cents in April;  $5\frac{1}{4}$  cents in May; 4 cents in June;  $4\frac{1}{2}$  cents in July; 3 cents in August; and 6,  $6\frac{1}{4}$  in October, per bushel.”

## SAULT STE. MARIE CANAL.

The following is the comparative statement showing the trade through the Sault Ste. Marie Canal, for the years 1891 and 1892:—

Items.		1891.	1892.
Steam and sail vessels.....	number.	10,191	12,580
Lockages.....	"	4,891	5,867
Tonnage, registered.....	net tons.	8,400,385	10,647,203
do freight.....	"	8,888,759	11,214,333
Passenger.....	number.	26,190	25,896
Coal.....	net tons.	2,507,532	2,901,266
Flour.....	barrels.	3,780,143	5,418,135
Grain.....	bushels.	39,848,674	42,661,470
Manufactured, and pig iron.....	net tons.	69,741	59,772
Salt.....	barrels.	234,528	41,748
Copper.....	net tons.	69,190	64,993
Iron ore.....	"	3,560,213	4,901,132
Lumber.....	feet.	366,305,000	512,844,000
Silver ore, bullion.....	net tons.	1,731	1,930
Building stone.....	"	44,080	39,698
Unclassified freight.....	"	417,039	459,146

Total valuation of property, 1886.....	\$	69,080,071	95
do do 1887.....		79,031,757	78
do do 1888.....		82,186,019	97
do do 1889.....		83,732,327	15
do do 1890.....		102,214,948	70
do do 1891.....		128,178,208	51
do do 1892.....		135,117,267	10

## ERIE CANAL.

Mr. Hannan, Superintendent of Public Works, Albany, reports on the traffic through the Erie Canal, for 1892, as follows:—

## TONNAGE.

"The whole number of tons of freight carried upon the canals of this state for the season of 1892 was 4,281,995 tons, and was composed of the following described classes of articles:—

	Tons.
Produce of the forest.....	1,244,881
Agriculture.....	1,038,851
Manufactures.....	125,781
Merchandise.....	292,468
Other articles.....	1,579,514
Total.....	4,281,995

"Of the total tonnage moved 2,404,484 tons were through freight, and 1,877,511 tons were way freight, and 2,986,070 tons went east, 1,295,925 tons went west.

"Comparing the tonnage of the past season with that of 1891 there is shown to be a loss of 281,447 tons, which is attributable to the fact that the railroads have advanced their equipments to such a degree that they are able to carry freight as cheaply by rail as it can be done by canal. This is especially so in such articles as grain, stone and clay, anthracite and bituminous coal, and iron and other ores, which, together with lumber, make up ninety per cent of the merchandise usually transported by canal.

“In my annual report submitted to the legislature in 1891 I directed attention to the improvements made by railroads as compared with the improvements made to the canals of this state for the past several years. The statements made then have since been corroborated by the fact that the railroads have been able to carry freight at a rate which would have been unprofitable to the canal boatmen, and in consequence the canal did not get its share of the carrying trade.

“This was the case during the early part of the season of navigation, and was continued for two months. With the ripening of the crops and the consequent shipment of grain to the sea-board, prices became remunerative to the boatmen and the volume of shipments increased.

“It will be noted, however, that as the railway improvements are perfected, the tonnage of the competing railroads increases, while there is a decrease in canal shipments to a greater or less extent.

“The following is the tonnage of the canals and the principal competing lines each year since the abolition of tolls on the canals:—

Year.	Canals.	New York Central Railway.	Erie Railway.
	Tons.	Tons.	Tons.
1883.	5,654,056	10,892,440	13,610,623
1884.	5,009,488	10,212,418	16,219,598
1885.	4,731,784	10,733,499	10,253,489
1886.	5,293,982	12,636,435	18,668,235
1887.	5,553,805	14,531,726	13,949,260
1888.	4,942,948	15,162,812	15,174,009
1889.	5,370,369	15,011,541	15,084,132
1890.	5,246,102	16,108,141	16,269,656
1891.	4,563,472	16,621,567	17,339,140
1892.	4,281,995	20,721,752	18,334,716

#### IMPROVEMENTS.

“What improvements can be made to the canal to meet its wants and place it on a footing to compete with other carrying routes, so as to continue its use as a great freight regulator and to place it in such a condition that it will remain a benefit to the people of the state? This question has agitated the ingenious minds of a great many people. Various methods have been proposed and considered. Among them one method has been to lengthen the locks so as to permit two boats to be locked at once, thereby saving expense to boatmen in transportation by enabling them to tow two boats by using a less number of horses and men, also reducing the time of transportation between Buffalo and tidewater. This improvement has been tried, and while it has been of some benefit, it is still inadequate for the occasion.

“There are two other propositions for improvement being offered, one to increase the speed by power other than horses, and the other to increase the capacity of boats by either deepening the canal or raising its banks, thereby enabling it to get a greater depth of water.

“The question of deepening the canal would require a great expenditure of money, as it would cause the rebuilding of all its structures. The proposition of



raising the banks would be the most feasible of either of these suggestions, as the present structures could be utilized by increasing their height. The other proposition is to increase the motive power and thereby increase the speed of boats; this should be considered very favourably. The power to be considered is electricity, for the great natural facilities for generating such power along the line of the canal are very favourable."

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

(From Reports of Geo. P. Stone, Secretary, Board of Trade, Chicago.)

QUANTITY and Value of Exports from Chicago to Canada, by Lake, 1892.

	UNITED STATES VESSELS.		CANADIAN VESSELS.		TOTALS.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$ cts.		\$ cts.		\$ cts.
Wheat..... Bush.	1,453,677	1,077,964 48	641,562	494,153 75	2,095,239	1,572,118 23
Corn..... "	1,502,528	712,679 03	748,566	377,647 59	2,251,094	1,090,326 62
Oats..... "	35,925	11,855 00			35,925	11,855 00
Rye..... "	156,870	123,792 60	181,780	132,418 97	338,650	256,211 57
Flax seed..... "	31,675	32,774 08			31,675	32,774 08
Timothy seed..... "			141	185 00	141	185 00
Flour..... Brls.			1,795	8,000 00	1,795	8,000 00
Corn meal..... "	50	150 00			50	150 00
Pork..... "	50	612 50			50	612 50
Beef..... "	20	142 50	709	6,950 00	729	7,092 50
Lard..... "	20	235 12			20	235 12
Gen'l merchandise.. Pkgs.			87	870 00	87	870 00
Total value.....		1,960,205 31		1,020,225 31		2,980,430 62

SHIPMENTS of Grain (in transit and export) from Chicago, by Lake, during 1892.

Shipped to	CORN.		OATS.		WHEAT.	RYE.	TOTALS.
	Export.	In Transit.	Export.	In Transit.	Export.	Export.	
Christiansand, Norway and Sweden.....					9,800		9,800
Collingwood, Ont.....		21,519					21,519
Kingston, Ont.....	1,786,202				2,041,062	230,246	4,057,450
Midland, Ont.....	265,917	1,179,286	35,925	465,193			1,946,320
Montreal, Que.....	107,662				44,437	108,404	260,503
Point Edward, Ont.....		595,003		212,607			807,610
Prescott, Ont.....	66,313						66,313
Sarnia, Ont.....		395,936		1,016,391			1,412,327
Toronto, Ont.....	25,000						25,000
Totals.....	2,251,094	2,191,744	35,925	1,694,191	2,095,239	338,650	8,606,843



*Lake Freight from Chicago to Buffalo on Wheat and Corn, reported as follows, by William Thurstone, Secretary Merchants' Exchange, Buffalo.*

STATEMENT showing the dates of the changes in the ruling rates of lake freights on wheat and corn from Chicago to Buffalo during 1892.

1892.	Wheat, bush.	Corn, bush.	1892.	Wheat, bush.	Corn, bush.
	Cts.	Cts.		Cts.	Cts.
April 4.....	3	2 $\frac{3}{4}$	July 27.....	2	1 $\frac{3}{4}$
do 6.....	2 $\frac{3}{4}$	2 $\frac{1}{4}$	Aug. 1.....	2 to 2 $\frac{1}{4}$	1 $\frac{3}{4}$ to 2
do 8.....	2 $\frac{1}{4}$	2 $\frac{1}{4}$	do 2.....	2 $\frac{1}{4}$	2
do 9.....	2 $\frac{1}{4}$	2	do 5.....	2 $\frac{1}{4}$	2 $\frac{1}{4}$
do 11.....	2	.....	do 11.....	2 $\frac{3}{4}$ to 2 $\frac{1}{4}$	2 $\frac{1}{4}$
do 12.....	2	1 $\frac{3}{4}$	do 12.....	2 $\frac{1}{4}$	2
do 18.....	1 $\frac{1}{4}$	1 $\frac{1}{4}$	Sept. 9.....	2 $\frac{1}{4}$	2 to 2 $\frac{1}{4}$
do 20.....	1 to 1 $\frac{1}{4}$	1	do 10.....	2 $\frac{1}{4}$	2 $\frac{1}{4}$
do 21.....	1 $\frac{1}{4}$	1	do 24.....	2 $\frac{1}{4}$	2
do 22.....	1 $\frac{1}{4}$ to 1 $\frac{1}{2}$	1 to 1 $\frac{1}{4}$	Oct. 10.....	2 $\frac{3}{8}$	2 $\frac{3}{8}$
do 23.....	1 $\frac{1}{4}$	1 $\frac{1}{4}$	do 11.....	2 $\frac{1}{4}$	2 $\frac{1}{4}$
do 26.....	2	1 $\frac{1}{4}$	do 19.....	2 $\frac{1}{4}$	2
do 29.....	2 $\frac{1}{4}$	2	Nov. 2.....	2 $\frac{3}{4}$ to 2 $\frac{1}{4}$	2 $\frac{1}{4}$
May 5.....	2	1 $\frac{3}{4}$	do 4.....	2 $\frac{1}{4}$	2 $\frac{1}{4}$
do 21.....	1 $\frac{3}{4}$	1 $\frac{3}{4}$	do 5.....	2 $\frac{5}{8}$	2 $\frac{1}{4}$
do 26.....	1 $\frac{1}{4}$	1 $\frac{1}{4}$	do 11.....	3	2 $\frac{3}{4}$
June 6.....	1 $\frac{1}{2}$	1 $\frac{1}{4}$	do 12.....	2 $\frac{1}{4}$ to 3	2 $\frac{1}{4}$
do 11.....	2	1 $\frac{3}{4}$	do 14.....	2 $\frac{3}{4}$	2 $\frac{1}{4}$ to 2 $\frac{1}{4}$
do 30.....	1 $\frac{1}{8}$ to 2	1 $\frac{3}{4}$	do 15.....	2 $\frac{1}{4}$	2 $\frac{1}{4}$
July 1.....	2	1 $\frac{3}{4}$	do 17.....	2 $\frac{1}{4}$	2 $\frac{1}{4}$
do 23.....	2 to 2 $\frac{1}{4}$	1 $\frac{3}{4}$ to 2	do 21.....	2 $\frac{1}{4}$	2
do 25.....	2 $\frac{1}{4}$	2	do 25 to Dec. 4.....	2 $\frac{1}{4}$	2 $\frac{1}{4}$
do 26.....	2 to 2 $\frac{1}{4}$	1 $\frac{3}{4}$ to 2			

NOTE.--Rates from Milwaukee about the same as from Chicago. As a rule oats one-quarter cent less than corn.

AVERAGE LAKE FREIGHTS.

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past ten years, the highest and lowest rates on wheat in each year, and the average rate on wheat each year, in cents, per bushel :—

Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1883 { Wheat.....	3.0	2.5	2.5	3.8	4.6	3.8	4.0
{ Corn.....	2.7	2.2	2.2	3.5	4.3	3.5	3.7
Highest rate, wheat, 1883, 5½c. ; lowest, 2.2c. ; average for the season, 3½c.							
1884 { Wheat.....	2.2	2.2	2.0	1.9	2.1	2.0	2.3
{ Corn.....	2.0	2.0	1.7	1.6	1.9	1.6	2.1
Highest rate, wheat, 1884, 3c. ; lowest, 1½c. ; average for the season, 2.1c.							
1885 { Wheat.....	2.1	1.3	1.3	1.8	1.6	3.1	3.2
{ Corn.....	1.8	1.2	1.1	1.5	1.4	2.2	2.8
Highest rate, wheat, 1885, 3½c. ; lowest, 1.1c. ; average for the season, 2c.							
1886 { Wheat.....	3.1	2.7	2.7	3.2	4.5	4.8	4.3
{ Corn.....	2.8	2.5	2.5	2.9	4.2	4.6	4.0
Highest rate, wheat, 1886, 5½c. ; lowest, 2c. ; average for the season, 3.6c.							
1887 { Wheat.....	3.4	5.1	3.8	3.5	4.1	4.7	3.9
{ Corn.....	3.1	4.7	3.5	3.3	3.8	4.4	3.6
Highest rate, wheat, 1887, 6c. ; lowest, 3c. ; average for the season, 4.1c.							
1888 { Wheat.....	2.1	1.9	2.2	3.2	3.5	2.4	2.5
{ Corn.....	1.8	1.7	1.9	2.9	3.2	2.1	2.3
Highest rate, wheat, 1888, 4c. ; lowest, 1.7c. ; average for the season, 2.7c.							
1889 { Wheat.....	2.2	2.0	2.1	2.7	3.0	3.0	2.5
{ Corn.....	2.0	1.8	1.9	2.4	2.7	2.7	2.3
Highest rate, wheat, 1889, 3.6c. ; lowest, 2c. ; average for the season, 2.5c.							
1890 { Wheat.....	1.8	2.2	2.3	1.5	2.0	1.8	2.0
{ Corn.....	1.6	2.0	2.0	1.3	1.8	1.6	1.8
Highest rate, wheat, 1890, 2½c. ; lowest, 1.5c. ; average for the season, 1.9c.							
1891 { Wheat.....	1.4	1.2	2.1	2.7	3.3	2.2	4.1
{ Corn.....	1.2	1.1	2.0	2.5	3.0	2.1	3.8
Highest rate, wheat, 1891, 5½c. ; lowest, 1c. ; average for the season, 2.4c.							
1892 { Wheat.....	1.9	1.8	2.0	2.3	2.3	2.3	2.6
{ Corn.....	1.7	1.6	1.8	2.1	2.1	2.1	2.3
Highest rate, wheat, 1892, 3c. ; lowest, 1c. ; average for the season, 2.2c.							

LAKE FREIGHTS FROM DULUTH TO BUFFALO ON WHEAT.

The following statement shows the dates of the changes in the ruling rates on wheat from Duluth to Buffalo during the season of 1892, on the dates specified :—

Date, 1892.	Rate.	Date, 1892.	Rate.
	Cents.		Cents.
Opening to May 7.....	3½	Aug. 27.....	3
May 16.....	3½	Oct. 1.....	3½
June 4.....	2½	do 15.....	3¾
do 18.....	2½	do 22.....	4
do 25.....	3	Nov. 5.....	3½
July 9.....	3½	do 12.....	4
do 16.....	3 to 3½	do 17.....	3½
Aug. 2.....	3	do 26.....	3½
do 6.....	3½	do 30.....	4
do 20.....	2½		

In 1885 the range of freight on wheat, Duluth to Buffalo, was  $1\frac{1}{2}$  to 5 cents; in 1886,  $3\frac{1}{4}$  to 8 cents; in 1887, 5 to 8 cents; in 1888, 2 to 5 cents; in 1889, 2 to 5 cents; in 1890, 2 to 5 cents; in 1891,  $1\frac{1}{4}$  to  $9\frac{1}{2}$  cents; and in 1892,  $2\frac{1}{4}$  to 4 cents per bushel.

The first arrival by lake at Duluth, in 1892 on 21st April, in 1891 on 30th April, in 1890 on 23rd April, in 1889 on 20th April, in 1888 on 12th May, in 1887 on 8th May, and in 1886 on 4th May.

The following statement shows the average rates of canal freights on wheat and corn, between Buffalo and New York, during each month in the past ten years, and the highest and lowest rates on wheat, and average rate on wheat in each year:

Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1883 { Wheat .....	5.0	4.3	3.9	4.6	6.3	5.5	4.6
{ Corn .....	4.5	3.9	3.6	4.3	5.9	5.0	4.1
Highest rate, wheat, 1883, 6.5c.; lowest, 3.5c.; average for the season, 4.9c.							
1884 { Wheat .....	3.8	3.4	3.6	4.2	4.7	5.0	4.7
{ Corn .....	3.4	3.1	3.2	3.8	4.2	4.4	4.2
Highest rate, wheat, 1884, 5.5c.; lowest, 3.2c.; average for the season, 4.2c.							
1885 { Wheat .....	4.2	3.1	3.0	3.7	3.5	4.2	5.0
{ Corn .....	3.8	2.9	2.8	3.3	3.2	3.9	4.5
Highest rate, wheat, 1885, 6c.; lowest, 3c.; average for the season, 3.8c.							
1886 { Wheat .....	5.7	3.8	4.0	5.4	6.0	5.5	4.8
{ Corn .....	5.1	3.4	3.6	4.8	5.5	5.0	4.5
Highest rate, wheat, 1886, 6.5c.; lowest, 3c.; average for the season, 5c.							
1887 { Wheat .....	5.1	4.5	3.8	4.0	4.5	4.8	5.8
{ Corn .....	4.6	4.1	3.4	3.6	4.1	4.4	5.3
Highest rate, wheat, 1887, 7c.; lowest, 3.5c.; average for the season, 4.6c.							
1888 { Wheat .....	3.4	2.5	2.5	4.1	3.9	3.7	3.5
{ Corn .....	3.1	2.3	2.3	3.8	3.6	3.4	3.2
Highest rate, wheat, 1888, 4.5c.; lowest, 2c.; average for the season, 3.4c.							
1889 { Wheat .....	4.0	3.8	4.0	4.4	5.0	5.0	5.0
{ Corn .....	3.6	3.4	3.6	3.9	4.5	4.5	4.4
Highest wheat, rate, 1889, 5c.; lowest, 3.7c.; average for the season, 4.8c.							
1890 { Wheat .....	3.9	3.8	3.6	3.8	3.9	4.0	3.5
{ Corn .....	3.5	3.4	3.2	3.4	3.5	3.6	3.1
Highest rate, wheat, 1890, 4.2c.; lowest, 3c.; average for the season, 3.8c.							
1891 { Wheat .....	2.8	2.9	2.8	3.8	4.2	4.6	4.0
{ Corn .....	2.5	2.6	2.5	3.5	3.8	4.2	3.6
Highest rate, wheat, 1891, 4.7c.; lowest, 2.5c.; average for the season, 3.5c.							
1892 { Wheat .....	2.7	2.2	2.4	3.0	3.8	4.7	4.6
{ Corn .....	2.4	2.0	2.2	2.6	3.4	4.4	4.3
Highest rate, wheat, 1892, 6c.; lowest, 2.4c.; average for the season, 3.5c.							

NOTE.—Canal free of tolls.

## FREIGHTS, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flaxseed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years:—

Year.	Grain received.	Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including Storage. †
	Bush.	Cts.	Cts.	Cts.
1870.....	32,208,039	11·2	3·1	1½
1871.....	61,319,313	12·6	3·1	1½
1872.....	58,763,666	13·0	3·1	1½
1873.....	65,498,955	11·4	3·1	1½
1874.....	55,660,198	10·0	3·1	1½
1875.....	52,833,451	7·9	2·0	1
1876.....	44,297,121	6·6	2·0	1
1877.....	61,822,292	7·4	1·0	1
1878.....	78,828,443	6·0	1·0	1
1879.....	75,089,768	6·8	1·0	1
1880.....	105,133,009	6·5	1·0	1
1881.....	56,389,827	4·7	1·0	
1882.....	51,501,503	5·4	1·0	
1883.....	65,722,080	4·9	.....	
1884.....	58,011,800	4·2	.....	
1885.....	52,671,000	3·8	.....	
1886.....	75,570,850	5·0	.....	
1887.....	87,073,570	4·6	.....	
1888.....	73,977,390	3·4	.....	
1889.....	*92,290,550	4·8	.....	
1890.....	91,994,680	3·8	.....	
1891.....	135,315,510	3·5	.....	
1892.....	138,872,560	3·5	.....	

NOTE.—Prior to 1870 tolls were 6·21 cents a bushel, and the elevating charges 2 cents a bushel.

\* Including flaxseed.

† Storage varied; five or ten days' limit.

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 1892.

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

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Shipped to	Articles.	1892.	1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1881.	1880.
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Liverpool	Grain	3287	4075	3187	3958	3490	3487	3672	2943	4428	3647	3718	4922
do	Sacked flour	3625	4187	3625	4162	3371	3491	3420	2887	2982	4030	3499	5423
do	Provisions	4575	5531	5109	5746	3747	4073	4415	3508	4674	5183	4670	6871
Glasgow	Grain	3550	4425	3550	4075	3605	3705	3910	3228	2641	.....	3932	.....
do	Sacked flour	3900	4469	4188	4425	3579	3968	3951	3443	2811	.....	4400	5651
do	Provisions	4969	5953	5833	6142	4658	4855	5320	4086	4789	.....	5361	6732
London	Grain	3462	4290	3550	.....	3802	3945	4086	2921	2783	.....	3620	.....
do	Sacked flour	3681	4328	4047	4510	3776	3784	4021	3171	3825	.....	4276	.....
do	Provisions	4688	5953	5813	6196	4570	4781	5471	4046	4891	.....	5550	.....
Antwerp	do	5025	5250	4688	6094	4472	4901	5219	4327	5373	.....	6295	7385
Hamburg	do	5000	5500	5250	6262	5426	5229	5154	3842	5434	.....	6279	5471
Amsterdam	do	5500	6000	5000	6500	5426	5525	5562	4383	5434	.....	6683	.....
Rotterdam	do	5500	6000	5000	6500	5426	5508	5562	4383	4354	.....	6683	.....
Copenhagen	do	6094	6375	5813	6492	5483	5508	5169	4951	5434	.....	7158	.....
Stockholm	do	7219	6938	6094	7500	6671	5805	5543	5468	5908	.....	8255	.....
Stettin	do	6094	6375	6813	6492	5483	5508	5833	5210	5422	.....	7420	.....
Bordeaux	do	6200	7500	6650	7491	5821	6021	5708	5066	5603	.....	6432	.....

CANAL STATISTICS.

## THE UNITED STATES IN-TRANSIT TRADE.

(Foreign Commerce, Bureau of Statistics, Washington, U.S.)

The in-transit and transshipment transactions of 1892 were distributed as to countries and ports as follows:—

Of the value of merchandise received from British North America, amounting to \$23,928,255, \$19,005,704 came from the provinces of Quebec, Ontario, Manitoba and the North-west Territory, and \$4,922,551 from other British possessions.

The receipts from Europe amounted to \$27,598,909, of which \$21,334,783 came from the United Kingdom, and \$6,264,126 from other parts of Europe. The receipts from the West Indies were valued at \$12,604,194, of which those from Cuba amounted to \$11,054,445.

Merchandise valued at \$1,260,421 was received from Asia and Oceanica.

Of the shipments from the United States, articles valued at \$26,704,114 were destined for British North America, \$24,189,181 worth of which were shipped to the provinces of Quebec, Ontario, Manitoba and the North-west Territory. The value of shipments to Europe was \$30,317,164, of which merchandise valued at \$20,141,862 was destined for the United Kingdom. The value of shipments to Mexico was \$4,953,911, and of those to the West Indies, \$4,309,014.

The value of receipts of in-transit merchandise at leading ports of entry was as follows:—At New York, \$33,812,074; Portland, Maine, \$5,987,065; Boston, \$4,853,428; New Orleans, \$2,563,336; San Francisco, \$841,198; Galveston, \$199,841; and at northern border and lake ports, \$16,949,263.

## THE CARRYING TRADE.

Values of the imports and exports of merchandise, by geographical divisions and of merchandise in the in-transit and transshipment trade, carried in cars and other land vehicles, in American and in foreign steam and sailing vessels, respectively, during the year ending 30th June, 1892, with the percentages of the total value of such merchandise carried in American vessels.

## IMPORTS and Exports.

Geographical Divisions.	In Cars and other Vehicles.	In American Vessels.		In Foreign Vessels.		Total.	Per cent of American Vessels.
		Steam.	Sailing.	Steam.	Sailing.		
	\$	\$	\$	\$	\$	\$	
Europe.....	43,842,568	9,634,223	5,932,021	1,146,124,815	76,717,992	1,242,251,619	1 25
North America...	64,835,838	65,642,632	39,844,178	87,112,450	22,185,267	279,620,365	37 72
South America...		39,721,598	20,176,046	107,457,299	16,520,430	183,875,373	32 58
Asia.....	4,268,818	9,202,553	7,115,038	61,003,808	18,138,384	99,728,601	16 36
Oceanica.....		3,581,660	16,433,955	8,287,870	10,427,092	38,730,577	51 68
Africa.....		81,993	2,631,379	4,833,581	2,807,416	19,354,569	26 21
All other countries			176,250	2,769,168	174,979	3,119,506	5 65
Total.....	72,947,224	127,864,659	92,309,076	1,417,588,991	146,970,660	1,857,680,610	11 85

## IN-TRANSIT and Transshipment Trade.

Total received and shipped.....	48,385,275	20,218,417	503,040	54,373,624	552,756 <sup>b</sup>	139,135,474	14 89
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a. Transported through adjacent foreign territory.

b. Includes \$15,192,362 merchandise carried in vessels of which the nationality and motive power are not known.



Of the total value of merchandise, amounting to \$827,402,462, imported during the fiscal year 1892, \$39,726,595 came overland, \$139,139,891 in United States vessels, and \$648,535,976 in foreign vessels; of the total value of merchandise exported, amounting to \$1,030,278,148, there was shipped by land vehicles \$33,220,629, by United States vessels, \$81,033,844, and by foreign vessels, \$916,023,675.

It thus appears that, of the imports, only 16·82 per cent of the total value, and of the exports only 7·87 per cent, were shipped in United States vessels.

Analysing the carrying trade in our foreign commerce by geographical divisions, we find the following percentages of total values carried in United States vessels, to wit:—

Geographical Divisions.	Imports	Exports
	from.	to.
	Per cent.	Per cent.
Europe.....	·98	1·38
North America.....	38·05	37·19
South America.....	28·42	51·46
Asia.....	16·10	17·41
Oceania.....	55·00	46·76
Africa.....	9·31	44·05
All other countries.....	4·09	10·89

It will be observed that over \$8,000,000 worth of merchandise is returned as imported and exported from and to Europe and Asia "in cars and other land vehicles." This apparent inconsistency is explained by the fact that this merchandise was received and shipped through adjacent foreign territory, and the merchandise having crossed the border of the United States in land vehicles, the transportation is necessarily so returned.

Of the total value of merchandise shipped in the in-transit and transshipment trade, viz., \$139,135,474, \$48,385,275 was carried in cars and other land vehicles, \$20,721,457 in United States vessels, \$51,926,380 in foreign vessels, and \$15,102,362 in vessels the nationality and motive power of which were not known. Of the total value of merchandise in the trade only 14·89 per cent was carried in United States vessels. The merchandise valued \$15,102,362, returned as shipped in vessels, nationality and motive power not known, is such merchandise as was shipped across the territory of the United States, the transportation by which the same left the last port of the United States for the foreign countries of destination not being known."

## 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 ending 30th June, 1892, as compared with 1891 was as follows:—

	1891.		1892.		INCREASE + DECREASE—	
	Number.	Tons.	Number.	Tons.	Tons.	Per Cent.
<i>Entered at Sea Ports.</i>						
American—						
Sailing. ....	3,152	1,336,468	3,126	1,427,976	+91,508	+6.84
Steam. ....	2,626	2,333,904	2,501	2,318,675	-15,229	-0.65
Total. ....	5,578	3,670,372	5,627	3,746,651	+76,279	+2.08
Foreign—						
Sailing. ....	6,812	2,942,115	6,413	3,044,594	+102,479	+3.35
Steam. ....	5,607	8,782,124	7,210	11,389,235	+2,607,111	+29.69
Total. ....	12,419	11,724,239	13,623	14,433,829	+2,709,590	+23.11
Total entered at sea ports.	18,197	15,394,611	19,250	18,180,480	+2,785,869	+18.10
<i>Entered at Lake Ports.</i>						
American. ....	5,268	710,432	5,285	723,304	+12,872	+1.81
Foreign. ....	9,113	2,099,252	8,609	2,109,640	+10,388	+0.49
Total entered at lake ports	14,381	2,809,684	13,894	2,832,944	+23,260	+0.83

### ELEVATOR CAPACITY, RECEIPTS AND RATES AT BUFFALO.

Mr. Thurstone, Secretary of Board of Trade, Buffalo, reports as follows:—

1892.

Opening of navigation to 10th November. Elevating, receiving, weighing and discharging sound grain,  $\frac{5}{8}$  cent per bushel; for storing each ten days or parts thereof,  $\frac{1}{4}$  cent per bushel. Above charge to be paid by the consignee of the grain. No grain will be received for transfer. The vessel paying only the shovelling.

November 10th to close of navigation. For elevating, receiving, weighing and discharging sound grain, per bushel,  $\frac{5}{8}$  cent; storing first ten days or parts thereof, per bushel,  $\frac{1}{4}$  cent; storing each succeeding ten days or parts thereof, per bushel,  $\frac{1}{4}$  cent, until such charge (accumulated after the first ten days) shall amount to 2 cents per bushel, then the grain shall be free of storage until five days after the opening of canal navigation in 1893. On all grain in store before 10th November, 1892, the charge for winter storage will be  $\frac{1}{4}$  cent per bushel for each ten days or parts thereof, until such charge (accumulated after 10th November, 1892) shall amount to 2 cents per bushel, then the grain shall be free of storage until five days after the opening of canal navigation in 1893. Above charge to be paid by the grain. No grain will be received for transfer.

The following are about the charges made by elevators for handling sound car grain:—

Elevating from cars, including shovelling and storing, five or ten days or parts thereof, one-half of one cent per bushel. Storage each succeeding ten days or parts thereof, one-quarter of one cent per bushel. Running to side-bin for delivery to

cars and wagons, one-quarter of one cent per bushel. Blowing and cleaning, one-quarter of one cent per bushel.

