DEPARTMENT OF RAILWAYS AND CANALS



# CANAL STATISTICS



FOR THE

# SEASON OF NAVIGATION

# 1911

*PRINTED BY ORDER OF PARLIAMENT*

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1912

No. 20a—1912]

*To Field Marshal His Royal Highness* PRINCE ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn; Earl of Sussex, in the Peerage of the United Kingdom; Prince of the United Kingdom of Great Britain and Ireland; Duke of Saxony; Prince of Saxe-Cobourg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of St. Patrick; One of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness Canal Statistics, for the year ended December 31, 1911.

F. COCHRANE,
*Minister of Railways and Canals.*

To the Honorable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1911.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,
*Deputy Minister of Railways and Canals.*

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, February 15, 1912.

A. W. CAMPBELL, Esq., C.E.,
Deputy Minister of Railways and canals.

SIR,—I have the honour to submit to you herewith Canal Statistics for the year ended December 31, 1911.

The aggregate volume of freight moved through all the canals amounted to 38,030,353 tons, which was a decrease of 4,960,255 tons as compared with the year 1910. This decrease is more than accounted for by the decline in traffic at Sault Ste. Marie, applicable almost wholly to American ore. An increase of 211,339 tons through the Welland canal, and of 344,956 tons through the St. Lawrence canals, would point to satisfactory growth as far as strictly Canadian business was concerned.

The freight traffic of 1911 was distributed among the various canals of the Dominion as follows.

| — | Tons. | Increase. | Decrease. |
|---|---|---|---|
| Sault Ste. Marie | 30,951,709 | ..... | 5,443,978 |
| Welland | 2,537,629 | 211,339 | ..... |
| St. Lawrence | 3,105,708 | 344,956 | ..... |
| Chambly | 599,829 | ..... | 69,470 |
| St. Peter's | 75,298 | ..... | 10,653 |
| Murray | 163,457 | ..... | 14,484 |
| Ottawa | 320,071 | ..... | 65,190 |
| Rideau | 172,227 | 37,346 | ..... |
| Trent | 57,290 | 11,027 | ..... |
| St. Andrew's | 47,135 | 38,852 | ..... |
| Total | 38,030,353 | 643,520 | 5,603,775 |

The development of business through the canals of Canada during the past decade is shown in the following statement:

| | | |
|---|---|---|
| 1902 | 7,513,197 | Tons. |
| 1903 | 9,203,817 | " |
| 1904 | 8,256,236 | " |
| 1905 | 9,371,744 | " |
| 1906 | 10,523,185 | " |
| 1907 | 20,543,639 | " |
| 1908 | 17,502,820 | " |
| 1909 | 33,720,748 | " |
| 1910 | 42,990,608 | " |
| 1911 | 38,030,353 | " |

It will be observed that the expansion for the ten year period between 1902 and 1911 was equal to 406 per cent.

The following comparative statement of traffic will show on what canals the growth has taken place during the past four years:

| — | 1908. | 1909. | 1910. | 1911. |
|---|---|---|---|---|
| Sault Ste. Marie | 12,759,216 | 27,861,245 | 36,395,687 | 30,951,709 |
| Welland | 1,703,453 | 2,025,951 | 2,326,290 | 2,537,629 |
| St. Lawrence | 2,009,102 | 2,410,629 | 2,760,752 | 3,105,708 |
| Chambly | 503,276 | 752,117 | 669,299 | 599,829 |
| St. Peter's | 72,015 | 79,850 | 85,951 | 75,298 |
| Murray | 25,901 | 102,291 | 177,941 | 163,457 |
| Ottawa | 258,527 | 336,939 | 385,261 | 320,071 |
| Rideau | 89,640 | 91,774 | 134,881 | 172,227 |
| Trent | 81,690 | 59,952 | 46,263 | 57,290 |
| St. Andrew's | ..... | ..... | 8,283 | 47,135 |

Details of traffic, showing the tonnage of commodities, will be found in tables constituting the body of this report. Comparing the years 1910 and 1911, following was the tonnage by classes and canals:—

| Canals. | Vegetable Products. | Animal Products. | Manufactures. | Produce of Forest. | Produce of Mines. | Total. |
|---|---|---|---|---|---|---|
| 1910. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Sault Ste. Marie | 2,530,396 | 304,729 | 862,526 | 100,613 | 32,597,423 | 36,395,687 |
| Welland | 982,346 | 60,880 | 516,333 | 154,737 | 611,994 | 2,326,290 |
| St. Lawrence | 856,611 | 83,754 | 497,007 | 564,328 | 759,052 | 2,760,752 |
| Chambly | 783 | 23,288 | 21,834 | 496,119 | 127,275 | 669,299 |
| St. Peter's | 4,603 | 14,867 | 7,889 | 10,124 | 48,468 | 85,951 |
| Murray | 20 | 4,544 | 152,506 | 3,471 | 7,400 | 177,941 |
| Ottawa | 723 | 8,111 | 72,294 | 268,199 | 35,934 | 385,261 |
| Rideau | 1,433 | 3,576 | 76,299 | 40,026 | 13,547 | 134,881 |
| Trent | 298 | 765 | 8,672 | 35,849 | 679 | 46,263 |
| St. Andrew's | 1 | 153 | 177 | 7,952 | ..... | 8,283 |
| Total | 4,377,214 | 504,667 | 2,225,537 | 1,681,418 | 34,201,772 | 42,990,608 |
| 1911. | | | | | | |
| Sault Ste. Marie | 3,219,929 | 978 | 854,516 | 56,853 | 26,819,433 | 30,951,709 |
| Welland | 1,089,605 | 574 | 539,865 | 250,423 | 657,162 | 2,537,629 |
| St. Lawrence | 1,003,090 | 9,943 | 557,992 | 551,155 | 983,528 | 3,105,708 |
| Chambly | 41,903 | 315 | 25,370 | 396,704 | 135,537 | 599,829 |
| St. Peter's | 16,538 | 2,153 | 11,828 | 7,120 | 37,659 | 75,298 |
| Murray | 1,109 | 113 | 143,399 | 1,622 | 17,214 | 163,457 |
| Ottawa | 9,779 | 2,467 | 65,452 | 202,797 | 39,576 | 320,071 |
| Rideau | 6,084 | 2,684 | 114,937 | 34,350 | 14,172 | 172,227 |
| Trent | 951 | 397 | 12,551 | 31,342 | 12,049 | 57,290 |
| St. Andrew's | 82 | ..... | 33,153 | 13,773 | 127 | 47,135 |
| Total | 5,389,070 | 19,624 | 2,359,063 | 1,546,139 | 28,716,457 | 38,030,353 |

The rates which each of the foregoing classes bore to the total volume of traffic during the past three years is shown in the following statement :—

| — | 1909. | 1910. | 1911. |
|---|---|---|---|
| | Per cent. | Per cent. | Per cent. |
| Vegetable products | 13·0 | 10·2 | 14·2 |
| Animal " | 1·5 | 1·2 | ·1 |
| Manufactures | 5·6 | 5·2 | 6·2 |
| Produce of forests | 4·9 | 3·9 | 4·0 |
| Produce of mines | 75·0 | 79·5 | 75·5 |

## CANADIAN AND UNITED STATES TRAFFIC.

Prior to 1908 the statistical methods in use did not provide for a separation of Canadian and American business passing through the Canals. Since that date a record has been kept of the country of origin, and the facts with respect to the traffic of all the canals of the Dominion are given in the following tabular statement :—

| Year. | Canadian Vessels. | | U. S. Vessels. | | Freight Tonnage. | | |
|---|---|---|---|---|---|---|---|
| | No. | Tonnage. | No. | Tonnage. | Canadian. | United States. | Total. |
| 1908 | 29,040 | 6,780,789 | 7,489 | 4,835,320 | 5,012,147 | 12,490,673 | 17,502,820 |
| 1909 | 22,507 | 7,811,578 | 9,996 | 16,459,322 | 7,378,057 | 26,342,691 | 33,720,748 |
| 1910 | 25,337 | 8,931,790 | 11,462 | 21,777,297 | 7,883,614 | 35,106,994 | 42,990,608 |
| 1911 | 25,585 | 9,172,192 | 10,370 | 18,231,622 | 7,792,907 | 30,237,446 | 38,030,353 |

It will be observed that of all the commodities transported through the canals of Canada in 1911, the proportion originating in the United States was 79·5 per cent. In 1910 the proportion was 81·6 per cent. This large difference in favour of the United States is almost wholly accounted for in the volume of ore passed through the canal at Sault Ste Marie.

With regard to vessel tonnage, the proportions in 1911 stood as follows :—Canadian, 33·5 per cent; United States 66·5 per cent.

## TRANSPORTATION OF CANADIAN WHEAT.

With the development of the Western Provinces there has been a steady growth in the volume of waterborne wheat. Since 1895 the quantities annually brought down through the canal at Sault Ste Marie are shown in the following table :—

| | Bushels. |
|---|---|
| 1895 | 4,518,334 |
| 1896 | 19,314,234 |
| 1897 | 17,925,834 |
| 1898 | 9,746,600 |
| 1899 | 12,759,634 |
| 1900 | 9,292,034 |
| 1901 | 9,639,534 |
| 1902 | 27,912,500 |
| 1903 | 32,233,934 |
| 1904 | 29,794,100 |
| 1905 | 25,983,100 |
| 1906 | 34,389,300 |
| 1907 | 49,399,967 |
| 1908 | 58,574,034 |
| 1909 | *48,047,833 |
| 1910 | 51,774,833 |
| 1911 | 63,641,000 |

*For the first time represents Canadian wheat only. The figures of preceding years include American wheat which passed through the Canadian Canal.

The figures for the years anterior to 1909 include American wheat. It will be observed, however, that the increase in 1911 over 1909, applicable only to Canadian wheat, amounted to 15,593,167 bushels, or 32·4 per cent.

In addition to the 63,641,000 bushels of Canadian wheat which passed through the Canadian canal at Sault Ste. Marie, 1,981,481 bushels of Canadian wheat passed through the United States canal at that point. These figures combined show that the volume of water-borne Canadian wheat in 1911 was 65,622,481 bushels. Account is not taken of the relatively small quantity of wheat which was moved through any of the other canals. It is quite relevant, however, to point out that 183,449 barrels of Canadian flour were carried through the Canadian canal at Sault Ste. Marie in 1911, and 841,733 barrels of Canadian flour through the American canal. Calculating this Canadian flour into wheat, we have an addition of 4,100,728 bushels to the volume already indicated, bringing the total up to 69,723,209 bushels.

Last year, for the first time, a careful study was made of the distribution of Canadian wheat after it had passed through the canal at Sault Ste. Marie, and this year the same analytical methods have been applied to the traffic of 1911. Placing the figures for 1909, 1910 and 1911 side by side, for purposes of easy comparison, the record is as follows :

| Canadian Wheat. | 1909. | 1910. | 1911. |
|---|---|---|---|
| | Bushels. | Bushels. | Bushels. |
| Fort William to Montreal | 10,517,266 | 13,185,370 | 12,761,666 |
| " " " Georgian bay | 13,384,400 | 12,753,200 | 9,881,234 |
| " " " other Canadian ports | 10,149,633 | 9,603,400 | 11,880,666 |
| " " " Buffalo | 12,841,334 | 15,693,363 | 27,945,600 |
| Duluth to Montreal | 520,000 | 315,000 | ..... |
| " " Buffalo | 528,200 | 224,500 | 710,334 |
| " " Georgian bay | 28,000 | ..... | 461,500 |
| " " other Canadian ports | 79,000 | ..... | ..... |
| Total | 48,047,833 | 51,774,833 | 63,641,000 |
| Through American canal | 9,117,328 | 5,321,446 | 1,981,481 |
| Grand total | 57,165,161 | 57,096,279 | 65,622,481 |

It should be explained, perhaps, that the 'other Canadian ports' indicated in the foregoing statement are ports west of Lake Erie, but not on the Georgian bay.

It is quite impracticable to follow the course of the small volume of Canadian wheat which passed through the American canal at Sault Ste. Marie. With respect to that which passed through the Canadian canal, however, the figures work out in the following percentages :—

| —— | 1909. | 1910. | 1911. |
|---|---|---|---|
| | Per cent. | Per cent. | Per cent. |
| Fort William to Montreal | 21·9 | 25·5 | 20·1 |
| " " Georgian bay | 27·9 | 24·6 | 15·6 |
| " " other Canadian ports | 21·1 | 18·5 | 18·7 |
| " " Buffalo | 26·7 | 30·3 | 43·8 |
| Duluth to Canadian ports | 1·3 | ·6 | ·7 |
| " American " | 1·1 | ·5 | 1·1 |

It will be seen that 54·4 per cent of all the Canadian wheat which came down in 1911 through the Canadian canal at Sault Ste. Marie clung exclusively to Canadian

channels. The proportion in 1910 was 68·6 per cent; so that the diversion to American channels was considerably greater in 1911.

Of the 63,641,000 bushels of Canadian wheat which were transported through the Canadian canal at Sault Ste. Marie during the past year, 43·8 per cent went to Buffalo. Wheat is supposed to follow the channel offering the lowest freight rates, other things being equal. In this instance, however, distance and freight rates were substantially in favour of Montreal; and yet other considerations caused nearly half of the wheat which came down last year from the Canadian west to find an outlet to the ocean through the port of Buffalo.

The course of the wheat trade during the month of November, 1911, may be taken as illustrating the situation. In that month 18,021,300 bushels of Canadian wheat were passed through the Canadian canal at Sault Ste. Marie, or nearly one-third of the total volume for the year. The all-water freight rate from Fort William to Montreal in November was 4½ cents per bushel. The water rate from Fort William to Buffalo was 3½ cents per bushel, plus 5½ cents by rail from Buffalo to New York. Montreal and New York are the essential points of comparison. Thus in November the freight rate from Fort William to Montreal was 4½ cents, as compared with 9 cents to New York. This would seem to establish a controlling advantage in favour of Montreal, and, other things being equal, it would be; yet in that month 48·3 per cent of all the Canadian wheat which came down from the west, including that which passed through the American canal, went out by way of Buffalo-New York.

Careful inquiries were made as to the conditions which operated in November last, and which in some degree operate in all seasons, as a countervail to the lake freight rates in favour of Montreal. They were ascertained to be: First, availability of ocean tonnage at New York; second, lower ocean rates between New York and foreign ports; and third, lower ocean insurance rates from New York. These factors were obviously sufficient to divert, in November last, nearly half of all the Canadian wheat from the west into American channels.

November is the rush month in the wheat trade. Market considerations may, under such circumstances, rise above the immediate question of rates. Delivery at a foreign port within a specified time may depend upon the choice of the dearest available channel, rather than the cheapest, and it is probable that this very situation caused the diversion of millions of bushels from the port of Montreal in 1911. Under such conditions, mere uncertainty as to ocean tonnage may turn the scale.

Marine insurance rates remained unchanged during the year. In November they ran from 65 cents to $1.10 per $100 from Montreal, as compared with 12½ to 15 cents from New York.

## FREIGHT RATES BY WATER.

This department has very frequently been asked the question: What are the transportation rates per ton per mile on the canals of Canada? It has always been impossible to give an answer. The information upon which to base an accurate calculation, so as to make, for example, a comparison between freight rates by water and freight rates by rail, has never been available. Carriers by water have not at any time been asked to disclose their freight charges. There is no good reason, however, why they should not be. Such carriers enjoy rather extraordinary privileges, and the whole question of transportation rates by land and water is manifestly of deep public interest. Railway corporations are required by law to give an exceedingly analytical statement of their operations, and carriers by water should at least be asked to give such information as will enable the important question of freight rates to be definitely determined. Acting upon your instructions, I propose to inaugurate for the season of 1912 such changes in our statistical methods as will fully and definitely ascertain the freight charges per ton per mile by vessels operating on the inland waters of the Dominion.

Meanwhile, careful study has been given to the data in hand in order to estimate the rate per ton per mile charged by carriers using the canals of Canada. For this

purpose three factors are required: First, the number of tons moved; second, the length of the haul in miles; and third, the freight charges. Not one of them is definitely available at present. It is not known, for example, how many tons were transported through the canals. It is accurately known how many tons passed through each particular canal; but it has been found impracticable under the system which has long been in vogue to prevent some measure of duplication in making up the total. Under the methods to be adopted hereafter the tonnage will be absolutely accurate. The length of the haul in each instance has not been made a matter of record up to this moment. That will be corrected hereafter. The schedules in use have not taken cognizance of freight rates, and that, too, will be taken care of in the plan to be given effect in 1912.

In this situation, it has been found necessary to select one of the gateways of our inland water system, and apply certain tests to the traffic flowing through it. The Welland canal was chosen. All through business between the lower and upper lakes, moving up or down, must pass that point. Here, then, we have our first factor—the volume of traffic. The total number of tons which passed through the Welland canal during the calendar year 1912 was 2,537,629. Of this aggregate, 842,919 tons were moved up, or westward; while 1,694,710 tons were moved down, or eastward. The relative proportions were 34 per cent and 66 per cent respectively. It is assumed that all the business which passed through the Welland canal was moved the whole distance between Montreal and Fort William—1,223 miles—or vice versa. This gives us our second factor—the length of the haul.

In an effort to ascertain the freight charges which prevailed in 1911, it was found that the rate on only one commodity, wheat, was definitely known. That rate is put down at $1.50 per ton for carriage between Fort William and Montreal. It is probably the lowest rate at which any commodity is carried through the canals. Now, the total volume of wheat transported through the Welland canal in 1911 was 562,282 tons, or a little over 22 per cent of the total volume of traffic. On reference to the table relating to the Welland canal, it will be observed, for example, that among the 32 commodities moved, there were 187,411 tons of general merchandise, on which a rate two or three times as high as $1.50 per ton was probably charged. Having regard to the whole list, it is thought fair to assume, for the purposes of this estimate, that an average rate of at least $2 per ton was levied. This is probably a low figure, in view of the fact that the average rate on the Erie canal in the last year for which information was obtainable, was equal to $2.45 per ton for the distance between Fort William and Montreal; and the Erie canal is a barge canal, which provides the cheapest known form of transportation by water. This, then, gives us our third factor—the freight charge.

It will be seen that 2,537,629 tons carried 1,223 miles, would be equal to 3,103,520,267 tons carried one mile. The freight bill on 2,537,629 tons, at $2 per ton, would be $5,075,258. Dividing the ton miles into the freight earnings, we have the quotient of ·163 cent per ton per mile. The rail rate from Fort William to Montreal on wheat is $4 per ton, or ·421 cent per mile, so that the water rate is, by comparison, quite low. But in comparing the rail and water rate between those two points, it must be remembered that the railway has to maintain its right-of-way, pay interest on capital invested, and meet all incidental operating expenses. In the case of transportation by water, Government keeps up the right of way, pays the cost of operating the canals, and makes no charge of any kind to the vessel owner or shipper. The question at once suggested is: What is the contribution of Government toward the reduction of the freight rate by water?

To answer this question, the first item to be taken into account is interest on capital invested. Without going into details, let it be said that Government has expended $80,000,000 in constructing the canals between Fort William and Montreal, and in providing otherwise for the navigation of that chain of waterways. In this sum of $80,000,000 is not included the very considerable cost of harbours and lighthouses. It represents practically the direct cost of the canal system by itself. The interest charges on that capital outlay, at 3½ per cent, would amount to $2,800,000 per annum. This would be equal to a contribution of ·090 per ton per mile on account of interest on

capital. To this must be added the expenditure for maintenance and operation, which represents an average of $1,400,000 per annum. The contribution of Government on that account is equal to ·045 per ton per mile. The account would thus stand, per ton per mile, as follows:—

| | |
|---|---|
| Freight charges | ·163 cent. |
| Government contribution, interest | ·090 " |
| " " maintenance, &c | ·045 " |
| Total | ·298 cent. |

I am quite confident that when all the facts are positively ascertained for the current year, 1912, it will be found that the foregoing estimate is quite too low. It is below the results on the Erie Canal, in the State of New York, and not more than about one third of the rate per ton per mile charged by the canals of Europe. However that may be, it will be observed that the contribution of Government in 1911 was equal to 135 cent per ton per mile, or 83 per cent of the freight rate charged by vessel owners.

There is still another important and vital aspect of this matter. Of the 2,537,629 tons of freight which passed through the Welland Canal in 1911, only 1,296,480 tons, or 51 per cent of the whole, consisted of Canadian products. The remaining 49 per cent was composed of commodities of the United States, most of which passed from an American port to an American port. This would not in any way affect the freight rate; but it may be worth while to show what was the contribution of Government toward the transportation of exclusively Canadian business through the canals between Fort William and Montreal in 1911. The number of tons carried one mile in that case would be 1,585,595,040. Without going into the details of the calculation, as was done in a preceding paragraph, let it be said that on Canadian traffic only the account per ton per mile would stand as follows:—

| | |
|---|---|
| Freight charges | ·163 cent. |
| Government contribution, interest | ·177 " |
| " " maintenance, &c | ·088 " |
| Total | ·428 cent. |

It will be seen that the Government contribution amounted to ·265 cent per ton per mile, as compared with ·163 charged by the vessel owners. Of course, as has been said, the actual freight rate is probably higher than ·163 per ton mile. Be that as it may, the calculation which has been made shows the probable freight rate by water, between Fort William and Montreal, to be slightly higher than the actual rate by rail between those points.

## GENERAL STATISTICS.

Detailed information by canals, relating to both tonnage and commodities, will be found in tables constituting the body of this report.

The following digests of statistical data will be found helpful and instructive:—

STATEMENT of total Freight passed through the Canals for the following years.

| YEARS. | FROM CANADIAN TO CADADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | | FROM UNITED STATES TO UNITED STATES PORTS. | | FROM UNITED STATES TO CANADIAN PORTS. | | TONS. | | TOTAL TONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up and Down. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | | |
| 1887 | 336,648 | 1,154,424 | 138,692 | 202,563 | 151,805 | 192,528 | 86,374 | 457,482 | 713,519 | 2,006,997 | 2,720,516 |
| 1888 | 355,165 | 1,146,260 | 138,127 | 174,239 | 214,407 | 223,429 | 81,611 | 428,357 | 789,310 | 1,972,287 | 2,761,597 |
| 1889 | 384,777 | 1,156,306 | 122,295 | 198,497 | 267,224 | 300,193 | 81,243 | 603,311 | 855,529 | 2,258,367 | 3 113,896 |
| 1890 | 369,593 | 1,137,011 | 144,368 | 133,188 | 216,813 | 320,324 | 58,709 | 533,021 | 789,505 | 2,123,542 | 2 913,047 |
| 1891 | 370,120 | 1,155,247 | 103,814 | 123,193 | 248,188 | 307,958 | 50,747 | 543,259 | 772,869 | 2,129,657 | 2,902,526 |
| 1892 | 327,560 | 1,322,137 | 173,538 | 135,787 | 241,034 | 302,983 | 47,396 | 481,301 | 789,528 | 2,242,208 | 3,031,736 |
| 1893 | 351,706 | 1,344,822 | 214,076 | 141,602 | 247,329 | 385,769 | 54,912 | 806,773 | 868,023 | 2,678,966 | 3,546,989 |
| 1894 | 299,155 | 1,140,606 | 204,175 | 89,614 | 231,172 | 363,107 | 46,020 | 568,866 | 780,522 | 2,162,193 | 2,942,715 |
| 1895 | 264,824 | 1,070,046 | 286,191 | 91,177 | 362,637 | 608,778 | 62,285 | 590,140 | 975,937 | 2,360,141 | *3,336,078 |
| 1896 | 293,353 | 1,619,668 | 259,659 | 100,519 | 1,197,245 | 3,536,054 | 117,535 | 867,040 | 1,867,792 | 6,123,281 | 7,991,073 |
| 1897 | 275,587 | 1,713,274 | 268,700 | 187,960 | 669,142 | 4,369,314 | 108,787 | 968,203 | 1,322,216 | 7,238,751 | 8,560,967 |
| 1898 | 263,989 | 1,819,887 | 187,253 | 98,967 | 829,508 | 2,435,121 | 81,615 | 912,135 | 1,362,365 | 5,256,110 | 6,618,475 |
| 1899 | 296,208 | 1,833,412 | 266,364 | 115,133 | 732,030 | 2,129,988 | 125,678 | 727,111 | 1,420,280 | 4,805,644 | 6,225,924 |
| 1900 | 312,201 | 1,632,915 | 270,033 | 81,714 | 568,197 | 1,339,915 | 105,155 | 703,563 | 1,255,586 | 3,758,107 | 5,013,693 |
| 1901 | 340,805 | 1,686,094 | 268,449 | 201,231 | 507,204 | 1,801,696 | 177,715 | 682,065 | 1,294,173 | 4,371,086 | 5,665,259 |
| 1902 | 529,085 | 2,064,480 | 308,212 | 342,484 | 515,828 | 3,000,636 | 190,243 | 562,229 | 1,543,368 | 5,969,829 | 7,513,197 |
| 1903 | 648,150 | 2,391,366 | 430,174 | 408,560 | 863,337 | 3,130,816 | 373,456 | 958,018 | 2,315,117 | 6,888,700 | 9,203,817 |
| 1904 | 606,737 | 2,047,499 | 511,887 | 276,578 | 699.784 | 2,778,903 | 483,795 | 851,053 | 2,302,203 | 5,954,033 | 8,256,236 |
| 1905 | 736,976 | 2,252,514 | 549,365 | 347,089 | 607,228 | 3,183,895 | 577,528 | 1,137,146 | 2,451,097 | 6,920,647 | 9,371,744 |
| 1906 | 1,238,929 | 2,355,855 | 627,094 | 234,919 | 991,508 | 3,595,256 | 482,239 | 997,385 | 3,339,770 | 7,183,415 | 10,523,185 |
| 1907 | 1,034,733 | 3,162,158 | 891,692 | 226,138 | 1,991,959 | 11,060,878 | 819,369 | 1,356,712 | 4,737,753 | 15,805,886 | 20,543,639 |
| 1908 | 1,028 246 | 3,292,422 | 560,736 | 278,721 | 1,704,310 | 8,218,866 | 972,300 | 1,447.219 | 4,265,592 | 13,237,228 | 17,502,820 |
| 1909 | 1,608,659 | 3,504,849 | 1,060,715 | 607,894 | 1,985,522 | 22,385,226 | 1,023,829 | 1,544,054 | 5,744,349 | 27,976,399 | 33,720,748 |
| 1910 | 2,312,740 | 3,861,272 | 600,144 | 661,436 | 3,323,822 | 29,530,163 | 995,749 | 1,705,282 | 7,232,455 | 35,758,153 | 42,990,608 |
| 1911 | 2,370,516 | 3,910,558 | 572,470 | 995,719 | 2,546,677 | 23,458,256 | 2,086,777 | 2,089,380 | 7,576,440 | 30,453,913 | 38,030,353 |

* Sault Ste. Marie canal opened in August, 1895.