"The following statement shows the names and storage capacity of the several grain elevators, transfers and floaters of the port of Buffalo:"—

Names of Elevators.	Capacity.	Names of Elevators.	Capacity.
	Bushels.		Bushels.
Bennett .....	801,000	Swiftsun (unused) .....	
Brown .....	250,000	Union .....	130,000
City A .....	600,000	Watson .....	600,000
City B .....	800,000	Wheeler .....	350,000
C. J. Wells .....	550,000	Wilkeson .....	400,000
Coatsworth .....	1,200,000	William Wells (unused) .....	
Connecting terminal .....	950,000		
Dakota .....	850,000	Total, 36 elevators .....	15,130,000
Erie Basin (unused) .....			
Erie Canal (Black Rock) .....	140,000	Transfer Towers—	
Evans .....	400,000	Hurton .....	
Exchange .....	500,000	Hefford .....	
Frontier .....	650,000	Chicago .....	
Flax Seed .....	65,000	Fulton .....	
International (Black Rock) .....	650,000	Merchants' .....	
Kellogg .....	600,000	North-west .....	
Lake Shore (unused) .....		Western Transit .....	
Lyon (unused) .....			
Marine .....	125,000	Total, 7 transfers .....	
National and Globe Mills .....	100,000		
N. Y. L. E. & Western .....	720,000	Floaters—	
Niagara A. ....	800,000	Cyclone .....	
Niagara B. ....	1,200,000	Buffalo .....	
Niagara C. ....	200,000	Free Canal .....	
Ontario .....	450,000	Free Trade .....	
Queen City, A., B. and C. ....	450,000	Iva. Y. Munn .....	
Richmond .....	250,000	Marquette .....	
Schreck .....	50,000		
Sternberg (unused) .....		Total, 6 floaters .....	
Stauges .....	300,000		

Showing a total elevator storage capacity of 15,130,000 bushels of grain; but it may be noted that about twenty per cent should be deducted from this capacity for storage of remnants, working room, and elevators out of repair. The estimated cost of the elevators, transfers and floaters, over \$9,000,000. The transfer capacity for each twenty-four hours would probably aggregate 4,500,000 bushels—that is to say, there are facilities for receiving from lake vessels and railroads, and transporting to canal boats and cars, daily, the quantity named from forty-nine elevators, transfers and floaters.

Of the above list, the connecting terminals, Kellogg, Ontario, Bennett, Niagara B, Dakota, Wilkeson and Evans each have two legs. The terminal, Kellogg and Bennett each have one portable leg, which enables them to work in two hatches of any vessel at the same time. The City B. also has a portable leg, which can be worked in connection with the stationary leg of City A.

*(Circular.)*

## TOLLS TO BE PAID BY VESSELS PASSING THROUGH THE ST. MARY'S FALLS CANAL.

1892.  
Department No. 145.  
Bureau of Navigation.

TREASURY DEPARTMENT,  
WASHINGTON, D.C., 20th August, 1892.

To Collectors of Customs and others :

For your information and guidance, I append hereto a copy of instructions of this date, addressed to the Collector of Customs at Marquette, Michigan, relative to tolls to be exacted, under the proclamation of the President, dated the 18th instant, from vessels passing through the St. Mary's Falls Canal.

O. L. SPAULDING,  
*Acting Secretary.*

TREASURY DEPARTMENT,  
WASHINGTON, D.C., 20th August, 1892.

Collector of Customs, Marquette, Mich.

SIR.—Your attention is invited to the following proclamation by the President, dated the 18th instant, viz. :—

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

## A PROCLAMATION.

Whereas, by an Act of Congress, approved 26th July, 1892, entitled "An Act to enforce reciprocal commercial relations between the United States and Canada, and for other purposes," it is provided: "That, with a view of securing reciprocal advantages for the citizens, ports and vessels of the United States, on and after the first day of August, eighteen hundred and ninety-two, whenever and so often as the President shall be satisfied that the passage through any canal or lock connected with the navigation of the St. Lawrence River, the great lakes or the water-ways connecting the same, of any vessel of the United States, or of cargoes or passengers in transit to any port of the United States, is prohibited or is made difficult or burdensome by the imposition of tolls or otherwise which, in view of the free passage through the St. Mary's Falls Canal, now permitted to vessels of all nations, he shall deem to be reciprocally unjust and unreasonable, he shall have the power, and it shall be his duty, to suspend, by proclamation to that effect, for such time and to such extent (including absolute prohibition) as he shall deem just, the right of the passage through the St. Mary's Falls Canal, so far as it relates to vessels owned by the subjects of the Government so discriminating against the citizens, ports or vessels of the United States, or to any cargoes, portions of cargoes, or passengers in transit to the ports of the Government making such discrimination, whether carried in vessels of the United States or of other nations.

"In such case and during such suspension tolls shall be levied, collected and paid as follows, to wit: Upon freight of whatever kind or description, not to exceed two dollars per ton; upon passengers, not to exceed five dollars each, as shall be, from time to time, determined by the president: *Provided*, That no tolls shall be charged or collected upon freight or passengers carried to or landed at Ogdensburg, or any port west of Ogdensburg and south of a line drawn from the northern boundary of the State of New York through the St. Lawrence River, the great lakes and their connecting channels to the northern boundary of the State of Minnesota.

"Sec. 2. All tolls so charged shall be collected under such regulations as shall be prescribed by the secretary of the treasury, who may require the master of such vessel to furnish a sworn statement of the amount and kind of cargo and the number of passengers carried and the destination of the same, and such proof of the actual delivery of such cargo or passengers at some port or place within the limits above

named as he shall deem satisfactory; and until such proof is furnished such freight and passengers may be considered to have been landed at some port or place outside of those limits, and the amount of tolls which would have accrued if they had been so delivered shall constitute a lien, which may be enforced against the vessel in default wherever and whenever found in the waters of the United States." And

Whereas the Government of the Dominion of Canada imposes a toll amounting to about 20 cents per ton on all freight passing through the Welland Canal in transit to a port of the United States, and also a further toll on all vessels of the United States and on all passengers in transit to a port of the United States, all of which tolls are without rebate. And

Whereas the Government of the Dominion of Canada, in accordance with an Order in Council of 4th April, 1892, refunds 18 cents per ton of the 20 cent toll at the Welland Canal on wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, upon condition that they are originally shipped for and carried to Montreal or some port east of Montreal for export, and that, if transhipped at an intermediate point, such transhipment is made within the Dominion of Canada, but allows no such nor any other rebate on said products when shipped to a port of the United States, or when carried to Montreal for export if transhipped within the United States. And

Whereas the Government of the Dominion of Canada, by said system of rebate and otherwise, discriminating against the citizens of the United States in the use of said Welland Canal in violation of the provisions of article 27 of the treaty of Washington, concluded 8th May, 1871. And

Whereas said Welland Canal is connected with the navigation of the great lakes, and I am satisfied that the passage through it of cargoes in transit to ports of the United States is made difficult and burdensome by said discriminating system of rebate and otherwise, and is reciprocally unjust and unreasonable;

Now therefore, I, Benjamin Harrison, President of the United States of America, by virtue of the power to that end conferred upon me by said act of Congress, approved 26th July, 1892, do hereby direct that from and after 1st September, 1892, until further notice, a toll of 20 cents per ton be levied, collected and paid on all freight of whatever kind or description passing through the St. Mary's Falls Canal in transit to any port of the Dominion of Canada, whether carried in vessels of the United States or of other nations; and to that extent I do hereby suspend from and after said date the right of free passage through said St. Mary's Falls Canal of any and all cargoes or portions of cargoes in transit to Canadian ports.

In testimony whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 18th day of August, in the year of our Lord one thousand eight hundred and ninety-two, and of the independence of the United States of America the one hundred and seventeenth.

BENJ. HARRISON.

[SEAL.]

By the President,

JOHN W. FOSTER,

*Secretary of State.*

On the passage through the canal at St. Mary's Falls, in your district, from and after the 1st proximo, of any vessel with cargo, you will exact tolls as provided for above. But no tolls will be charged or collected as regards freight carried to and landed at Ogdensburg, or any port west of Ogdensburg and south of a line drawn from the northern boundary of the State of New York through the St. Lawrence River, the great lakes and their connecting channels to the northern boundary of the State of Minnesota.

The master of every such vessel will be required to furnish a sworn statement, substantially in the form of a manifest, showing the date, the name of the vessel, its destination, the name of the master, and the number of tons and the kind of merchandise carried. If the destination be such as to exempt the vessel from the tolls,

you will make entry of the fact in a book with columns exhibiting the particulars specified in the master's statement, and also the amounts chargeable and the amounts paid. On the next arrival of the vessel you will exact the tolls, unless on or before that time, and within one month from her passage through the canal, there shall be furnished to you proof of the actual delivery of the cargo at some port or place within the limits of the United States above specified. Such proof will consist of the certificate of the Collector of Customs at the port of destination, showing the entry of the vessel and the landing of the merchandise there. The certificate will be in the following form:—

CERTIFICATE OF LANDING OF CARGO TRANSPORTED THROUGH THE  
ST. MARY'S FALLS CANAL.

CUSTOM-HOUSE, PORT OF \_\_\_\_\_,  
COLLECTOR'S OFFICE, \_\_\_\_\_, 189\_\_.

These are to certify, that there have been delivered at this port from on board the \_\_\_\_\_, whereof \_\_\_\_\_ is master, from the port of \_\_\_\_\_, the following merchandise, \*\_\_\_\_\_ transported through the St. Mary's Falls Canal, viz.:—

Witness my hand and seal, this \_\_\_\_\_ day of \_\_\_\_\_, 189\_\_.

\_\_\_\_\_  
Collector.

\* Specify number of tons.

Should the prescribed evidence not be furnished within a period of one month after the passage of the canal by the vessel, you will report the facts to the department, to the end that measures may be taken by it for the recovery of the amounts due.

The tolls collected will be deposited as miscellaneous receipts, and included in a special account forwarded to the first auditor, in which the total amount received each month will be credited, and the amount deposited debited, and will be entered on stub book (Cat. No. 399), with other collections, as "tolls for passage of vessels through St. Mary's Falls Canal, \_\_\_\_\_ tons of freight, \$\_\_\_\_\_."

An abstract will accompany each account, showing the name of the vessel and of the master, the number of tons of merchandise, the date of the master's statement, and the date of payment.

Receipts for the amounts paid will be given to the payers.

Respectfully yours,

O. L. SPAULDING,  
Acting Secretary.

(Circular.)

TOLLS, ST. MARY'S FALLS CANAL.

1892.

Department No. 161.  
Bureau of Navigation.

TREASURY DEPARTMENT,

WASHINGTON, D.C., 10th September, 1892.

To Collector of Customs, Northern, North eastern and North-western Frontiers:

"Tolls, as prescribed by the department circular No. 145, of 1892, will be collected in the case of vessels passing through St. Mary's Falls Canal, consigned to American ports, but whose manifests state that the cargo is to be exported to Canada, either to be retained there or for export therefrom to a foreign country other than the United States.

When the manifest shows that the final destination of the cargo is the United States, or a foreign place other than Canada, *via* the United States, whether the merchandise be subject to "shippers' orders" or otherwise, the collector will issue landing certificate accordingly, unless upon investigation he shall find that the

manifest was made out with intent to defraud the United States, or to conceal the true final destination, and that tolls were properly payable, in each case he will withhold his certificate and take measures for the collection of the tolls due."

(Sgd.) O. L. SPAULDING,  
*Acting Secretary.*

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(Circular.)

TOLLS, ST. MARY'S FALLS CANAL.

1892.  
Department No. 166.  
Bureau of Navigation.

TREASURY DEPARTMENT, 19th September, 1892.

To Collectors of Customs:

Circular No. 161, of 10th September, 1892, relative to tolls on freight shipped in certain cases to ports in the United States *via* St. Mary's Falls Canal, is hereby suspended, pending further investigation.

O. L. SPAULDING,  
*Assistant Secretary.*

No. 1.—TOTAL VALUE of Merchandise received from British North America for Immediate Transit across United States Territory, for Immediate Transshipment in Ports of the United States to British North America, and so Shipped, during each Year from 1873 to 1892, inclusive.

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, Ont- ario, Mani- toba and the North- west Terri- tories.	British Columbia.	Newfound- land and Labrador.	Total.	Nova Scotia, New Brunswick and Prince Edward Island.	Quebec, Ont- ario, Mani- toba and the North- west Terri- tories.	British Columbia.	Newfound- land and Labrador.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1873.....	495,289	12,894,164	5,240	.....	13,394,693	5,282,290	21,320,174	181,720	.....	26,784,184
1874.....	449,655	13,616,344	97,691	.....	14,163,690	7,150,036	19,843,169	317,534	.....	27,310,739
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	29,134,275	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	218,418	.....	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	12,912,685
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	17,042,103
1881.....	171,383	16,758,198	72,555	.....	17,002,046	1,778,836	20,857,827	719,268	333	23,356,264
1882.....	164,990	28,265,083	113,018	87	28,543,178	2,732,655	34,065,845	855,784	1,190	37,595,484
1883.....	561,791	29,204,031	36,973	25	29,802,820	2,455,557	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	22,939,385
1885.....	933,806	12,280,483	308,691	633	13,523,613	1,635,442	16,448,942	1,615,293	781	19,700,468
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	13,611,656
1889.....	2,596,233	8,355,178	294,859	39,853	51,336,123	2,484,787	18,993,957	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	5,665,614	21,695,922	547,144	34,273	27,883,023
1892.....	4,393,062	19,005,704	201,373	328,116	23,928,255	2,079,783	24,180,181	428,188	6,962	26,704,144



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, 1892.

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.
	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$
Alaska			18,274			Alaska			18,274		
Baltimore, Md		103,320	81,070			Bangor, Me.		3,435,894			
Bangor, Me.	3,435,894					Boston and Charlestown, Mass.	311,640	4,307,155	16		13,615
Boston and Charlestown, Mass.	210,922	53,056				Buffalo Creek, N. Y.	1,600	1,705	1,885		98,798
Buffalo Creek, N. Y.		1,489,295				Champlain, N. Y.	42,919	1,300			628
Champlain, N. Y.		1,362,690				Detroit, Mich.		29,458	350		
Detroit, Mich.		29,808				Duluth, Minn.		569,656	34,649		
Duluth, Minn.		595,305				Huron, Minn.		709,119	238,480		
Huron, Minn.		947,599				New York, N. Y.	87,968	9,705,473	73,259	5,700	1,129,398
New York, N. Y.	711,456	841	2,999	328,116	774,869	Niagara, N. Y.	458,323				11,682
Niagara, N. Y.		4,616,859				North and South Dakota.		550,807			
North and South Dakota.		550,807				Oswegatchie, N. Y.				528	5,323
Oswegatchie, N. Y.		600,102				Passamaquoddy, Me.				734	1,830
Passamaquoddy, Me.	33,722					Philadelphia, Pa.		53,217			959
Philadelphia, Pa.		393,133				Portland and Falmouth, Me.	3,620	4,475,548	738		
Portland and Falmouth, Me.	1,068	1,506,091				Puget Sound, Wash.		6,000			
Puget Sound, Wash.			282			San Francisco, Cal.		137,275	60,537		
San Francisco, Cal.			98,748			Vermont	1,173,713	1,405			7,533
Vermont		6,756,798				Willamette, Ore.		214,169			
Totals	4,393,062	19,005,704	201,373	328,116	774,869	Totals	2,079,783	24,189,181	428,188	6,962	1,269,766

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 1892, 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	481,643	116,521	1,304,875	21,515,604
1869.....	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,037	2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984
1870.....	10,210,455	302,896	7,215,973	103,977	3,309,227	2,049,422	2,916,053	2,116,249	16,680,037	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	316,872	345,224	1,211,840	25,375,037
1872.....	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,494	2,263,819	24,042,790	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	40,099,185
1874.....	18,832,900	211,907	14,163,690	151,920	4,563,869	926,300	5,391,291	3,866,642	27,310,739	665,214	529,493	1,096,387	38,850,676
1875.....	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947	7,229,912	1,495,285	29,800,295	1,155,004	248,358	757,429	40,686,283
1876.....	14,304,137	290,489	22,591,902	226,315	2,962,963	1,686,789	11,791,200	2,958,558	24,419,888	1,129,440	600,061	1,163,508	42,062,655
1877.....	13,732,085	337,897	12,471,695	158,852	1,095,451	1,460,793	7,758,501	1,168,298	18,977,153	329,577	306,311	776,933	29,236,773
1878.....	10,084,510	378,768	12,204,058	146,822	3,041,957	1,481,033	9,575,650	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148
1879.....	8,795,340	521,917	12,041,095	222,320	1,954,042	1,521,153	8,175,994	2,252,572	12,889,587	330,968	174,757	1,272,032	25,095,807
1880.....	10,311,139	629,704	17,131,747	239,655	3,696,099	1,942,405	10,856,579	3,658,477	17,042,103	309,148	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	674,008	177,340	1,648,121	37,704,018
1882.....	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,361	37,595,484	809,025	319,257	2,421,326	58,065,469
1883.....	20,242,222	1,149,195	29,802,820	281,300	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	948,991	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,960,488	22,939,385	2,748,434	221,061	2,636,635	36,814,392
1885.....	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544	7,235,519	3,771,524	19,790,468	1,262,515	119,376	2,346,140	34,435,638
1886.....	13,142,644	1,462,414	10,861,920	216,078	6,797,879	4,558,229	8,510,097	3,893,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264
1887.....	17,977,290	1,670,952	11,504,721	111,635	6,780,853	4,720,769	10,052,219	4,353,992	22,187,955	2,092,476	698,121	3,561,358	42,766,121
1888.....	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298	6,853,195	2,551,043	15,611,656	3,765,180	563,539	3,997,566	33,343,209
1889.....	19,080,647	2,582,456	11,336,123	296,654	9,054,736	5,052,610	9,233,659	4,581,054	22,146,975	4,781,110	892,158	5,798,887	47,403,253
1890.....	20,664,427	2,735,546	16,092,384	639,050	9,759,256	5,898,763	10,656,405	5,097,434	27,335,678	4,944,149	1,215,399	6,450,391	55,699,426
1891.....	20,879,851	2,819,238	19,780,470	565,338	6,977,901	6,475,119	11,938,808	3,640,940	27,883,023	5,952,315	966,854	7,985,977	57,497,917
1892.....	21,334,783	2,930,571	23,928,255	1,383,455	11,054,445	8,936,228	20,141,892	6,995,419	26,704,114	4,953,911	1,472,980	9,299,451	69,567,737

FOREIGN COMMERCE OF THE UNITED STATES.

No. 4.--STATEMENT showing the Total Value of Imports and Exports and of Gold and Silver Coin in Bullion into and from the United States, by Countries and Customs Districts, during the Year ending 30th June, 1892.

IMPORTS AND EXPORTS OF MERCHANDISE BY COUNTRIES.

Order by magnitude of total Imports and Exports.	COUNTRIES.	IMPORTS.			EXPORTS.					TOTAL IMPORTS AND EXPORTS.		
		Value.	Per cent of total group.	Per cent of total Im-ports.	Domestic.	Foreign.	Total value.	Per cent of total group.	Per cent of total Exports.	Value.	Per cent of total group.	Per cent of total of Im-ports and Ex-ports.
	<i>Europe.</i>	\$			\$	\$	\$			\$		
1	United Kingdom of Great Britain and Ireland.....	156,300,881	39.91	18.89	493,957,868	5,357,464	499,315,332	58.70	48.46	655,616,213	52.77	35.29
	<i>British North American Possessions.</i>											
2	Nova Scotia, New Brunswick and Prince Edward Island.....	5,168,218	2.97	.62	3,387,712	280,178	3,667,890	3.48	.36	8,836,108	3.16	.48
	Quebec, Ontario, Manitoba, Rupert's Land and the North-west Territory	26,999,366	15.51	3.26	35,827,559	1,854,057	37,681,616	35.70	3.66	64,680,982	23.13	3.48
	British Columbia.....	2,786,619	1.60	.34	1,790,849	159,432	1,950,281	1.84	.19	4,736,900	1.69	.25
	Newfoundland and Labrador.....	380,344	.22	.05	1,574,458	11,743	1,586,201	1.50	.15	1,966,545	.71	.11
	Total .....	35,334,547	20.30	4.27	42,580,578	2,305,410	44,885,988	42.52	4.36	80,220,535	28.69	4.32

## FOREIGN CARRYING TRADE.

No. 5.—VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1892, 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.....		203,700,016	78,913,134		243,491,288	81,153,133		447,191,304	160,066,267	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.....		228,161,855	134,001,399		279,082,902	121,039,394		507,247,757	255,040,793	762,288,550	66.3
1861.....		201,544,055	134,106,098		179,972,733	69,372,180		389,546,788	203,478,278	584,965,066	65.2
1862.....		92,274,100	113,497,629		125,421,318	104,517,667		217,695,418	218,615,296	435,710,714	50.0
1863.....		109,744,580	143,175,340		132,127,891	199,880,691		241,872,471	343,056,031	584,928,502	41.4
1864.....		81,212,077	218,350,818		102,849,409	237,442,730		184,061,486	485,793,548	669,855,034	27.5
1865.....		74,385,116	174,170,336		93,017,766	262,839,588		167,492,872	437,010,124	604,412,996	27.7
1866.....		112,040,305	333,471,763		213,671,466	351,754,928		325,711,861	685,226,691	1,010,938,552	32.2
1867.....		117,209,536	300,622,035		180,625,368	280,708,368		297,834,904	581,330,403	879,165,307	33.9
1868.....		122,965,225	248,659,583		175,100,348	301,886,491		297,981,573	550,516,974	848,527,647	35.1
1869.....		136,802,024	300,512,231		153,154,748	285,979,781		289,966,772	586,492,012	876,448,784	33.1
1870.....		153,237,077	309,140,510		199,732,324	329,786,978		352,969,401	638,927,488	991,896,889	35.6
1871.....	15,187,354	163,285,710	363,020,644	7,798,156	190,378,462	392,801,932	22,985,510	353,664,172	755,822,576	1,132,472,258	31.2
1872.....	17,635,681	177,285,302	445,416,783	10,015,689	168,944,799	393,929,579	27,650,770	345,341,101	839,346,362	1,212,328,243	28.5
1873.....	17,070,548	174,739,834	471,806,765	10,799,430	171,566,758	494,915,886	27,869,978	346,306,592	966,723,651	1,340,899,231	25.8
1874.....	14,513,335	176,027,778	405,320,135	8,509,205	174,424,216	533,885,971	23,022,540	350,451,994	939,206,106	1,312,689,640	26.7
1875.....	13,083,859	157,872,726	382,949,568	7,304,356	156,385,066	501,838,949	20,388,235	314,257,792	884,788,517	1,119,434,514	25.8
1876.....	12,148,667	143,389,704	321,139,500	6,324,487	167,686,467	492,215,487	18,473,151	311,076,171	813,351,987	1,142,904,317	27.2
1877.....	10,697,640	151,834,067	329,565,833	6,767,170	164,826,214	530,354,703	17,464,810	316,669,281	859,320,536	1,194,945,622	26.5
1878.....	12,967,991	146,499,282	307,467,565	7,511,305	166,551,624	569,583,561	20,477,364	313,650,906	876,991,129	1,210,519,399	25.9
1879.....	11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	600,749,633	19,423,685	272,015,692	911,269,232	1,202,708,609	22.6
1880.....	15,142,465	149,317,368	503,494,913	5,838,928	109,029,209	720,770,521	20,981,393	258,346,577	1,224,265,434	1,503,593,494	47.18
1881.....	17,193,213	133,631,146	491,840,269	8,259,308	116,955,324	777,402,714	25,452,521	250,586,470	1,269,062,983	1,545,041,974	16.22
1882.....	22,854,916	130,266,826	571,517,802	12,118,371	96,962,919	641,409,967	34,973,317	227,229,745	1,242,978,769	1,475,181,831	15.40
1883.....	23,003,948	135,002,290	564,175,576	25,089,844	104,418,210	694,331,348	48,092,892	240,420,599	1,258,506,624	1,547,020,316	15.54
1884.....	20,140,294	135,046,207	512,511,192	26,573,774	98,652,828	615,287,097	46,711,068	283,699,035	1,127,798,199	1,408,211,302	16.60
1885.....	21,449,476	112,864,052	443,513,801	24,183,299	82,001,691	636,004,765	45,332,775	194,865,743	1,079,518,566	1,319,717,084	14.76
1886.....	24,555,683	118,912,817	491,937,636	19,144,667	78,496,680	581,973,477	43,709,350	197,349,503	1,073,911,113	1,314,960,966	15.01

1887	27,562,059	121,365,493	543,392,216	21,389,666	72,991,253	621,802,292	48,951,725	194,356,746	1,165,194,508	1,408,502,979	13 '80
1888	32,209,459	123,525,298	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,473	1,174,697,321	1,419,911,621	13 '84
1889	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,942,660	66,661,578	203,805,108	1,217,063,541	1,487,633,027	13 '70
1890	40,621,361	124,948,948	623,740,100	32,949,992	77,502,138	717,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,093	12 '29
1891	40,932,755	127,471,678	676,511,763	31,923,439	78,968,047	773,589,324	72,866,194	206,439,725	1,450,161,087	1,729,397,006	11 '94
1892	39,726,505	139,139,891	648,535,976	33,220,629	81,033,844	916,023,675	72,947,224	220,173,735	1,564,559,651	1,857,680,610	11 '85

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 Transshipment 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 transshipment from British North American Possessions.			Shipped in transit to or transshipment for British North American Possessions.		
	By Land.	By Water.	Total.	By Land.	By Water.	Total.
	\$	\$	\$	\$	\$	\$
1871.	6,035,585	1,918,475	7,954,060	15,624,591	2,781,884	18,406,475
1872.	8,237,859	1,038,310	9,276,169	19,357,342	4,685,448	24,042,790
1873.	11,700,787	1,693,906	13,394,693	20,178,666	6,605,518	26,784,184
1874.	12,695,590	1,468,100	14,163,690	20,572,299	6,938,430	27,510,739
1875.	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876.	21,301,262	1,290,640	22,592,902	19,369,958	5,049,930	24,419,888
1877.	10,835,642	1,636,058	12,471,699	17,066,855	1,910,298	18,977,153
1878.	10,314,534	1,880,524	12,204,058	11,914,321	908,364	12,822,685
1879.	10,098,998	1,982,097	12,081,095	12,030,635	858,952	12,889,587
1880.	15,265,177	1,869,570	17,134,747	16,388,673	653,430	17,042,003
1881.	15,290,967	1,801,079	17,092,046	22,828,276	527,994	23,356,264
1882.	24,665,029	3,878,149	28,543,178	36,613,465	982,619	37,595,484
1883.	26,382,370	3,420,450	29,802,820	38,389,318	923,250	39,312,568
1884.	13,043,498	375,729	13,419,227	22,120,587	818,798	22,939,385
1885.	12,755,686	767,927	13,523,613	19,105,476	594,982	19,700,458
1886.	9,593,344	1,267,676	10,861,020	19,428,867	812,212	20,241,079
1887.	9,377,041	2,127,680	11,504,721	20,178,365	2,069,590	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	19,290,966	2,849,263	22,140,229
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, 1892.

(From Reports furnished by the Canadian Pacific Railway, Treasury Department, Washington.)

ARTICLES.	EXPORTED AT PORT OF						
	Néche, N. Dakota.	Ogdens-burg, N. Y.	Portland, Oregon.	Richford, Vt.	San Francisco, Cal.	Tacoma, Wash.	Total.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Beans.					14,160		14,160
Books.		14,460		580			15,040
Cotton.		689,703		4,252,390			4,938,093
Canned goods.		90,840			24,490		115,330
Flour.			15,451,330		887,800	1,660,000	18,005,130
Ginseng.	15,560	58,720					74,280
Glass.				6,690			6,690
Hoops.	86,520		9,400		15,000		110,920
Leather.					31,320		31,320
Machinery.	113,825	101,025		7,440			222,290
Personal effects.	3,730	7,065		200			10,995
Old glass and iron.					234,214		234,214
Soap.					29,610		29,610
Tallow.					22,980		22,980
Woolens.		8,000		20,260			28,260
Wire.				4,220			4,220
Merchandise, not specified.	2,550	85,982	22,770	16,580	33,550		161,432
Electric goods.				43,382			43,382
Totals.	222,185	1,051,795	15,483,500	4,351,742	1,293,124	1,666,000	24,068,346

No. 8.—STATEMENT showing the Kinds and Weights of Merchandise imported into the United States, through British Columbia via the Canadian Pacific Railway, from China and Japan, during the Year ended 30th June, 1892.

(From Reports furnished by the Canadian Pacific Railway; Treasury Department, Washington.)

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ARTICLES.	IMPORTED AT PORT OF									
	Buffalo, N. Y.	Detroit, Mich.	Neche, N. Dakota.	Ogdensburg, N. Y.	Puget Sound, Wash.	Portland, Oregon.	Rouse Point, N. Y.	Richford, Vt.	San Fran- cisco, Cal.	Total.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Beans.....				7,228		38,620				45,848
Coffee.....								17,400		17,400
Curios.....			98,032	341,125	131,690	51,266		27,350		649,463
Gummies.....					205,250	1,826,200				2,031,450
Hemp.....						418,800				418,800
Jute.....						260,000				260,000
Matting.....				93,658						93,658
Oil.....					10,578	28,210				38,788
Personal effects.....			1,829	1,050						2,879
Rice.....			905,473	252,977	639,385	1,916,172			652,000	4,366,007
Silks.....			2,644	1,035,160				16,900		1,054,704
Straw braid.....				15,978						15,978
Sugar.....					525,000	901,070				1,426,070
Tea.....	31,680	248,612	5,307,645	3,741,313	99,791	501,720	31,770	47,364		10,009,895
Merchandises, not specified.....		1,500	28,810	336,184	755,173	1,640,154		46,928		2,808,749
Totals.....	31,680	250,112	6,344,433	5,824,073	2,366,867	7,582,212	31,770	138,542	669,400	23,239,689

CANAL STATISTICS.

No. 9.—STATEMENT showing the kinds and weights of merchandise shipped over the Canadian Pacific Railway from eastern ports of the United States to United States ports on the Pacific Coast, during the Year ending 30th June, 1892.