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years :—

CANADIAN VESSELS.

| YEARS. | 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. | Number of Vessels. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up and Down. | |
| 1887..... | 1,201,529 | 1,194,665 | 162,554 | 36,277 | 1,071 | 65 | 30,778 | 221,013 | 1,395,932 | 1,452,020 | 2,847,952 | 18,991 |
| 1888..... | 1,113,290 | 1,120,774 | 158,209 | 34,368 | 1,252 | ..... | 22,553 | 189,876 | 1,295,304 | 1,345,018 | 2,640,322 | 17,661 |
| 1889..... | 1,285,574 | 1,207,892 | 188,131 | 39,371 | 976 | 802 | 20,271 | 252,565 | 1,494,952 | 1,500,630 | 2,995,582 | 19,393 |
| 1890..... | 1,314,127 | 1,250,999 | 229,478 | 32,909 | 929 | 351 | 14,003 | 206,676 | 1,558,537 | 1,580,935 | 3,139,472 | 20,655 |
| 1891..... | 1,356,518 | 1,287,168 | 201,758 | 28,642 | 550 | 292 | 16,350 | 244,176 | 1,575,176 | 1,560,278 | 3,135,454 | 19,246 |
| 1892..... | 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 | 21,177 |
| 1893..... | 1,548,094 | 1,422,326 | 170,186 | 26,787 | 1,172 | 10 | 17,037 | 248,442 | 1,736,489 | 1,697,565 | 3,434,054 | 20,757 |
| 1894..... | 1,319,792 | 1,260,907 | 217,635 | 19,298 | 2,177 | 5 | 6,394 | 222,696 | 1,545,998 | 1,502,906 | 3,048,904 | 19,027 |
| 1895..... | 1,258,848 | 1,165,683 | 253,693 | 13,383 | ..... | ..... | 5,899 | 285,553 | 1,518,440 | 1,464,619 | 2,983,059 | 17,136 |
| 1896..... | 1,547,757 | 1,420,342 | 200,292 | 5,234 | 157 | ..... | 4,115 | 271,809 | 1,752,321 | 1,697,385 | 3,449,706 | 20,972 |
| 1897..... | 1,629,192 | 1,482,951 | 215,785 | 11,378 | ..... | ..... | 3,533 | 297,898 | 1,848,510 | 1,792,227 | 3,640,737 | 21,466 |
| 1898..... | 1,701,661 | 1,609,255 | 215,393 | 4,927 | 499 | 518 | 6,805 | 255,927 | 1,927,358 | 1,870,627 | 3,797,985 | 21,509 |
| 1899..... | 1,865,643 | 1,774,789 | 242,817 | 32,436 | 925 | 3,691 | 42,290 | 345,980 | 2,151,675 | 2,156,896 | 4,308,571 | 23,575 |
| 1900..... | 1,767,293 | 1,681,340 | 265,926 | 14,922 | 2,909 | 64 | 38,015 | 358,781 | 2,074,143 | 2,055,107 | 4,129,250 | 21,755 |
| 1901..... | 1,615,952 | 1,587,221 | 279,007 | 82,541 | 3,300 | 2,908 | 97,332 | 312,003 | 1,995,591 | 1,984,673 | 3,980,264 | 20,860 |
| 1902..... | 1,914,167 | 1,840,787 | 241,356 | 97,492 | 1,874 | 2,164 | 101,335 | 286,520 | 2,258,732 | 2,226,963 | 4,485,695 | 22,198 |
| 1903..... | 2,061,258 | 2,088,969 | 340,383 | 143,614 | 7,018 | 3,082 | 188,896 | 379,612 | 2,597,555 | 2,615,277 | 5,212,832 | 23,767 |
| 1904..... | 1,838,260 | 1,907,886 | 209,245 | 159,740 | 5,175 | 4,223 | 237,910 | 319,661 | 2,380,590 | 2,391,510 | 4,772,100 | 21,851 |
| 1905..... | 2,059,097 | 2,031,766 | 312,773 | 188,138 | 11,820 | 3,191 | 262,401 | 322,005 | 2,646,091 | 2,545,100 | 5,191,191 | 23,726 |
| 1906..... | 2,271,776 | 2,264,476 | 292,705 | 155,595 | 21,420 | 5,506 | 202,276 | 309,567 | 2,791,177 | 2,735,144 | 5,526,321 | 25,498 |
| 1907..... | 2,561,918 | 2,661,317 | 337,822 | 129,246 | 9,153 | 7,331 | 238,172 | 383,922 | 3,147,095 | 3,181,816 | 6,328,911 | 28,833 |
| 1908..... | 2,726,776 | 2,748,139 | 318,327 | 227,315 | 5,057 | 7,844 | 348,944 | 398,387 | 3,399,104 | 3,381,685 | 6,780,789 | 29,040 |
| 1909..... | 3,335,187 | 2,992,403 | 300,320 | 217,989 | 82,591 | 111,236 | 257,945 | 513,907 | 3,976,043 | 3,835,535 | 7,811,578 | 22,507 |
| 1910..... | 3,891,613 | 3,504,463 | 315,656 | 122,688 | 95,151 | 89,618 | 287,555 | 627,046 | 4,587,975 | 4,343,815 | 8,931,790 | 25,337 |
| 1911..... | 3,997,073 | 3,646,516 | 333,500 | 176,690 | 8,499 | 2,332 | 393,012 | 614,570 | 4,732,084 | 4,440,108 | 9,172,192 | 25,585 |

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years :—

UNITED STATES VESSELS.

| YEARS. | 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. | Number of Vessels. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up and Down. | |
| 1887..... | 16,265 | 17,925 | 38,857 | 56,708 | 143,730 | 140,562 | 52,793 | 98,840 | 251,645 | 315,035 | 566,680 | 3,883 |
| 1888..... | 14,304 | 26,801 | 42,425 | 50,047 | 177,714 | 156,095 | 49,778 | 114,613 | 284,221 | 347,556 | 631 777 | 3,921 |
| 1889..... | 21,125 | 26,449 | 55,996 | 50,732 | 253,088 | 206,567 | 56,249 | 160,442 | 386,458 | 444,190 | 830 648 | 4,542 |
| 1890..... | 10,390 | 16,345 | 38,156 | 36,397 | 248,418 | 234,728 | 39,697 | 97,266 | 336,661 | 384,736 | 721,397 | 3,364 |
| 1891..... | 10,357 | 29,851 | 70,665 | 27,727 | 283,013 | 238,818 | 31,083 | 146,602 | 395,118 | 442,998 | 838,116 | 3,602 |
| 1892..... | 12,023 | 29,405 | 88,221 | 22,763 | 280,315 | 229,437 | 37,037 | 172,594 | 417,596 | 454,199 | 871,795 | 3,928 |
| 1893..... | 10,752 | 34,303 | 214,047 | 33,741 | 351,994 | 282,724 | 50,994 | 307,740 | 627,787 | 658,508 | 1,286,295 | 4,585 |
| 1894..... | 18,528 | 30,201 | 139,720 | 20,830 | 302,562 | 269,788 | 37,406 | 192,992 | 498,216 | 513,811 | 1,012,027 | 4,131 |
| 1895..... | 8,838 | 24,768 | 138,554 | 17,712 | 262,240 | 216,542 | 32,295 | 185,730 | 441,927 | 444,752 | 886,679 | 4,427 |
| 1896..... | 11,496 | 19,093 | 195,228 | 21,953 | 357,205 | 292,359 | 40,416 | 290,370 | 604,345 | 623,775 | 1,228,126 | 4,650 |
| 1897..... | 14,666 | 18,367 | 269,430 | 17,618 | 338,938 | 277,345 | 26,341 | 347,698 | 649,375 | 661,028 | 1,310,403 | 4,675 |
| 1898..... | 12,142 | 9,541 | 233,524 | 32,880 | 308,878 | 305,464 | 32,331 | 336,004 | 586,875 | 683,889 | 1,270,764 | 4,264 |
| 1899..... | 17,217 | 18,044 | 172,897 | 30,002 | 1,605,887 | 1,156,503 | 51,902 | 234,336 | 1,846,848 | 1,438,885 | 3,285,733 | 6,101 |
| 1900..... | 13,316 | 17,824 | 157,689 | 30,443 | 1,208,725 | 744,276 | 45,741 | 190,971 | 1,425,471 | 983,514 | 2,408,985 | 5,502 |
| 1901..... | 11,587 | 18,706 | 177,169 | 28,124 | 922,464 | 1,044,707 | 54,895 | 224,622 | 1,166,115 | 1,316,159 | 2,482,274 | 5,634 |
| 1902..... | 13,622 | 37,871 | 187,826 | 70,641 | 1,756,948 | 1,654,672 | 123,257 | 241,602 | 2,081,653 | 2,004,786 | 4,086,439 | 6,433 |
| 1903..... | 14,014 | 24,168 | 265,208 | 65,247 | 1,736,187 | 1,689,414 | 106,401 | 335,836 | 2,121,810 | 2,114,665 | 4,236,475 | 6,695 |
| 1904..... | 10,122 | 16,890 | 275,721 | 39,993 | 1,464,316 | 1,475,085 | 68,081 | 305,697 | 1,818,240 | 1,837,665 | 3,655,905 | 6,253 |
| 1905..... | 19,743 | 19,444 | 364,985 | 81,876 | 2,350,494 | 1,701,704 | 101,536 | 456,459 | 2,836,758 | 2,259,483 | 5,096,241 | 7,085 |
| 1906..... | 34,306 | 15,324 | 356,259 | 78,561 | 2,738,623 | 1,928,131 | 115,675 | 418,436 | 3,244,863 | 2,440,452 | 5,685,315 | 7,319 |
| 1907..... | 57,349 | 72,018 | 304,591 | 72,048 | 4,730,053 | 5,376,060 | 205,769 | 623,941 | 5,463,767 | 6,141,067 | 11,604,834 | 9,328 |
| 1908..... | 54,587 | 32,705 | 442,773 | 124,120 | 2,975,624 | 4,142,392 | 218,835 | 536,103 | 3,685,819 | 4,835,320 | 8,521,139 | 7,489 |
| 1909..... | 263,592 | 109,407 | 442,176 | 200,202 | 4,178,378 | 10,429,314 | 213,750 | 621,903 | 5,098,196 | 11,361,126 | 16,459,322 | 9,996 |
| 1910..... | 119,222 | 50,498 | 428,702 | 305,330 | 5,509,417 | 14,488,565 | 299,462 | 576,101 | 6,356,803 | 15,420,494 | 21,777,297 | 11,462 |
| 1911..... | 49,778 | 12,643 | 626,897 | 576,313 | 3,348,936 | 12,057,484 | 709,084 | 850,487 | 4,734,695 | 13,496,927 | 18,231,622 | 10,370 |

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal:—

| Years. | Canadian Vessels. | | U. S. Vessels. | | Total No. | Vessel Tonnage. | Freight Tonnage. | | | Lockages. | Days Open. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. | Tonnage. | No. | Tonnage. | | | Canadian. | United States. | Total. | No. | No. | |
| 1895 | 609 | 126,534 | 583 | 623,092 | 1,192 | 749,626 | ..... | ..... | 595,837 | 699 | 87 | Canal first operated Sept. 9, 1895. |
| 1896 | 2,070 | 589,407 | 3,066 | 3,805,749 | 5,136 | 4,395,156 | ..... | ..... | 4,577,399 | 3,042 | 218 | |
| 1897 | 1,909 | 495,546 | 2,359 | 3,391,936 | 4,268 | 3,797,482 | ..... | ..... | 4,947,065 | 2,604 | 238 | |
| 1898 | 1,811 | 403,931 | 1,864 | 2,353,699 | 3,675 | 2,757,630 | ..... | ..... | 3,055,387 | 2,526 | 243 | |
| 1899 | 2,000 | 558,552 | 1,769 | 2,389,457 | 3,769 | 2,948,009 | ..... | ..... | 3,006,664 | 2,610 | 239 | |
| 1900 | 1,790 | 577,310 | 1,291 | 1,617,438 | 3,081 | 2,194,748 | ..... | ..... | 2,035,677 | 2,205 | 238 | |
| 1901 | 2,796 | 775,151 | 1,408 | 1,674,597 | 4,204 | 2,449,748 | ..... | ..... | 2,820,394 | 2,910 | 246 | |
| 1902 | 3,080 | 1,366,939 | 1,964 | 3,237,372 | 5,044 | 4,604,302 | ..... | ..... | 4,729,268 | 3,418 | 264 | |
| 1903 | 2,711 | 1,615,939 | 1,640 | 3,146,807 | 4,351 | 4,762,746 | ..... | ..... | 5,511,868 | 3,242 | 256 | |
| 1904 | 2,637 | 1,555,042 | 1,325 | 2,675,663 | 3,962 | 4,230,705 | ..... | ..... | 5,030,707 | 3,022 | 241 | |
| 1905 | 3,970 | 1,803,288 | 1,692 | 3,734,349 | 5,662 | 5,537,637 | ..... | ..... | 5,473,406 | 4,031 | 255 | |
| 1906 | 3,922 | 1,959,252 | 1,758 | 4,399,872 | 5,680 | 6,359,124 | ..... | ..... | 6,574,039 | 4,152 | 253 | |
| 1907 | 3,217 | 2,154,688 | 3,132 | 9,961,281 | 6,349 | 12,115,969 | ..... | ..... | 15,588,165 | 4,596 | 238 | |
| 1908 | 3,289 | 2,603,232 | 2,204 | 7,035,655 | 5,293 | 9,638,887 | 2,092,231 | 10,666,985 | 12,759,216 | 3,667 | 235 | Origin of cargo first shown. |
| 1909 | 2,597 | 2,988,936 | 3,734 | 14,850,738 | 6,331 | 17,839,674 | 3,366,495 | 24,494,750 | 27,861,245 | 5,046 | 240 | |
| 1910 | 2,744 | 3,173,494 | 5,228 | 20,187,704 | 7,972 | 23,361,198 | 3,345,619 | 33,050,068 | 36,395,687 | 6,110 | 248 | |
| 1911 | 2,713 | 3,108,880 | 4,068 | 16,252,340 | 6,781 | 19,361,220 | 3,177,581 | 27,774,128 | 30,951,709 | 6,802 | 236 | |

## CAPITAL EXPENDITURE.

The statement following brings the capital expenditure on the canals of the Dominion down to March 31, 1911. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by the fire of the Ordnance Office, Montreal, in 1852. The details are as follows :—

| Canal. | Construction. | Enlargement. | Total. |
|---|---|---|---|
| | $ cts. | $ cts. | $ cts. |
| Beauharnois | 1,636,690 26 | | 1,636,690 26 |
| Carillon and Grenville | 63,053 64 | 4,119,039 32 | 4,182,092 96 |
| Chambly | 637,214 66 | 63,786 47 | 701,001 13 |
| Cornwall | 1,945,624 73 | 5,289,142 41 | 7,234,767 14 |
| Culbute | 382,776 46 | | 382,776 46 |
| Lachine | 2,589,532 85 | 10,039,277 20 | 12,628,810 05 |
| Lake St. Francis | | 75,906 71 | 75,906 71 |
| Lake St. Louis | | 298,176 11 | 298,176 11 |
| Murray | 1,248,946 71 | | 1,248,946 71 |
| Rideau | 4,085,889 21 | | 4,085,889 21 |
| Sault Ste. Marie | 4,923,329 97 | | 4,923,329 97 |
| Soulanges | 7,228,835 30 | | 7,228,835 30 |
| Ste. Anne's | 134,456 51 | 1,035,759 12 | 1,170,215 63 |
| St. Lawrence River and Canals | 18,442 85 | 3,451,470 56 | 3,469,913 41 |
| St. Ours | 121,537 65 | | 121,537 65 |
| St. Peter's | 648,547 14 | | 648,547 14 |
| Tay | 489,599 23 | | 489,599 23 |
| Trent | 9,555,950 41 | | 9,555,950 41 |
| Welland | 7,693,824 03 | 21,049,468 96 | 28,743,292 99 |
| Williamsburg — Farran's Point | | 877,090 57 | 10,485,611 69 |
| Williamsburg — Galops | | 6,118,927 32 | |
| Williamsburg — Rapide Plat | | 2,158,242 00 | |
| Williamsburg — Williamsburg | 1,320,655 54 | 10,696 26 | |
| Total | 44,724,907 15 | 54,586,983 01 | 99,311,890 16 |

The cost of maintenance during the fiscal year 1911 was $1,526,503.56.

I have the honour to be, sir,
Your obedient servant,

J. L. PAYNE,
*Comptroller of Statistics.*

# CANAL STATISTICS

FOR

# SEASON OF NAVIGATION, 1911

## GRAIN PASSED DOWN WELLAND.

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 thirty years is as follows :—

| | Quantity passed down to Montreal. | To Ports in Ontario. | Quantity from U. S. Ports to U. S. Ports. |
|---|---|---|---|
| | Tons. | Tons. | Tons. |
| 1882 | 180,694 | ..... | 63,881 |
| 1883 | 186,814 | 10,650 | 121,876 |
| 1884 | 142,194 | 12,153 | 104,537 |
| 1885 | 96,569 | 11,909 | 117,346 |
| 1886 | 203,940 | 9,881 | 151,551 |
| 1887 | 185,034 | 11,838 | 134,868 |
| 1888 | 160,358 | 25,599 | 169,664 |
| 1889 | 267,769 | 19,075 | 213,766 |
| 1890 | 288,513 | 16,899 | 245,932 |
| 1891 | 295,509 | 6,805 | 202,710 |
| 1892 | 261,954 | 8,942 | 201,540 |
| 1893 | 501,806 | 25,555 | 222,958 |
| 1894 | 273,651 | 16,699 | 203,979 |
| 1895 | 231,491 | 32,096 | 133,823 |
| 1896 | 461,049 | 73,386 | 160,372 |
| 1897 | 560,254 | 53,257 | 157,756 |
| 1898 | 519,532 | 31,279 | 144,612 |
| 1899 | 332,746 | 40,197 | 68,011 |
| 1900 | 244,661 | 17,525 | 84,589 |
| 1901 | 151,566 | 13,732 | 83,370 |
| 1902 | 208,215 | 22,787 | 81,164 |
| 1903 | 351,936 | 29,062 | 111,828 |
| 1904 | 198,246 | 23,711 | 102,523 |
| 1905 | 341,431 | 42,061 | 129,270 |
| 1906 | 404,935 | 33,351 | 176,119 |
| 1907 | 635,573 | 42,032 | 163,295 |
| 1908 | 756,141 | 38,142 | 135,172 |
| 1909 | 652,742 | 40,238 | 129,587 |
| 1910 | 789,661 | 63,657 | 115,457 |
| 1911 | 836,924 | 51,560 | 121,655 |

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence canals to Montreal, has increased from 208,215 tons in 1902 to 836,924 tons in 1911, and the quantity passed down the Welland canal from United States ports to United States, has increased from 81,164 to 121,655 tons the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 14 years, is reported as follows:—

| Year. | Tons. |
|---|---|
| 1898 | 293,391 |
| 1899 | 209,170 |
| 1900 | 229,624 |
| 1901 | 227,700 |
| 1902 | 263,861 |
| 1903 | 253,959 |
| 1904 | 154,625 |
| 1905 | 148,377 |
| 1906 | 386,963 |
| 1907 | 383,735 |
| 1908 | 285,262 |
| 1909 | 426,163 |
| 1910 | ..... |
| 1911 | 241,134 |

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

| Year. | Tons. |
|---|---|
| 1898 | 575,097 |
| 1899 | 372,291 |
| 1900 | 295,928 |
| 1901 | 203,316 |
| 1902 | 242,225 |
| 1903 | 400,057 |
| 1904 | 220,076 |
| 1905 | 375,630 |
| 1906 | 449,673 |
| 1907 | 684,697 |
| 1908 | 776,374 |
| 1909 | 652,742 |
| 1910 | 789,661 |
| 1911 | 836,924 |

Comparative shipments of grain by the St. Lawrence route, and railways, 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 canal to Montreal, is as follows :—

| | Tons. |
|---|---|
| For 1910 | 789,661 |
| 1911 | 836,924 |
| Showing an increase of | 47,263 |

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

| | |
|---|---|
| For 1910 | 275,596 |
| 1911 | 241,134 |
| Showing a decrease of | 34,462 |

The quantity of grain passed down the Welland canal in Canadian and United States vessels to Kingston and Prescott for fifteen years is as follows:—

In Candian vessels there were in:

| | Tons. |
|---|---|
| 1897, 180 cargoes, with an aggregate quantity of | 229,265 |
| 1898, 166 " " | 224,021 |
| 1899, 162 " " | 221,306 |
| 1900, 325 " " | 183,200 |
| 1901, 112 " " | 132,558 |
| 1902, 131 " " | 175,514 |
| 1903, 170 " " | 218,840 |
| 1904, 115 " " | 174,121 |
| 1905, 167 " " | 239,418 |
| 1906, 205 " " | 344,605 |
| 1907, 255 " " | 427,813 |
| 1908, 355 " " | 598,941 |
| 1909, 308 " " | 550,276 |
| 1910, 383 " " | 679,358 |
| 1911, 421 " " | 727,223 |

In the United States vessels there were in :—

| | Tons. |
|---|---|
| 1897, 197 cargoes, with an aggregate quantity of | 285,847 |
| 1898, 339 " " | 464,852 |
| 1899, 167 " " | 205,571 |
| 1900, 259 " " | 163,575 |
| 1901, 135 " " | 123,229 |
| 1902, 135 " " | 136,652 |
| 1903, 219 " " | 273,986 |
| 1904, 118 " " | 150,359 |
| 1905, 235 " " | 273,344 |
| 1906, 178 " " | 269,800 |
| 1907, 263 " " | 413,087 |
| 1908, 271 " " | 330,514 |
| 1909, 174 " " | 272,291 |
| 1910, 182 " " | 295,714 |
| 1911, 173 " " | 281,916 |

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1909 and the four previous years was as follows:

| Articles. | 1905. | 1906. | 1907. | 1908. | 1909. |
|---|---|---|---|---|---|
| | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. |
| Wheat | 679,840 | 1,009,474 | 1,428,300 | 1,106,244 | 2,686,963 |
| Corn | 104,027 | 110,629 | 112,036 | ..... | ..... |
| Rye | ..... | ..... | ..... | ..... | ..... |
| Oats | ..... | 29,118 | 30,824 | 23,945 | ..... |
| Barley | ..... | 2,103 | ..... | 56,544 | 22,216 |
| Flaxseed | ..... | ..... | 39,040 | 49,628 | 8,202 |

WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1911 was 2,537,629 tons; of this quantity 27,898 tons was way or local freight.

There were 1,694,710 tons of freight passed eastward, and 842,919 passed westward.

*East and West bound Through Freight.*

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1911 was 2,509,731.

Of this quantity 1,682,531 tons were east bound and 827,200 west bound freight.

Of the east bound through freight, Canadian vessels carried 1,206,583 tons and United States vessels carried 475,948 tons; and of the west bound through freight Canadian vessels carried 397,739 tons and United States vessels carried 429,461 tons, or a total of 1,604,322 tons for Canadian and 905,409 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1911 was 3,105,708 tons; of this quantity 2,146,748 tons passed eastward and 958,960 passed westward.

*East and West bound Through Freight.*

The total quantity of through freight was 2,326,729 tons; of this quantity 1,792,446 tons were east bound and 534,283 tons were west bound.

*Way Freight.*

Of the total quantity of (way) or local freight 354,302 were east bound and 424,677 tons west bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freights passed eastward from Lake Erie and westward from Montreal through the Welland and St. Lawrence canals, during fifteen years, was as follows:—

| Year. | Eastward, to Montreal. | Westward, from Montreal. |
|---|---|---|
| | Tons. | Tons. |
| 1897 | 584,246 | 4,542 |
| 1898 | 538,108 | 4,436 |
| 1899 | 354,933 | 5,991 |
| 1900 | 288,251 | 6,217 |
| 1901 | 184,420 | 13,714 |
| 1902 | 250,475 | 25,289 |
| 1903 | 390,786 | 100,699 |
| 1904 | 278,328 | 71,512 |
| 1905 | 448,704 | 72,482 |
| 1906 | 554,231 | 96,791 |
| 1907 | 789,167 | 1,281 |
| 1908 | 864,926 | 3,472 |
| 1909 | 925,005 | 191,510 |
| 1910 | 1,170,139 | 172,360 |
| 1911 | 1,291,973 | 233,335 |

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland canal, from United States ports to United States ports, for a period of fifteen years, was as follows:—

| Year. | Eastward. | Westward. | Total. |
|---|---|---|---|
| | Tons. | Tons. | Tons. |
| 1897 | 353,863 | 210,831 | 564,694 |
| 1898 | 277,023 | 210,516 | 487,539 |
| 1899 | 225,491 | 135,038 | 360,529 |
| 1900 | 218,969 | 99,560 | 318,529 |
| 1901 | 190,476 | 83,543 | 274,019 |
| 1902 | 224,110 | 44,919 | 269,029 |
| 1903 | 221,074 | 149,151 | 370,225 |
| 1904 | 165,337 | 87,144 | 252,481 |
| 1905 | 190,547 | 112,549 | 303,096 |
| 1906 | 237,226 | 84,205 | 321,431 |
| 1907 | 218,997 | 177,660 | 396,657 |
| 1908 | 209,518 | 239,136 | 448,654 |
| 1909 | 196,838 | 248,581 | 445,419 |
| 1910 | 197,301 | 288,198 | 485,499 |
| 1911 | 175,752 | 309,603 | 485,355 |

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows a decrease of 144 tons as compared with the previous year; and a decrease of 79,339 tons as compared with 1897.