(From reports furnished by the Canadian Pacific Railway ; Treasury Department, Washington.)

ARTICLES.	PORTS FROM WHICH SHIPPED.						Total.
	Buffalo, N. Y.	Detroit, Mich.	Neche, N. Dak.	Ogdens- burg, N. Y.	Rouse's Point, N. Y.	Richford, Vt.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
Agricultural implements.....			47,400				47,400
Advertising matter.....				21,860			21,860
Blacking.....						2,712	2,712
Boots and shoes.....	100		39,023	12,128	850	312,017	364,118
Baking powder.....			20,636				20,636
Bricks.....			725,528				725,528
Books.....						100	100
Canned goods.....			1,212,115	24,690		69,290	1,306,095
Candles.....			24,000				24,000
Castings.....		28,000		26,140			54,140
Clothing.....				4,060			4,060
Coffee.....						40,830	40,830
Dairy products.....			43,040				43,040
Dry goods.....			140,809	367,454	2,960	266,240	777,463
Drugs.....			160	9,420			9,580
Earthen, China and glass- ware.....			215,388	24,260		2,130	241,778
Electric supplies.....		24,000	28,400	595		23,520	76,515
Furniture.....			148,535	10,120	9,026	5,649	173,330
Glycerine.....			69,310				69,310
Grain.....			26,940				26,940
Hardware.....	452	5,440	473,211	55,370	4,338	34,783	573,594
Hoops.....			24,433				24,433
Household goods.....	560	25,130	148,295	1,820	1,000	40,555	217,360
Iron—							
Bars, &c.....			848,331	67,386	144,866	20,000	1,080,583
Pipe.....			198,950				198,950
Bolts.....			25,100				25,100
Rails.....			283,515				283,515
Leather.....			1,270	1,010		8,750	11,030
Liquor and wines.....			427,240	1,792			429,032
Machinery.....	500	46,250	451,548	87,850		3,200	589,348
Maple sugar.....						2,980	2,980
Musical instruments.....			46,220	140,100	2,363	208,426	397,109
Nails.....			7,300		22,700		30,000
Oatmeal.....			53,870				53,870
Oils.....			1,103,943	30,300			1,134,243
Packing-house products.....			40,560				40,560
Paints.....			34,073			880	34,953
Paper.....	150		375,609	128,375		243,462	747,596
Patent medicine.....			42,140			123,064	165,204
Railway equipments.....			20,000	60,000	60,000		140,000
Roofing, felt.....			46,000	1,010			47,010
Rope, cordage, &c.....			28,120	28,442		98,400	154,962
Rubber goods.....				220		32,440	32,660
Refrigerators.....			16,000				16,000
Starch.....			33,580	198,760			232,340
Soap.....			28,790	460		320	29,570
Steel rails.....			104,550				104,550
Stoves.....			164,925	420			165,345
Syrup.....			189,450				189,450
Street cars.....			134,500				134,500
Stone.....			31,600				31,600
Sheet metal.....						69,510	69,510
Tar.....			30,680				30,680
Tins and stamped ware.....			66,220	26,120		32,000	124,340
Tobacco, cigars, &c.....			91,503	300,365		179,482	571,350
Vehicles.....			47,410			16,105	63,515
Varnish.....			22,900				22,900
Water gates.....		31,000					31,000
Wire.....			25,600				25,600



## No. 9.—STATEMENT showing the kinds and weights, &amp;c.—Continued.

ARTICLES.	PORTS FROM WHICH SHIPPED.						TOTALS.
	Buffalo, N. Y.	Detroit, Mich.	Neche, N. Dak.	Ogdens- burg, N. Y.	Rouse's Point, N. Y.	Richford, Vt.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Wood—							
Lumber.....			35,850				35,850
Pulp.....					24,000		24,000
Woodenware.....			177,497			26,800	204,297
Waste.....			44,070				44,070
Miscellaneous.....	1,217	30	588,702	303,214	29,830	395,086	1,318,079
Total.....	2,979	159,850	9,254,839	1,933,741	301,933	2,258,731	13,912,073

## No. 10.—STATEMENT showing the Kinds and Weights of Merchandise shipped over the Canadian Pacific Railway, from United States ports on the Pacific Coast to eastern ports of the United States, during the Year ending 30th June, 1892.

(From reports furnished by the Canadian Pacific Railway; Treasury Department, Washington.)

ARTICLES.	PORTS TO WHICH SHIPPED.						TOTALS.
	Buffalo, N. Y.	Detroit, Mich.	Neche, N. Dak.	Ogdens- burg, N. Y.	Rouse's Point, N. Y.	Richford, Vt.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Hides.....			770	21,383			22,153
Hops.....			48,385	91,650			140,035
Household goods.....			37,410			300	37,710
Liquors.....			1,200				1,200
Mince-meat.....				1,000			1,000
Quick-silver.....				189,000			189,000
Salmon—							
Canned.....	26,250	21,000	916,997	323,935	21,210	24,500	1,333,892
Pickled.....						23,100	23,100
Sugar.....			2,204,977				2,204,977
Wood—							
Unmanufactured.....						157,124	157,124
Shingles.....			7,488,470				7,488,470
Wool.....				281,603	186,031	1,215,420	1,683,054
Merchandise, not specified.....			11,450	150			11,600
Total.....	26,250	21,000	10,709,639	308,721	207,241	1,420,444	13,293,315

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

YEARS.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807

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	2,347,493
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	1,548,708
2,371,090	93,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	201,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,944
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,493
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
937,999	524	40,073	93,216	832,397	136,612	1,102,822

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.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876.....	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,963	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	*16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815

\* Fiscal. † Apples, meal, all kinds, pease, potatoes.

the Welland Canal, during a series of Twenty-two Years ended 31st Dec., 1892.

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	98,695	423,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	543,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245

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-four Years.

## VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869. ....	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436	.....	.....
1870. ....	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2 05	.....
1871. ....	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67 59	.....
1872. ....		330,032	866,169	41,515	73,572	5,900	88	1,317,276	67 50	.....
1873. ....	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82 10	.....
1874. ....		650,161	459,728	3,192	44,079	112	237	1,157,509	47 18	.....
1875. ....	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29 38	.....
1876. ....	231	377,317	356,064	6,334	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	6,651	1,191,974	51 06	.....
1884. ....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37 18	.....
1885. ....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14 36	.....
1886. ....	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72 11	.....
1887. ....	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85 64	.....
1888. ....	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33 87	.....
1889. ....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46 88	.....
1890. ....	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21 23	.....
1891. ....	1,071	733,967	137,679	43,779	14,303	66,278	2,594	1,000,171	27 18	.....
1892. ....	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10 69	.....

STATEMENT 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	126,763	.....	52'67
1876.....	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62'67
1877.....	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52'61
1878.....	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	.....	65'21
1879.....	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52'51
1880.....	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49'43
1881.....	758	25,352	8,964	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	49,391	.....	12,173	2,819	70,132	.....	73'43
1885.....	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77'62
1886.....	737	9,579	154	42,261	.....	1,671	4,814	59,216	.....	77'88
1887.....	790	675	2	44,580	.....	716	1,370	48,133	.....	82'02
1888.....	384	2,206	168	6,237	.....	.....	2,196	11,191	.....	95'82
1889.....	473	8,002	8,950	40,096	16	1,405	1,003	59,945	.....	77'61
1890.....	545	10,378	10,408	26,639	8	4,635	2,356	54,969	.....	79'47
1891.....	292	4,298	1,652	27,418	.....	2,130	3,620	39,410	.....	85'28
1892.....	273	4,806	5,657	5,283	.....	199	2,340	18,358	.....	93'07

F.—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty-two Years, ended 31st December, 1892.

## VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872.....	26,648	231,056	254,534	2,693	7,594	64	2,300	524,889
1873.....	30,660	345,720	180,042	2,643	1,188	3	3,557	563,813
1874.....	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875.....	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876.....	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,897
1877.....	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878.....	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879.....	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880.....	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881.....	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882.....	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883.....	13,256	146,741	182,143	975	731	518	10,971	355,335
1884.....	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885.....	13,323	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	65,971	27,895	549,058
1892.....	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709

\* 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-two Years, ended 31st December, 1892.

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	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,635	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	39,401	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	167,110	25,808	227,844
1877	3,342	107,396	63,260	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	43,535	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	65,915	18,380	92,954
1881	.....	31,329	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,976	.....	158,552	14,533	177,161
1883	2,941	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,293	.....	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	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	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
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473

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-two Years, ended 31st December, 1892.

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	1,879,614	1,317,276	169,818	234,337
1873.....	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874.....	1,767,598	647,397	2,791,517	1,157,509	243,325	374,226
1875.....	1,305,550	417,936	2,343,241	1,017,559	126,763	177,908
1876.....	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877.....	1,408,984	464,181	2,493,683	1,223,100	126,899	180,586
1878.....	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879.....	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880.....	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881.....	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882.....	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883.....	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884.....	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885.....	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886.....	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887.....	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888.....	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889.....	2,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890.....	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891.....	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444
1892.....	937,999	527,426	5,913,013	870,570	18,558	244,550

\* 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 Navigations in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

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.		1,921,357		1,943,568		3,969,790		17,327,483		24,262,798
Timber..... Cub. ft.		125,960		2,847,066				13,500		3,613,526
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	130,844	111	68,609	417	127,616	1176	365,929
		Tons.		Tons.		Tons.		Tons.		Tons.
1883.										
Wheat.....		32,761		29,385		5,928		76,715		144,789
Corn.....		25,651		21,073		36,146		99,272		182,142
Barley.....								735		735
Rye.....								518		518
Oats.....						731				731
Coal.....		8,398		48,329		835		40,388		97,950
Miscellaneous merchandise.....		5,238		3,590		13,195		2,299		24,322
Lumber..... 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 wood- enware.....		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		301,297		410,008

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

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	199	67,461	347	80,828	81	35,613	350	106,873	977	290,775
	Tons.		Tons.		Tons.		Tons.		Tons.	
1885.										
Wheat.....		26,025		3,153		6,882		72,478		108,538
Corn.....		16,046		2,462		20,589		78,439		108,536
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.....		38,547		33,315		36,852		99,644		218,358
Barley.....								572		572
Oats.....		6		41		4,331		459		4,837
Pease.....		450		158						608
Rye.....										
Coal.....		4,007		45,018				11,647		60,672
Miscellaneous merchandise.....		2,936		6,728		23,687		281		33,622
Shingles, woodenware, &c.....		329				252		215		1,132
Sawed lumber..... Ft. B.M.		6,915,390		15,719,631		8,953,478		18,405,961		49,994,460
Square timber..... Cub. ft.		564,827		2,335,205				35,500		2,935,532
Staves..... No.		221,280		697,933						919,213
Firewood..... Cords.				390						390
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	250	86,344	372	101,745	107	94,029	163	46,152	892	328,270
		Tons.		Tons.		Tons.		Tons.		Tons.
1887.										
Wheat.....		80,757		81,652		200		46,186		208,796
Corn.....		12,341		14,775		65,981		20,582		113,679
Barley.....						9		575		584
Oats.....				1,376		11,098		276		12,753
Pease.....				362						362
Rye.....										
Coal.....		1,436		25,165				2,108		28,709
Miscellaneous merchandise.....		2,179		4,609		24,305		415		31,598
Shingles, woodenware, &c.....		1,716		1,081		26				2,823
Sawed lumber..... Ft. B.M.		2,894,767		12,329,728		4,161,349		15,091,355		34,477,190
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, &amp;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.	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.....					24,967		1,311		26,950	
Oats.....	672								111	
Pease.....			54		57				703	
Rye.....					71				25,897	
Coal.....	1,603		20,064				4,298		31,875	
Miscellaneous merchandise.....	2,165		3,291		22,719		3,722		297	
Shingles, woodenware, &c.....	66		84		141		6		34,230,637	
Sawed lumber..... Ft. B.M.	5,262,700		11,977,905		4,451,360		12,539,672		2,262,035	
Square timber..... Cub. ft.	687,728		1,555,307		19,000				352,408	
Staves..... No.	106,972		211,436				34,000		380	
Firewood..... Cords.	179		201							
	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.	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.....					25,347		2,145		27,812	
Oats.....	320								1,918	
Pease.....									27,500	
Rye.....	948		634		336				40,200	
Coal.....	3,976		21,148		712		1,664		52	
Miscellaneous merchandise.....	6,339		5,749		25,082		3,030		50,240,617	
Shingles, woodenware, &c.....			1				51		3,859,634	
Sawed lumber..... Ft. B.M.	5,789,226		11,632,330		11,792,850		21,026,211		220,349	
Square timber..... Cub. ft.	924,645		2,934,989						46	
Staves..... No.	35,700		191,649							
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.	Tons.	Tons.	Tons.	Tons.	Tons.
1890.										
Wheat.....	43,308		35,633		7,514		32,239		118,694	
Corn.....	63,995		51,439		172,756		40,104		327,394	
Barley.....					3,304		3,215		6,519	
Oats.....	479		73		27,030				27,582	
Pease.....					14				14	
Rye.....	1,121								1,121	
Coal.....	1,949		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 1892.

CANADIAN STEAM VESSEL.

Date of Arrival.	Names of Vessel.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.					Lighterage over Welland Railway.				Lighterage in Tons.						
			Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight.	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.			
																					Tons.	Ft.	Ft. in.
1892.																							
Sept. 29	Algonquin.....	1,172	245	40 0	20 6	14 2	13 10	66,001							3,635				110				

UNITED STATES STEAM VESSELS.

April 16	Pueblo.....	1,954	225	36 0	19 0	14 11	15 0		61,172										10,443					293
do 20	H. R. James.....	1,553	240	42 0	16 8	14 8	15 0		60,892			279							13,797					387
do 21	J. R. Langdon.....	1,550	240	42 0	16 8	13 0	15 0		24,795		740	406						215						215
do 21	F. H. Prince.....	1,548	240	42 0	16 8	14 6	15 0		65,824			159							12,328					345
do 22	Rhoda Emily.....	654	166	32 0	19 8	14 0	14 0				37,323						2,469							69
do 22	Omaha.....	940	215	34 6	18 9	14 11	14 6	55,922					7,752										232	
May 3	Jno. Rugee.....	950	216	35 0	18 0	14 10	14 5	55,000											5,849					163
do 4	Argonaut.....	985	213	35 0	12 0	14 11	14 6	48,101											4,345					129
do 5	Gov. Smith.....	1,547	240	42 0	16 8	14 6	14 4	14,000	34,112			566	6,788	6,071								203	170	
do 9	Pueblo.....	1,954	225	36 0	19 0	15 2	14 10	57,000					9,128										273	
do 9	Escanaba.....	918	201	35 6	20 1	14 7	14 6	49,242					5,959										178	
do 12	Omaha.....	940	215	34 6	18 9	14 10	13 10		56,857										4,629					129
do 14	J. R. Langdon.....	1,550	240	42 0	16 8	14 9	14 11	64,400				74	10,922										327	
do 15	W. A. Haskill.....	1,441	265	37 0	16 6	14 5	14 5		50,693			299							5,307					148
do 29	W. J. Merritt.....	1,425	265	36 6	16 5	14 1	14 7				1,136	529						110						110
June 1	Jas. R. Langdon.....	1,550	240	42 0	16 8	13 8	15 0		24,920		719	500							7,280					203
do 5	W. A. Haskill.....	1,441	265	37 0	16 6	14 7	14 8		51,816			309							7,251					203
do 7	F. A. Prince.....	1,548	240	42 0	16 8	14 3	14 3		24,103			416	799						2,806			42		78
do 7	Argonaut.....	985	213	35 0	12 0	15 0	15 0		50,217										4,907					137
do 13	A. McVittie.....	1,553	240	42 0	16 8	15 0	15 2		42,855			347	446						4,921			188		137
do 17	W. J. Averill.....	1,425	265	36 6	16 5	14 6	15 0		46,335				449						7,732					216
do 18	H. R. James.....	1,553	240	42 0	16 8	14 2	14 4		42,882			177	405						2,935					82

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

UNITED STATES STEAM VESSELS—Continued.

Date of Arrival.	Names of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.					Lighterage over Welland Railway.				Lighterage in Tons.						
			Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight.	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.			
1892.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Tons.	Tons.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.			
June 19	Jas. R. Langdon	1,550	240	42	0	16	8	13	8	14	1		14,459		1,005	352		2,610		27	73	27	
do 24	Escanaba	918	201	35	6	20	1	15	1	14	8		39,687		404			3,285		114	92	114	
do 25	Topeka	1,111	222	36	0	19	0	15	6	14	10		62,226					9,526			267		
do 26	W. A. Haskill	1,441	265	37	0	16	6	14	0	14	6		12,858		943	325		2,738		17	76	17	
July 3	A. McVittie	1,553	240	42	0	16	8	14	2	14	4		28,034		640	365		2,143		54	60	54	
do 4	W. J. Averill	1,425	265	36	6	16	5	14	10	14	11		50,000			384		9,126			255		
do 7	H. R. James	1,553	240	42	0	16	8	14	3	14	4		43,230			591		2,593			72		
do 9	Jas. R. Langdon	1,559	240	42	0	16	8	14	0	14	1		15,000		1,063	329		3,628		34	101	34	
do 11	Rhoda Emily	654	166	32	0	19	8	14	6	14	9		39,887					2,695			83		
do 14	Escanaba	918	201	35	6	20	1	14	6	13	8				1,319					36		36	
do 14	W. A. Haskill	1,441	265	37	0	16	6	13	6	13	4		26,000			822		1,179			33		
do 18	Gov. Smith	1,547	240	42	0	16	8	14	1	15	1		31,502		755	293		7,357			295		
do 20	Jno. Rugee	950	216	35	0	18	0	14	1	14	7	49,040				2,191				66			
do 20	A. McVittie	1,553	240	42	0	16	8	14	3	14	9		27,795		679	373		2,721		85	75	85	
do 25	W. J. Averill	1,425	265	36	6	16	5	14	6	15	0		47,053			419		7,356			206		
do 27	H. R. James	1,553	240	42	0	16	8	14	3	15	3		17,821		1,440			6,177			172		
do 27	Jas. R. Langdon	1,550	240	42	0	16	8	13	0	15	2		14,899		1,071	340				159		60	159
do 31	H. A. Prince	1,548	240	42	0	16	8	14	11	14	10		59,536			576		9,596			269		
Aug. 1	W. A. Haskill	1,441	265	37	0	16	6	14	7	15	2		56,615			210		8,595			241		
do 5	Gov. Smith	1,547	240	42	0	16	8	14	6	15	4		44,499		300	440		9,662			270		
do 7	A. McVittie	1,553	240	42	0	16	8	14	11	15	7		50,179	15,529		216		12,641			353		
do 13	H. R. James	1,553	240	42	0	16	8	14	10	14	8		45,000			680		8,480			237		
do 16	W. J. Averill	1,425	265	36	6	16	5	14	10	15	3		52,506			355		9,719			272		
do 17	F. H. Prince	1,548	240	42	0	16	8	14	7	15	0		42,217		400	417		6,012		85	168	85	
do 19	Jas. R. Langdon	1,550	240	42	0	16	8	13	2	14	4				1,120	614				76		75	
do	W. A. Haskill	1,441	265	37	0	16	6	13	6	14	6		42,899			386		1,923			53		
do 23	Gov. Smith	1,547	240	42	0	16	8	14	9	14	10		27,663		848	338				231		231	
do 28	A. McVittie	1,553	240	42	0	16	8	15	2	15	5		63,891			258		13,002			364		
do 31	W. J. Averill	1,425	265	36	6	16	5	14	9	15	2		59,552			131		8,532			230		
Sept. 1	H. R. James	1,553	240	42	0	16	8	14	2	15	3		29,060		743	363		5,962		43	166	43	



do	5	Jas. R. Langdon	1,550	240	42	0	16	8	14	10	15	2	61,639	333	13,654	382		
do	6	Escanaba	918	201	35	6	20	1	14	10	14	8	49,602	5,594	167	360		
do	7	F. H. Prince	1,548	240	42	0	16	8	15	3	15	2	59,509	430	12,845	394		
do	10	Gov. Smith	1,547	240	42	0	16	8	15	1	15	8	64,634	328	14,089	239		
do	11	W. A. Haskill	1,441	265	37	0	16	6	14	5	15	3	59,281	145	8,536	77		
do	15	Kate Buttertonie	693	174	32	0	20	0	14	8	14	8	38,500	2,582	9,619	269		
		A. McVittie	1,553	240	42	0	16	8	14	5	15	3	34,666	647	336	11,871	332	
do	16	Topoka	1,111	228	36	0	19	0	15	7	15	3	65,000	67	8,410	235		
do	17	W. J. Averill	1,425	265	36	6	16	5	14	9	14	11	61,768	349	393	12,569	352	
do	19	H. R. James	1,553	240	42	0	16	8	15	0	15	3	45,593	226	243	3,612	102	
do	21	Jno. Rugee	950	216	35	0	18	0	14	5	14	7	54,360	63	337	6,681	169	
do	25	Jas. R. Langdon	1,550	240	42	0	16	8	13	9	15	5	34,473	260	11,400	13,656	382	
do	26	F. H. Prince	1,548	240	42	0	16	8	15	4	15	2	66,848	162	9,080	7,040	39	254
do	27	Omaha	940	215	34	6	18	9	15	7	15	1	60,332	1,062	7,040	39	197	39
do	28	W. A. Haskill	1,441	265	37	0	16	6	14	9	15	3	60,484	226	14,655	410		
Oct.	2	Gov. Smith	1,547	240	42	0	16	8	14	0	15	8	31,897	243	8,198	229		
do	4	A. McVittie	1,553	240	42	0	16	8	15	3	15	7	66,959	816	393	2,738	77	
do	5	W. J. Averill	1,425	265	36	6	16	5	14	9	14	10	54,000	920	392	4,943	138	
do	7	Dewar	1,029	222	37	0	19	0	15	10	15	4	63,851	327	525	7,732	216	
do	8	H. R. James	1,553	240	42	0	16	8	15	1	15	2	64,430	498	498	7,335	205	
do	12	J. R. Langdon	1,550	240	42	0	16	8	14	4	15	7	50,474	562	2,980	83		
do	15	Jno. Rugee	950	216	35	0	18	0	14	8	15	0	57,441	503	7,940	222		
do	17	Omaha	940	215	34	6	18	9	14	11	14	4	58,855	61	10,562	295		
do	17	W. A. Haskill	1,441	265	37	0	16	6	13	3	14	8	14,697	920	392	4,943	138	
do	23	Gov. Smith	1,547	240	42	0	16	8	13	0	15	1	17,023	284	7,988	223		
do	30	A. McVittie	1,553	240	42	0	16	8	14	3	15	3	60,000	327	525	7,732	216	
Nov.	3	H. R. James	1,553	240	42	0	16	8	14	1	15	1	38,340	498	498	7,335	205	
		J. R. Langdon	1,550	240	42	0	16	8	13	0	15	6	50,000	2,787	83	83		
do	9	Rhoda Emily	654	166	32	0	19	8	13	9	14	0	34,000	562	2,980	83		
do	17	W. A. Haskill	1,441	265	37	0	16	6	13	1	14	6	35,766	503	7,940	222		
		F. H. Prince	1,548	240	42	0	16	8	14	4	14	8	50,000	61	10,562	295		
do	20	Dewar	1,029	222	37	0	19	0	15	3	15	3	61,000	62,733	9,989	280		
do	23	Topoka	1,111	228	36	0	19	0	15	2	15	3	62,733	58,000	8,642	241		
do	25	Jno. Rugee	950	216	35	0	18	0	15	0	15	3	58,000	39,617	4,805	135		
do	29	A. McVittie	1,553	240	42	0	16	8	13	8	14	0	39,617	621	8,642	241		
		H. R. James	1,553	240	42	0	16	8	13	1	14	3	15,416	679	2,922	81		
do	30	Pueblo	1,054	225	26	0	19	0	15	0	15	2	62,301	10,507	294			
		Mont Eagle	1,035	237	35	0	19	8	15	0	15	2	57,855	9,040	253			
Dec.	2	Omaha	940	215	34	6	18	9	14	6	14	10	59,512	7,126	200			

CANAL STATISTICS.

UNITED STATES SAIL VESSELS.

July	4	W. S. Coosthwaite	640	197	34	8	13	3	.....	.....	.....	.....	47,697	.....	2,513	70
Aug.	25	Baltic	870	202	34	7	16	6	14	8	14	6	67,000	.....	5,736	160

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

CANADIAN STEAM VESSEL—Continued.

Date of Arrival.	Names of Vessels.	Grain Cargo and Rolling Freight through the Canal.								Total Cargo through Canals.	Depth of Water through the Canal midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in Lighterage.	
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.			Rolling freight	From			To
1892.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft in.			Cts.	H. M.	
Sept. 29	Algonquin.....	62,366				1,871					1,871	13 6	Duluth. ...	Kingston...	2	3 0

UNITED STATES STEAM VESSELS—Continued.

April 16	Pueblo.....	50,729								1,421	13 8	Chicago	Kingston...	2	3 0
do 20	H. R. James.....	47,095								1,319	13 4	do	Ogdensburg...	2	4 0
do 21	J. R. Langdon.....	24,795			525					695	13 3	do	do	2	3 0
do 21	F. H. Prince.....	53,496								1,498	13 5	do	do	2	5 0
do 22	Rhoda Emily.....			34,854							976	do	Kingston...	2	1 0
do 22	Omaha.....	48,170				1,446					976	do	do	2	3 0
May 3	Jno. Rugee.....	49,151								1,377	13 10	Gladstone	do	2	3 0
do 4	Argonaut.....	43,756								1,226	14 7	Chicago	do	2	2 15
do 5	Gov. Smith.....	7,212				217				786	13 3	do	Ogdensburg.	2	6 0
do 9	Pueblo.....	47,872				1,437					1,437	do	Kingston...	2	2 30
do 9	Escanaba.....	43,283				1,299					1,299	do	do	2	2 30
do 12	Omaha.....	52,228								1,463	13 9	do	do	2	2 0
do 14	J. R. Langdon.....	53,478				1,605					74	do	do	2	3 0
do 15	W. A. Haskell.....	45,380								1,271	299	do	Ogdensburg.	2	2 0
do 20	W. J. Merritt.....				1,026						529	do	do	2	2 0
do 20	W. J. Merritt.....				1,026						500	do	do	2	3 0
June 1	Jas. R. Langdon.....	17,640			719					494	1,713	do	do	2	3 0
do 5	W. A. Haskell.....	44,365								1,248	309	do	do	2	2 30
do 7	F. H. Prince.....	21,297			374					597	799	do	do	2	2 0
do 7	Argonaut.....	45,319								1,269	14 0	do	Kingston...	2	2 0
do 13	A. McVittie.....	37,934			159					1,063	446	do	Ogdensburg.	2	4 0
do 17	W. J. Averill.....	39,603								1,081	449	do	do	2	3 0
do 18	H. R. James.....	39,947			177					1,119	405	do	do	2	1 45
do 19	Jas. R. Langdon.....	11,849								332	352	do	do	2	2 0
do 24	Escanaba.....	36,402			290					1,020	290	do	do	2	3 0
do 25	Topeka.....	52,700								1,476	14 0	do	Kingston...	2	2 30

do	26	W. A. Haskill	10,120	926	284	926	325	1,535	13	0	do	Ogdensburg	2	2	30
July	3	A. McVittie	25,891	586	725	586	365	1,676	13	11	do	do	2	2	0
do	4	W. J. Averill	40,874		1,145		384	1,529	14	0	do	do	2	2	0
do	7	H. R. James	40,637		1,138		591	1,729	14	0	do	do	2	2	0
do	9	Jas. R. Langdon	11,372	1,029	319	1,029	329	1,677	13	7	do	do	2	2	0
do	11	Rhoda Emily	36,922		1,034			1,034	14	0	do	do	2	2	0
do	14	Escanaba		1,283				1,283	13	11	do	do	2	1	0
do	14	W. A. Haskill	24,821		695		822	1,517	13	9	do	do	2	1	15
do	18	Gov. Smith	24,145	755	677	755	293	1,725	13	11	do	do	2	3	0
do	20	Jno. Rugee	46,849	1,405				1,405	14	0	do	Kingston	2	2	0
do	20	A. McVittie	25,074	594	703	594	373	1,070	13	11	do	Ogdensburg	2	2	30
do	25	W. J. Averill	39,697		1,112		419	1,531	14	0	do	do	2	2	30
do	27	H. R. James	11,644	1,380	327	1,380		1,707	14	0	do	do	2	6	30
do	27	Jas. R. Langdon	14,899	912	418	912	340	1,676	13	0	do	do	2	2	30
do	31	H. A. Prince	40,940	576	1,147	576		1,723	13	11	do	do	2	2	30
Aug.	1	W. A. Haskill	48,020		1,345		210	1,555	13	11	do	do	2	3	0
do	5	Gov. Smith	34,787	300	975	300	440	1,715	13	11	do	do	2	3	0
do	7	A. McVittie	37,538	15,529	1,052	435	216	1,703	13	11	do	Kingston	2	2	30
do	13	H. R. James	36,520		1,023		680	1,703	13	11	do	Ogdensburg	2	2	40
do	16	W. J. Averill	42,787		1,199		355	1,534	14	0	do	do	2	3	0
do	17	F. H. Prince	36,205	315	1,014	315	417	1,746	13	11	do	do	2	3	0
do	19	Jas. R. Langdon		1,045			614	1,659	13	6	do	do	2	1	15
do		W. A. Haskill	40,976		1,148		386	1,534	13	10	do	do	2	1	30
do	23	Gov. Smith	27,663	617	775	617	338	1,730	14	0	do	do	2	4	15
do	28	A. McVittie	50,889		1,425		258	1,683	13	11	do	do	2	3	30
do	31	W. J. Averill	51,020		1,420		131	1,560	14	0	do	do	2	3	15
Sept.	1	H. R. James	23,098	700	647	700	363	1,710	14	0	do	do	2	3	0
do	5	J. R. Langdon	47,985		1,344		333	1,677	13	7	do	do	2	4	0
do	6	Escanabo	44,008	1,321				1,321	13	11	do	Kingston	2	2	30
do	7	F. H. Prince	46,664		1,307		430	1,737	13	10	do	Ogdensburg	2	4	15
do	10	Gov. Smith	50,545		1,416		328	1,744	13	11	do	do	2	3	45
do	11	W. A. Haskill	50,745		1,421		145	1,566	13	11	do	do	3	3	0
do	15	Kate Butteroni	35,918	1,078				1,078	14	0	do	Kingston	2	2	0
do		A. McVittie	25,047	647	702	647	336	1,685	13	11	do	Ogdensburg	2	4	15
do	16	Topeka	53,120		1,488			1,488	14	0	do	do	2	4	0
do	17	W. J. Averill	53,358		1,495		67	1,562	14	0	do	do	2	3	0
do	19	H. R. James	33,024	349	925	349	393	1,667	13	10	do	do	2	4	30
do	21	Jno. Rugee	50,478		1,421			1,421	14	0	do	do	2	2	0
do	25	Jas. R. Langdon	28,442	571	797	571	337	1,705	13	7	do	do	3	4	0
do	26	F. H. Prince	53,192		1,490		260	1,750	13	11	do	do	2	4	15
do	27	Omaha	48,932	1,468				1,468	13	10	do	Kingston	2	4	0
do	28	W. A. Haskill	51,404		1,440		162	1,602	14	0	do	Ogdensburg	2	3	15
Oct.	2	Gov. Smith	24,857	1,023	697	1,023		1,720	13	11	do	do	2	3	0
do	4	A. McVittie	52,304		1,465		226	1,691	13	10	do	do	2	4	0
do	5	W. J. Averill	45,802		1,283		243	1,526	13	11	do	do	2	3	0
do	7	Dewer	49,925		1,398			1,398	13	11	do	do	2	4	0
do	8	H. R. James	51,748		1,449		279	1,728	13	11	do	do	2	4	20
do	12	J. R. Langdon	37,919	318	1,062	318	286	1,666	13	6	do	do	2	4	45
do	15	Jno. Rugee	51,247		1,435			1,435	14	0	do	do	2	2	0
do		Omaha	53,414		1,496			1,496	13	11	do	do	2	2	0

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 1892.

UNITED STATES STEAM VESSELS.

Date of Arrival.	Names of Vessels.	Grain Cargo and Rolling Freight through the Canal.									Total Cargo through the Canal.	Depth of Water through the Canal midship.	Destination.		Cost of freight per bushel.	Time occupied in lightering.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight			From.	To.		
1892.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			cts.	H. M.
Oct. 17	W. A. Haskill.....		11,959		816		335		816	393	1,544	13 8	Chicago	Ogdensburg.	2	3 0
do 23	Gov. Smith.....		12,080		920		339		920	392	1,651	13 6	do	do	2	2 0
do 30	A. McVittie.....		52,012				1,457			284	1,741	13 11	do	do	2	3 0
Nov. 3	H. R. James.....		30,608		327		858		327	525	1,710	13 10	do	do	4	4 0
do 9	J. R. Langdon.....		42,665				1,195			498	1,693	13 5	do	do	3	15
do 17	Rhoda Emily.....	31,213				937					937	13 4	do	Kingston	2	2 0
do 20	W. A. Haskill.....		32,786				919			562	1,481	13 4	do	Ogdensburg.	1	45
do 23	F. H. Prince.....		42,060				1,178			503	1,681	13 9	do	do	3	0
do 25	Dewar.....		50,438				1,413				1,413	14 0	do	do	2	3 0
do 29	Topoka.....		52,744				1,477				1,477	14 0	do	do	2	4 0
do 30	Jno. Ragoe.....		49,358				1,383				1,383	14 0	do	do	2	4 0
Dec. 3	A. McVittie.....		34,812				975			621	1,596	13 5	do	do	2	30
do 30	H. R. James.....	15,416			463		468			679	1,610	13 4	do	do	2	30
do 30	Pueblo.....		51,794				1,451				1,451	13 9	do	do	2	3 15
do 30	Mount Eagle.....		48,815				1,367				1,367	13 10	do	do	2	6 15
Dec. 3	Omaha.....		52,386				1,467				1,467	13 10	do	do	2	3 30

UNITED STATES SAIL VESSELS.

July 4	W. S. Coostwaite.....		45,184				1,266				1,266		Chicago	Ogdensburg.	2	1 30
Aug. 25	Baltic.....		61,264				1,716				1,716	13 10	do	Kingston	2	3 30

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	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					54
Barley.....		259		38								
Corn.....	69,066	17,474	109,191	55,552	44,401	116,517	24,609	66,443	195,350	139,798	52,539	53,689
Flour.....	4,476	5,920	5,089	9,659	2,874	2,934	6,140	3,865	6,841	3,065	3,324	2,874
Meal, all kinds.....			1,188		16	125	87	100	148	222	67	16
Oats.....				872					320	479		
Pease.....			726	433	11	608	362				390	524
Rye.....		1,269	518	477					1,284	1,129	64,978	9,119
Seeds, all kinds.....		37	2		42	33		12	3	2	2	75
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	194,281
All other agricultural products, vegetable.....		1			1		17		798	3	2	
Hides, skins, horns and hoofs.....			77									20
Horses.....		1			2	1	1	2	2	3	2	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, animals.....					4	68	29	39	32	117		163
Total, Class 3.....	157,196	187,609	193,393	152,171	100,058	208,148	191,759	165,113	276,813	220,545	281,762	260,757
<i>Class 4.</i>												
Ashes.....	13	10	3	36	97	44	113	85	107	70	40	17
Furniture.....	4	12	6	10	5	6	9	2		1	2	1
Glass, all kinds.....	47	6	1					3		1	1	
Molasses.....		18	43			23						
Nails.....				1			1					
Oil.....		425		78	7	6	14		4	6		

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, &c.—*Concluded.*

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>												
Paint.....		4				1						
Pitch and tar.....		1										
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	6
Merchandise not enumerated.....	60	105	53	37	29	100	72	105	193	142	278	36
Total, Class 4.....	415	1,092	412	480	138	193	236	198	324	246	426	60
<i>Class 5.</i>												
Barrels, empty.....	1	3		37	128	5	88	40				1
Sawed lumber.....	2,849	3,639	6,311	7,531	19,945	18,707	7,001	5,175	6,118	3,579	3,908	1,678
Staves, pipe and barrel.....	1,901	2,359	2,024	200	856	332	184	139				8
do West India and pipe.....	1,198	1,130	451	863		287	131	1,623	270			200
Timber, square, in vessels.....	3,227	1,574	290		639	1,330						
do rafts.....	3,250	1,149	2,314	7,365	11,128	15,410	14,390	11,586	9,302		5,680	440
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	15,690	3,580	9,588	2,327
<i>Special Class.</i>												
Coal.....		75										
Grand total.....	163,213	198,835	205,394	168,715	132,968	244,514	213,834	183,899	202,827	224,371	291,776	263,144

L.—STATEMENT showing the Quantity of Freight passed westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie, during the Season of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>												
Bricks.....	81	96	78	200	44	66	3	187	84	252	469	
Cement and water lime.....	38	533	508	219	117	498	1,740	1,177	823	62	2,380	1,570
Clay, lime and sand.....	121	56	56			1	134	95	3	8	206	240
Fish.....	18	406				1	95	1	80	26	7	426
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	1,171
do pig.....	8,131	3,573	2,460	43	23	19	368	573	250	20	112	74
do all other.....	900	686	528	366	290	76	1,997	297	290	584	595	387
Salt.....	5,175	1,820	5,324	802	1,574	5,609	4,197	3,599	4,216	7,440	4,391	2,034
Stone for cutting.....	5				7					12		145
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		16
Pork.....				45						33		
Wool.....		3					4			13	2	13
All other articles not enumerated.....						6	4	77		1	2	
Total Class 3.....	31,371	18,460	17,994	3,707	14,428	12,896	8,702	15,244	21,495	28,674	11,071	6,076
<i>Class 4.</i>												
Ashes, pot and pearl.....					226	20				10	31	88
Crockery and earthenware.....	24	116	137	47	10	40	164	336	112	11	251	8
Dye woods, &c.....			2			1	4					
Furniture.....	3	4	4	1		9	1	1			1	3
Glass, all kinds.....	97	359	156	160	32	39	53	77	71	23	30	152
Manilla.....		5	5	17		7	5	1				
Molasses.....	14	58	3			23	1	7	56			32

L.—STATEMENT showing the Quantity of Freight passed westward from Montreal, &c.—Continued.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>												
Nails.....	258	576	1,085	160	205	389	147	578	736	453	560	276
Oil in barrels.....	54	119	122	80	10	82	28	22	9	11	64	2
Paint.....	47	124	163	161	24	36	80	59	49	24	61	15
Pitch and tar.....	1		50	1		5	1			13	22	15
Rosin.....		11	21							1		
Soda, ash.....	3,177	1,040	1,801	1,427	164	975	1,116	1,196	766	554	377	352
Steel.....	29		3	142		1	423	3	3	1		269
Stone, wrought.....			2									
Sugar.....	5	465	375	290	64	316	207	98	7	551	412	1,320
Tin.....	959	641	1,669	1,832	10	549	2,225	198	480	40	23	27
Turpentine.....			1	1		1	1	1	1	2		
White lead.....		14		3		3	4	2	4	19	3	6
Whiting.....	10	5	19		9		7		33	34	50	71
Whiskey, beer, &c.....	91	564	791	364	259	174	287	228	124	350	294	220
Merchandise not enumerated.....	984	1,992	2,668	1,001	712	1,008	619	1,259	1,422	1,180	810	538
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	3,394
<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	9,470



M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Seasons of Navigation in 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

ARTICLES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks	22		3				41				4		
Cement and water lime			2				31		4				
Fish				1				2				1	
Iron, railway				142									
do all other		79	114	90	40		45			520	1	10	1
Salt				8			1					494	
Stone for cutting	258			38	15								
Apples		1	8					1,709	2		6,519	8,113	6,433
Barley			537	735									
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	131,222
Flour			107	2,041	1,715	124	7,591	11,780	8,563	5,017	9,204	6,802	11,018
Hay, pressed				13									
Meal, all kinds			5	8,579	8,170		13,201	10,726	11,598	17,224	20,482	26,096	31,724
Oil cake				1									
Oats	296			731	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823	36,935
Potatoes			1							1	1		
Rye			684						179				
Seeds, all kinds		16		662	511		236	44	48	151	135	256	50
Wheat	30,611	34,320	30,227	54,282	40,956	53,235	53,258	37,078	39,999	39,229	31,527	32,097	26,950
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	29
Pork			1	163			106	108	19	21	88	73	1
Sheep					1								
Wool				95			1,125	86	18	452		1,237	70
Total, Class 3.	47,309	64,447	64,129	133,782	115,092	117,470	174,359	157,820	189,986	237,188	275,893	255,553	244,433
<i>Class 4.</i>													
Agricultural implements			3	1				9					
Crockery and earthenware			4	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.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>													
Glass, all kinds . . . . .			66		1		2					1	
Nails . . . . .		102	7	51	26		4						
Oil, in barrels . . . . .			995	206	255		6	8				1	
Paint . . . . .			3	6							3		44
Soda, ash . . . . .			7										
Steel . . . . .			1						3				1
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	223	167	46
Merchandise, not enumerated . . . . .	1	49	91	941	481	2	824	469	1,453	1,679	1,822	1,865	1,331
Total, Class 4 . . . . .	207	189	1,237	1,479	812	2	916	573	1,638	1,902	2,075	2,041	1,422
<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	54,173
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	54
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	54,227
<i>Special Class.</i>													
Coal . . . . .	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	1,124	615	1,382	651
Stone not suitable for cutting . . . . .										1,681	18		
Kryolite . . . . .											1,620	1,773	
Total, Special Class . . . . .	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	2,805	2,253	3,155	651
Grand Total . . . . .	81,952	96,266	110,286	174,912	163,997	167,225	224,916	189,427	221,064	297,353	318,259	306,257	300,733

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 1892.

Names of Vessels.	Original	Quantity	Cargo
	Cargo through the Welland Canal.	transhipped at Kingston.	through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia" .....	629	167	402
do "Alma Minor" .....	638	163	405
do "Cuba" .....	674	284	300
do "Lake Michigan" .....	660	268	392
do do do .....	510	216	294
do do do .....	510	249	261
do "St. Magnus" .....	1,041	249	430
do do do .....	1,035	633	402
do do do .....	1,023	633	388
Canadian sailing vessel "Kildonan" .....	1,140	288	852
Norwegian steamship "Weyceland" .....	294	243	49
Total .....	8,174	3,148	4,405

Number of cargoes of wheat .....

Quantity through Welland Canal to Kingston .....

do transhipped at Kingston .....

do taken to Montreal in vessels in which it arrived at Kingston .....

do republishing at Kingston .....

11  
8,174 Tons.  
3,148  
4,405  
621

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo, through the St. Lawrence Canals, during the Season of Navigation in 1892.

Names of Vessels.	Original	Quantity	Cargo
	Cargo through the Welland Canal.	transhipped at Kingston.	through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia" .....	476	261	476
do "Cuba" .....	634	261	393
do do do .....	448	230	448
do "Alma Minor" .....	614	230	405
do "Lake Michigan" .....	625	54	571
do do do .....	482	202	280
do do do .....	400	181	309
Canadian sailing vessel "Jennie" .....	924	350	309
do do do .....	1,023	358	574
do "Jno. Gaskin" .....	826	256	665
do "Kogina" .....	826	256	570
Total .....	6,382	1,901	1,691

Number of cargoes of corn .....

Quantity through the Welland Canal to Kingston .....

do transhipped at Kingston .....

do taken to Montreal in vessels in which it arrived at Kingston .....

10  
6,382 Tons.  
1,901  
4,691

N.—STATEMENT showing the Number of Vessels and their Cargoes of Pease and 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 1892.

## PEASE.

Name of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian Steamer "Lake Michigan".....	524	253	271

## RYE.

Canadian steamer "Alma Munro".....	507	112	395
do do.....	629	227	402
do do.....	627	247	380
do do.....	659	252	407
do "Cuba".....	616	258	358
Total.....	3,038	1,096	1,942

Number of cargoes of rye.....	5	
Quantity through the Welland Canal to Kingston.....	3,038	Tons.
do transhipped at Kingston.....	1,096	"
do taken to Montreal in vessels in which it arrived at Kingston.....	1,942	"

RECAPITULATION of the Number of Vessels passed down the Welland Canal, with Cargoes of Grain to Kingston, the Quantity transhipped, and the Quantity taken to Montreal for the Season of 1892.

	Number of Cargoes.	Total.
Wheat .....	11	
Corn .....	10	
Pease .....	1	
Rye .....	5	
Total .....		27
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal .....	8,174	
do corn do do .....	6,592	
do pease do do .....	524	
do rye do do .....	3,038	
Total through Welland Canal .....		18,328
Quantity of the above shipped at Kingston, viz. :—		
Wheat .....	3,148	
Corn .....	1,901	
Pease .....	253	
Rye .....	1,086	
Total transhipped .....		6,398
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :—		
Wheat .....	4,405	
Corn .....	4,691	
Pease .....	271	
Rye .....	1,942	
Total quantity to Montreal .....		11,309
Quantity remaining at Kingston .....		621
Total .....		18,328

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 1892.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	98	69,430	60	30,082	69	62,288	20	11,837	427	173,637
	Tons.		Tons.		Tons.		Tons.		Tons.	
Corn .....	16,776		7,360		27,742		5,341		57,219	
Pease .....	524								524	
Rye .....	5,066				2,862		608		8,536	
Wheat .....	74,528		54,764		56,520		16,739		202,551	
Total .....	96,894		62,124		87,124		22,688		268,830	

									Tons.
98	cargoes	in	Canadian	steam	vessels,	total	quantity	.....	96,894
60	do	do	sailing	do	do	.....			62,124
69	do	United	States	steam	vessels,	total	quantity	.....	87,124
20	do	do	sailing	do	do	.....			22,688

P.—TOTAL Quantity of Grain arrived at Kingston in Vessels which passed down the Welland Canal during the Season of 1892.

Summary.	Tons.	Tons.
Canadian steam vessels, 98 cargoes of grain.....	96,894	
do sailing do 60 do .....	62,124	
Total in Canadian vessels.....		150,018
United States steam vessels, 69 cargoes of grain.....	87,124	
do sailing do 20 do .....	22,688	
Total in United States vessels.....		109,812
Total in Canadian and United States vessels.....		268,830
Distributed as follows:—		
2 cargoes taken to Montreal in vessels in which it arrived at Kingston.....		924
25 do arrived at Kingston in Canadian vessels with an aggregate quantity of.....	18,328	
Transhipped at Kingston.....	6,398	
Discharged.....	621	
	7,019	
Quantity taken to Montreal in vessels in which it arrived in Kingston.....		11,309
Vessels arrived at Kingston and discharged all their cargoes as follows:—		
131 cargoes in Canadian vessels.....	139,766	
89 do United States vessels.....	109,812	
Aggregate quantity discharged.....	249,578	
Quantity transhipped to Montreal.....	238,361	
Total quantity transhipped to Montreal.....		244,759
Quantity taken to Ogdensburg and transhipped to Montreal.....		4,341
do transhipped to Cardinal.....	3,838	
do remaining at Kingston.....	3,659	
		7,497
Total.....		268,830

Q.—COMPARATIVE STATEMENT of the Quantity of Grain passed down the Welland Canal to Kingston for the Seasons of 1891 and 1892.

	1891.		1892.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels.....	209	190,664	158	159,018
do do do in United States vessels.....	77	90,153	89	109,812
Total.....	286	280,817	247	268,830
Quantity transhipped at Kingston in Canadian vessels for Montreal.....		259,655		244,759
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		17,196		12,233
Quantity remaining at Kingston.....		1,241		3,659
Quantity transhipped to Cardinal.....		2,725		3,838
Quantity taken to elevators at Ogdensburg and transhipped to Montreal.....				4,341
Total.....		280,817		268,830

2 vessels took their cargoes through to Montreal intact in 1892 against 3 in 1891.  
 25 vessels lightered a portion of their cargoes at Kingston in 1892 against 44 in 1891.  
 220 vessels discharged the whole of their cargoes at Kingston in 1892 against 239 in 1891.

R.—STATEMENT showing the Quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1892, 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	88,914
1890.....	260,896	1,448,187	1,649,083	244,380
1891.....	162,162	1,616,004	1,718,166	791,691
1892.....	341,376	5,536,818	5,878,194	5,081,459



S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1892, inclusive, and the amount of Tolls Collected thereon, is as follows:—

Years.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls paid.
	Up.	Up.	Down.	Up.	Down.		Rate 20 cents a ton.
	Tons.	Tons.	Tons.	Tons.	Tons.		¢ cts.
1885		193,442	4,974	10,321	31,350	240,087	48,017 40
1886		181,564	5,400	22,187	49,724	261,875	52,375 00
1887		81,617	1,163	26,775	25,968	135,523	27,104 60
1888		172,381	878	17,365	27,183	217,807	43,561 40
1889		226,352	1,124	12,036	25,931	265,443	53,188 60
*1890	80	116,616	615	17,280	22,781	202,372	38,222 30
1891		185,190	1,382	17,374	20,698	224,644	44,928 20
1892		183,244	651	12,391	15,330	211,616	42,284 13

\*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 and 1892 being 20 cents a ton for passage either eastward or westward.

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1892, inclusive.

Year.	Quantity passed up Free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls on Quantity passed down to Montreal.
	Tons.	Tons.	Tons.	¢ cts.
1885	5,035	122,829	127,864	18,424 35
1886	3,301	118,802	122,103	17,820 70
1887	7,579	121,618	129,197	18,242 70
1888	8,341	123,050	131,391	18,423 90
1889	5,360	124,290	129,650	18,604 90
1890	6,538	135,168	141,706	20,275 20
1891	7,951	141,701	149,652	21,255 15
1892	7,543	157,134	164,677	23,570

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 1892, inclusive.

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1883.	Tons.	Tons.	Tons.
Ashes, pot and pearl . . . . .	3	2	3
Agricultural products, not enumerated, vegetable . . . . .		3	3
do do animal . . . . .		6	1
Agricultural implements . . . . .			735
Barley . . . . .		89,344	5,372
Coal . . . . .	109,191	6,815	66,128
Corn . . . . .			1
Crockery and earthenware . . . . .			1
Fish . . . . .			2,041
Flour . . . . .	5,089		25
Furniture . . . . .	6	8	
Glass . . . . .	1	9	6
Horses . . . . .			60
Hides and skins . . . . .	77	26	142
Iron, railway . . . . .			90
do all other . . . . .	5	39	5
Lard and lard oil . . . . .	6	1	8,579
Meal, all kinds . . . . .	1,188	138	12
Meats, other than pork . . . . .		2	4
Manilla . . . . .			1
Molasses . . . . .	43	4	51
Nails . . . . .			731
Oats . . . . .		300	206
Oil, in barrels . . . . .			1
Oil cake . . . . .			
Pease . . . . .	726		163
Pork . . . . .	212	13	6
Paint . . . . .			271
Rags . . . . .			
Rye . . . . .	518		8
Salt . . . . .		2,584	38
Stone, intended for cutting . . . . .		353	87
do wrought . . . . .	969		662
Seeds, all kinds . . . . .	2		
Steel . . . . .	1		
Sugar . . . . .	2		156
Spirits, beer, &c. . . . .	35	98	
Tobacco, raw . . . . .		5	
Tallow . . . . .		2	
Wheat . . . . .	70,379	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 . . . . .	6,811	792	34,732
Staves and headings, barrel . . . . .		31	
do do pipe . . . . .	2,024	2,738	
do 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, &amp;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.
1884.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	36	10	.....
Agricultural products, not enumerated, vegetable.....	.....	7	.....
do do animal.....	.....	2	.....
Agricultural implements.....	.....	9	.....
Barley.....	38	52	.....
Coal.....	.....	32,598	4,293
Corn.....	55,552	9,552	53,707
Cattle.....	.....	1	.....
Fish.....	.....	13	.....
Flour.....	9,659	.....	1,715
Furniture.....	10	17	16
Glass, all kinds.....	.....	10	1
Hay, pressed.....	.....	.....	13
Horses.....	.....	2	6
Hides, horns and hoofs.....	.....	.....	73
Iron, all other.....	.....	8	40
Kyrolite 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 heading, barrel.....	.....	22	.....
do pipe.....	200	487	.....
do West India.....	863	406	.....
Shingles.....	.....	7	76
Timber, square.....	7,365	50,414	.....
Woodenware and wood, partly manufactured.....	68	3	11
Total.....	168,715	100,425	165,543

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

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

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

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, &amp;c.—Continued.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Ontario Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1886.	Tons.	Tons.	Tons.
Ashes, pot and pearl.	44	10	11
Apples.	49		
Agricultural products, not enumerated, vegetable		1	1
Bricks.			41
Cement and water lime.			26
Coal.		49,724	5,400
Corn.	116,517	8,871	93,503
Flour.	2,934		7,591
Furniture.	6	15	21
Glass, all kinds.			2
Horses.	1		1
Hides and skins, &c.			414
Iron, pig.		617	43
do all other.	15	12	1
Lard and lard oil.	22	9	13
Meal, all kinds.	125	18	13,201
Meats, other than pork.	67	64	1
Marble.		2	
Molasses.	28	7	
Nails.			4
Oats.		41	4,790
Oil.	6	28	6
Pease.	608		
Pork.	936	407	106
Paint.	1	1	
Rags.			13
Salt.		29	1
Stone for cutting.		4,314	
do wrought.		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 down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed 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	168
Stone, for cutting.....		3,531	
do wrought.....	12	543	
Seeds.....		4	44
Sugar.....	15		1
Spirits.....		99	63
Wheat.....	160,063	4,940	37,678
Wool.....			86
All other merchandise, not enumerated.....	72	123	468
Barrels, empty.....	88		24
Lumber, sawn.....	7,001	1,816	44,733
Staves and headings, barrel.....		27	
do do pipe.....	184		
do 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.
Ashes, pot and pearl	85		
Apples		45	
Barley			2
Cement and water lime			4
Coal		27,183	878
Corn	66,443	25,469	102,974
Crockery and earthenware		4	1
Flour	3,865		8,543
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	33,609	
Woodenware	25		8
Total	183,899	113,801	238,467

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

## U.--COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &amp;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.
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.....	329	.....	27,492
Oil, in barrels.....	4	2	.....
Oil cake.....	798	.....	.....
Potatoes.....	.....	.....	1
Pork.....	1,220	114	21
Rye.....	1,284	634	.....
Salt.....	.....	316	.....
Stone, for cutting.....	.....	6,784	.....
do wrought.....	.....	11	2
do not suitable for cutting.....	.....	375	1,681
Seeds, all kinds.....	3	.....	151
Spirits, beer, &c.....	20	8	190
Tallow.....	.....	.....	13
Wheat.....	70,815	7,241	39,229
Wool.....	.....	.....	452
Merchandise.....	193	129	1,591
Barrels, empty.....	.....	.....	173
Lumber, sawn.....	6,118	4,669	71,055
Masts, spars, &c.....	.....	220	.....
Railway ties.....	.....	852	.....
Saw logs.....	.....	.....	158
Staves and headings, barrel.....	.....	4	.....
do do pipe.....	220	304	.....
do do West India.....	68	559	.....
Shingles.....	.....	.....	51
Split posts, &c.....	.....	17	.....
Timber, square.....	9,302	70,579	240
Woodenware, &c.....	.....	.....	2
Total.....	292,827	130,584	313,574

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



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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1890.	Tons.	Tons.	Tons.
Ashes	70		
All other products, animal	14		
do vegetable	1		
Barley			6,519
Bricks			4
Coal		22,781	615
Corn	134,966	11,584	180,842
Fish	49		
Flour	3,065		9,204
Furniture	1	1	21
Glass, all kinds	1		
Horses	3		1
Iron, all other			1
Kyrolite		1,280	1,620
Lard and lard oil		5	30
Meal	222		20,482
Meats			15
Oats	479	73	27,030
Oil, in barrels	6		
Oil cake	2		
Paint			3
Pease			14
Pork	221	19	88
Potatoes			1
Rye	1,120	1	
Salt		701	
Stone, for cutting		5,761	
do wrought		630	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 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	*16,433
Total	235,972	144,301	311,400

\*This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence canals to Montreal.

A refund of 18 cents Welland Canal tolls was allowed on wheat, Indian corn, pease, barley, rye (and oats for export), when shipped for Montreal or some port east of that point per Order in Council 26th February and 5th May, 1890.

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1891.	Tons.	Tons.	Tons.
Ashes.....	40		
Agricultural products.....	2		42
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Coal.....		20,698	1,382
Flour.....	3,324		6,802
Fish.....			1
Furniture.....	2	2	7
Glass.....	1		1
Horses.....	2	2	3
Hay.....		21	
Iron, pig.....	371	128	
do all other.....		1,036	10
Lard and lard oil.....	100	16	10
Meal, all kinds.....	67		26,096
Meats, other than pork.....		1	2
Molasses.....		20	18
Oats.....			52,823
Oil.....			1
Pease.....	390		
Pork.....	201		73
Rags.....			60
Rye.....	64,978	969	
Seeds, all kinds.....	2		256
Salt.....		1,861	494
Stone, for cutting.....		6,602	
do wrought.....		7	
Tobacco.....	1		
Tallow.....		9	8
Wheat.....	159,785	692	32,097
Staves, pipe.....		8	
Whiskey and all other liquors.....	105	57	167
Wood.....			1,237
Merchandise.....	278	6	1,779
Kryolite.....		1,098	1,773
Lumber, in vessels.....	2,991	1,300	56,456
do rafts.....	917		
Timber, square, in rafts.....	5,680	14,638	
Barrels.....			4
Corn.....	12,169	291,776	54,315
Wheat.....	5,648	17,817	*17,817
Total.....	309,593	54,315	299,392

\* This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal.

A refund of 18 cents a ton Welland Canal tolls on wheat, Indian corn, pease, barley, rye, and (for export) oats, originally shipped for Montreal or some port east of Montreal, per Order in Council 25th March, 1891.

COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal; the Quantity to Canadian ports between Port Dalhousie and Cornwall, and the Quantity to United States ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the year 1892.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
	Tons.	Tons.	Tons.
1892.			
Ashes, pot and pearl.....	17	2	
Apples.....	54		
Barley.....			6,433
Corn.....	53,689	7,637	131,222
Coal.....		14,839	651
Flour.....	2,874		11,018
Fish.....	9		
Furniture.....	1		7
Hides and skins.....	20		
Horses.....	2		
Iron, railway.....		100	
do all other.....		765	1
Meal, all kinds.....	16		31,724
Meats, other than pork.....	94		29
Oats.....			36,935
Oil.....		7	
Pease.....	524		
Potatoes.....			1
Pork.....			44
Rye.....	9,119	273	
Salt.....		865	
Seeds, all kinds.....	75		50
Steel.....			1
Stone, for cutting.....		1,264	
Sugar.....			20
Wheat.....	194,281	5,373	26,950
Whiskey, beer, spirits, &c.....	6	15	46
Wool.....			70
Merchandise not enumerated.....	36	13	1,304
Barrels, empty.....	1		29
Lumber, sawn, in vessels.....	1,678	150	83,403
Square timber.....	440	42,768	440
Staves and headings, pipe.....	8	80	
do do West India.....	200	76	
Shingles.....			25
Total.....	263,144	74,227	330,403
*Wheat.....	+4,341	-4,341	
Total.....	267,485	69,886	330,403

\* This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators, and subsequently transhipped to Montreal.

A refund of 18 cents a ton, Welland Canal tolls, was allowed on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, which passed down the whole length of the Welland and St. Lawrence Canals, to Montreal, or any port east of Montreal, and such products exported out of the country, and in such cases, only.