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland canal, and the quantity passed between United States ports during the years 1867 to 1911 inclusive.

| Fiscal Year. | Aggregate number of Trips. | Total quantity transported on the Welland canal. | Quantity passed from United States ports to United States ports. |
|---|---|---|---|
| | No. | Tons. | Tons. |
| 1867 | 5,405 | 933,260 | 458,386 |
| 1868 | 6,157 | 1,161,821 | 641,711 |
| 1869 | 6,069 | 1,231,903 | 688,700 |
| 1870 | 7,356 | 1,311,956 | 747,567 |
| 1871 | 7,729 | 1,478,122 | 772,756 |
| *Season of Navigation.* | | | |
| 1872 | 6,063 | 1,333,104 | 606,627 |
| 1873 | 6,425 | 1,506,484 | 656,208 |
| 1874 | 5,814 | 1,389,173 | 748,557 |
| 1875 | 4,242 | 1,038,050 | 477,809 |
| 1876 | 4,789 | 1,099,810 | 488,815 |
| 1877 | 5,129 | 1,175,398 | 493,841 |
| 1878 | 4,429 | 968,758 | 373,738 |
| 1879 | 3,960 | 865,664 | 284,043 |
| 1880 | 4,104 | 819,934 | 179,605 |
| 1881 | 3,332 | 686,506 | 194,173 |
| 1882 | 3,334 | 790,643 | 282,806 |
| 1883 | 3,267 | 1,005,156 | 432,611 |
| 1884 | 3,138 | 837,811 | 407,079 |
| 1885 | 2,738 | 784,928 | 384,509 |
| 1886 | 3,589 | 980,135 | 464,478 |
| 1887 | 2,785 | 777,918 | 340,501 |
| 1888 | 2,647 | 878,800 | 434,753 |
| 1889 | 2,975 | 1,085,273 | 563,584 |
| 1890 | 2,882 | 1,016,165 | 533,957 |
| 1891 | 2,594 | 975,013 | 553,800 |
| 1892 | 2,615 | 955,554 | 541,065 |
| 1893 | 2,843 | 1,294,823 | 631,667 |
| 1894 | 2,412 | 1,008,221 | 592,267 |
| 1895 | 2,222 | 869,595 | 469,779 |
| 1896 | 2,766 | 1,279,987 | 653,213 |
| 1897 | 2,725 | 1,274,292 | 564,694 |
| 1898 | 2,384 | 1,140,077 | 487,539 |
| 1899 | 2,202 | 789,770 | 360,529 |
| 1900 | 2,399 | 719,360 | 318,529 |
| 1901 | 1,547 | 620,209 | 274,019 |
| 1902 | 1,568 | 665,387 | 269,029 |
| 1903 | 1,787 | 1,002,919 | 370,225 |
| 1904 | 1,433 | 811,371 | 252,481 |
| 1905 | 1,595 | 1,092,050 | 305,096 |
| 1906 | 1,536 | 1,201,967 | 321,431 |
| 1907 | 1,982 | 1,614,132 | 396,743 |
| 1908 | 2,351 | 1,703,453 | 448,654 |
| 1909 | 2,433 | 2,025,951 | 445,419 |
| 1910 | 2,544 | 2,326,290 | 487,499 |
| 1911 | 2,480 | 2,537,629 | 485,355 |

The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1911 is as follows:

| — | Farm Stock. | Forest Produce of Wood. | Manufactures. | Products of Mines. | Agricultural Products. | Total. |
|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Sault Ste. Marie | 978 | 56,853 | 854,516 | 26,819,433 | 3,219,929 | 30,951,709 |
| Welland | 574 | 250,423 | 539,865 | 657,162 | 1,089,605 | 2,537,629 |
| St. Lawrence | 9,943 | 551,155 | 557,992 | 983,528 | 1,003,090 | 3,105,708 |
| Chambly | 315 | 396,704 | 25,370 | 135,537 | 41,903 | 599,829 |
| St Peter's | 2,153 | 7,120 | 11,828 | 37,659 | 16,538 | 75,298 |
| Murray | 113 | 1,622 | 143,399 | 17,214 | 1,109 | 163,457 |
| Ottawa | 2,467 | 202,797 | 65,452 | 39,576 | 9,779 | 320,071 |
| Rideau | 2,684 | 34,350 | 114,937 | 14,172 | 6,084 | 172,227 |
| Trent | 397 | 31,342 | 12,551 | 12,049 | 951 | 57,290 |
| St. Andrew's | ..... | 13,773 | 33,153 | 127 | 82 | 47,135 |

The total quantity of freight moved on the Welland canal was 2,537,629 tons, of which 1,089,605 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 3,105,708 tons, of which 1,003,090 were agricultural products, and 557,992 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 320,071 tons; of this quantity 202,797 tons were the produce of the forest.

COMPARATIVE STATEMENT of the Commerce through the United States, St. Mary's Falls canals and the Canadian Sault Ste. Marie canal; for the Seasons of 1910 and 1911.

| | Traffic for 1911 | | Total traffic for | | Increase. | Decrease. |
|---|---|---|---|---|---|---|
| | United States canal. | Canadian canal. | Season of 1911. | Season of 1910 | Amount. | Amount. |
| Vessels.....number | 11,870 | 6,802 | 18,672 | 20,899 | ..... | 2,227 |
| Lockages..... " | 8,064 | 5,229 | 13,293 | 14,569 | ..... | 1,276 |
| Tonnage, registered....net tons | 22,321,519 | 19,361,220 | 41,682,739 | 49,868,184 | ..... | 8,185,445 |
| " freight..... " | 22,523,551 | 30,951,709 | 53,475,260 | 62,323,348 | ..... | 8,848,088 |
| Passengers..... ....number | 40,245 | 39,044 | 79,289 | 66,827 | 12,462 | ..... |
| Coal, hard.....net tons | 1,613,347 | 433,859 | 2,047,206 | 1,710,741 | 336,465 | ..... |
| " soft ..... " | 9,555,380 | 3,673,094 | 13,228,474 | 11,827,429 | 1,401,045 | ..... |
| Flour.....barrels | 4,754,433 | 2,518,000 | 7,272,433 | 7,688,016 | ..... | 415,583 |
| Wheat.....bushels | 17,188,795 | 80,038,100 | 97,226,895 | 85,902,249 | 11,324,646 | ..... |
| Grain (excluding wheat).. " | 12,609,941 | 25,104,883 | 37,714,824 | 38,801,037 | ..... | 1,086,213 |
| Manufactured and pig iron.....net tons | 194,907 | 204,914 | 399,821 | 485,668 | ..... | 85,847 |
| Salt.....barrels | 525,180 | 95,851 | 621,031 | 528,610 | 92,421 | ..... |
| Copper..... net tons | 115,970 | 16,556 | 132,526 | 157,244 | ..... | 24,718 |
| Iron ore..... ..... " | 8,067,511 | 22,669,789 | 30,737,300 | 41,516,314 | ..... | 10,779,014 |
| Lumber.....ft. B.M. | 441,201,153 | 24,729,272 | 465,930,425 | 603,253,650 | ..... | 137,323,225 |
| Silver ore..... .....net tons | ..... | ..... | ..... | ..... | ..... | ..... |
| Building stone..... " | 2,100 | ..... | 2,100 | 9,355 | ..... | 7,255 |
| Unclassified freight..... " | 856,159 | 774,961 | 1,631,120 | 1,488,440 | 142,680 | ..... |

The United States canal was open to navigation during the season of—

| | | | |
|---|---|---|---|
| 1889 | 234 days | 1901 | 230 days |
| 1890 | 228 " | 1902 | 256 " |
| 1891 | 225 " | 1903 | 249 " |
| 1892 | 233 " | 1904 | 223 " |
| 1893 | 219 " | 1905 | 245 " |
| 1894 | 234 " | 1906 | 249 " |
| 1895 | 231 " | 1907 | 233 " |
| 1896 | 232 " | 1908 | 231 " |
| 1897 | 234 " | 1909 | 236 " |
| 1898 | 241 " | 1910 | 224 " |
| 1899 | 231 " | 1911 | 237 " |
| 1900 | 238 " | | |

The Canadian canal was open to navigation during the season of—

| | | | |
|---|---|---|---|
| 1895 | 87 days | 1904 | 241 days |
| 1896 | 218 " | 1905 | 255 " |
| 1897 | 238 " | 1906 | 253 " |
| 1898 | 243 " | 1907 | 238 " |
| 1899 | 239 " | 1908 | 235 " |
| 1900 | 238 " | 1909 | 240 " |
| 1901 | 246 " | 1910 | 248 " |
| 1902 | 264 " | 1911 | 236 " |
| 1903 | 256 " | | |

The average number of vessels passing per day through the two canals for the season of 1911 was seventy-nine.

A—TABLE showing the total tonnage of the undermentioned articles moved Up and Down

| YEAR. | VEGETABLE FOOD. | | | | | | |
|---|---|---|---|---|---|---|---|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. † |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869* | 45,674 | 313,825 | 120,599 | 20,951 | ..... | 904 | 1,937 |
| 1872 | 26,651 | 239,998 | 254,902 | 6,035 | 7,752 | 64 | 2,745 |
| 1873 | 30,665 | 355,847 | 180,169 | 8,225 | 1,194 | 3 | 3,777 |
| 1874 | 24,019 | 413,212 | 181,151 | 18,871 | 5,954 | 513 | 8,677 |
| 1875 | 13,964 | 253,835 | 103,749 | 35,751 | 3,383 | 917 | 6,337 |
| 1876 | 15,778 | 201,906 | 144,501 | 18,455 | 24,496 | 1,454 | 3,198 |
| 1877 | 13,558 | 253,953 | 169,196 | 19,870 | 2,810 | 2,439 | 2,355 |
| 1878 | 9,121 | 191,982 | 185,931 | 10,979 | 3,088 | ..... | 2,302 |
| 1879 | 10,710 | 274,570 | 144,506 | 4,655 | 1,239 | 440 | 2,444 |
| 1880 | 12,679 | 242,020 | 163,738 | 17,772 | 477 | 1,016 | 1,480 |
| 1881 | 9,959 | 127,832 | 101,075 | 24,509 | ..... | 1,844 | 2,086 |
| 1882 | 12,261 | 215,056 | 54,799 | 20,126 | 611 | 3,226 | 403 |
| 1883 | 13,471 | 152,794 | 182,269 | 10,436 | 731 | 1,642 | 10,983 |
| 1884 | 13,683 | 144,851 | 118,811 | 7,155 | 10,746 | 1,320 | 9,168 |
| 1885 | 13,334 | 124,206 | 117,536 | 15,801 | 1,116 | ..... | 1,912 |
| 1886 | 19,474 | 154,169 | 219,442 | 1,595 | 4,911 | 564 | 14,657 |
| 1887 | 23,949 | 221,927 | 114,938 | 9,574 | 12,050 | ..... | 12,533 |
| 1888 | 16,983 | 160,963 | 194,886 | 5,906 | 26,629 | 811 | 13,608 |
| 1889 | 7,931 | 126,664 | 353,595 | 4,272 | 28,356 | 2,673 | 18,552 |
| 1890 | 14,461 | 118,002 | 327,394 | 10,830 | 27,728 | 1,549 | 20,876 |
| 1891 | 13,517 | 198,658 | 185,180 | 8,113 | 52,959 | 65,888 | 28,042 |
| 1892 | 17,046 | 232,019 | 192,548 | 6,433 | 37,173 | 9,392 | 32,815 |
| 1893 | 15,235 | 258,392 | 441,092 | 18,599 | 31,283 | 3,671 | 36,981 |
| 1894 | 33,628 | 270,993 | 169,233 | 28,353 | 27,962 | 567 | 60,673 |
| 1895 | 44,044 | 203,088 | 164,894 | 8,689 | 18,236 | 1,007 | 46,463 |
| 1896 | 42,425 | 320,563 | 320,444 | 11,368 | 28,178 | 9,405 | 56,591 |
| 1897 | 9,065 | 324,743 | 390,615 | 14,173 | 25,161 | 8,483 | 44,674 |
| 1898 | 5,578 | 207,647 | 437,861 | 12,286 | 17,502 | 16,127 | 23,182 |
| 1899 | 11,625 | 197,732 | 204,004 | 2,907 | 24,037 | 923 | 18,460 |
| 1900 | 10,968 | 137,800 | 163,509 | 4,035 | 41,055 | 3,538 | 14,815 |
| 1901 | 18,978 | 151,586 | 67,756 | 7,119 | 28,485 | 2,961 | 14,024 |
| 1902 | 22,282 | 225,171 | 67,647 | 7,418 | 11,232 | 4,079 | 12,963 |
| 1903 | 25,998 | 259,031 | 210,758 | 14,656 | 7,911 | 4,904 | 13,994 |
| 1904 | 35,049 | 165,138 | 116,444 | 27,171 | 16,582 | ..... | 13,184 |
| 1905 | 38,512 | 254,458 | 180,921 | 55,432 | 36,072 | 1,711 | 9,883 |
| 1906 | 18,294 | 326,798 | 211,805 | 31,446 | 49,306 | 1,784 | 10,739 |
| 1907 | 22,739 | 488,565 | 271,693 | 13,240 | 73,369 | 2,270 | 22,683 |
| 1908 | 23,209 | 732,131 | 127,402 | 31,172 | 33,423 | 6,667 | 21,668 |
| 1909 | 38,763 | 590,196 | 140,902 | 23,151 | 75,135 | 33 | 30,221 |
| 1910 | 41,152 | 587,493 | 229,980 | 21,575 | 136,233 | ..... | 18,149 |
| 1911 | 57,061 | 562,282 | 273,932 | 15,029 | 163,333 | 112 | 11,360 |

* Fiscal. † Apples, meals of all kinds, pease, potatoes.

through the Welland canal, during a period of forty-one years, ended December 31, 1911.

| | Heavy Goods. | | | | | | |
|---|---|---|---|---|---|---|---|
| Total. | Railway Iron. | Other Iron. | Sugar and 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 | 46,806 | 16,924 | 91,575 | 37,153 | 103,126 | 58,781 | 275,623 |
| 538,147 | 26,217 | 17,141 | 50,540 | 44,243 | 186,932 | 98,605 | 3,678 |
| 579,880 | 6,923 | 20,754 | 40,850 | 17,157 | 339,016 | 118,685 | 43,387 |
| 647,397 | 6,032 | 12,068 | 23,309 | 9,579 | 323,503 | 56,825 | 431,316 |
| 417,936 | 1,517 | 7,588 | 13,509 | 9,962 | 321,306 | 43,683 | 397,565 |
| 409,788 | 51 | 7,997 | 30,300 | 20,327 | 288,211 | 81,654 | 378,540 |
| 464,181 | 9,630 | 9,696 | 9,173 | 3,983 | 323,869 | 42,758 | 399,109 |
| 403,403 | 10 | 11,518 | 3,980 | 12,686 | 295,318 | 15,229 | 338,741 |
| 438,564 | 2,782 | 5,797 | 7,174 | 17,796 | 192,957 | 19,164 | 245,670 |
| 442,182 | 5,360 | 4,812 | 413 | 22,273 | 109,986 | 34,139 | 176,983 |
| 269,395 | 4,585 | 7,013 | 10 | 30,682 | 128,113 | 18,785 | 189,188 |
| 306,482 | ..... | 5,348 | 50 | 17,327 | 237,559 | 23,700 | 283,984 |
| 373,326 | 1,237 | 7,922 | 66 | 17,037 | 307,058 | 31,785 | 365,105 |
| 305,734 | 698 | 652 | 461 | 3,242 | 274,471 | 53,205 | 332,729 |
| 273,905 | 78 | 2,055 | 597 | 14,243 | 248,272 | 26,728 | 291,973 |
| 414,812 | 166 | 6,123 | 48 | 12,324 | 271,356 | 27,447 | 317,464 |
| 394,971 | 1,351 | 5,636 | ..... | 6,715 | 145,193 | 13,866 | 172,761 |
| 419,786 | 93 | 3,220 | 316 | 13,617 | 223,871 | 16,872 | 257,989 |
| 542,043 | 47 | 2,479 | 1,254 | 20,269 | 268,305 | 2,435 | 294,789 |
| 519,291 | ..... | 753 | 1,027 | 28,047 | 202,384 | 8,138 | 240,349 |
| 367,177 | 127 | 1,610 | 2,567 | 7,953 | 224,644 | 3,415 | 240,316 |
| 527,426 | 163 | 1,567 | 878 | 3,666 | 211,616 | 355 | 218,245 |
| 805,253 | 6 | 2,075 | 374 | 8,139 | 233,096 | ..... | 243,690 |
| 591,409 | ..... | 3,072 | 159 | 977 | 203,608 | ..... | 207,816 |
| 486,421 | 185 | 6,245 | 54 | 2,819 | 158,866 | 1,140 | 169,309 |
| 788,974 | 1,192 | 6,332 | 82 | 3,264 | 223,445 | 1,158 | 235,473 |
| 816,914 | 7,206 | 17,012 | 227 | 590 | 176,226 | ..... | 201,261 |
| 720,183 | 1,444 | 11,722 | 799 | 734 | 162,336 | 13,433 | 190,468 |
| 459,688 | 567 | 6,361 | 1,282 | 1,318 | 97,732 | 26,125 | 133,385 |
| 375,720 | ..... | 8,190 | 533 | 4,800 | 47,392 | 58,400 | 119,315 |
| 290,909 | 83 | 6,094 | 327 | 8,773 | 49,480 | 99,487 | 164,244 |
| 350,792 | 64 | 7,488 | ..... | 15,201 | 64,014 | 22,480 | 109,247 |
| 537,252 | 488 | 5,407 | 2,554 | 45,846 | 147,884 | 18,323 | 220,502 |
| 373,568 | 11,381 | 9,957 | 1,093 | 4,164 | 113,525 | 39,683 | 179,803 |
| 576,989 | 2,651 | 10,912 | 226 | 4,221 | 172,642 | 22,381 | 213,033 |
| 650,172 | 3,747 | 8,493 | 100 | 16,204 | 147,587 | 5,862 | 181,993 |
| 894,559 | 961 | 4,923 | 246 | 18,761 | 267,212 | 25,040 | 317,143 |
| 975,672 | ..... | 35,726 | 429 | ..... | 316,921 | 18,004 | 371,080 |
| 898,401 | ..... | 87,025 | ..... | ..... | 377,681 | 33,301 | 498,007 |
| 1,034,582 | ..... | 57,581 | ..... | ..... | 577,491 | 34,311 | 669,383 |
| 1,083,109 | ..... | 126,956 | 35,888 | ..... | 619,682 | 37,480 | 820,006 |

B.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland canal during a series of forty-one years, ended December 31, 1911.

VEGETABLE FOOD.

| Years. | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. † | Total. |
|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869 | 44,110 | 310,090 | 119,541 | 3,920 | ..... | 680 | 1,541 | 479,882 |
| 1872 | 26,648 | 231,056 | 254,534 | 693 | 7,594 | 64 | 2,300 | 524,889 |
| 1873 | 30,660 | 345,720 | 180,042 | 643 | 1,188 | 3 | 3,557 | 563,813 |
| 1874 | 24,017 | 406,157 | 181,128 | 377 | 5,953 | ..... | 3,301 | 620,933 |
| 1875 | 13,930 | 248,555 | 103,477 | 813 | 3,383 | 500 | 4,304 | 374,962 |
| 1876 | 15,735 | 194,559 | 144,501 | 1,110 | 24,496 | 1,454 | 2,949 | 384,807 |
| 1877 | 13,588 | 248,894 | 169,185 | 10,216 | 2,810 | 2,405 | 1,833 | 448,931 |
| 1878 | 8,854 | 188,106 | 185,931 | 1,217 | 3,088 | ..... | 2,100 | 389,296 |
| 1879 | 10,588 | 271,545 | 114,276 | 803 | 1,196 | ..... | 2,387 | 430,795 |
| 1880 | 12,467 | 240,601 | 162,891 | ..... | 477 | ..... | 1,418 | 417,853 |
| 1881 | 9,655 | 121,393 | 103,075 | 252 | ..... | 6 | 1,371 | 235,752 |
| 1882 | 12,205 | 205,876 | 54,797 | 537 | ..... | 1,954 | 225 | 275,594 |
| 1883 | 13,256 | 146,741 | 182,143 | 975 | 731 | 518 | 10,971 | 355,335 |
| 1884 | 13,626 | 135,804 | 118,811 | 270 | 10,746 | 477 | 9,018 | 288,752 |
| 1885 | 13,322 | 114,090 | 117,536 | 618 | 1,116 | ..... | 1,628 | 248,310 |
| 1886 | 19,418 | 146,151 | 218,897 | ..... | 4,891 | ..... | 14,581 | 403,928 |
| 1887 | 23,940 | 210,755 | 114,938 | 1,711 | 12,050 | ..... | 12,149 | 375,543 |
| 1888 | 16,973 | 150,833 | 194,886 | 555 | 26,629 | 811 | 13,358 | 404,045 |
| 1889 | 7,922 | 120,498 | 353,595 | 197 | 28,356 | 1,918 | 18,273 | 530,759 |
| 1890 | 14,461 | 114,924 | 327,394 | 6,519 | 27,728 | 1,121 | 20,836 | 512,983 |
| 1891 | 13,517 | 196,326 | 185,177 | 8,113 | 52,959 | 65,071 | 27,895 | 549,058 |
| 1892 | 17,046 | 229,569 | 192,548 | 6,433 | 37,173 | 9,392 | 32,548 | 524,709 |
| 1893 | 15,232 | 257,203 | 441,092 | 18,461 | 31,283 | 3,671 | 36,981 | 803,923 |
| 1894 | 33,628 | 270,514 | 169,233 | 28,353 | 27,962 | ..... | 60,587 | 590,277 |
| 1895 | 43,895 | 202,636 | 164,894 | 8,689 | 18,236 | ..... | 46,435 | 484,785 |
| 1896 | 42,159 | 319,388 | 320,444 | 11,368 | 28,178 | 8,970 | 54,031 | 784,538 |
| 1897 | 9,025 | 322,993 | 390,615 | 14,173 | 25,127 | 8,483 | 44,651 | 815,067 |
| 1898 | 5,578 | 206,313 | 437,849 | 12,286 | 17,491 | 16,127 | 23,170 | 718,814 |
| 1899 | 11,625 | 197,732 | 204,004 | 2,424 | 23,541 | 923 | 18,440 | 458,689 |
| 1900 | 10,968 | 137,800 | 163,509 | 3,449 | 40,256 | 3,538 | 14,802 | 374,322 |
| 1901 | 18,937 | 151,325 | 67,756 | 7,119 | 28,281 | 2,961 | 14,021 | 290,400 |
| 1902 | 22,282 | 223,499 | 67,647 | 7,418 | 11,223 | 4,079 | 12,912 | 349,060 |
| 1903 | 25,997 | 257,370 | 210,758 | 14,656 | 7,911 | 4,904 | 13,982 | 535,578 |
| 1904 | 35,046 | 164,515 | 116,444 | 27,171 | 16,582 | ..... | 13,157 | 372,915 |
| 1905 | 38,512 | 247,599 | 180,921 | 55,432 | 36,072 | 1,711 | 9,882 | 570,129 |
| 1906 | 18,227 | 326,789 | 111,243 | 31,446 | 49,306 | 1,411 | 10,739 | 549,161 |
| 1907 | 22,689 | 488,565 | 271,693 | 13,240 | 73,369 | 2,270 | 22,683 | 894,509 |
| 1908 | 23,187 | 730,751 | 127,402 | 31,172 | 33,423 | 6,667 | 21,668 | 974,270 |
| 1909 | 38,763 | 590,074 | 140,902 | 23,151 | 75,135 | 33 | 30,206 | 898,264 |
| 1910 | 41,152 | 587,493 | 229,980 | 21,575 | 136,233 | ..... | 18,149 | 1,034,582 |
| 1911 | 57,061 | 562,282 | 273,932 | 14,622 | 163,333 | 112 | 11,360 | 1,082,702 |

* Fiscal. † Apples, meal all kinds, peas, potatoes.

C.—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 forty-one years, ended December 31, 1911.

| Years. | Vegetable Food. | | | | | | | | Heavy Goods. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | * Other Articles. | Total. | Railway Iron. | Other Iron. | Sugar and 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 | 124,695 | 89,761 | 1,391 | 7,400 | ..... | 608 | 234,337 | 24,040 | 13,239 | 49,843 | 95,741 | 59,401 | 224,264 |
| 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 | 65,260 | 1,603 | 2,314 | 258 | 413 | 180,586 | 8,976 | 8,688 | 8,336 | 172,868 | 41,107 | 239,975 |
| 1878 | 1,316 | 65,542 | 60,026 | 859 | 277 | ..... | 341 | 128,361 | ..... | 10,713 | 3,892 | 150,583 | 13,535 | 178,723 |
| 1879 | 159 | 53,791 | 33,401 | ..... | 464 | ..... | 11 | 87,826 | 2,405 | 3,648 | 6,318 | 118,573 | 17,797 | 148,741 |
| 1880 | ..... | 30,611 | 16,122 | 1,551 | 296 | ..... | ..... | 48,580 | 4,743 | 3,515 | 371 | 65,945 | 18,380 | 92,954 |
| 1881 | ..... | 34,320 | 30,031 | 924 | ..... | ..... | 10 | 65,285 | 1,313 | 5,570 | ..... | 83,858 | 6,464 | 97,205 |
| 1882 | 107 | 30,227 | 32,433 | 537 | ..... | 684 | 14 | 64,002 | ..... | 4,076 | ..... | 158,552 | 14,533 | 177,161 |
| 1883 | 2,041 | 54,382 | 66,128 | 735 | 731 | ..... | 8,579 | 132,496 | 1,209 | 6,901 | 8 | 196,462 | 24,891 | 229,471 |
| 1884 | 1,715 | 40,956 | 53,707 | ..... | 9,874 | ..... | 8,170 | 114,422 | 698 | 599 | ..... | 210,790 | 15,100 | 227,187 |
| 1885 | 124 | 53,235 | 63,229 | 732 | 882 | ..... | 1 | 118,203 | ..... | 1,594 | ..... | 198,416 | 15,029 | 215,039 |
| 1886 | 7,591 | 53,258 | 94,048 | ..... | 4,790 | ..... | 13,201 | 172,888 | 156 | 5,328 | 1 | 189,964 | 11,364 | 206,813 |
| 1887 | 11,780 | 37,678 | 83,431 | 1,732 | 12,050 | ..... | 10,859 | 157,530 | 15 | 4,406 | ..... | 82,780 | 627 | 87,828 |
| 1888 | 8,563 | 39,909 | 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 | 154,563 |
| 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 |
| 1893 | 6,588 | 28,187 | 198,777 | 16,751 | 23,870 | 864 | 36,352 | 311,389 | ..... | 344 | ..... | 206,827 | ..... | 207,171 |
| 1894 | 17,795 | 53,846 | 105,329 | 28,095 | 27,621 | ..... | 60,462 | 198,358 | ..... | 297 | ..... | 188,521 | ..... | 188,818 |
| 1895 | 10,169 | 27,881 | 100,512 | 7,904 | 17,020 | ..... | 46,316 | 209,802 | 181 | 246 | ..... | 149,490 | ..... | 149,917 |
| 1896 | 16,224 | 34,878 | 175,094 | 11,128 | 16,137 | 490 | 46,456 | 300,407 | ..... | 146 | ..... | 207,348 | ..... | 207,494 |
| 1897 | 7,237 | 28,919 | 169,057 | 14,173 | 14,969 | ..... | 41,887 | 276,242 | 965 | 15 | ..... | 165,143 | ..... | 166,123 |
| 1898 | 4,212 | 11,268 | 150,667 | 6,909 | 12,732 | 1,197 | 22,671 | 209,656 | 770 | 339 | 4 | 156,814 | ..... | 157,927 |
| 1899 | 6,118 | 12,926 | 81,777 | 2,424 | 19,526 | 923 | 18,198 | 141,892 | 351 | 1,646 | 553 | 88,931 | ..... | 91,481 |
| 1900 | 7,966 | 18,771 | 60,545 | 2,402 | 39,706 | 2,149 | 14,248 | 145,787 | ..... | 953 | ..... | 46,024 | ..... | 46,977 |
| 1901 | 17,165 | 23,557 | 55,531 | 7,119 | 26,344 | ..... | 14,016 | 143,732 | 83 | 80 | 105 | 46,702 | ..... | 46,970 |
| 1902 | 13,785 | 32,639 | 66,111 | 7,418 | 10,006 | ..... | 12,675 | 142,634 | ..... | 214 | ..... | 12,911 | ..... | 13,125 |

* Apples, meal of all kinds, peas, potatoes.