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.			
Barley.....	38	52	.....
Corn.....	55,552	9,552	53,707
Oats.....	872	.....	9,874
Rye.....	477	.....	.....
Wheat.....	84,822	2,549	40,975
Total Grain.....	141,761	12,153	104,556
Other Articles.....	26,954	88,272	60,987
Total.....	168,715	100,425	165,543
1885.			
Barley.....	.....	.....	228
Corn.....	44,401	9,906	63,229
Oats.....	.....	.....	882
Pease.....	11	.....	.....
Rye.....	.....	.....	.....
Wheat.....	52,157	2,003	53,235
Total Grain.....	96,569	11,909	117,574
Other Articles.....	36,399	113,853	55,759
Total.....	132,968	125,762	173,333
1886.			
Barley.....	.....	.....	.....
Corn.....	116,517	8,871	93,503
Oats.....	.....	41	4,790
Pease.....	608	.....	.....
Rye.....	.....	.....	.....
Wheat.....	86,815	969	53,258
Total Grain.....	203,940	9,881	151,551
Other Articles.....	40,574	108,246	82,703
Total.....	244,514	118,127	234,254
1887.			
Barley.....	.....	.....	1,709
Corn.....	24,609	6,898	83,431
*Oats.....	.....	.....	12,959
Pease.....	362	.....	.....
Rye.....	.....	.....	.....
Wheat.....	160,063	4,940	37,678
Total Grain.....	185,034	11,838	134,868
Other Articles.....	28,800	55,794	69,447
Total.....	213,834	67,632	204,315

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

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 .....	1,284	634	
Wheat .....	70,815	7,241	39,229
Total Grain .....	267,769	19,075	213,766
Other Articles .....	25,158	111,509	99,808
Total .....	292,927	130,584	313,574
1890.			
Barley .....			6,519
Corn .....	150,999	11,584	180,842
Oats .....	879*	73	27,030
Pease .....			14
Rye .....	1,120	1	
Wheat .....	75,515	5,241	31,527
Total Grain .....	228,513	16,899	245,932
Other Articles .....	7,459	127,402	81,301
Total .....	235,972	144,301	327,833
1891.			
Barley .....			8,113
Corn .....	52,539	5,144	127,494
Oats .....			52,823
Pease .....	390		
Rye .....	61,978	969	
Wheat .....	159,785	692	32,097
Total Grain .....	277,692	6,805	220,527
Transhipped at Ogdensburg to Montreal .....	+ 17,817		17,817
Total .....	295,509		202,710
Other Articles .....	14,084	47,510	96,682
Grand Total .....	309,593	54,315	299,392

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

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

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.
1892.	Tons.	Tons.	Tons.
Barley.....			6,433
Corn.....	53,689	7,637	131,222
Oats.....			36,935
Pease.....	524		
Rye.....	9,119	273	
Wheat.....	194,281	5,373	26,950
Total, grain.....	257,613	13,283	201,540
Quantity taken to Ogdensburg and transhipped to Montreal.....	* 4,341	4,341	
Total.....	261,954	8,942	201,540
Other articles.....	5,531	60,944	128,863
Grand total.....	267,485	69,886	330,403

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

	Quantity passed down to Canadian Ports: Toronto, Hamilton, Kingston, Cornwall, &c.	Quantity passed down to United States Ports: Oswego, Ogdensburg, &c., on south side of Lake Ontario.
1883.	Tons.	Tons.
Grain .....	10,650	121,876
Other articles .....	173,852	53,579
Total .....	184,502	175,455
1884.		
Grain .....	12,153	104,556
Other articles .....	88,272	60,987
Total .....	100,425	165,543
1885.		
Grain .....	11,909	117,574
Other articles .....	113,853	55,759
Total .....	125,762	173,333
1886.		
Grain .....	9,881	151,551
Other articles .....	108,246	82,708
Total .....	118,127	234,254
1887.		
Grain .....	11,838	134,868
Other articles .....	59,794	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
1892.		
Grain .....	8,942	201,540
Other articles .....	60,944	128,863
Total .....	69,886	330,403

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

## CANAL

## COMPARATIVE Statement for Years ended

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1891 .....	205 00			6,519 99	28,972 97
do 1892 .....		242 54		11,510 42	25,056 46
Increase .....		242 54		4,990 43	3,916 51
Decrease .....	205 00				
St. Lawrence Canals, 1891 .....	15 52			201 50	8,151 22
do 1892 .....				570 75	9,949 00
Increase .....				369 25	1,797 78
Decrease .....	15 52				
Chambly Canal, 1891 .....					3,310 07
do 1892 .....				19 45	3,463 15
Increase .....				19 45	153 08
Decrease .....					
Rideau Canal, 1891 .....				41 14	609 33
do 1892 .....			72 00	9 20	847 23
Increase .....			72 00		237 90
Decrease .....				31 94	
Ottawa Canals, 1891 .....				541 88	8,064 90
do 1892 .....				432 50	6,526 48
Increase .....					
Decrease .....				109 38	1,538 42
St. Peter's Canal, 1891 .....				28 89	154 70
do 1892 .....	31 10		1 06	180 14	254 58
Increase .....	31 10		1 06	151 25	99 88
Decrease .....					
Trent Valley Canal, 1891 .....				2 70	71 53
do 1892 .....				78 50	59 00
Increase .....				75 80	
Decrease .....					12 53
Murray Canal, 1891 .....				13 52	54 85
do 1892 .....				24 39	66 32
Increase .....				10 87	11 47
Decrease .....					
Total increase .....		242 54	73 06	5,475 73	
Total decrease .....	189 42				3,167 35

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1891, \$49,834.98; actual revenue, \$300,516.59.

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1892, \$40,030.83; actual revenue, \$318,680.21.



## REVENUE.

31st December, 1891 and 1892.

June.	July.	August.	September.	October.	November.	December.	Total.
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
28,772 52	25,662 27	31,879 90	33,200 17	29,979 75	14,234 57	976 16	200,403 30
21,838 60	26,462 27	26,650 27	31,281 49	30,205 81	21,176 64	2,053 42	196,477 92
	800 00			226 06	6,942 07	1,077 26	
6,933 92		5,229 63	1,918 68				3,925 38
13,629 48	15,732 89	12,600 99	10,688 44	10,892 53	8,640 03	101 37	80,653 97
15,877 85	16,916 14	12,486 40	10,973 91	12,225 28	9,043 62	82 34	88,125 29
2,248 37	1,183 25		285 47	1,332 75	403 59		7,471 32
		114 59				19 03	
3,026 21	3,176 19	2,746 49	2,180 91	3,497 81	1,897 20		19,534 88
2,757 04	3,021 47	3,719 52	3,072 86	3,494 99	1,432 37		20,980 85
		973 03	891 95	297 18			1,445 97
269 17	154 72				464 83		
1,151 39	1,145 24	966 88	819 04	901 42	508 61	2 84	6,145 89
810 52	983 36	923 33	701 69	721 04	430 27	0 50	5,499 14
		43 55	117 35	180 38	78 34	2 34	646 75
340 87	161 88						
6,938 18	6,898 19	5,422 33	4,598 07	4,649 97	3,343 87	1 00	40,458 39
6,692 54	6,621 12	7,225 16	6,282 02	6,545 83	2,759 03		43,984 68
		1,802 83	1,683 95	1,895 86			2,626 29
245 64	277 07				584 84	1 00	
112 98	102 35	111 36	286 05	438 40	383 37	163 66	1,781 76
368 24	413 07	412 94	481 83	443 45	362 32	207 13	3,155 86
255 26	310 72	301 58	195 78	5 05		43 47	1,374 10
					21 05		
119 95	129 86	139 60	125 24	95 05	19 80		703 73
113 79	159 11	137 86	114 30	90 07	49 38		802 01
	29 25				29 58		98 28
6 16		1 74	10 94	4 98			
135 67	146 09	178 74	63 85	46 05	31 28		670 05
80 29	124 86	103 35	80 22	64 11	41 75		585 29
			16 37	18 06	10 47		84 76
55 38	21 23	75 39					
	1,708 32		1,026 55	3,599 60	6,236 65	1,098 36	8,359 07
5,346 51		2,387 46					
Total for year 1891.....							350,351 97
Total for year 1892.....							358,711 04

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1891 and 1892.

	FLOUR.	WHEAT.	CORN.	BARLEY.	OATS.	RYE.	ALL OTHER.	LUMBER.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland Canal, 1891 .....	13,517	198,658	185,180	8,113	52,959	65,888	28,042	64,887	617,244
do 1892 .....	17,048	232,019	192,548	6,433	37,173	9,392	32,815	86,072	613,500
Increase .....	3,531	33,361	7,368				4,773	21,185	
Decrease .....				1,680	15,786	56,496			3,744
St. Lawrence Canals, 1891 .....	8,123	190,843	67,603	17,606	8,923	66,917	42,730	48,322	451,067
do 1892 .....	8,546	262,890	59,340	9,340	44,294	10,119	54,597	37,475	486,601
Increase .....	423	72,047			35,371		11,867		35,534
Decrease .....			8,263	8,266		56,798		10,847	
Chambly Canal, 1891 .....	228			842	1,239		2,474	97,561	102,344
do 1892 .....	285				3,034		907	91,464	95,690
Increase .....	57				1,795				
Decrease .....				842			1,567	6,097	6,654
Rideau Canal, 1891 .....	690	290	22	373	124	170	437	38,524	40,630
do 1892 .....	369	65	20	82	1,551	81	463	29,622	32,253
Increase .....					1,427		26		
Decrease .....	321	225	2	291		89		8,902	8,377
Ottawa Canals, 1891 .....	112	18		150	1,038		3,275	424,116	428,709
do 1892 .....	26	28	4	76	4,579	57	1,749	469,727	476,246
Increase .....		10	4		3,541	57		45,611	47,537
Decrease .....	86			74			1,526		

St. Peter's Canal, 1891.....	1,299							2,827	4,126
do 1892.....	2,215							4,572	6,787
Increase.....	916							1,745	2,661
Decrease.....									
Trent Valley Canal, 1891.....	25							794	819
do 1892.....								1,537	1,537
Increase.....								743	718
Decrease.....	25								
Murray Canal, 1891.....	14	816	3	756	17	527	519	834	3,486
do 1892.....	41	765		573	51	34	1,983	2,539	5,986
Increase.....	27				34		1,464	1,705	2,500
Decrease.....		51	3	183		493			
Total increase.....	4,522	105,142			26,382		15,037	45,143	70,175
Total decrease.....			896	11,336		113,819			
Total for year 1891.....									1,648,425
Total for year 1892.....									1,718,600

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA.

## SUPPLEMENTARY APPENDIX A—Continued.

No. (A). 7.—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 1892.

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.
Ashes, pot and pearl.....								19		19	19			3 80	3 80
Apples.....		283			267				267	283	550	40 05	16 54	56 59	
Agricultural products, not enumerated, vegetable.....		91	16	400					16	491	507	2 10	22 60	24 70	
Agricultural products, not enumerated, animal.....															
Agricultural implements.....	1		10						11		11	1 65		1 65	
Barley.....					6,433					6,433	6,433		1,286 60	1,286 60	
Brick.....	223		40						263		263	36 44		36 44	
Bones.....															
Brimstone.....															
Cement and water lime.....	314		501						815		815	78 05		78 05	
Clay, lime and sand.....		70								70	70		5 25	5 25	
Coal.....					183,244	651	12,391	15,330	195,635	15,981	211,616	39,127 00	3,157 13	42,284 13	
Corn.....					131,222			61,326		192,548	192,548		38,509 60	38,509 60	
Cattle.....		1								1	1		0 02	0 02	
Cotton (raw).....															
Crockery and earthenware.....															
Dyewood and dye stuffs.....															
Fish.....		9			15				15	9	24	2 25	1 80	4 05	
Flax and hemp.....															
Flour.....		4,618	2		11,018			1,410	2	17,046	17,048	0 30	2,601 10	2,601 40	
Furniture.....		1	16			7			1	16	25	2 40	1 62	4 02	
Gypsum.....		200								100	200		5 00	5 00	
Glass (all kinds).....	18		20		51				89		89	13 35		13 35	
Hay (pressed).....															
Hogs.....															
Horses.....	59	24	5		1				2	65	91	2 08	0 95	3 03	
Hides and skins, horns and hoofs.....									20	93	20	113	13 95	4 00	17 95
Ice.....															

Iron, railway.....		100	63					63	100	163	9 45	20 00	29 45
do pig.....													
do all other.....	41	765	182	575	1			801	766	1,567	115 97	153 20	269 17
do ore.....													
Kryolite chemical ore and other ore, except iron.....			69					69		69	3 45		3 45
Lard and lard oil.....													
Meal, all kinds.....		16		31,724	29			31,740	31,740	31,740		6,348 00	6,348 00
Meats, other than pork.....							50	79	79	79		15 80	15 80
Marble.....			2	3,188				3,190	3,190	3,190	478 50		478 50
Manilla.....				66				66	66	66	9 90		9 90
Molasses.....				107				107	107	107	16 05		16 05
Nails.....	13		27					40	40	40	4 95		4 95
Oats.....		238						36,965	37,173	37,173		7,434 60	7,434 60
Oil (in barrels).....			2				42	2	42	44	0 30	3 15	3 45
Oil cake.....													
Pease.....		524						524	524	524		104 80	104 80
Potatoes.....					1			1	1	1		0 20	0 20
Pork.....					44			44	44	44		8 80	8 80
Paint.....			20					20	20	20	3 00		3 00
Pitch and tar.....													
Rags.....													
Rye.....							9,392	9,392	9,392	9,392		1,878 40	1,878 40
Rosin.....									13	865	878	1 95	173 00
Salt.....	10	865	1	2				1,264	1,264	1,264		252 80	252 80
Stone intended for cutting.....													
do wrought.....													
do not suitable for cutting, unwrought.....	263			10,031	50			4	10,294	10,294	1,019 47		1,019 47
Seeds, all kinds.....		71							125	125		25 00	25 00
Sheep.....													
Soda ash.....				14				14	14	14	2 10		2 10
Steel.....				2,556	1			2,556	1	2,556	383 40	0 20	383 60
Sugar.....	356	10	26	2,760	20			3,142	30	3,172	426 30	4 19	430 49
Spirits, beer, &c.....	4	3	86	1	46			21	91	70	161	13 65	27 32
Tobacco (raw).....													
Tallow.....				108				108	108	108	16 20		16 20
Tin.....			8	12				20	20	20	3 00		3 00
Turpentine.....													
Wheat.....	2,209	62,506	241	1,242		26,950	138,811	2,450	229,569	232,019	59 64	45,733 27	45,792 91
White lead.....													
Whiting.....													
Wool.....					70				70	70		14 00	14 00
All other goods and merchan- dise not enumerated.....	1,096	484	255	37,086	1,304		37	38,437	1,825	40,262	5,651 65	283 06	5,934 71
Park.....													
Barrels, empty.....				29			1	30	30	30		5 72	5 72
Boat knees.....													
Floats.....		4						4	4	4		0 25	0 25
Firewood, in vessels.....	15	5,655	1,350				1,365	5,655	7,020	33 89		303 11	337 00

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

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels....	15	1,473	3	29,230		54,173		1,178	18	86,054	86,072	1 87	15,425 63	15,427 50
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....	5								5		5	0 25		0 25
Railway ties, in vessels.....		96		121						217	217		6 78	6 78
do rafts.....														
Saw logs.....	185	1,315		1,055					185	2,370	2,555	9 72	94 33	104 05
Staves and headings, barrel.....				95						95	95		7 60	7 60
do pipe.....										88	88		16 10	16 10
do W. India.....										276	276		51 68	51 68
Staves, salt barrel.....														
Shingles.....						25				25	25		18 10	18 10
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels....		8,090		440				35,118		43,648	43,648		6,541 16	6,541 16
do rafts.....	100	70						100	70	170	170	2 82	1 98	5 80
Traverses.....														
Woodenware and wood partly manufactured.....	2				5				7		7	2 80		2 80
Total freight paying tolls.....	4,932	87,642	2,945	32,583	240,182	300,733	12,391	264,390	260,450	685,348	945,798	47,589 90	130,554 59	178,144 49
<i>Articles having paid full Tolls on the St. Lawrence Canals, Free.</i>														
Ashes, pot and pearl.....			88						88		88			

Cement and water lime.....	869	701							1,570	1,570	
Clay, lime and sand .....		240							240	240	
Crockery and earthenware...	2	6							8	8	
Fish .....		426							426	426	
Furniture.....		3							3	3	
Glass, all kinds.....		152							152	152	
Iron, railway.....	957	214							1,171	1,171	
do pig.....		74							74	74	
do all other.....	20	367							387	387	
Lard and lard oil.....		16							16	16	
Molasses.....		32							32	32	
Nails.....	25	251							276	276	
Oil, in barrels.....		2							2	2	
Paint.....		15							15	15	
Pitch and tar.....	15								15	15	
Salt.....	50	1,984							2,034	2,034	
Soda ash.....		352							352	352	
Spirits, beer, &c.....	14	206							220	220	
Steel.....	258	11							269	269	
Stone intended for cutting.....				145					145	145	
Sugar.....	463	857							1,320	1,320	
Tin.....		27							27	27	
White lead.....		6							6	6	
Whiting.....	49	22							71	71	
Wool.....		13							13	13	
Merchandise.....	96	437		5					538	538	
Kryolite, free, having paid full tolls on the Rideau Canal.....		286							286	286	
Grand total freight....	7,750	87,642	9,733	32,583	240,332	300,731	12,391	264,390	270,206	685,348	955,554

Total tolls on vessels .....	8,522 85	8,631 67	17,154 52
do passengers .....	262 84	240 40	504 24
do free goods .....			
Total tolls.....	56,376 59	139,426 66	195,803 25
Fines and damages .....			540 95
Other receipts .....			133 72
Total revenue, exclusive of hydraulic rents.....			196,477 92

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 8.—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 1892.

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, p t and pearl							19		19		19			3 80	3 80
Apples		54			267				267	54	321	40 05	10 80	50 85	
Agricultural products, not enumerated, vegetable															
Agricultural products, not enumerated, animal															
Agricultural implements	1		10						11		11	1 65		1 65	
Barley					6,433				6,433		6,433		1,286 60	1,286 60	
Bricks	200		40						240		240	36 00		36 00	
Bones															
Brimstone															
Cent out and water line			29						29		29	4 35		4 35	
Clay, lime and sand															
Coal					183,244	651	12,391	14,839	195,635	15,490	211,125	39,127 00	3,098 00	42,225 00	
Corn						131,222		61,326		192,548	192,548		38,509 60	38,509 60	
Cattle															
Cotton, raw															
Crockery and earthenware															
Dye wood and dye stuffs															
Fish		9			15				15	9	24	2 25	1 80	4 05	
Flax and hemp															
Flour			2			11,018		1,410	2	12,428	12,430	0 30	2,485 60	2,485 90	
Furniture			16			7		1	16	8	24	2 40	1 60	4 00	
Gypsum															
Glass, all kinds	18		20		51				89		89	13 35		13 35	
Hay, pressed															
Hogs															
Horses			5		1			2	6	2	8	0 90	0 40	1 30	
Hides and skins, horns and hoofs					93			20	93	20	113	13 95	4 00	17 95	
Ice															



Iron, railway..		100	63					63	100	163	9 45	20 00	29 45
do pig													
do all other	12	765	182	575	1			769	766	1,535	115 35	153 20	268 55
do ore													
Kryolite chemical ore and other ore, except iron			69					69		69	3 45		3 45
Lard and lard oil													
Meal, all kinds		16			31,724				31,740	31,740		6,348 00	6,348 00
Meats, other than pork					29		50		79	79		15 80	15 80
Marble			2	3,188				3,190		3,190	478 50		478 50
Manilla				66				66		66	9 90		9 90
Molasses				107				107		107	16 05		16 05
Nails	5		27					32		32	4 80		4 80
Oats					36,935				36,935	36,935		7,387 00	7,387 00
Oil, in barrels			2				7	2	7	9	0 30	1 40	1 70
do cake													
Pease		524							524	524		104 80	104 80
Potatoes					1				1	1		0 20	0 20
Pork					44				44	44		8 80	8 80
Paint			20					20		20	3 00		3 00
Pitch and tar													
Rags													
Rye								9,392	9,392	9,392		1,878 40	1,878 40
Rosin													
Salt	10	865	1	2				13	865	878	1 95	173 00	174 95
Stone, intended for cutting								1,264	1,264	1,264		252 80	252 80
do wrought													
do not suitable for cutting, unwrought				10,031				10,031		10,031	1,003 05		1,003 05
Seeds, all kinds		71			50		4		125	125		25 00	25 00
Sheep													
Soda ash				14				14		14	2 10		2 10
Steel				2,556	1			2,556	1	2,557	383 40	0 20	383 60
Sugar	10		26	2,760	20			2,796	20	2,816	419 40	4 00	423 40
Spirits, beer, &c	4		86	1	46		21	91	67	158	13 65	13 40	27 05
Tobacco, raw													
Tallow				108				108		108	16 20		16 20
Tin			8	12				20		20	3 00		3 00
Turpentine													
Wheat		61,433	1		26,950		138,221	1	226,604	226,605	0 15	45,320 80	45,320 95
White lead													
Whiting													
Wool					70				70	70		14 00	14 00
All other goods and merchan- dise, not enumerated	222	13	255	37,086	1,304		36	37,563	1,353	38,916	5,634 45	270 60	5,905 65
Bark													
Barrels, empty					29		1		30	30		5 72	5 72
Boat knees													
Floats													
Firewood, in vessels													

No. (A) 8.—STATEMENT showing the Quantity of each Article of Through Freight, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.														
Hoops.														
Hop poles														
Lumber, sawn, in vessels		650	3	20,280		54,173		1,178	3	85,231	85,234	0 52	15,332 92	15,333 44
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								88		88	88		16 10	16 10
do W. India								276		276	276		51 68	51 68
Staves, salt barrel.														
Shingles.						25				25	25		18 10	18 10
Split posts and fence rails, in vessels.														
Split posts and fence rails, in rafts.														
Timber, square, in vessels		8,090		440				35,118		43,648	43,648		6,541 16	6,541 16
do rafts.														
Traverses.														
Woodenware and wood partly manufactured.	2					5				7	7	2 80		2 80
Total freight paying tolls	484	72,590	867	20,670	240,182	300,733	12,391	263,273	253,924	666,266	920,190	47,363 67	129,359 28	176,722 95
<i>Articles having paid full tolls on the St. Lawrence Canals, free:—</i>														
Ashes, pot and pearl				88						88	88			
Cement and water lime	869		701						1,570		1,570			

Clay, lime and sand			240					240		40	
Crockery and earthenware	2		6					8		8	
Fish			426					426		426	
Furniture			3					3		3	
Glass, all kinds			152					152		152	
Iron, railway	957		214					1,171		1,171	
do pig			74					74		74	
do all other	20		367					387		387	
Lard and lard oil			16					16		16	
Molasses			32					32		32	
Nails	25		251					276		276	
Oil in barrels			2					2		2	
Paint			15					15		15	
Pitch and tar	15							15		15	
Salt	50		1,984					2,034		2,034	
Soda ash			352					352		352	
Spirits, beer, &c	14		206					220		220	
Steel	258		11					269		269	
Stone intended for cutting					145			145		145	
Sugar	463		857					1,320		1,320	
Tin			27					27		27	
White lead			6					6		6	
Whiting	49		22					71		71	
Wool			13					13		13	
Merchandise	96		437		5			538		538	
Kyolite, free, having paid full tolls on the Rideau Canal			286					286		286	
Grand total, freight	3,302	72,500	7,655	29,670	240,332	300,733	12,391	263,273	263,680	666,266	929,946

Total tolls on vessels	8,094 44	8,237 62	16,332 06
do passengers	53 25	57 40	110 65
do free goods			\$1,434 80
Total through tolls	55,511 36	137,654 30	193,165 66

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A.) 9.—STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal and the Amount of Tolls collected thereon during the Season of Navigation in 1892.

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																		
Apples		229								229	229		5	74		5	74	
Agricultural products not enumerated, vegetable		91	16	400						16	491	507	2	10	22	60	24	70
Agricultural products not enumerated, animal																		
Agricultural implements																		
Barley																		
Bricks	23									23	23	0	44				0	44
Bones																		
Brimstone																		
Cement and water lime	314		472							786	786	73	70				73	70
Clay, lime and sand		70								70	70		5	25			5	25
Coal							491			491	491		59	13			59	13
Corn																		
Cattle		1								1	1		0	02			0	02
Cotton, raw																		
Crockery and earthenware																		
Dye wood and dye stuffs																		
Fish																		
Flax and hemp																		
Flour		4,618								4,618	4,618		115	50			115	50
Furniture		1								1	1		0	02			0	02
Gypsum		200								200	200		5	00			5	00
Glass, all kinds																		
Hay, pressed																		
Hogs																		
Horses	59	24								59	24	83	1	18	0	55	1	73
Hides and skins, horns and hoofs																		
Ice																		

Iron, railway.....												
do pig.....												
do all other.....	32					32		32	0 62		0 62	
Iron ore.....												
Kryolite chemical ore and other ore, except iron.....												
Lard and lard oil.....												
Meal, all kinds.....												
Meats, other than pork.....												
Marble.....												
Manilla.....												
Molasses.....												
Nails.....	8					8		8	0 15		0 15	
Oats.....		238					238	238		47 60	47 60	
Oil, in barrels.....					35		35	35		1 75	1 75	
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.....	263					263		263	16 42		16 42	
Seeds, all kinds.....												
Sheep.....												
Soda ash.....												
Steel.....												
Sugar.....	346	10				346	10	356	6 90	0 19	7 09	
Spirits, beer, &c.....		3					3	3		0 27	0 27	
Tobacco, raw.....												
Tallow.....												
Tin.....												
Turpentine.....												
Wheat.....	2,209	1,133	240	1,242		500	2,449	2,965	5,414	59 49	412 47	471 96
White lead.....												
Whiting.....												
Wool.....												
All other goods and merchan- dise not enumerated.....	874	471				1	874	472	1,346	17 20	12 46	29 66
Bark.....												
Barrels, empty.....												
Boat knees.....												
Floats.....		4						4			0 25	0 25
Firewood, in vessels.....	15	5,655	1,350				1,365	5,655	7,020	33 89	303 11	337 00

No. (A) 9—STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.....														
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	15	823							15	823	838	1 35	92 71	94 06
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....	5								5		5	0 25		0 25
Railway ties, in vessels.....		96		121						217	217		6 78	6 78
do rafts.....														
Saw-logs.....	185	1,315		1,055					185	2,370	2,555	9 72	94 33	104 05
Staves and headings, barrel.....				95						95	95		7 60	7 60
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.....	100	70							100	70	170	2 82	1 98	4 80
Traverses.....														
Woodenware and wood partly manufactured.....														
Total freight paying tolls.	4,448	15,052	2,078	2,913				1,117	6,526	19,082	25,608	226 23	1,195 31	1,421 54

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Total way tolls on vessels . . . . .	428 41	394 05	822 46
do passengers . . . . .	210 59	183 00	393 59
Total way tolls . . . . . \$	865 23	1,772 36	2,637 59

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1893.

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 10.—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 1892.

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.....		36	88						88	36	124	17 60	7 20	24 80
Apples.....	20	5,189	6					6	26	5,195	5,221	2 32	751 78	754 10
Agricultural produce not enumerated, vegetable.....	265	3,820					1		266	3,820	4,086	32 73	209 89	242 62
Agricultural produce not enumerated, animal.....	125	2,490							125	2,490	2,615	8 92	367 08	376 00
Agricultural implements.....	96	1							96	1	97	12 01	0 10	12 11
Barley.....	741	8,599							741	8,599	9,340	27 81	451 93	479 74
Bricks.....	10,318	362					193		10,511	362	10,873	420 27	23 03	443 30
Bones.....		75								75			10 02	10 02
Brimstone.....	557								557		557	54 58		54 58
Cement and water lime.....	2,922	242	636						3,558	242	3,800	481 00	9 09	490 09
Clay, lime and sand.....	18,531	5,561			40		3,104	1,132	21,675	6,693	28,368	875 33	455 14	1,330 47
Coal.....		66,926			8	1,527		109,612		178,073	178,073		25,073 16	25,073 16
Corn.....	8	4,318		15					8	4,333	4,341	0 72	264 86	265 58
Cattle.....	51	241							51	241	292	2 93	17 54	20 47
Cotton, raw.....														
Crockery and earthenware.....	151	19	10						161	19	180	29 63	2 90	32 53
Dye woods and dye stuffs.....	45						108		153		153	8 29		8 29
Fish.....	834	42	50						884	42	926	94 61	2 91	97 52
Flax and hemp.....														
Flour.....	844	4,914				4			844	4,918	5,762	57 50	600 57	658 07
Furniture.....	346	864	3						349	864	1,213	37 87	138 00	175 87
Gypsum.....	2,473	37							2,473	37	2,510	33 55	1 42	34 97
Glass, all kinds.....	326	71	152				2		480	71	551	93 11	6 65	99 76
Hay, pressed.....	458	655							458	655	1,113	17 71	40 12	57 83
Hogs.....		5								5			0 75	0 75
Horses.....	183	318							183	318	501	11 19	20 61	31 80
Hides and skins, horns and hoofs.....		47								47	47		6 44	6 44
Ice.....														



Iron, railway .....	989	4	214					1,203	4	1,207	177 69	0 15	177 84
do pig .....	1,184	10	64					1,248	10	1,258	157 10	0 38	157 48
do all other .....	11,754	1,817	381					12,135	1,817	13,952	658 89	72 52	731 41
do ore .....													
Kryolite chemical ore and other ore, except iron .....													
Lard and lard oil .....	130	72	16					146	72	218	17 74	2 78	20 52
Meal, all kinds .....	613	611						613	611	1,224	25 27	31 18	56 45
Meats, other than pork .....	15	5						15	5	20	1 82	0 53	2 35
Marble .....	5					12		17		17	1 55		1 55
Manilla .....	9							9		9	1 80		1 80
Molasses .....	700	29	32					732	22	754	72 39	1 10	73 49
Nails .....	1,186	684	263					1,449	684	2,133	275 35	35 40	310 75
Oats .....	872	43,422						872	43,422	44,294	29 92	2,050 16	2,080 08
Oil, in barrels .....	808	157	1			121		930	157	1,087	117 71	22 70	140 41
Oil cake .....	3							3		3	0 16		0 16
Pease .....	549	46,870						549	46,870	47,419	15 56	2,854 28	2,869 84
Potatoes .....	52	87						52	87	139	2 00	7 41	9 41
Pork .....	376	192						376	192	568	39 17	9 82	48 99
Paint .....	212	187	17			26		255	187	442	43 78	12 65	56 43
Pitch and tar .....	71	48	15			201		287	48	335	24 47	2 75	27 22
Rags .....	57	66						57	66	123	6 00	12 90	18 90
Rye .....	17	983						17	983	1,000	1 66	69 16	70 82
Rosin .....	315	47				1,862		2,117	47	2,164	108 90	2 35	111 25
Salt .....	3,647	31	1,941			1,413		5,588	31	5,619	713 37	1 52	714 89
Stone intended for cutting do wrought .....	191	160	145	60	60	1,413		1,869	220	2,029	84 62	26 25	110 87
do not suitable for cutting, unwrought .....	326							326		326	17 65		17 65
do .....	83	4,268						83	4,268	4,351	1 65	85 35	87 00
Seeds, all kinds .....	6,076	379						6,076	379	6,455	229 84	16 55	246 39
Shoop .....	3	110						3	110	113	0 24	8 34	8 58
Soda ash .....	630	35	378					1,008	35	1,043	198 98	5 35	204 33
Steel .....	1,015	13	11					1,026	13	1,039	132 99	0 51	133 50
Sugar .....	4,783	34	896					5,679	34	5,713	1,126 81	3 20	1,130 01
Spirits, beer, &c. ....	373	473	221				10	594	483	1,077	106 00	91 05	197 05
Tobacco, raw .....	1							1		1	0 10		0 10
Tallow .....	36	1						36	1	37	4 50	0 08	4 58
Tin .....	364	17	27					391	17	408	73 08	1 30	74 38
Turpentine .....	23	26				141		164	26	190	11 45	1 30	12 75
Wheat .....	14,455	49,067				5,087		14,455	54,154	68,609	542 22	3,800 20	4,402 42
White lead .....	150		8					158		158	30 82		30 82
Whiting .....	192		83					275		275	55 96		55 96
Wool .....		10	13					13	10	23	1 95	1 50	3 45
All other goods and merchan- dise not enumerated .....	6,505	2,840	477	34	407	450	1,243	8,632	3,361	11,993	1,192 31	492 10	1,684 41
Bark .....					5			5		5	0 19		0 19
Barrels, empty .....	415	7			19			434	7	441	46 82	0 59	47 41
Boat knees .....													
Floats .....	3,100	4,364						3,100	4,364	7,464	57 75	70 77	128 52
Firewood, in vessels .....	6,292	7,315	9	1,170	171			6,382	8,515	14,897	106 70	227 19	333 89

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

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts .....														
Hoops .....														
Hop poles .....														
Lumber, sawn, in vessels .....	20,097	14,692	33	197		5		527	20,130	15,421	35,551	495 29	605 22	1,100 51
do rafts .....		125								125	125		5 64	5 64
Masts, spars and telegraph poles, in vessels .....														
Masts, spars and telegraph poles, in rafts .....		13,540								13,540	13,540		338 50	338 50
Railway ties, in vessels .....	148								148		148	2 95		2 95
do rafts .....														
Saw-logs .....	88	18,271							88	18,271	18,359	2 00	418 24	420 24
Staves and headings, barrel .....														
do pipe .....		80								80	80		2 50	2 50
do W. India .....		104								104	104		3 90	3 90
Staves, salt barrel .....														
Shingles .....	25	3							25	3	28	3 87	0 45	4 32
Split posts and fence rails, in vessels .....														
Split posts and fence rails, in rafts .....														
Timber, square, in vessels .....	628	2,057							628	2,057	2,685	22 88	26 14	49 02
do rafts .....	1,630	7,237							1,630	7,237	8,867	48 90	186 85	235 75
Traverses .....		8,222								8,222	8,222		21 40	21 40
Woodenware and wood partly manufactured .....	26	18							26	18	44	8 60	3 50	12 10
Total freight paying tolls.	130,423	333,645	6,190	1,424	702	2,046	8,367	116,411	145,682	453,526	599,208	9,419 10	40,154 90	49,574 00
<i>Free articles, having paid full tolls on the Welland Canal :</i>														
Apples .....		54								54	54			
Ashes .....		17								17	17			

Corn	54,999								54,999	54,999	
Fish	9								9	9	
Flour	2,635						239		2,874	2,874	
Furniture	1								1	1	
Hides and skins, &c	20								20	20	
Horses	2								2	2	
Meals, all kinds	16								16	16	
Meats, other than pork	94								94	94	
Pease	524								524	524	
Rye	9,119								9,119	9,119	
Seeds, all kinds	75								75	75	
Wheat	194,281								194,281	194,281	
Whiskey and other spirits	6								6	6	
Merchandise	36								36	36	
Barrels, empty	1								1	1	
Lumber, sawn, in vessels	1,678								1,678	1,678	
Square timber, in rafts	440								440	440	
Staves and headings, pipe	8								8	8	
do W. India	200								200	200	
Coal, free, per Order in Council	73,031	200				26,638		99,869		99,869	
Kryolite, free, having paid full tolls on the Rideau Canal	614								614	614	
<i>Articles free for canal construction, O.C., 1884:</i>											
Cement and water lime	456								456	456	
Clay, lime and sand	500							500		500	
Coal						1,398			1,398	1,398	
Iron, all other	10								10	10	
Lumber, sawn, in vessels	121								121	121	
Split posts, &c do	1								1	1	
Stone for cutting	124							124		124	
Grand total freight	204,078	599,062	6,390	1,424	702	2,046	35,005	118,048	246,175	720,580	966,755

Total tolls on vessels	9,539 24	7,145 47	16,684 71
do passengers	755 14	2,053 61	2,808 75
do free goods			\$33,293 74
Total tolls	19,713 48	49,353 98	69,067 46
Fines			102 00
Damages			75 35
Wharfage and storage			3,497 55
Other receipts			15,382 93
Total revenue, exclusive of hydraulic rents			88,125 29

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 11.—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, 1892.

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		36	88						88	36	124	17 60	7 20	24 80
Apples		4,927								4,927	4,927		739 05	739 05
Agricultural products, not enumerated, vegetable	155	1,922							155	1,992	2,147	23 25	141 89	165 14
Agricultural products, not enumerated, animal	3	2,407							3	2,407	2,410	0 45	361 05	361 50
Agricultural implements	2								2		2	0 40		0 40
Barley		4,165								4,165	4,165		291 30	291 30
Brick	34								34		34	5 10		5 10
Bones		58								58	58		8 70	8 70
Brimstone	5								5		5	0 75		0 75
Cement and water lime	2,101		636						2,737		2,737	410 55		410 55
Clay, lime and sand	341	565					1,132		341	1,697	2,038	51 15	254 55	305 70
Coal		62,503					94,631			157,134	157,134		23,570 10	23,570 10
Corn		1,701								1,701	1,701		165 84	165 84
Cattle	1	12							1	12	13	0 15	1 80	1 95
Cotton, raw														
Crockery and earthenware	80	13	10						90	13	103	18 00	2 60	20 60
Dye wood and dye stuffs	2								2		2	0 40		0 40
Fish	452		50						502		502	75 30		75 30
Flax and hemp														
Flour	8	3,682							8	3,682	3,690	1 20	552 30	553 50
Furniture	72	618	3						75	618	693	15 00	123 60	138 60
Gypsum	1								1		1	0 15		0 15
Glass, all kinds	266	17	152						418	17	435	83 60	3 40	87 00
Hay, pressed														
Hogs		5								5	5		0 75	0 75
Horses	16	30							16	30	46	2 40	4 50	6 90
Hides and skins, horns and hoofs		39								39	39		5 85	5 85
Ice														

Iron, railway	957		214				1,171	1,171	175 65		175 65
do pig	746		64				830	830	124 50		124 50
do all other	1,977	13	381				1,458	13	218 70	1 95	220 65
Iron ore											
Kyolite chemical ore and other ore, except iron											
Lard and lard oil	66		16				82	82	12 30		12 30
Meal, all kinds		41						41		6 15	6 15
Meats, other than pork	5	3					5	3	8	0 75	0 45
Marble											
Manilla	9						9	9	1 80		1 80
Molasses	21		32				53	53	10 60		10 60
Nails	700	8	263				963	8	971	192 60	1 60
Oats		5,802						5,802		710 66	710 66
Oil, in barrels	295	99	1				296	99	395	59 20	19 80
Oil cake											
Pease		13,750						13,750	13,750		1,711 11
Potatoes		17						17		2 55	2 55
Pork	6	22					149	22	28	0 90	3 30
Paint	132	22	17				6	22	171	29 80	4 40
Pitch and tar	26	2	15				41	2	43	8 20	0 40
Rags	3	63					3	63	66	0 60	12 60
Rye		377						377	377		47 58
Rosin	8							8	1	1 60	1 60
Salt	1,584		1,941				3,525		3,525	528 75	528 75
Stone intended for cutting		160	145				145	160	306	21 75	24 00
do wrought	9						9		9	1 80	1 80
do not suitable for cutting, unwrought											
Seeds, all kinds		26						26		3 90	3 90
Sheep		2						2		0 30	0 30
Soda ash	554	24	378				956	24	956	186 40	191 20
Steel	826		11				831		831	124 65	124 65
Sugar	3,539	10	896				4,435	10	4,445	887 00	2 00
Spirits, beer, &c	94	436	221			10	315	446	761	63 00	89 20
Tobacco, raw											
Tallow	28						28		28	4 20	4 20
Tin	268	3	27				292	3	298	59 00	0 60
Turpentine	10						10		10	2 00	2 00
Wheat		14,404				5,087		19,491	19,491		2,642 98
White lead	135		8				143		143	28 60	28 60
Whiting	148		83				231		231	46 20	46 20
Wool		10	13				13	10	23	1 95	1 50
All other goods and merchandise not enumerated	2,761	1,899	472			37	3,233	1,936	5,169	646 60	387 20
Bark											
Barrels, empty	131	2					131	2	133	24 38	0 14
Boat knees											
Floats		400						400	400		2 80
Firewood, in vessels											

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.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in rafts.....														
Hoops.....														
Hup poles.....														
Lumber, sawn, in vessels....	268	567					527		268	1,094	1,362	23 85	98 55	122 40
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 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....	300								300		300	15 00		15 00
do rafts.....		200							200		200		2 00	2 00
Traverses.....														
Woodenware and wood partly manufactured.....	20								20		20	8 00		8 00
Total freight paying tolls.	18,279	121,132	6,137					101,424	24,416	222,556	246,972	4,215 78	32,017 00	36,232 78
<i>Free Articles having paid full tolls on the Welland Canal.</i>														
Apples.....		54								54	54			
Ashes.....		17								17	17			

Barrels, empty. ....		1						1	1			
Corn. ....		53,689						53,689	53,689			
Fish. ....		9						9	9			
Flour. ....		2,635					239	2,874	2,874			
Furniture. ....		1						1	1			
Hides, &c. ....		20						20	20			
Horses. ....		2						2	2			
Lumber, sawn, in vessels. ....		1,678						1,578	1,678			
Meal, all kinds. ....		16						16	16			
Meats, other than pork. ....		94						94	94			
Merchandise. ....		36						36	36			
Pease. ....		524						524	524			
Rye. ....		9,119						9,119	9,119			
Seeds, all kinds. ....		75						75	75			
Square timber, in rafts. ....		440						440	440			
Staves and headings, pipe. ....		8						8	8			
do W. India. ....		200						200	200			
Wheat. ....		194,281						194,281	194,281			
Whiskey, &c. ....		6						6	6			
Coal, free, per Order in Council. ....	7,343		200					7,543	7,543			
Kryolite, having paid full toll on the Rideau Canal, free. ....		614						614	614			
Grand total freight. ....	25,622	384,651	6,337			101,663	31,959	486,314	518,273			
Total through tolls on vessels. ....										5,306 75	5,399 23	10,705 98
do passengers. ....										297 25	1,386 20	1,683 45
do free goods. ....										\$28,366 76		
Total through tolls. ....										9,819 78	38,802 43	48,622 21

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 12.—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 1892.

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														
Apples	20	262	6					6	26	268	294	2 32	12 73	15 05
Agricultural products, not enumerated, vegetables	110	1,828					1		111	1,828	1,939	9 48	68 00	77 48
Agricultural products, not enumerated, animal	122	82							122	83	205	8 47	6 03	14 50
Agricultural implements	94	1							94	1	95	11 61	0 10	11 71
Barley	741	4,434							741	4,434	5,175	27 81	160 63	188 44
Bucks	10,284	362					193		10,477	362	10,839	415 17	23 03	438 20
Bones		17								17	17		1 32	1 32
Brimstone	552								552		552	53 83		53 83
Cement and water lime	821	242							821	242	1,063	70 45	9 09	79 54
Clay, lime and sand	18,190	4,996			40		3,104		21,334	4,996	26,330	824 18	200 59	1,024 77
Coal		4,423		8		1,527		14,981		20,939	20,939		1,503 06	1,503 06
Corn	8	2,617		15					8	2,632	2,640	0 72	99 02	99 74
Cattle	50	229							50	229	279	2 78	15 74	18 52
Cotton, raw														
Crockery and earthenware	71	6							71	6	77	11 63	0 30	11 93
Dye wood and dye stuffs	43						108		151		151	7 89		7 89
Fish	382	42							382	42	424	19 31	2 91	22 22
Flax and hemp														
Flour	836	1,232				4			836	1,236	2,072	56 30	48 27	104 57
Furniture	274	246							274	246	520	22 87	14 40	37 27
Gypsum	2,472	37							2,472	37	2,509	33 40	1 42	34 82
Glass, all kinds	69	54					2		62	54	116	9 51	3 25	12 76
Hay, pressed	458	655							458	655	1,113	17 71	40 12	57 83
Hogs														
Horses	167	288							167	288	455	8 79	16 11	24 90
Hides and skins, horns and hoofs		8								8	8		0 59	0 59
Ice														



Iron, railway	32	4						32	4	36	2 04	0 15	2 19
do pig	418	10						418	10	428	32 60	0 38	32 98
do all other	10,677	1,804						10,677	1,804	12,481	440 19	70 57	510 76
Iron ore													
Kryolite chemical ore and other ore, except iron													
Lard and lard oil	64	72						64	72	136	5 44	2 78	8 22
Meal, all kinds	613	570						613	570	1,183	25 27	25 03	50 30
Meats, other than pork	10	2						10	2	12	1 07	08	1 15
Marble	5				12			17		17	1 55		1 55
Manilla													
Molasses	679	22						679	22	701	61 79	1 10	62 89
Nails	486	676						486	676	1,162	82 75	33 80	116 55
Oats	872	37,620						872	37,620	38,492	20 92	1,339 50	1,369 42
Oil, in barrels	513	58			121			634	58	602	58 51	2 90	61 41
Oil cake	3							3		3	16		16
Pease	549	33,120						549	33,120	33,669	15 56	1,143 17	1,158 73
Potatoes	52	70						52	70	122	2 00	4 86	6 86
Pork	370	170						370	170	540	38 27	6 52	44 79
Paint	80	165			26			106	165	271	13 98	8 25	22 23
Pitch and tar	45	46			201			246	46	292	16 27	2 35	18 62
Rags	54	3						54	3	57	5 40	30	5 70
Rye	17	606						17	606	623	1 66	21 58	23 24
Rosin	307	47			1,802			2,109	47	2,156	107 30	2 35	109 65
Salt	2,063	31						2,063	31	2,094	184 62	1 52	186 14
Stone intended for cutting	491			60	60	1,413		1,664	60	1,724	62 87	2 25	65 12
do wrought	317							317		317	15 85		15 85
do not suitable for cutting, unwrought	83	4,268						83	4,268	4,351	1 65	85 35	87 00
Seeds, all kinds	6,076	353						6,076	353	6,429	229 84	12 65	242 49
Sheep	3	108						3	108	111	24	8 04	8 28
Soda ash	76	11						76	11	87	12 58	55	13 13
Steel	195	13						195	13	208	8 34	51	8 85
Sugar	1,244	24						1,244	24	1,268	239 81	1 20	241 01
Spirits, beer, &c.	279	37						279	37	316	43 00	1 85	44 85
Tobacco, raw	1							1		1	10		10
Tallow	8	1						8	1	9	30	08	38
Tin	96	14						96	14	110	14 08	70	14 78
Turpentine	13	26			141			154	26	180	9 45	1 30	10 75
Wheat	14,455	34,663						14,455	34,663	49,118	542 22	1,217 22	1,759 44
White lead	15							15		15	2 22		2 22
Whiting	44							44		44	9 76		9 76
Wool													
All other goods and merchandise not enumerated	3,744	941	5	34	407	450	1,243	5,399	1,425	6,824	545 71	104 90	650 61
Bark					5			5		5	19		19
Barrels, empty	284	5			19			303	5	308	22 44	45	22 89
Boat knees													
Floats	3,100	3,964						3,100	3,964	7,064	73 29	52 43	125 72
Firewood, in vessels	6,202	7,345	9	1,170	171			6,382	8,515	14,897	106 70	227 19	333 89

No. (A) 12.—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.					
Firewood, in rafts.....												\$	cts.	\$	cts.
Hoops.....															
Hop poles.....															
Lumber, sawn, in vessels.....	19,829	14,125	33	197		5			19,802	14,327	34,189	471	44	506	67
do do rafts.....		125								125				5	64
Masts, spars and telegraph poles, in vessels.....															
Masts, spars and telegraph poles, in rafts.....		13,540								13,540	13,540			338	50
Railway ties, in vessels.....	148								148		148	2	95		2
do do rafts.....															
Saw-logs.....	88	18,271							88	18,271	18,359	2	00	418	24
Staves and headings, barrel do pipe.....		80								80	80			2	50
do do W. India.....		104								104	104			3	90
Staves, salt barrel.....															
Shingles.....	25	3							25	3	28	3	87	0	45
Split posts and fence rails, in vessels.....															
Split posts and fence rails, in rafts.....															
Timber, square, in vessels.....	328	2,057							328	2,057	2,385	7	88	26	14
do do rafts.....	1,630	7,037							1,630	7,037	8,667	48	80	184	85
Traverses.....		8,222								8,222	8,222			21	40
Woodenware and wood partly manufactured.....	6	18							6	18	24	0	60	3	50
Total freight paying tolls.....	112,144	212,513	53	1,424	702	2,046	8,367	14,987	121,266	230,970	352,236	5,218	86	8,122	36
<i>Free articles having paid full tolls on the Welland Canal:—</i>															
Corn.....		1,310								1,310	1,310				
Coal, free per Order in Council.....	65,688						26,638		92,326		92,326				

<i>Free articles for canal construction per Order in Council, 1884:—</i>												
Cement and water lime.....		456							456	456		
Clay, lime and sand.....	500							500		500		
Coal.....							1,398	1,398	1,398	1,398		
Iron, all other.....		10						10		10		
Lumber, sawn, in vessels.....		121						121		121		
Split posts, &c. do.....		1						1		1		
Stope for cutting.....	124							124		124		
Freight, grand total.....	178,456	214,411	53	1,424	702	2,046	35,005	16,385	214,216	234,266	448,482	
Total way tolls on vessels.....										4,232 49	1,746 24	5,978 73
do passengers.....										457 89	667 41	1,125 30
do free goods.....										\$4,926 98		
Total way tolls.....										9,909 24	10,536 01	20,445 25

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and Amount of Revenue collected during the Season of Navigation in 1892.

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.		5								5	5	0 95
Apples.	14	93							14	93	107	5 50
Agricultural products not enumerated, vegetable.	13	227							13	227	240	21 55
do do animal.	12	1,417							12	1,417	1,429	118 31
Agricultural implements	9	13							9	13	22	2 65
Barley.		76								76	76	5 03
Bricks.												
Bones.		1								1	1	0 10
Brimstone												
Cement and water lime.		4								4	4	0 34
Clay, lime and sand		7,002								7,002	7,002	218 74
Coal.												
Corn.		4								4	4	0 39
Cattle.	1	527							1	527	528	35 74
Cotton, raw												
Crockery and earthenware	5	1							5	1	6	0 49
Dye wood and dye stuffs.												
Fish.	2	6							2	6	8	0 64
Flax and hemp.												
Flour.	4	22							4	22	26	1 97
Furniture.	8	28							8	28	36	4 28
Gypsum.		1								1	1	0 10
Glass, all kinds.	7	1							7	1	8	0 54
Hay, pressed.		860								860	860	81 32
Hogs		21								21	21	1 36
Horses	27	149							27	149	176	8 35
Hides and skins, horns and hoofs.		5								5	5	0 50
Ice												
Iron, railway.												
do pig.												
do all other.	17	54							17	54	71	4 70
Iron ore.												

Kryolite chemical ore and other ore, except iron	581							581	581	29 05
Lard and lard oil	5							5	5	0 18
Meal, all kinds	73							73	73	5 57
Meats, other than pork	1							1	1	0 10
Marble	1	1						1	2	0 24
Manilla										
Molasses	12							12	12	0 70
Nails	13							13	13	0 75
Oats	4,579							4,579	4,579	356 12
Oil, in barrels	12	5						12	5	1 13
Oil cake										
Pease	989							989	989	71 29
Potatoes	580							580	580	46 49
Pork	17	20						17	20	2 26
Paint	2	2						2	3	0 43
Pitch and tar	1							1	1	0 05
Rags	22							22	22	4 00
Rye	57							57	57	5 52
Rosin	2							2	2	0 15
Salt	24							24	24	1 65
Stone intended for cutting	1							1	1	0 10
do wrought										
do not suitable for cutting, unwrought										
Seeds, all kinds	38							38	38	2 70
Sheep	345							345	345	24 42
Soda ash	3							3	3	0 57
Steel										
Sugar	54	2						54	2	56 10 89
Spirits, beer, &c	10	1						10	1	0 79
Tobacco, raw										
Tallow	18							18	18	1 15
Tin	14							14	14	0 75
Turpentine										
Wheat	28							28	28	2 11
White lead	1							1	1	0 19
Whiting										
Wool	9							9	9	0 89
All other goods and merchandise not enumerated	88	281						88	281	369 47 81
Bark										
Barrels, empty	35							35	35	4 15
Boat knees	1							1	1	0 03
Floats	41,060							41,060	41,060	451 33
Pine-wood, in vessels	174	31,854		1,137				174	32,991	33,165 1,321 53
do rafts		420							420	4 20
Hoops	28							28	28	2 00
Hop poles										
Lumber, sawn, in vessels	9	368,927		99,988				9	468,915	468,924 34,940 41
do rafts		99							99	13 11
Masts, spars and telegraph poles, in vessels		36							36	0 79
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.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels.....		125		200						325	325	53 50
do rafts.....		1,563								1,563	1,563	83 34
Saw-logs.....		21,085								21,085	21,085	481 88
Staves and headings, barrel.....												
do pipe.....												
do West India.....												
Staves, salt barrel.....												
Shingles.....		71		455						526	526	457 68
Split posts and fence rails, in vessels.....		1								1	1	0 88
do do rafts.....												
Timber, square, in vessels.....		2,560								2,560	2,560	62 91
do rafts.....		12,480								12,480	12,480	145 28
Traverses.....		1,060								1,060	1,060	2 65
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	551	499,563	1	101,780					552	601,343	601,895	39,159 27
<i>Free per Order in Council, 27th June, 1890.</i>												
Floats.....		23,460								23,460	23,460	
Firewood, in rafts.....		4,290								4,290	4,290	
Lumber, sawn, in rafts.....		704								704	704	
Square timber do.....		2,940								2,940	2,940	
Saw-logs.....		13,662								13,662	13,662	
Traverses.....		60								60	60	
Grand total freight.....	551	544,679	1	101,780					552	646,459	647,011	

Total tolls on vessels.....		3,766 78
do passengers.....		140 63
do free goods.....	\$ 605 49	
Fines.....		10 00
Other receipts.....		8 00
Total revenue, exclusive of hydraulic rents.....		43,084 68

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1893.

B. H. TEAKLES,  
*Compiler of Canal Statistics.*





Kryolite chemical ore and other ore, except iron										
Lard and lard oil										
Meal, all kinds										
Meats, other than pork										
Marble										
Mamilla										
Molasses	2						2		2	0 08
Nails	1						1		1	0 04
Oats	1	2,549	484				485	2,549	3,034	133 49
Oil, in barrels		5	1			123	1	128	129	12 74
Oil cake	5						5		5	0 17
Pease		166						166	166	5 55
Potatoes	1	23					1	23	24	0 82
Pork										
Paint						31		31	31	3 10
Pitch and tar					184		42	226	226	22 60
Rags										
Rye										
Rosin	1					2,356	1	2,356	2,357	235 64
Salt	169					148	169	148	317	20 45
Stone intended for cutting						602		602	602	60 20
do wrought						478		478	478	47 80
do not suitable for cutting, unwrought						21		21	21	7 88
Seeds, all kinds		186						186	186	6 20
Sheep								149	149	9 93
Soda ash										
Steel	2								2	0 08
Sugar										
Spirits, beer, &c.										
Tobacco, raw										
Tallow										
Tin										
Turpentine						144		144	144	14 40
Wheat										
White lead										
Whiting										
Wool										
All other goods and merchandise not enumerated	572	279	585			2,267	1,157	2,546	3,703	288 12
Bark										
Barrels, empty		11						11	11	0 44
Boat knees										
Floats										
Firewood, in vessels	315	1,604	62,339					62,654	1,604	64,258
do rafts										2,124 57
Hoops			347					347	347	20 80
Hop poles										
Lumber, sawn, in vessels	3,667	20	87,743			34	91,410	54	91,464	5,401 74
do rafts										
Masts, spars and telegraph poles, in vessels										
do do rafts										

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.		
Railway ties, in vessels.....	4,036		2,088						6,124		6,124	\$ 488 80
do rafts.....												
Saw-logs.....												
Staves and headings, barrel.....												
do pipe.....												
do West India.....												
Staves, salt barrel.....												
Shingles.....	23								23		23	3 20
Split posts and fence rails, in vessels.....												
do do rafts.....												
Timber, square, in vessels.....												
do rafts.....												
Traverses.....												
Woolenware and wood partly manufactured.....												
Total freight paying tolls.....	9,714	8,828	154,170			204		97,850	163,884	106,882	270,766	18,170 23
											Total tolls on vessels.....	2,701 13
											do passengers.....	88 49
											Fines and damages.....	20 00
											Other receipts.....	1 00
											Total revenue exclusive of hydraulic rents...	20,980 85

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 15.—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 1892.

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 .....	1	14							1	14	15	2 03
Apples .....	3	140							3	140	143	4 72
Agricultural products not enumerated, vegetable .....	52	63							52	63	115	3 39
do do animal .....	70	485							70	485	555	17 56
Agricultural implements .....	28	111							28	111	139	13 82
Barley .....	82								82		82	1 92
Bricks .....	51	43							51	43	94	2 88
Bones .....	10	6							10	6	16	0 55
Brimstone .....												
Cement and water lime .....	182	20							182	20	202	5 59
Clay, lime and sand .....	787	4							787	4	791	24 06
Coal .....		3,625								3,625	3,625	142 66
Corn .....	4	16							4	16	20	0 53
Cattle .....	2	6							2	6	8	0 24
Cotton, raw .....												
Crockery and earthenware .....	40	56							40	56	96	9 43
Dye wood and dye-stuffs .....												
Fish .....	32	6							32	6	38	1 08
Flax and hemp .....												
Flour .....	59	310							59	310	369	9 59
Furniture .....	14	27							14	27	41	3 86
Gypsum .....												
Glass, all kinds .....	27	5							27	5	32	3 06
Hay, pressed .....	161	4							161	4	165	3 95
Hogs .....		1								1	1	0 03
Horses .....	5	17							5	17	22	0 70
Hides and skins, horns and hoofs .....	1	5							1	5	6	0 19
Ice .....												
Iron, railway .....	10								10		10	0 24
do pig .....	243								243		243	8 19
do all other .....	399	101							399	101	500	13 81
Iron ore .....												
Kryolite chemical ore and other ore, except iron .....	714	752							714	752	1,466	72 84

No. (A) 15.—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.		
Lard and lard oil.....	38	40							38	40	78	2 13
Meal, all kinds.....		60								60	60	1 45
Meats, other than pork.....	5	7							5	7	12	0 30
Marble.....	3	2							3	2	5	0 45
Manilla.....												
Molasses.....	56	1							56	1	57	5 21
Nails.....	241	3							241	3	244	23 50
Oats.....	129	1,422							129	1,422	1,551	49 49
Oil, in barrels.....	182	157							182	157	339	32 11
Oil cake.....		3								3	3	0 11
Pease.....	13	41							13	41	54	1 57
Potatoes.....	5	201							5	201	206	5 72
Pork.....	185	36							185	36	221	6 23
Paint.....	11	1							11	1	12	1 17
Pitch and tar.....	2										2	0 18
Rags.....	12	37							12	37	49	5 77
Rye.....	65	16							65	16	81	2 00
Rosin.....	2								2		2	0 18
Salt.....	1,737	315							1,737	315	2,052	56 53
Stone intended for cutting.....	5	33							5	33	38	1 68
do wrought.....	3								3		3	0 27
do not suitable for cutting, unwrought.....		788								788	788	17 51
Seeds, all kinds.....		6								6	6	0 15
Sheep.....	2								2		2	0 06
Soda ash.....	2								2		2	0 18
Steel.....	4	6							4	6	10	0 29
Sugar.....	592	53							592	53	645	61 41
Spirts, beer, &c.....	55	22							55	22	77	7 08
Tobacco.....	1								1		1	0 03
Tallow.....												
Tin.....	14								14		14	1 34
Turpentine.....												
Wheat.....	1	64							1	64	65	1 86
White lead.....	6								6		6	0 54
Whiting.....	22								22		22	1 94

Wool	3	11					3	11	14	0 51
All other goods and merchandise not enumerated	721	498					721	498	1,219	122 98
Bark		53						53	53	2 48
Barrels, empty	54	48					54	48	102	7 91
Boat knees										
Floats	440	200					440	200	640	10 15
Firewood, in vessels	32,670	3,030	291				32,961	3,030	36,000	633 09
do rafts										
Hoops										
Hop poles										
Lumber, sawn, in vessels	17,327	10,753	1,537				18,864	10,753	29,617	947 34
do rafts		5						5	5	0 19
Masts, spars and telegraph poles, in vessels		54						54	54	2 90
do do rafts										
Railway ties, in vessels	5,624	126					5,624	126	5,750	649 12
do rafts	534						534		534	46 68
Saw-logs	47	105					47	105	152	3 48
Staves and heading, barrel										
do do pipe										
do do West India										
Staves, salt barrel										
Shingles	50	61					50	61	111	20 65
Split posts and fence rails, in vessels	5						5		5	0 77
do do rafts										
Timber, square, in vessels	20	20					20	20	40	0 76
do rafts	357	20					357	20	377	7 10
Traverses	91	14					91	14	105	9 26
Woodenware and wood partly manufactured		7						7	7	1 00
Total freight paying tolls	64,313	24,145	1,828				66,141	24,145	90,286	3,102 63
Coal, free, per Order in Council	6,080						6,080		6,080	
Grand total freight	70,393	24,145	1,828				72,221	24,145	96,366	

Total tolls on vessels	1,715 06
do passengers	169 83
do free coal	\$ 162 31
Wharfage and storage	191 42
Fines and damages	23 00
Other receipts	297 20
Total revenue, exclusive of hydraulic rents	\$ 5,499 14

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, 26th April, 1893.

## SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 16.—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 1892.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish .....		1,749								1,749	1,749	17 49
Flour .....	2,150	65							2,150	65	2,215	22 15
Coal .....		36,597								36,597	36,597	365 97
Lumber .....	3,838	734							3,838	734	4,572	45 72
Other agricultural products .....	4,854	5,717							4,854	5,717	10,571	105 71
do merchandise .....	2,719	619							2,719	619	3,338	33 38
Total freight paying tolls .....	13,561	45,481							13,561	45,481	59,042	590 42
Total tolls on vessels .....												2,565 44
Total revenue .....											\$	3,155 86

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 17.—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 1892.

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 .....		26								26	26	0 50
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 .....												
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 .....												





Whiting.....											
Wool.....											
All other goods and merchandise not enumerated...	92	78						92	78	170	5 00
Bark.....	78							78		78	3 00
Barrels, empty.....											
Boat knees.....											
Floats.....		202							202	202	2 76
Firewood, in vessels.....	13,257	1,025						13,257	1,025	13,282	154 52
do rafts.....											
Hoops.....											
Hop poles.....											
Lumber, sawn, in vessels.....	1,307	205						1,307	205	1,512	24 89
do do rafts.....	25							25		25	0 50
Masts, spars and telegraph poles, in vessels.....	6							6		6	0 55
do do do rafts.....	50	1,092						50	1,092	1,142	11 42
Railway ties, in vessels.....											
do rafts.....		250							250	250	10 00
Saw-logs.....	1,855	150						1,855	150	2,005	17 62
Staves and headings, barrel.....											
do do pipe.....											
do do West India.....											
Staves, salt barrel.....											
Shingles.....	469	3						469	3	472	15 56
Split posts and fence rails, in vessels.....											
do do rafts.....											
Timber, square, in vessels.....		50							50	50	0 75
do rafts.....	140	1,943						140	1,943	2,083	31 63
Traverses.....	60	150						60	150	210	3 75
Woodenware and wood partly manufactured.....											
Total freight paying tolls.....	17,339	5,174						17,339	5,174	22,513	282 64
Total tolls on vessels.....											346 21
do passengers.....											96 91
Other receipts.....											76 25
Total revenue, exclusive of hydraulic rents.....											802 01

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*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, 26th April, 1893.



Kryolite chemical ore and other ore, except iron										
Lard and lard oil										
Meal, all kinds										
Meats, other than pork										
Marble										
Manilla	2					2		2		0 05
Molasses										
Nails	79					79		79		1 98
Oats		51					51	51		0 96
Oil, in barrels	31	4				36	21	40	61	1 54
Oil cake	1						1		1	0 02
Pease	41	1,490					41	1,490	1,531	28 78
Potatoes										
Pork										
Paint	12	5					12	5	17	0 43
Pitch and tar										
Rags	4						4		4	0 19
Rye	34						34		34	0 64
Rosin										
Salt	232	10	1			100	233	110	343	6 47
Stone intended for cutting	38						38		38	0 72
do wrought										
do not suitable for cutting, unwrought	785	30					785	30	815	8 15
Seeds, all kinds		152						152	152	2 86
Sheep			17				17		17	0 32
Soda ash										
Steel										
Sugar	297		1				298		298	7 39
Spirits, beer, &c.	9						9		9	0 23
Tobacco, raw										
Tallow										
Tin	1						1		1	0 03
Turpentine										
Wheat		765						765	765	14 37
White lead	26						26		26	0 65
Whiting										
Wool		1						1	1	0 02
All other goods and merchandise not enumerated	847	131	1			13	848	144	992	24 91
Bark										
Barrels, empty										
Boat knees										
Floats										
Firewood, in vessels	37	90	222				259	90	349	2 93
do rafts										
Hoops										
Hop poles										
Lumber, sawn, in vessels	1,420	9	1,110				2,530	9	2,539	28 62
do rafts										
Masts, spars and telegraph poles, in vessels										
do do rafts										

No. (A) 18.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

128

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.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels . . . . .			25						25		25	8 cts. 0 25
do rafts . . . . .												
Saw-logs . . . . .												
Staves and headings, barrel . . . . .		1								1	1	0 05
do pipe . . . . .												
do West India . . . . .												
Staves, salt barrel . . . . .												
Shingles . . . . .	1		23						24		24	2 06
Split posts and fence rails, in vessels . . . . .												
do do rafts . . . . .												
Timber, square, in vessels . . . . .												
do rafts . . . . .		3,265								3,265	3,265	40 75
Traverses . . . . .												
Woodenware and wood partly manufactured . . . . .		2							2		2	0 10
Total freight paying tolls . . . . .	4,174	7,126	1,416					1,013	5,590	8,139	13,729	219 82
Total tolls on vessels . . . . .												235 16
do passengers . . . . .												130 31
Total revenue exclusive of hydraulic rents . . . . .												585 29

DEPARTMENT OF RAILWAYS AND CANALS.

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1893.

# STATEMENT

## SUPPLEMENTARY

## No. (A) 19.—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.....	417,571	3,845 02	681,459	3,936 69	77,255	255 71
United States vessels, steam.....	495,219	7,428 54	21,098	160 43	438	7 18
Canadian vessels, sail.....	174,507	3,338 67	1,132,464	11,944 20	46,527	614 46
United States vessels, sail.....	105,004	2,342 29	73,662	643 39	138,659	1,823 78
Total, Class No. 1.....	1,192,301	17,154 52	1,908,683	16,684 71	262,879	2,701 13
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	43,884	504 24	64,199	2,808 75	5,218	88 49
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	263	36 44	10,873	443 30	745	46 58
Brimstone.....			557	54 58		
Cement and water lime.....	815	78 05	3,800	490 09		
Clay, lime and sand.....	70	5 25	28,368	1,330 47	4,668	483 55
Fish.....	24	4 05	925	97 52	1	04
Gypsum.....	200	5 00	2,510	34 97		
Iron, railway.....	163	29 45	1,297	177 84		
do pig.....			1,258	157 48		
do all other.....	1,567	269 17	13,952	731 41	10	87
Salt.....	878	174 95	5,619	714 89	317	20 45
Steel.....	2,557	383 60	1,039	133 59		
Stone, for cutting.....	1,264	252 80	2,029	110 87	602	60 20
Apples.....	550	56 59	5,221	754 10	717	63 16
Barley.....	6,433	1,286 60	9,340	479 74		
Corn.....	192,548	38,509 60	4,341	265 58		
Cotton, raw.....						
Flax and hemp.....						
Flour.....	17,048	2,601 40	5,762	658 07	285	9 51
Hay, pressed.....			1,113	57 83	3,727	153 28
Meals, all kinds.....	31,740	6,348 00	1,224	56 45		
Oil cake.....			3	16	5	17
Oats.....	37,173	7,434 60	44,294	2,080 08	3,034	133 49
Pease.....	524	104 80	47,419	2,869 84	166	5 55
Potatoes.....	1	20	139	9 41	24	82
Rye.....	9,392	1,878 40	1,000	70 82		
Seeds, all kinds.....	125	25 00	6,455	246 39		
Tobacco, raw.....			1	10		
Wheat.....	232,019	45,792 91	68,609	4,402 42		
All other agricultural products, vegetable.....	507	24 70	4,088	242 62		
Bones.....			75	10 02	139	13 90
Cattle.....	1	0 02	292	20 47	45	1 50
Hogs.....			5	0 75		
Hides and skins, horns and hoofs.....	113	17 95	47	6 44		
Horses.....	91	3 03	591	31 80	24	0 80
Lard and lard oil.....			218	20 52		
Meats, other than pork.....	79	15 80	20	2 35		
Pork.....	44	8 80	568	48 99		
Sheep.....			113	8 58	186	6 20
Tallow.....	108	16 20	37	4 58		
Wool.....	70	14 00	23	3 45		
All other agricultural products, animal.....			2,615	376 00		
Total, Class No. 3.....	536,367	105,377 36	275,659	17,204 48	14,695	1,000 07

APPENDIX A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1892.

Murray Canal.		Ottawa Canals.		Richau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
149,529	190 42	156,983	631 12	102,431	783 97	41,601	832 02	35,922	243 07
95	75	1	25	878	14 84			20	25
8,930	34 39	175,370	2,470 85	87,077	857 90	84,752	1,695 04	29,587	102 89
401	9 00	28,331	664 56	6,070	58 35	1,919	38 38		
158,955	235 16	360,685	3,766 78	196,456	1,715 06	128,272	2,565 44	65,529	346 21
No.		No.		No.		No.		No.	
16,459	130 31	11,038	140 63	7,442	169 83			10,199	96 91
Tons.		Tons.		Tons.		Tons.		Tons.	
				94	2 88			26	50
1	03	4	34	202	5 59				
2	04	7,002	218 74	791	24 06				
9	18	8	64	38	1 08	1,749	17 49		
		1	10						
				10	24				
				243	8 19				
2	04	71	4 70	500	13 81				
343	6 47	24	1 65	2,052	56 53				
				10	29				
38	72	1	10	38	1 68				
452	8 54	107	5 59	143	4 72				
573	10 77	76	5 03	82	1 92				
		4	39	29	53				
41	81	26	1 97	369	9 59	2,215	22 15		
2	04	860	81 32	165	3 95				
		73	5 57	60	1 45				
1	02			3	11				
51	96	4,579	356 12	1,551	49 49				
1,531	28 78	989	71 29	54	1 57				
		580	46 49	206	5 72				
34	64	57	5 52	81	2 00				
152	2 86	38	2 70	6	15				
				1	03				
765	14 37	28	2 11	65	1 86				
150	2 85	240	21 55	115	3 39	10,571	105 71		
2	0 04	1	0 10	16	0 55				
5	0 10	528	35 74	8	0 24				
		21	1 26	1	0 03				
		5	0 50	6	0 19				
30	0 60	176	8 35	22	0 70				
		5	0 18	78	2 13				
		1	0 10	12	0 30				
		37	2 25	221	6 23				
17	0 32	345	24 42	2	0 06				
		18	1 15						
1	0 02	9	0 89	14	0 51				
1	0 02	1,429	118 31	555	17 56				
4,203	79 22	17,343	1,025 19	7,834	229 33	14,535	145 35	26	50

## No. (A) 10.—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	19	3 80	124	24 80		
Agricultural implements	11	1 65	97	12 11		
Crockery and earthenware			180	32 53	19	1 84
Dye woods and dye stuffs			153	8 29	80	8 00
Furniture	25	4 02	1,213	175 87	2	0 20
Glass, all kinds	89	13 35	551	99 76		
Marble	3,190	478 50	17	1 55		
Manilla	66	9 90	9	1 80		
Molasses	107	16 05	754	73 49	2	0 08
Nails	40	4 95	2,133	310 75	1	0 04
Oil, in barrels	44	3 45	1,087	140 11	129	12 74
Paint	29	3 00	442	56 43	31	3 10
Pitch and tar			335	27 22	226	22 60
Rags			123	18 90		
Rosin			2,164	111 25	2,357	235 64
Soda ash	14	2 10	1,043	204 33	149	9 93
Sugar	3,172	430 49	5,713	1,130 01	2	0 08
Stone, wrought			326	17 65	478	47 80
Tin	20	3 00	408	74 38		
Turpentine			190	12 75	144	14 40
White lead			158	30 82		
Whiting			275	55 96		
Whiskey, and all other spirits	161	27 32	1,077	197 05		
Merchandise, not enumerated	40,262	5,934 71	11,993	1,684 41	3,703	288 12
Total, Class No. 4.	47,240	6,936 29	30,565	4,502 52	7,323	644 57
<i>Class No. 5.</i>						
Bark			5	19		
Barrels, empty	30	5 72	441	47 41	11	0 44
Boat knees						
Floats	4	0 25	7,464	128 52		
Firewood, in vessels	7,020	337 00	14,897	333 89	64,258	2,124 57
do rafts						
Lumber sawn, in vessels	86,072	15,427 50	35,551	1,100 51	91,464	5,401 74
do rafts			125	5 64		
Hoops					347	20 80
Railway ties, in vessels	217	6 78	148	2 95	6,124	488 80
do rafts						
Masts, spars and telegraph poles in vessels						
Masts, spars and telegraph poles in rafts	5	0 25	13,540	338 50		
Square timber, in vessels	43,648	6,541 16	2,685	49 02		
do rafts	170	4 80	8,867	235 75		
Woodenware and wood partly manufactured	7	2 80	44	12 10		
Shingles	25	18 10	28	4 32	23	3 20
Split posts and fence rails, in vessels						
do do rafts						
Saw-logs	2,555	104 05	18,359	420 24		
Staves and headings, barrel	95	7 60				
do do pipe	88	16 10	80	2 50		
do do West India	276	51 68	104	3 90		
do do salt barrel						
Traverses			8,222	21 40		
Hop poles						
Total Class No. 5.	140,212	22,523 79	110,560	2,706 84	162,227	8,039 55



Canals, and the amount of Tolls collected, &amp;c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		5	0 95	15	2 03				
14	0 41	22	2 65	139	13 82				
14	0 35	6	0 49	96	9 43				
4	0 10								
133	3 50	36	4 28	41	3 86				
2	0 05	8	0 54	32	3 06				
		2	0 24	5	0 45				
2	0 05								
		12	0 70	57	5 21				
79	1 98	13	0 75	244	23 50				
61	1 54	17	1 13	339	32 11				
17	0 43	3	0 43	12	1 17				
		1	0 05	2	0 18				
4	0 10	22	4 00	49	5 77				
		2	0 15	2	0 18				
		3	0 57	2	0 18				
298	7 39	56	10 89	645	61 41				
				3	0 27				
1	0 03	14	75	14	1 34				
26	0 65	1	0 19	6	0 54				
				22	1 94				
9	0 23	11	0 79	77	7 08				
992	24 91	369	47 81	1,219	122 98	3,338	33 38	170	5 10
1,656	41 72	603	77 36	3,021	296 51	3,338	33 38	170	5 10
				53	2 48			78	3 09
		35	4 15	102	7 91				
		1	0 03						
		41,060	451 33	640	10 15			202	2 76
349	2 93	33,165	1,321 53	36,000	633 99			14,282	154 52
		420	4 20						
2,539	28 62	468,924	34,940 41	29,617	947 34	4,572	45 72	1,512	24 89
		99	13 11	5	0 19			25	50
		28	2 00						
25	0 25	325	53 56	5,750	649 12				
		1,563	83 34	534	46 68			250	10 00
		36	2 79	54	2 90			6	55
								1,142	11 42
		2,560	62 91	40	0 76			50	75
3,265	40 75	12,480	145 28	377	7 10			2,083	31 63
				7	1 00				
2	0 10			111	20 65			472	15 56
24	2 06	526	457 68	5	0 77				
		1	0 88						
		21,085	481 88	152	3 48			2,005	17 62
1	0 05								
		1,060	2 65	105	9 26			210	3 75
6,205	74 76	583,368	38,027 67	73,552	2,343 78	4,572	45 72	22,317	277 04

## No. (A) 19.—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 .....	211,616	42,284 12	178,073	25,073 16	86,500	8,478 16
Kyrolite or chemical ore .....	69	3 45				
Iron ore .....						
Stone, unwrought, not suitable for cutting .....	10,294	1,019 47	4,351	87 00	21	7 88
Ice .....						
Total, Special Class .....	221,979	43,307 05	182,424	25,160 16	86,521	8,486 04
Total freight and tolls .....	945,798	195,803 25	599,208	69,067 46	270,766	20,959 85
Timber and other wood, free .....			2,449	200 28		
Wheat, corn, flour, iron, salt, coal, &c., free .....	9,756	1,434 80	365,098	33,003 46		
Grand Totals, passengers and tonnage of vessels not included...	955,554	197,238 05	966,755	102,361 20	270,766	20,959 85

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1893.

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

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	§ cts.		§ cts.		§ cts.		§ cts.		§ cts.
850	15 97			3,625	142 66	36,597	365 97		
		581	29 05	1,466	72 84				
815	8 15			788	17 51				
1,665	24 12	581	29 05	5,879	233 01	36,597	365 97		
13,729	585 29	601,895	43,066 68	90,286	4,987 52	59,042	3,155 86	22,513	725 76
		45,116	6 35 49	6,080	162 31				
13,729	585 29	647,011	43,672 17	96,366	5,149 83	59,042	3,155 86	22,513	725 76

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

## SUPPLEMENTARY

No. (A) 20.—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.
		§ cts.		§ cts.		§ cts.
Vessels of all kinds .....	1,192,301	17,154 52	1,908,683	16,684 71	262,879	2,701 13
Passengers .....	No. 43,884	504 24	No. 64,199	2,808 75	No. 5,218	88 49
<i>Forest, Produce of Wood.</i>						
Bark .....	Tons.		Tons.	5	Tons.	0 19
Boat knees .....						
Floats .....	4	0 25	7,464	128 52		
do Free .....						
Firewood .....	7,020	337 00	14,897	333 89	64,258	2,124 57
do Free .....						
Hoops and hop poles .....					347	20 80
Lumber, sawed .....	86,072	15,427 50	35,676	1,106 15	91,464	5,401 74
do Free .....			1,799			
Masts, spars, &c. ....	5	0 25	13,540	338 50		
Railway ties .....	217	6 78	148	2 95	6,124	488 80
Saw-logs .....	2,555	104 05	18,359	420 24		
do Free .....						
Staves, all kinds .....	459	75 38	184	6 40		
do Free .....			208			
Shingles .....	25	18 10	28	4 32	23	3 20
Split posts and rails .....						
do Free .....			1			
Timber, square .....	43,818	6,545 96	11,552	284 77		
do Free .....			440			
Traverses .....			8,222	21 40		
do Free .....						
Total .....	140,175	22,515 27	112,523	2,647 43	162,216	8,039 11
<i>Farm Stock.</i>						
Cattle .....	1	0 02	292	20 47	45	1 50
Hogs .....			5	0 75		
Horses .....	91	3 03	501	31 80	24	80
do Free .....			2			
Sheep .....			113	8 58	186	6 20
Total .....	92	3 05	913	61 60	255	8 50
<i>Produce of Animals.</i>						
Bones .....			75	10 02	139	13 90
Horns and hoofs, hides and skins, raw .....	113	17 95	47	6 44		
do do Free .....			20			
Lard and lard oil .....			218	20 52		
do Free .....	16					
Meats, other than pork .....	79	15 80	20	2 35		
do Free .....			94			
Pork .....	44	8 80	568	48 99		
Tallow .....	108	16 20	37	4 58		
Wool .....	70	14 00	23	3 45		
do Free .....	13					
Agricultural products not enumerated, animal .....			2,615	376 00		
Total .....	443	72 75	3,717	472 35	139	13 90

## APPENDIX A—Continued.

the Season of Navigation ended 31st December, 1892, showing the Total Quantity of and the Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	8 cts.		8 cts.		8 cts.		8 cts.		8 cts.
158,955	235 16	360,685	3,766 78	196,456	1,715 06	123,272	2,565 44	65,529	346 21
No. 10,459	130 31	No. 11,038	140 63	No. 7,442	169 83	No.		No. 10,199	96 91
Tons.		Tons.		Tons.		Tons.		Tons.	
		1	0 03	53	2 48			78	3 09
		41,060	451 33	640	10 15			202	2 76
		23,460							
349	2 93	33,585	1,325 73	36,000	633 99			14,282	154 52
		4,200							
		28	2 00						
2,539	28 62	469,023	34,953 52	29,622	947 53	4,572	45 72	1,537	25 39
		704							
		36	2 79	54	2 90			1,148	11 97
25	0 25	1,888	136 84	6,284	695 80			250	10 00
		21,085	481 88	152	3 48			2,005	17 62
		13,662							
1	0 05								
24	2 06	526	457 68	111	20 65			472	15 56
		1	0 88	5	0 77				
3,265	40 75	15,040	208 19	417	7 86			2,133	32 38
		2,940							
		1,060	2 65	105	9 26			210	3 75
		60							
6,203	74 66	628,449	38,023 52	73,443	2,334 87	4,572	45 72	22,317	277 04
5	0 10	528	35 74	8	24				
		21	1 36	1	0 03				
30	0 60	176	8 35	22	0 70				
17	0 32	345	24 42	2	0 06				
52	1 02	1,070	69 87	33	1 03				
2	0 04	1	0 10	16	0 55				
		5	0 50	6	0 19				
		5	0 18	78	2 13				
		1	0 10	12	0 30				
		37	2 26	221	6 23				
		18	1 15						
1	0 02	9	0 89	14	0 51				
1	0 02	1,429	118 31	555	17 56				
4	0 08	1,505	123 49	902	27 47				

## No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated, vegetable.	507	24 70	4,086	242 62		
Apples.	550	56 59	5,221	754 10	717	63 16
do Free			54			
Barley.	6,433	1,286 60	9,340	479 74		
Cotton, raw.						
Corn.	192,548	38,509 60	4,341	265 58		
do Free.			54,999			
Flax and hemp.						
Flour.	17,048	2,601 40	5,762	658 07	285	9 51
do Free			2,874			
Hay, pressed.			1,113	57 83	3,727	153 28
Meals, all kinds.	31,740	6,348 00	1,224	56 45		
do Free.			16			
Manilla.	66	9 90	9	1 80		
Oats.	37,173	7,434 60	44,294	2,080 08	3,034	133 49
Pease.	524	104 80	47,419	2,869 84	166	5 55
do Free.			524			
Potatoes.	1	20	139	9 41	24	82
Rye.	9,392	1,878 40	1,000	70 82		
do Free.			9,119			
Seeds - Flax, clover and grass.	125	25 00	6,455	246 39		
do do Free.			75			
Tobacco, raw.			1	10		
Wheat.	232,019	45,792 91	68,609	4,402 42		
do Free.			194,281			
Total.	528,126	104,072 70	460,955	12,195 25	7,953	365 81
<i>Manufactures.</i>						
Ashes, pot and pearl.	19	3 80	124	24 80		
do Free.	88		17			
Agricultural implements.	11	1 65	97	12 11		
Barrels, empty.	30	5 72	441	47 41	11	0 44
do Free.			1			
Bricks.	263	36 44	10,873	443 30	745	46 58
Cement and water lime.	815	78 05	3,800	490 09		
do Free.	1,570		456			
Crockery and earthenware.			180	32 53	19	1 84
do Free.	8					
Furniture.	25	4 02	1,213	175 87	2	20
do Free.	3		1			
Glass.	89	13 25	551	99 76		
do Free.	152					
Iron, railway.	163	29 45	1,207	177 84		
do Free.	1,171		1,258	157 48		
Iron, pig.	74					
do Free.						
Iron, all other.	1,567	269 17	13,952	731 41	10	0 87
do Free.	387		10			
Molasses.	107	16 05	754	73 49	2	0 08
do Free.	32					
Nails.	40	4 95	2,133	310 75	1	0 04
do Free.	276					
Oil.	44	3 45	1,087	140 41	129	12 74
do Free.	2					
Oil cake.			3	0 16	5	0 17
Paint.	20	3 00	442	56 43	31	3 10
do Free.	15					
Pitch and tar.			335	27 22	226	22 60
do Free.	15					
Rosin.			2,164	111 25	2,357	235 64
Soda ash.	14	2 10	1,043	264 33	149	9 93
do Free.	352					

during the Season of Navigation, ended 31st December, 1892, &amp;c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	§ cts.		§ cts.		§ cts.		§ cts.		§ cts.
150	2 85	240	21 55	115	3 39	10,571	105 71		
452	8 54	107	5 50	143	4 72				
573	10 77	76	5 03	82	1 92				
		4	0 39	20	0 53				
41	0 81	26	1 97	369	9 59	2,215	22 15		
2	0 04	860	81 32	165	3 95				
		73	5 57	60	1 45				
2	0 05								
51	0 96	4,579	356 12	1,151	49 49				
1,531	28 78	989	71 29	54	1 57				
		580	46 49	206	5 72				
34	0 64	57	5 52	81	2 00				
152	2 86	38	2 70	6	0 15				
				1	0 03				
765	14 37	28	2 11	65	1 86				
3,753	70 67	7,657	605 56	2,918	86 37	12,786	127 86		
		5	0 95	15	2 03				
14	0 41	22	2 65	139	13 82				
		35	4 15	102	7 91				
				94	2 88			26 00	0 50
1	0 03	4	0 34	202	5 59				
14	0 35	6	0 49	96	9 43				
133	3 50	36	4 28	41	3 86				
2	0 05	8	0 54	32	3 06				
				10	0 24				
				243	8 19				
2	0 04	71	4 70	500	13 81				
		12	0 79	57	5 21				
79	1 98	13	0 75	244	23 50				
61	1 54	17	1 13	339	32 11				
1	0 02			3	0 11				
17	0 43	3	0 43	12	1 17				
		1	0 05	2	0 18				
		2	0 15	2	0 18				
		3	0 57	2	0 18				

## No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Con.</i>						
		\$ cts.		\$ cts.		\$ cts.
Spirits, whiskey, &c. ....	161	27 32	1,077	197 05		
do Free .....	220		6			
Steel .....	2,557	383 60	1,039	133 50		
do Free .....	269					
Sugar .....	3,172	430 49	5,713	1,130 01	2	0 08
do Free .....	1,320					
Tin .....	20	3 00	408	74 38		
do Free .....	27					
Turpentine .....			190	12 75	144	14 40
White lead .....			158	30 82		
do Free .....	6					
Whiting .....			275	55 96		
do Free .....	71					
Woodenware .....	7	2 80	44	12 10		
Total .....	15,182	1,318 41	51,052	4,963 21	3,833	348 71
<i>Merchandise.</i>						
Brimstone, crude .....			557	54 58		
Clay, lime and sand .....	70	5 25	28,368	1,330 47	4,668	483 55
do Free .....	246		500			
Coal .....	211,616	42,284 13	178,073	25,073 16	86,500	8,478 16
do Free .....			101,207			
Dye wood and dye stuffs .....			153	8 20	80	8 00
Fish .....	24	4 05	926	97 52	1	0 04
do Free .....	426		9			
Gypsum .....	200	5 00	2,510	34 97		
Ores, all kinds .....	69	3 45				
do Free .....	286		614			
Marble .....	3,190	478 50	17	1 55		
Rags .....			123	18 90		
Salt .....	878	174 95	5,619	714 89	317	20 45
do Free .....	2,034					
Stone, all kinds .....	11,558	1,272 27	6,706	215 52	1,101	115 88
do Free .....	145		124			
All other goods and merchandise, not enumerated. ....	40,262	5,934 71	11,993	1,684 41	3,703	288 12
do Free .....	538		36			
Total .....	271,536	50,162 31	337,595	27,549 85	96,370	9,394 20
Grand totals passengers and tonnage of vessels not included .....	955,554	195,803 25	966,755	69,067 46	270,766	20,959 85

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1893.



during the Season of Navigation ended 31st December, 1892, &amp;c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	§ cts.		§ cts.		§ cts.		§ cts.		§ cts.
9	0 23	11	0 79	77	7 08				
				10	0 29				
298	7 39	56	10 89	645	61 41				
1	0 63	14	0 75	14	1 34				
26	0 65	1	0 19	6	0 54				
				22	1 94				
2	0 10			7	1 00				
660	16 75	320	34 50	2,916	207 06			26	0 50
2	0 04	7,002	218 74	791	24 06				
850	15 97			3,025	142 66	36,597	365 97		
4	0 10			6,080					
9	0 18	8	0 64	38	1 08	1,749	17 49		
		1	0 10						
		581	29 05	1,466	72 84				
		2	0 24	5	0 45				
4	0 10	22	4 00	49	5 77				
343	6 47	24	1 65	2,052	56 53				
853	8 87	1	0 10	829	19 46				
992	24 91	369	47 81	1,219	122 98	3,338	33 38	170	5 10
3,057	56 64	8,010	302 33	16,154	445 83	41,684	416 84	170	5 10
13,729	585 29	647,011	43,065 68	96,366	4,987 52	59,042	3,155 86	22,513	725 76

B. H. TEAKLES,  
*Compiler of Canal Statistics.*

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1892.