C.—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 forty-one years, ended December 31, 1911—*Concluded.*

| YEARS. | VEGETABLE FOOD. | | | | | | | | HEAVY GOODS. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | *Other Articles. | Total. | Railway Iron. | Other Iron. | Sugar and Salt. | Coal. | Ores. | Total. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1903 | 6,082 | 15,439 | 108,917 | 11,433 | 6,112 | 4,174 | 13,568 | 165,725 | 459 | ..... | ..... | 113,072 | ..... | 113,535 |
| 1904 | 8,556 | 14,269 | 60,964 | 16,621 | 16,497 | ..... | 13,079 | 129,986 | ..... | ..... | ..... | 63,882 | ..... | 63,882 |
| 1905 | 24,054 | 15,483 | 93,622 | 9,197 | 10,892 | ..... | 9,682 | 162,930 | ..... | 1 | ..... | 73,464 | ..... | 73,465 |
| 1906 | 15,215 | 13,410 | 135,240 | 9,266 | 11,323 | ..... | 10,678 | 195,132 | ..... | 169 | ..... | 33,523 | ..... | 33,692 |
| 1907 | 18,898 | 21,892 | 124,474 | 2,812 | 4,741 | 2 | 22,001 | 194,820 | ..... | 30 | ..... | 110,347 | 4,050 | 114,420 |
| 1908 | 17,694 | 24,651 | 99,830 | 7,148 | 2,070 | 2 | 21,393 | 172,788 | ..... | ..... | ..... | 158,351 | 1,400 | 159,751 |
| 1909 | 15,452 | 17,940 | 100,967 | 4,224 | ..... | ..... | 22,683 | 161,266 | ..... | 5 | ..... | 131,131 | 1,531 | 132,667 |
| 1910 | 11,859 | 10,717 | 126,938 | 3,840 | ..... | ..... | 8,571 | 161,925 | ..... | ..... | ..... | 201,893 | ..... | 201,893 |
| 1911 | 2,852 | 4,950 | 116,705 | ..... | ..... | ..... | 7,565 | 132,072 | ..... | 1,863 | 26,303 | 223,942 | 4,483 | 256,491 |

* Apples, meal all kinds, pease, potatoes.

SESSIONAL PAPER No. 20a

D.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland canal in Canadian and United States Vessels entering the canal at Port Colborne, during the season of Navigation in 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910 and 1911.

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 216 | 114,885 | 109 | 67,475 | 168 | 182,444 | 71 | 30,309 | 564 | 395,113 |
| 1900. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 67,694 | | 43,157 | | 23,066 | | 2,130 | | 136,047 | |
| Corn | 39,597 | | 31,248 | | 78,701 | | 13,963 | | 163,509 | |
| Barley | | | | | 2,402 | | 1,047 | | 3,449 | |
| Oats | | | | | 39,706 | | 407 | | 40,113 | |
| Pease | 115 | | | | 4 | | | | 119 | |
| Rye | 1,389 | | | | 2,149 | | | | 3,538 | |
| Coal | 723 | | 637 | | 433 | | 559 | | 2,352 | |
| Miscellaneous merchandise | 53,649 | | 31,536 | | 43,344 | | 3,564 | | 132,093 | |
| Shingles, woodenware, &c. | 1,078 | | | | | | | | 1,078 | |
| Sawed lumber.....Ft. B.M. | 6,847,279 | | 5,344,258 | | 14,984,483 | | 18,770,405 | | 45,946,425 | |
| Square timber.....Cub. ft. | 439,827 | | 355,951 | | 11,583 | | 198,420 | | 1,005,781 | |
| Firewood.....Cords. | 126 | | 255 | | | | | | 381 | |
| Staves .....No. | 1,000 | | | | | | | | 1,000 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 197 | 103,802 | 114 | 59,022 | 163 | 182,497 | 48 | 22,319 | 522 | 367,640 |
| 1901. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 57,641 | | 58,973 | | 31,955 | | 1,241 | | 149,810 | |
| Corn | 7,350 | | 4,689 | | 55,717 | | | | 67,756 | |
| Barley | | | | | 7,119 | | | | 7,119 | |
| Oats | 944 | | | | 27,197 | | | | 28,141 | |
| Pease | | | | | | | | | | |
| Rye | 2,961 | | | | | | | | 2,961 | |
| Coal | 1,960 | | 362 | | 357 | | | | 2,679 | |
| Miscellaneous merchandise | 71,300 | | 32,312 | | 12,874 | | 7,469 | | 123,955 | |
| Shingles, woodenware, &c. | 18 | | | | | | | | 18 | |
| Sawed lumber.....Ft. B.M. | 6,533,423 | | 4,060,251 | | 11,089,806 | | 13,092,940 | | 34,776,420 | |
| Square timber.....Cub. ft | 362,441 | | 204,682 | | 9,384 | | 149,531 | | 726,038 | |
| Firewood.....Cords. | 165 | | 264 | | | | | | 429 | |
| Staves.....No. | | | | | | | | | | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 196 | 90,791 | 122 | 73,958 | 191 | 201,339 | 52 | 22,097 | 561 | 388,185 |
| 1902. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 82,954 | | 85,973 | | 52,889 | | | | 221,816 | |
| Corn | 148 | | 1,388 | | 66,111 | | | | 67,647 | |
| Barley | | | | | 7,418 | | | | 7,418 | |
| Oats | 1,200 | | 43 | | 9,963 | | | | 11,206 | |
| Pease | | | | | | | | | | |
| Rye | 3,808 | | | | 271 | | | | 4,079 | |
| Coal | 3,977 | | 25,732 | | 13,497 | | 8,332 | | 51,538 | |
| Miscellaneous merchandise | 33,111 | | 8,723 | | 38,351 | | 1,594 | | 81,779 | |
| Shingles, woodenware, &c. | 47 | | 28 | | 4 | | | | 79 | |
| Sawed lumber.....Ft. B.M. | 13,218,960 | | 3,256,187 | | 25,437,287 | | 19,540,426 | | 61,452,860 | |
| Square timber.....Cub. ft. | 370,718 | | 557,689 | | | | 115,000 | | 1,043,407 | |
| Firewood.....Cords | 56 | | 40 | | | | | | 96 | |
| Staves.....No. | | | 14,000 | | | | | | 14,000 | |

D.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland canal in Canadian and United States Vessels, &c.—*Continued.*

| ARTICLES. | CANADIAN VESSELS. | | | | AMERICAN VESSELS. | | | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 329 | 151,850 | 76 | 45,918 | 243 | 252,094 | 69 | 27,854 | 627 | 477,716 |
| 1903. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | | 149,378 | | 38,473 | | 60,514 | | 6,305 | | 254,670 |
| Corn | | 21,356 | | 4,682 | | 174,588 | | 10,132 | | 210,758 |
| Barley | | 2,580 | | 667 | | 11,409 | | | | 14,656 |
| Oats | | 306 | | 1,335 | | 6,112 | | | | 7,753 |
| Pease | | 63 | | | | 22 | | | | 85 |
| Rye | | | | | | 4,904 | | | | 4,904 |
| Coal | | 389 | | 12,991 | | 8,133 | | 8,496 | | 30,009 |
| Miscellaneous merchandise | | 39,563 | | 3,367 | | 41,584 | | 2,000 | | 86,514 |
| Shingles, woodenware, &c | | | | 54 | | | | | | 54 |
| Sawed lumber.....Ft. B.M. | | 12,841,552 | | 1,625,855 | | 17,871,652 | | 14,733,677 | | 47,072,736 |
| Square timber.....Cub. ft. | | 572,000 | | 660,000 | | | | 84,200 | | 1,316,200 |
| Firewood.....Cords. | | | | 210 | | 9 | | | | 219 |
| Staves.....No. | | | | 641,000 | | | | | | 641,000 |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 228 | 157,539 | 55 | 39,375 | 205 | 187,748 | 42 | 15,918 | 530 | 400,580 |
| 1904. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| | | 116,794 | | 33,302 | | 14,269 | | | | 164,365 |
| Wheat | | 12,768 | | 7,814 | | 95,362 | | | | 116,444 |
| Corn | | 2,619 | | 824 | | 23,728 | | | | 27,171 |
| Barley | | | | | | 16,261 | | | | 16,261 |
| Oats | | | | | | 3 | | | | 3 |
| Pease | | | | | | | | | | |
| Rye | | 1,925 | | 7,187 | | 17,133 | | 7,668 | | 33,913 |
| Coal | | 34,907 | | | | 1,925 | | | | 36,832 |
| Miscellaneous merchandise | | 29,567 | | | | 60,548 | | | | 90,115 |
| Shingles, woodenware, &c | | | | | | | | | | |
| Sawed lumber.....Ft. B.M. | | 15,077,382 | | 854,811 | | 32,754,541 | | 9,572,655 | | 58,259,389 |
| Square timber.....Cub. ft. | | 944,508 | | 744,000 | | | | 149,000 | | 1,837,508 |
| Firewood.....Cords. | | | | | | 717 | | | | 717 |
| Staves.....No. | | 634,000 | | | | | | | | 634,000 |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 252 | 182,373 | 91 | 48,692 | 319 | 286,656 | 64 | 29,120 | 726 | 546,841 |
| 1905. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | | 188,706 | | 18,575 | | 28,757 | | 2,512 | | 238,550 |
| Corn | | 6,385 | | 6,636 | | 163,374 | | 4,526 | | 180,921 |
| Barley | | 6,870 | | 1,451 | | 47,111 | | | | 55,432 |
| Oats | | 8,225 | | 2,570 | | 21,535 | | 3,742 | | 36,072 |
| Pease | | | | | | 76 | | | | 76 |
| Rye | | | | | | 1,711 | | | | 1,711 |
| Coal | | 18,756 | | 35,324 | | 28,330 | | 8,678 | | 91,088 |
| Iron ore | | 14,358 | | 8,023 | | | | | | 22,381 |
| Merchandise | | 29,375 | | 7,485 | | 74,975 | | 3,126 | | 114,961 |
| Shingles, woodenware, &c | | | | 2,748,941 | | 2,325 | | | | 2,325 |
| Sawed lumber.....Ft. B.M. | | 2,867,147 | | | | 38,290,831 | | 12,479,698 | | 54,589,200 |
| Square timber.....Cub. ft. | | 355,000 | | 951,524 | | | | | | 538,000 |
| Firewood.....Cords. | | | | 183,000 | | 900 | | | | 900 |

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland canal in Canadian and United States Vessels, &c.—*Continued.*

| ARTICLES. | CANADIAN VESSELS. | | | | AMERICAN VESSELS. | | | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 328 | 238,690 | 121 | 66,355 | 305 | 310,622 | 43 | 15,758 | 797 | 631,425 |
| 1906. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 250,493 | | 34,355 | | 35,578 | | | | 320,436 | |
| Corn | 8,177 | | | | 202,250 | | 1,378 | | 49,306 | |
| Barley | 8,546 | | 5,046 | | 17,854 | | | | 31,446 | |
| Oats | 21,900 | | 16,083 | | 11,323 | | | | 49,306 | |
| Pease | | | | | 11 | | | | 11 | |
| Rye | | | 5 | | 1,406 | | | | 1,411 | |
| Coal | 30,455 | | 47,242 | | 24,190 | | 9,356 | | 111,243 | |
| Iron ore | 5,862 | | | | | | | | 5,862 | |
| Merchandise | 35,383 | | 7,009 | | 110,263 | | 50 | | 152,705 | |
| Shingles, woodenware, &c. | 16 | | 37 | | 851 | | | | 904 | |
| Sawed lumber..... Ft. B.M. | 3,471,514 | | 235,624 | | 25,711,196 | | 10,769,755 | | 40,188,089 | |
| Square timber. .... Cub. ft. | 375,000 | | 200,000 | | | | | | 575,000 | |
| Firewood .....Cords. | 110 | | 18 | | 1,093 | | | | 1,221 | |
| Staves.....No. | | | | | 300,000 | | | | 300,000 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 375 | 290,509 | 148 | 81,070 | 408 | 397,616 | 76 | 36,921 | 1,007 | 806,116 |
| 1907. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 294,298 | | 50,808 | | 130,818 | | 4,429 | | 480,303 | |
| Corn | 6,713 | | 514 | | 259,895 | | 4,571 | | 271,693 | |
| Barley | 8,726 | | 468 | | 4,046 | | | | 13,240 | |
| Oats | 49,689 | | 16,647 | | 7,033 | | | | 73,369 | |
| Pease | | | | | 25 | | | | 25 | |
| Rye | | | | | 2,270 | | | | 2,270 | |
| Coal | 31,506 | | 57,373 | | 50,183 | | 14,493 | | 143,555 | |
| Iron ore | 12,040 | | 8,950 | | | | | | 20,990 | |
| Merchandise | 21,545 | | 9,436 | | 5,231 | | 6,235 | | 42,447 | |
| Shingles, woodenware, &c | | | | | 2,222 | | | | 2,222 | |
| Sawed lumber.....Ft. B.M. | | | | | 14,395,124 | | 11,201,446 | | 25,596,570 | |
| Square timber.....Cub. ft. | 558,090 | | 323,000 | | | | | | 881,090 | |
| Firewood.....Cords. | | | | | 660 | | | | 660 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 567 | 432,623 | 149 | 64,031 | 428 | 319,030 | 36 | 19,866 | 1180 | 835,553 |
| 1908. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 505,151 | | 39,001 | | 183,101 | | 3,498 | | 730,751 | |
| Corn | 2,405 | | | | 124,997 | | | | 127,402 | |
| Barley | 19,775 | | 1,133 | | 10,264 | | | | 31,172 | |
| Oats | 30,091 | | 643 | | 2,689 | | | | 33,423 | |
| Pease | | | | | 40 | | | | 40 | |
| Rye | 742 | | | | 5,925 | | | | 6,667 | |
| Coal | 39,733 | | 42,656 | | 57,448 | | 8,344 | | 148,181 | |
| Merchandise | 26,815 | | 14,783 | | 14,410 | | 13,686 | | 69,694 | |
| Firewood..... Cords | | | 70 | | 1,173 | | | | 1,243 | |
| Sawed lumber.....Ft. B. M. | | | | | 17,572,070 | | 6,578,545 | | 24,150,615 | |
| Square timber..... Cub. ft. | 221,300 | | 313,000 | | | | | | 534,300 | |