Canals and Offices.*	January	March.	April.	May.	June.	July.	August.	September	October.	November	December	Total Tolls.
<b>WELLAND CANAL.</b>	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.	% cts.
Chippawa .....				3 79	6 06	3 27	4 54	4 60	0 25	11 45		33 96
Colborne .....			6,505 16	20,211 65	16,662 95	18,684 07	18,049 47	21,974 25	19,836 81	14,189 26	2,047 54	138,161 16
Dalhousie .....			4,878 01	4,581 77	4,819 45	7,503 40	8,271 78	9,109 28	10,286 47	6,635 52	5 88	56,091 56
Dunnville .....				29 17	56 04	80 31	92 64	34 67	2 17	116 24		411 24
Maitland .....					1 76	1 00	1 72		4 08			8 56
Robinson .....			71 01	151 52	73 45	51 35	24 82	61 51	0 75	59 49		493 90
St. Catharines .....			30 88	65 84	62 57	131 91	144 82	74 98	75 28	16 59		602 87
<b>Total, Welland Canal</b> .....			11,485 06	25,043 74	21,682 28	26,455 31	26,589 79	31,259 29	30,205 81	21,028 55	2,053 42	195,803 25
<b>ST. LAWRENCE CANAL.</b>												
Beauharnois .....				49 85	96 01	150 41	91 63	152 29	297 34	293 22		1,130 75
Cardinal .....			127 84	61 22	115 88	128 66	39 27	64 83	78 09	102 05	15 25	733 09
Cornwall .....				2,859 13	4,063 72	4,413 39	2,576 05	2,642 59	2,265 16	1,508 65	2 20	20,330 89
Kingston .....			442 91	1,159 45	3,450 13	4,452 56	1,545 10	1,737 85	2,816 19	1,659 29		17,263 50
Lachine .....				198 51	261 67	223 57	381 04	470 10	326 48	190 71		2,052 08
Montreal .....				3,321 64	4,053 61	4,671 94	5,091 91	3,473 38	3,812 39	3,079 39	52 89	27,557 15
<b>Total, St. Lawrence Canals.</b> .....			570 75	7,649 80	12,041 02	14,040 53	9,725 00	8,541 06	9,595 65	6,833 31	70 34	69,067 46
<b>CHAMBLY CANAL.</b>												
Chambly .....				883 85	1,020 07	1,382 09	1,471 72	1,556 21	1,991 03	737 40		9,042 37
St. John's .....				2,507 86	1,659 42	1,518 04	2,155 17	1,420 45	1,375 45	569 98		11,206 37
St. Ours .....			19 45	71 44	77 55	111 34	81 63	96 20	128 51	124 99		711 74
<b>Total, Chamblly Canal</b> .....			19 45	3,463 15	2,757 04	3,011 47	3,708 52	3,072 86	3,494 99	1,432 37		26,959 85

OTTAWA CANALS.												
Ottawa .....			261 25	3,548 14	3,347 92	3,836 26	3,724 66	3,748 97	3,591 56	1,328 43		23,387 19
Carillon .....			1 25	23 90	13 03	19 70	12 40	8 42	20 03	6 57		96 30
Grenville .....			156 65	2,839 98	3,051 44	2,553 56	3,139 03	2,248 14	2,709 52	1,315 68		18,014 00
St. Anne's .....			5 35	114 46	280 15	220 60	349 07	276 49	219 72	103 35		1,569 19
Total, Ottawa Canals.....			424 50	6,526 48	6,692 54	6,621 12	7,225 16	6,282 02	6,540 83	2,754 03		43,066 68
RIDEAU CANAL.												
Kingston Mills .....				157 02	86 56	129 38	160 88	158 60	131 48	41 47		865 39
Ottawa .....				406 19	548 34	657 06	596 25	425 11	495 68	312 68		3,441 31
Smith's Falls .....				41 86	108 08	141 26	146 76	107 78	68 56	66 52		680 82
Total, Rideau Canal.....				605 07	742 98	927 70	903 89	691 49	695 72	420 67		4,987 52
ST. PETER'S CANAL.												
St. Peter's .....	30 92	1 06	180 32	254 58	368 24	413 07	412 94	481 83	443 45	362 32	207 13	3,155 86
TRENT VALLEY CANALS.												
Bobcaygeon.....				19 81	41 33	67 44	71 72	58 55	66 43	20 41		345 69
Buckhorn .....			1 00	0 50	8 90	21 80	17 87	11 80	1 00	7 25		70 12
Burleigh .....			2 36	4 76	21 02	21 58	13 70	6 25	2 27	1 09		73 03
Fenelon Falls.....			1 00	2 25	7 50	21 50	6 25	4 65	4 25	3 31		32 11
Hastings .....				13 14	1 93	2 50	2 50	7 00	4 50	2 50		34 97
Peterborough .....			6 14	16 54	33 11	41 04	23 42	24 05	11 62	14 82		170 74
Total, Trent Valley Canals.....			10 50	57 00	113 79	156 86	135 86	112 30	90 07	49 38		725 76
MURRAY CANAL.												
Brighton .....			24 39	66 32	80 29	124 86	103 85	80 22	64 11	41 75		585 29
Grand total.....	30 92	1 06	12,714 97	43,666 14	44,478 18	51,750 92	48,804 51	50,521 07	51,130 63	32,922 38	2,330 80	338,351 67

B. H. TEAKLES,

*Compiler of Canal Statistics.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1892, and the Amount of Tolls collected thereon.

Articles.	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	1,226	138,431	139,061	66,162	5,511	528	394	4,297	63,187	209,418	208,153	417,571	3,845	02
do sail	592	33,423	32,436	42,823	6,210	908	.....	9,737	48,970	86,891	87,616	174,507	3,538	67
Total Canadian	1,818	171,854	171,497	108,985	11,721	1,436	394	14,034	112,157	296,309	295,769	592,078	7,383	69
United States vessels, steam	536	67	49	13,248	225	232,018	184,440	228	64,944	245,561	249,658	495,219	7,428	54
do sail	261	575	.....	7,566	4,609	39,325	35,872	4,588	12,469	52,054	52,950	105,004	2,342	29
Total United States	797	642	49	20,814	4,834	271,343	220,312	4,816	77,413	297,615	302,608	600,223	9,770	83
Grand Total, Welland Canal	2,615	172,496	171,546	129,799	16,555	272,779	220,706	18,850	189,570	593,924	598,377	1,192,301	17,154	52
ST. LAWRENCE CANALS.														
Canadian vessels, steam	3,158	355,914	304,750	13,618	11	.....	.....	11	7,155	369,543	311,916	681,459	3,936	69
do sail	6,076	602,400	445,468	31,842	15	30	.....	.....	52,709	634,272	498,192	1,132,464	11,944	20
Total Canadian	9,234	958,314	570,218	45,460	26	30	.....	11	59,864	1,003,815	810,108	1,813,923	15,880	89
United States vessels, steam	546	113	225	2,639	10	8,036	8,120	144	1,510	10,932	10,166	21,098	160	43
do sail	632	1,992	13,934	10,530	1,475	936	1,095	31,557	12,233	45,915	28,647	73,662	643	39
Total United States	1,178	2,105	14,160	13,169	1,485	8,972	9,125	31,701	14,043	55,947	38,813	94,760	803	82
Grand Total, St. Lawrence Canals	10,412	960,419	764,378	58,629	1,511	9,002	9,125	31,712	73,907	1,059,762	848,921	1,908,683	16,684	71
CHAMBLEY CANAL.														
Canadian vessels, steam	693	38,295	38,364	246	.....	.....	.....	.....	352	38,539	38,716	77,255	255	71
do sail	626	11,288	10,791	8,627	.....	.....	.....	.....	15,911	19,915	26,612	46,527	614	46
Total Canadian	1,229	49,583	49,065	8,873	.....	.....	.....	.....	16,263	58,454	65,328	123,782	870	17

United States vessels, steam.....	25	4	118	299				17	303	135	438	7 18
do sail.....	1,442	1,371	2,941	53,410				80,937	54,781	83,878	138,659	1,823 78
Total United States.....	1,467	1,375	3,059	53,709				80,954	55,084	84,013	139,097	1,830 96
Grand total, Chambly Canal.....	2,696	50,956	52,124	62,582				97,217	113,538	149,341	262,879	2,701 13
OTTAWA CANALS.												
Canadian vessels, steam.....	1,017	48,262	107,401	1,320					48,262	108,721	156,983	631 12
do sail.....	1,341	8,181	151,074	16,115					8,181	167,189	175,370	2,470 85
Total Canadian.....	2,358	56,443	258,475	17,435					56,443	275,910	332,353	3,101 97
United States vessels, steam.....	1	1							1		1	0 25
do sail.....	308	3,894	7,475	16,444				518	4,412	23,919	28,331	664 56
Total, United States.....	309	3,895	7,475	16,444				518	4,413	23,919	28,332	664 81
Grand total, Ottawa Canals.....	2,667	60,338	265,950	33,879				518	60,856	299,829	360,685	3,766 78
RIDEAU CANAL.												
Canadian vessels, steam.....	1,520	49,973	52,248	210					50,183	52,248	102,431	783 97
do sail.....	1,039	43,389	43,581	107					43,496	43,581	87,077	857 90
Total Canadian.....	2,559	93,362	95,829	317					93,679	95,829	189,508	1,641 87
United States vessels, steam.....	57	400	478						400	478	878	14 84
do sail.....	74	1,692	4,063	315					2,007	4,063	6,070	58 35
Total, United States.....	131	2,092	4,541	315					2,407	4,541	6,948	73 19
Grand total, Rideau Canal.....	2,690	95,454	100,370	632					96,086	100,370	196,456	1,715 06
ST. PETER'S CANAL.												
Canadian vessels, steam.....	220	21,599	20,002						21,599	20,002	41,601	832 02
do sail.....	1,665	42,910	41,392					450	43,360	41,392	84,752	1,695 04
Total, Canadian.....	1,885	64,509	61,394					450	64,959	61,394	126,353	2,527 06
United States vessels, steam.....												
do sail.....	6	1,843	76						1,843	76	1,919	38 38
Total, United States.....	6	1,843	76						1,843	76	1,919	38 38
Grand total, St. Peter's Canal....	1,891	66,352	61,470					450	66,802	61,470	128,272	2,565 44

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 22.—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.													\$	cts.
Canadian vessels, steam.....	836	16,986	18,936							16,986	18,936	35,922	243	07
do sail.....	454	14,110	15,477							14,110	15,477	29,587	102	89
Total Canadian.....	1,290	31,096	34,413							31,096	34,413	65,509	345	96
United States vessels, steam.....	1		20								20	20	0	25
do sail.....														
Total United States.....	1		20								20	20	0	25
Grand total, Trent Valley Canals.....	1,291	31,096	34,433							31,096	34,433	65,529	346	21
MURRAY CANAL.														
Canadian vessels, steam.....	656	89,412	34,704	13,185					12,228	102,597	46,932	149,529	190	42
do sail.....	148	2,678	4,910	316				164	862	3,158	5,772	8,930	34	99
Total Canadian.....	804	92,090	39,614	13,501				164	13,090	105,755	52,704	158,459	225	41
United States vessels, steam.....	3	39		49					7	88	7	95	0	75
do sail.....	36	32	25	165				2	177	199	202	401	9	00
Total United States.....	39	71	25	214				2	184	287	209	496	9	75
Grand total, Murray Canal.....	843	92,161	39,639	13,715				166	13,274	106,042	52,913	158,955	235	16

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.  
RECAPITULATION.

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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.		
<b>CANADIAN VESSELS.</b>													
<i>Steam and Sail.</i>													\$ cts.
Welland .....	1,818	171,854	171,497	108,985	11,721	1,436	394	14,034	112,157	296,309	295,769	592,078	7,383 69
St. Lawrence .....	9,234	958,314	750,218	45,460	26	30	.....	11	59,864	1,003,815	810,108	1,813,923	15,880 89
Chambly .....	1,229	49,581	49,065	8,873	.....	.....	.....	.....	16,263	58,454	65,328	123,782	870 17
Ottawa .....	2,358	56,143	258,475	.....	17,435	.....	.....	.....	.....	56,443	275,910	332,353	3,101 97
Rideau .....	2,559	93,362	95,829	317	.....	.....	.....	.....	.....	93,679	95,829	189,508	1,641 87
St. Peter's .....	1,885	64,509	61,394	.....	.....	.....	.....	450	.....	64,959	61,394	126,353	2,527 06
Trent Valley .....	1,290	31,096	34,413	.....	.....	.....	.....	.....	.....	31,096	34,413	65,509	345 96
Murray .....	804	92,090	39,614	13,501	.....	.....	.....	164	13,090	105,755	52,704	158,459	225 41
Total, Canadian .....	21,177	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	31,977 02
<b>UNITED STATES VESSELS.</b>													
<i>Steam and Sail.</i>													
Welland .....	797	642	49	20,814	4,834	271,343	220,312	4,816	77,413	297,615	302,608	600,223	9,770 83
St. Lawrence .....	1,178	2,165	14,160	13,169	1,485	8,972	9,125	31,701	14,043	55,947	38,813	94,760	803 82
Chambly .....	1,467	1,375	3,059	53,709	.....	.....	.....	.....	80,954	55,084	84,013	139,097	1,830 96
Ottawa .....	309	3,895	7,475	.....	16,444	.....	.....	518	.....	4,413	23,919	28,332	664 81
Rideau .....	131	2,092	4,541	315	.....	.....	.....	.....	.....	2,407	4,541	6,948	73 19
St. Peter's .....	6	1,843	76	.....	.....	.....	.....	.....	.....	1,843	76	1,919	38 38
Trent Valley .....	1	.....	20	.....	.....	.....	.....	.....	.....	.....	20	20	0 25
Murray .....	39	71	25	214	.....	.....	.....	2	184	287	209	496	9 75
Total, United States .....	3,928	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	13,191 99
Grand total, Canadian and United States .....	25,105	1,529,272	1,489,910	265,357	51,945	281,781	229,831	51,696	373,968	2,128,106	2,145,654	4,273,760	45,169 01

CANAL STATISTICS.

SUPPLEMENTARY APPENDIX A—*Concluded.*

No. (A) 22½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1891 and 1892, 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.		
1891.												\$ cts.
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.....	203,211	547,727	10,725	1,545	645	1,701	33,314	137,926	247,895	688,899	936,794	62,726 36
Chambly Canal.....	56,763	7,547	66,881					98,073	123,644	165,620	229,264	19,346 58
Rideau Canals.....	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 Canal.....	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 05
1892.												
Welland Canal.....	7,750	87,642	9,733	32,583	240,332	300,733	12,391	264,390	270,206	685,348	955,554	195,803 25
St. Lawrence Canals.....	204,078	599,062	6,390	1,424	702	2,046	35,005	118,048	246,175	720,580	966,755	69,067 46
Chambly Canal.....	9,714	8,828	154,170			204		97,850	163,884	106,882	270,766	20,959 85
Rideau Canals.....	70,393	24,145	1,828						72,221	24,145	96,366	4,987 52
Ottawa Canals.....	551	544,679	1	101,780					552	646,459	647,011	43,066 68
St. Peter's Canal.....	13,561	45,481							13,561	45,481	59,042	3,155 86
Trent Valley Canal.....	17,339	5,174							17,339	5,174	22,513	725 76
Murray Canal.....	4,174	7,126	1,416					1,013	5,590	8,139	13,729	585 29

B. H. TEAKLES,  
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1893.



RATES OF TOLLS

No. 23.—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.	Chamby Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 1.</i>								
Vessels, steam . . . . . per ton.	0 01½	0 01½	0 02½	0 00½	0 00½	0 01½	0 00½	0 01½
do sail . . . . . do	0 02½	0 02½	0 03½	0 01½	0 01½	0 02½	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 02½	0 09½
Passengers, under 21 years each . . . . .	0 05	0 05	0 10	0 05	0 02	0 04	0 01½	0 04½
<i>Class No. 3.</i>								
Bricks, cement and water lime . . . . .	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19½
Clay, lime and sand . . . . .								
Briarstone . . . . .								
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	0 20	0 20	0 10	0 26	0 14	0 29

of the Dominion of Canada, 1892.

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

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	Whitlaw's to Hastings.
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.
8 cts.	8 cts.	8 cts.	8 cts.	8 cts.	8 cts.
0 00 $\frac{2}{6}$ 0 00 $\frac{1}{4}$	0 00 $\frac{2}{6}$ 0 00 $\frac{1}{4}$	0 00 $\frac{2}{6}$ 0 00 $\frac{1}{4}$	0 00 $\frac{2}{6}$ 0 00 $\frac{1}{4}$	0 00 $\frac{2}{6}$ 0 01	0 00 $\frac{2}{6}$ 0 00 $\frac{1}{4}$
0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 04 0 02	0 01 0 00 $\frac{1}{2}$
0 01	0 01	0 01	0 01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

No. 23.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLEY CANALS.

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.

	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chamblay Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Anne's Lock, each way.	Ottawa to St. John's, each way.
<i>Class No. 5.</i>	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.	¢ cts.
Bark .....	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19½
Barrels, empty, each.....	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03½
Boat knees, each.....	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03½
Floats, per 1,000 lineal feet.....	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05
Firewood, per cord, in vessels.....	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23
do do rafts.....	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30½
Hoops.....	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30
Masts and spars, telegraph poles, per ton of 40 cubic ft., in vessels.....	0 15	0 15	0 15	0 05	0 05	0 08	0 07	0 13½
Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts.....	0 20	0 20	0 20	0 10	0 10	0 15	0 10	0 22½
Railway ties, in vessels, each.....	0 01	0 01	0 01	0 00½	0 00½	0 00½	0 00½	0 01½
do rafts, each.....	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02½
Sawed stuff, boards, planks, scantling and sawed timber, per M. feet, board measure, in vessels.....	0 30	0 30	0 30	0 15	0 10	0 11½	0 06½	0 20
Sawed stuff, boards, planks, scantling and sawed timber, per M. feet, board measure, in rafts.....	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36½
Square timber, per M. cubic feet, in vessels.....	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69
Square timber, per M. cubic feet, in rafts.....	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13
Wagon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet.....	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55
Shingles, per M.....	0 06	0 06	0 06	0 06	0 04	0 04½	0 02½	0 08
Split posts and fence rails per M., in vessels.....	0 40	0 40	0 40	0 40	0 20	0 23	0 12	0 42
Split posts and fence rails, per M., in rafts.....	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77
Saw-logs, each standard log.....	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13
Staves and headings, brls., per M.....	0 40	0 40	0 40	0 00	0 15	0 15	0 10	0 30
do pipe, per M.....	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75
do W. India, per M.....	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65
do salt barrel, sawn or cut, per M.....	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 55
Traverses, per 100 pieces.....	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67½
Hop poles, per 1,000 pieces.....	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65
<i>Special Class.</i>								
Gypsum, crude (per O. C., 28th October, 1882).....	0 15	0 05	.....	0 05	West ward	.....	.....	.....
Coal.....	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17½
Stone, unwrought, corded and not suitable for cutting, per cord.....	0 75	0 75	0 75	0 60	0 37½	0 28	0 24	0 77½
Kyrolite, iron ore or chemical ore.....	0 05	0 05	0 05	0 06	0 05	0 05	0 05	0 05
Ice.....	0 05	0 05	0 05	.....	.....	.....	.....	.....

of the Dominion—Continued.

## TRENT VALLEY CANAL.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Charge- able at Fenelon Falls.	Tolls Charge- able at Bobcaygeon.	Tolls Charge- able at Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Charge- able at Whitlaw's.
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01	0 00 $\frac{1}{2}$
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 03	0 00 $\frac{1}{2}$
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 03	0 00 $\frac{1}{4}$
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 22	0 05 $\frac{1}{2}$
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 02	0 00 $\frac{1}{2}$
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 14	0 03 $\frac{1}{2}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 03	0 00 $\frac{1}{4}$
Free.	Free.	Free.	Free.	Free.	Free.

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

	Tons.		Tons.
2,000 lbs. avoirdupois.....	1	Stone, 12 cubic feet.....	1
Per M. is per thousand feet.....		Stone, 1 cord.....	7½
Per Mille is per thousand pieces.....		Whiskey, 4 barrels or 215 gallons.....	1
Green fruit, 9 barrels are.....	1	Empty barrels, 10.....	1
Ashes, 3 barrels are.....	1	Barrel hoops, 10 Mille.....	1
Bark, 4 cords.....	1	Board and other sawed lumber, 600 feet board measure.....	1
Beef, 7 barrels.....	1	Boat knees, 4.....	1
Biscuit and crackers, 9 barrels.....	1	Firewood, 1 cord.....	3
Bricks, common, 1,000.....	2	Hop poles, 60 or 40 cubic feet.....	1
Butter, 22 kegs or 7 barrels.....	1	Shingles, 12 M. or bundles.....	1
Cattle, 3.....	1	Split posts and fence rails, 1 Mille.....	1
Cement and water lime, 7 barrels.....	1	Staves and headings, pipe, 1 Mille.....	8
Fire bricks, 1,000.....	3	do W. India, 1 Mille.....	4
Fish, 7 barrels.....	1	do barrel, 1 Mille.....	2½
Flour, 9 barrels.....	1	do salt barrel, 1 Mille.....	1
Gypsum and manganese, 6 barrels.....	1	Sawlogs, standard, 1.....	1
Horses, 2.....	1	Square timber, 50 cubic feet.....	1
Lard and tallow, 7 barrels or 22 kegs.....	1	Telegraph poles, 10 or 40 cubic feet.....	1
Liquors and spirits, 215 gallons.....	1	Masts and spars, 40 cubic feet.....	1
Liquors, all others, 215 gallons.....	1	Railroad ties, 16 or 50 cubic feet.....	1
Nuts, 9 barrels.....	1	All other woodenware, or partly manufactured 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.
<b>WELLAND CANALS.</b>	
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.....	
<b>ST. LAWRENCE CANALS.</b>	
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.....	
<b>CHAMBLY CANAL.</b>	
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 saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

## SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

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

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

## NOTE.

O. C. June 27, 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, kyrolite 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 punl.....	12
	do per hhd., 10 cents; per qr. cask.....	7
Iron (bars)	do per ton.....	24
Iron, pig	do do.....	12
Salt, except at the St. Gabriel Sheds	do per 100 minots.....	36
Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours	do per bag.....	4
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 \$50 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, 1856.

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

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

		Mills.
Steam-boats 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.
Steam-boats 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 WHARFS 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 wharfs 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 wharfs or banks after the first five days, an additional charge of four cents per cord. O. C. August 7, 1860.

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



## CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

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

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

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

## PHOSPHATES.

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

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

## CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following 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 in respect of the old basin. O. C. Jan. 26, 1883.

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

Sec. 99.—*Tonnage Dues.*

On steam-boats, for each day of twenty-four hours, or part of a day, they remain in the harbour, reckoned from the hour of their arrival to that of their departure.....	Per ton register. 1 cent.
On all other vessels, per day, as aforesaid .....	$\frac{1}{2}$ 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 wharfs for re-shipment shall only pay one wharfage.

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

Sec. 102.—*Standard for Estimating Weights.*

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

O. C. April 1, 1881.

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-	For each succeeding	For Wintering in
	ber, &c., to include use of Basin and Wharf for one Month.	month during the Season of Navigation.	Basin or on Wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet.....	25	20	35
Timber, round or flatted, of all kinds, under 12 x 12, per M lineal feet.....	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure.....	3	2	3
Saw-logs, 12 feet long, if longer in same proportion per log.....	1	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 wharfs 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 do.....	15 00

If the Minister of Railways and Canals deem 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 of 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, intitled: "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 herein.

O. C. 20th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intitled: "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, intitled: "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  $\frac{1}{4}$  of Rideau Canal rates.

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

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

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

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

## 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 that 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, Privy Council.*

O.C. 31st October, 1890.

His Excellency, under the authority conferred by 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 Bobcaygeon, and of any of the locks on the Trent Valley Canal, during the winter or other shorter period.

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

## AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, the 4th day of April, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, having had under consideration the Tariff on 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 in the said Canals, viz. :—

That a refund be made of a portion of the Canal tolls collected on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat which have been carried through the Welland Canal, and the St. Lawrence Canals to Montreal or to any port east of Montreal in all cases where the said products so carried are exported, and in such cases only.

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

That the products aforesaid on which the rebate of tolls may be claimed shall be shown to have been originally shipped for Montreal or for some port east of Montreal and shall be shown to have been carried to Montreal or to some port east of Montreal, and actually sent out of the country.

That the right to this rebate shall not be lost by reason of intermediate transshipment, provided that the place of such transshipment is one within the Dominion of Canada.

That the right to this rebate shall extend to any portions of cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also to shipments of the above named products made from any Canadian Lake Ontario port.

That payment of the amount to be refunded be made, from time to time, as cargoes of the said products are despatched for export from Montreal or from some port east of Montreal.

That this Order in Council remain in force for the present year, 1892, only.

(Signed)

JOHN J. MCGEE,  
Clerk, Privy Council.

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 of May, 1892.

On a memorandum dated 19th April, 1892, from the Minister of Railways and Canals, submitting a memorandum, copy herewith, from the proper Officers of the Department of Railways and Canals upon certain objections raised by the Montreal Board of Trade, by forwarders and others to the existing tonnage and wharfage charges on vessels and freight using the basins of the Lachine Canal at Montreal.

From such memorandum, which is of a detailed and explanatory character, it appears that the complaints made are well founded, the complications shown being due to the fact that the various Orders in Council have from time to time been passed, fixing and changing rates and charges to meet particular cases as they arose; and pending a general revision of the whole matter of Canal regulations, tolls and charges, which seems to be desirable, it is expedient that the subject of these complaints should be dealt with at once.

The Minister, accordingly, on the advice of the Canal Revenue Officers, endorsed by the Superintending Engineer of the Lachine Canal, and the Deputy Head of the Department of Railways and Canals, recommends the adoption of the following:—

1st. The cancellation of Section No. 93 of Consolidated Orders in Council of the 26th October, 1889, Chapter 115, and the substitution thereof of the following:—

*Wharfage Dues on Coal for local consumption in Montreal.*

Section 93, Coal for local consumption in Montreal, landed on Canal property between Montreal Harbour and Côte St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal Harbour, shall be charged wharfage dues at the rate of 5 cents a ton.

Coal screenings shall be charged 3 cents a ton.

2nd. The cancellations of Sections Nos. 98, 99, 100, 101, and the substitution of the following:—

*Wharfage Dues in all basins of the Lachine Canal on Sea-going vessels.*

Section 98. The Montreal Harbour Commissioner shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basin of said canal and of the revenue that may be derived from their use.

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

All goods, wares and merchandise not elsewhere specified.....	25 cents per ton.
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 and swine ..	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphate, sand, salt, coal and coke, grain and seeds of all kinds ..	7½ do
Special.—Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber 10 cents per 1,000 feet, board measure.	
Bullion specie ..	Free.
Coal screenings.....	3 do

Each entry shall pay not less than 5 cents.

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

Lumber upon which tolls have been paid for passage down the Lachine Canal, and which is re-shipped from the wharfs or vessels into sea-going vessels, shall pay wharfage dues equal to one section of canal tolls, viz., 3½ cents per 1,000 feet, board measure.

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

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

To the Honourable  
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, the 6th day of June, 1892.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intitled: "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 29th day of April, 1891, under which, in the case of steamers specially chartered for the conveyance of excursion pas-

ties, 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 St. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, and excursion parties leaving St. Catharines for Toronto or Hamilton, shall be, and the same are hereby continued in force for the present season of navigation only.

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

The Honourable  
The Minister of Railways and Canals.

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AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 15th day of July, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

Whereas, by a clause of the Order in Council of the 4th April, 1892, respecting the rebate to be allowed on certain food products traversing the Welland and St. Lawrence Canals bound for Montreal or some port east of Montreal for exportation, it was provided that the right to such rebate should extend to shipments of the said products made "from any Canadian Lake Ontario port," this provision being taken from the Order in Council of the 29th April, 1891 ;

And whereas it was not intended that the restriction in favour of Canadian Lake Ontario ports, should be continued ;

His Excellency, under 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 said Order in Council of the 4th April, 1892, shall be and the same is hereby amended by the omission of the word " Canadian " from the clause in question ; and that such amendment shall have force and effect from the 4th day of April last.

(Signed) JOHN J. MCGEE,  
*Clerk, Privy Council.*

The Right Honourable  
The Minister of Railways and Canals.

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AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, the 19th day of July, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

Whereas application has been made for the extension of the Trent Valley Canals of the concession of reduced passenger rates for excursion parties now enjoyed on the Lachine and Welland Canals under an Order in Council of the 6th of June, 1892.

His Excellency, under 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 for the present season of navigation only, steamers especially chartered for the conveyance of excursion parties going and returning the same day, one-half of the usual passenger tolls shall be charged for passage through the Trent Valley Canals.

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

The Honourable  
The Minister of Railways and Canals.

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AT THE GOVERNMENT HOUSE AT OTTAWA.

TUESDAY, the 2nd day of August, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, 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 6th June, 1892, reducing by one-half the usual passenger tolls on the Lachine Canal (such reduction applying to cases where excursion parties are conveyed in steamers specially chartered for that purpose, going and returning the same day), shall be, and the same are hereby extended to the Beauharnois Canal for the present season of navigation only.

(Signed) JOSEPH POPE,  
*Asst. Clerk of the Privy Council.*

## AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 14th day of October, 1892.

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 prescribe the following scale of charges for vessels wintering on the Ottawa River Canals and Locks, and the same is hereby prescribed accordingly, namely:—

In Carillon Canal, Steamers, per season.....	\$ 8 00
Barges.....	4 00
Grenville Canal, Steamers, for season.....	8 00
Barges.....	4 00
Inside locks, Ste. Anne, Carillon and Grenville Canals, Steamers, per season.....	25 00
Inside locks, Culbute Canal, per season.....	15 00

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

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

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 2nd November, 1892.

On a memorandum dated 28th October, 1892, from the Minister of Railways and Canals, representing that he is in receipt of a letter from the manager of the Collins' Bay Rafting and Forwarding Co., of which the following is a copy:—

"COLLINS' BAY, 19th September, 1892.

"To the Minister of Railways and Canals,  
"Ottawa, Ont.

"DEAR SIR,—I am in receipt of a communication from Robert Rae, Esq., Commodore of 'The Yacht Club of Chicago,' with reference to the bringing of a large number of yachts through the canals next season to attend the World's Fair in Chicago, and he suggests that your Government should make the canals for all yachts from abroad free for the round trip, and asks me to lay the matter before your department with that end in view. It is understood that 'The Ocean Racing Yacht Club,' 'The International Yacht Club of England' will attend, provided their way is made easy to Chicago. The Danish, Russian, German, French, Italian and Greek Yacht Clubs have been invited, but before accepting will require information on the subject of the way of getting from Montreal to Chicago and the cost thereof. It is proposed by the Royal Yacht Club that there be an ocean race across to Montreal, and afterwards for the fleet to rendezvous at Macine to meet the Canadian and American yachts from there to race to Chicago for a prize to be given by the American Yacht Clubs.

"If your Government should decide to accede to this proposition and give public notice to that effect or advise me I will forward same to the President of the Yacht Club of Chicago.

"Yours truly,  
"Collins' Bay Rafting and Forwarding Co. (Ltd.)  
(Signed) "Per A. LEGER, JUN.,  
"Manager."

The Minister, in view of the interests attaching to the projected scheme, recommends that the courtesy of free passage through the Dominion canals be extended to all pleasure yachts attending the Chicago Exhibition in 1893, and that he be authorized to inform the company accordingly in reply to their letter.

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

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

The Honourable  
The Minister of Railways and Canals.







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