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland canal in Canadian and United States Vessels, &c.—*Concluded.*

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 555 | 486,406 | 136 | 71,034 | 323 | 324,576 | 26 | 17,317 | 1040 | 899,333 |
| 1909. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 415,208 | | 34,903 | | 133,172 | | | | 583,283 | |
| Corn | 6,694 | | | | 134,208 | | | | 140,902 | |
| Barley | 17,943 | | 360 | | 4,848 | | | | 23,151 | |
| Oats | 70,392 | | 4,743 | | | | | | 75,135 | |
| Pease | | | | | 63 | | | | 63 | |
| Rye | 33 | | | | | | | | 33 | |
| Coal | 160,475 | | 53,681 | | 21,097 | | 630 | | 235,883 | |
| Merchandise | 52,994 | | 14,782 | | 12,232 | | 16,498 | | 96,506 | |
| Sawed lumber | | | | | 31,643 | | 10,214 | | 41,857 | |
| Square timber | 3,450 | | 7,840 | | 125 | | 1,475 | | 12,890 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 596 | 599,416 | 142 | 88,963 | 249 | 285,704 | 14 | 13,563 | 1,001 | 987,646 |
| 1910. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 481,624 | | 22,200 | | 77,040 | | | | 580,864 | |
| Corn | 15,759 | | | | 214,221 | | | | 229,980 | |
| Barley | 17,159 | | 576 | | 3,840 | | | | 21,575 | |
| Oats | 135,743 | | | | 490 | | | | 136,233 | |
| Pease | | | | | 123 | | | | 123 | |
| Rye | | | | | | | | | | |
| Coal | 216,779 | | 114,671 | | 29,646 | | 894 | | 361,990 | |
| Merchandise | 39,149 | | 15,231 | | 21,818 | | 20,466 | | 96,664 | |
| Sawed lumber | 3,630 | | 800 | | 16,932 | | | | 21,362 | |
| Square timber | 1,930 | | 5,000 | | 800 | | | | 7,730 | |
| Shingles | | | | | 525 | | | | 525 | |
| Unenumerated | 74,434 | | 1,772 | | 24,031 | | | | 100,237 | |
| Total | 986,207 | | 160,250 | | 389,466 | | 21,360 | | 1,557,283 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 640 | 670,037 | 122 | 83,755 | 270 | 304,171 | 48 | 42,830 | 1080 | 1,100,793 |
| 1911. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 483,984 | | 24,826 | | 49,330 | | | | 558,140 | |
| Corn | 29,978 | | 11,368 | | 232,586 | | | | 273,932 | |
| Barley | 14,382 | | 240 | | | | | | 14,622 | |
| Oats | 162,455 | | 878 | | | | | | 163,333 | |
| Pease | | | | | | | | | | |
| Rye | 112 | | | | | | | | 112 | |
| Coal | 230,809 | | 79,311 | | 40,109 | | 22,489 | | 372,718 | |
| Merchandise | 45,838 | | 19,325 | | 45,881 | | 34,449 | | 145,493 | |
| Sawed lumber | 300 | | | | 25,361 | | 9,020 | | 34,681 | |
| Square timber | 3,260 | | 4,500 | | 2,277 | | | | 10,037 | |
| Shingles | | | | | 60 | | | | 60 | |
| Unenumerated | 95,017 | | | | 14,386 | | | | 109,403 | |
| Total | 1,066,135 | | 140,448 | | 409,990 | | 65,958 | | 1,682,531 | |

## WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

### Welland Canal—West Bound Freight.

The total Quantity of Through Freight passed Up the Welland canal in Canadian and United States Vessels during the Season of Navigation in 1911 is as follows:—

| Summary. | Tons. | Tons. |
|---|---|---|
| In Canadian steam vessels | 391,081 | |
| " sail vessels | 6,658 | |
| Total quantity in Canadian vessels | | 397,739 |
| In United States steam vessels | 409,665 | |
| " sail vessels | 19,796 | |
| Total in United States vessels | | 429,461 |
| Grand total freight passed Up the Welland Canal in Canadian and United States vessels | | 827,200 |

Statement of the Quantity of Through Freight passed Up and Down the Welland Canal during the Season of Navigation in 1911.

| Summary. | Tons. | Tons. |
|---|---|---|
| In Canadian steam vessels up | 391,081 | |
| " " down | 1,066,135 | |
| Total in Canadian steam vessels | | 1,457,216 |
| In Canadian sail vessels up | 6,658 | |
| " " down | 140,448 | |
| Total in Canadian sail vessels | | 147,106 |
| Total quantity in Canadian vessels | | 1,604,322 |
| In United States steam vessels up | 409,665 | |
| " " down | 409,990 | |
| Total in United States steam vessels | | 819,655 |
| In United States sail vessels up | 19,796 | |
| " " down | 65,958 | |
| Total in United States sail vessels | | 85,754 |
| Total quantity in United States vessels | | 905,409 |
| Total in Canadian and United States vessels | | 2,509,731 |
| | Down or East Bound. | Up or West Bound. |
| In Canadian vessels | 1,206,583 | 397,739 |
| In United States vessels | 475,948 | 429,461 |
| Total | 1,682,531 | 827,200 |

F.—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 1899 to 1911.

| Articles. | 1899. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 1908. | 1909. | 1910. | 1911. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| *Class 3.* | | | | | | | | | | | | | |
| Cement and water lime | ..... | ..... | ..... | ..... | ..... | 35 | ..... | ..... | ..... | ..... | 5,652 | 484 | ..... |
| Clay, lime and sand | 15 | 15 | ..... | ..... | ..... | ..... | 22 | ..... | ..... | ..... | ..... | ..... | ..... |
| Iron, railway | ..... | ..... | ..... | 50 | ..... | 8,170 | 10 | ..... | ..... | ..... | ..... | ..... | ..... |
| " pig | ..... | 508 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,901 |
| " all other | 5,063 | 4,292 | 1,178 | 5,785 | 2,542 | 1,651 | 384 | 269 | 124 | 553 | 12,689 | 7,154 | 34,540 |
| Steel | 3,000 | 5,420 | ..... | ..... | ..... | 16 | 48 | ..... | ..... | ..... | ..... | ..... | ..... |
| Stone, for cutting | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Apples | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 9,936 | ..... | ..... | ..... | ..... |
| Barley | 596 | 1,288 | ..... | ..... | 2,206 | 9,697 | 43,607 | 21,196 | 105,984 | 24,318 | 19,143 | 20,000 | 14,853 |
| Corn | 150,999 | 109,359 | 14,319 | 1,719 | 123,864 | 55,021 | 84,204 | 55,559 | ..... | 10,454 | 17,137 | 77,612 | 134,239 |
| Flaxseed | ..... | ..... | 4,965 | ..... | 3,643 | 212 | 15,694 | 80,570 | 49,159 | 27,500 | 19,634 | 6,607 | 11,696 |
| Flour | 4,229 | 1,595 | 1,400 | 6,755 | 16,151 | 24,662 | 14,571 | 9,174 | 3,730 | 5,028 | 21,905 | 27,081 | 44,588 |
| Meal, all kinds | ..... | ..... | 35 | ..... | 348 | 57 | 270 | 60 | ..... | 156 | ..... | 10,323 | 3,967 |
| Oats | 10,250 | 8,925 | 1,584 | 1,442 | 2,438 | ..... | 21,404 | 37,164 | 66,941 | 28,081 | 65,624 | 129,900 | 147,180 |
| Oil cake | ..... | ..... | 1,083 | ..... | 462 | 7,846 | 9,229 | ..... | ..... | ..... | ..... | ..... | ..... |
| Pease | ..... | 115 | ..... | ..... | 63 | ..... | ..... | ..... | ..... | ..... | 30 | ..... | 20 |
| Rye | 923 | 3,078 | 2,961 | 4,079 | 4,260 | ..... | 1,711 | 1,405 | 2,266 | 6,662 | 120 | ..... | ..... |
| Salt | 183 | ..... | 50 | ..... | 132 | 615 | 168 | 75 | 143 | 419 | ..... | ..... | ..... |
| Seed, all kinds | 200 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 20 | ..... | ..... | ..... | ..... |
| Hay, pressed | 96 | ..... | 246 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tobacco, raw | ..... | ..... | 23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wheat | 169,978 | 121,896 | 132,702 | 200,975 | 226,746 | 133,528 | 190,505 | 289,611 | 450,446 | 686,626 | 550,775 | 562,149 | 541,174 |
| All other agricultural products, vegetables | 32 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5,876 | ..... | ..... |
| Hides, skins, horns and hoofs | ..... | ..... | ..... | ..... | ..... | 10 | ..... | 2 | ..... | ..... | ..... | ..... | ..... |
| Horses | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lard and lard oil | ..... | ..... | 1,155 | ..... | ..... | ..... | 2,847 | 4,810 | ..... | ..... | ..... | ..... | ..... |
| Meats, all kinds | ..... | ..... | 114 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pork | ..... | ..... | 34 | ..... | ..... | ..... | ..... | ..... | ..... | 524 | ..... | ..... | ..... |
| Tallow | ..... | ..... | ..... | ..... | 3 | ..... | 53 | ..... | ..... | ..... | ..... | ..... | ..... |
| All other agricultural products, animal | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 366 | ..... | ..... |
| Total, class 3 | 345,565 | 256,491 | 161,849 | 220,805 | 382,858 | 241,522 | 384,727 | 499,895 | 688,749 | 790,321 | 718,951 | 841,310 | 934,158 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Class 4.* | | | | | | | | | | | | | |
| Agricultural implements | 3 | | 1,785 | 13 | 58 | 17 | | | | | | | |
| Ashes | 55 | 25 | 3 | | 2 | 16 | | | | | | | |
| Bricks | | | | | | | | | | 1,543 | | | |
| Crockery | | | | | | | 93 | | | | | | |
| Furniture | | 1 | 5 | | 3 | 6 | | 6 | | | | 2 | |
| Glass, all kinds | 16 | 6 | 1 | | 15 | 3 | 21 | 11 | 4 | | | | |
| Molasses | 159 | | | 54 | 240 | | 820 | | | | | | |
| Nails | 1 | | | | 19 | | 64 | | | 3 | | | |
| Oil | 7,143 | 15,647 | 14,987 | 12,091 | 14,619 | 12,848 | 20,700 | 19,995 | 22,111 | 30,002 | 31,149 | 26,932 | 45,930 |
| Paint | | | 17 | | 5 | | | | | | | | |
| Pitch and tar | | | | | | | 53 | | 101 | | | | |
| Rags | | | | | 4 | | | | | | | | |
| Resin | | | | | 20 | | | | | | | | |
| Soda ash | | | 4 | | | | 59 | 72 | 15 | | | | |
| Sugar | | | 112 | | | | 2,019 | | | | 173 | 345 | 1,177 |
| Tin | | | | | | 87 | 53 | | | | | | |
| Tobacco | 96 | | | | | | 204 | | | | | | |
| White lead | | 16 | | | | | | | | | | | |
| Whisky, beer and other spirits | 74 | 11 | 32 | | 2 | 766 | 635 | 614 | 1,224 | 1,056 | 525 | 959 | 581 |
| Merchandise not enumerated | 518 | 92 | 2,420 | 419 | 582 | 713 | 851 | 466 | 2,294 | 2,126 | 10,418 | 9,224 | 11,254 |
| Total, class 4 | 7,969 | 15,798 | 19,366 | 12,577 | 15,569 | 14,456 | 25,572 | 21,164 | 25,749 | 34,730 | 42,265 | 37,462 | 58,942 |
| *Class 5.* | | | | | | | | | | | | | |
| Barrels, empty | 1 | 182 | 66 | 15 | | | | | | | | | |
| Hoops | | | | | | | | | | | | | |
| Sawed lumber | 924 | 15,760 | 2,635 | 1,085 | | | 3,957 | 100 | | | | | 300 |
| Staves, pipe and barrel | | | | | | 394 | | 2,400 | | | | | |
| " West India and pipe | | | | | | | | | | | | | |
| Timber, square, in vessels | | | | | | 1,544 | 1,260 | 1,500 | 4,180 | | | | |
| " in rafts | 26 | | | | | | | | | | 900 | 1,800 | 1,360 |
| Woodenware | | | | 17 | | | | | | | | | |
| Total, class 5 | 951 | 15,942 | 3,205 | 1,117 | | 1,938 | 5,217 | 4,000 | 4,180 | | 900 | 1,800 | 1,660 |
| *Special class.* | | | | | | | | | | | | | |
| Coal | | | | | | | 29,351 | 29,172 | 70,489 | 42,075 | 175,115 | 289,567 | 298,873 |
| Iron ore | | | | 15,976 | | 17,362 | 3,837 | | | | 1,824 | | |
| Stone, all kinds | | | | | | | | | | 1,272 | | | |
| Total, special class | | | | 15,976 | | 17,362 | 33,188 | 29,172 | 70,489 | 43,367 | 176,939 | 289,567 | 298,873 |
| Grand total | 354,485 | 28,231 | 184,420 | 250,475 | 398,427 | 275,278 | 448,704 | 554,231 | 789,167 | 869,398 | 939,055 | 1,170,139 | 1,291,973 |

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland canals to Lake Erie, during the Seasons of Navigation in 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1909, 1910 and 1911.

| Articles. | 1899. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 1909. | 1910. | 1911. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| *Class 3.* | | | | | | | | | | | | |
| Bricks | 24 | 49 | 196 | 22 | 80 | 115 | 132 | | 556 | | | |
| Brimstone | | | 5 | 20 | 23 | 12 | | | | | | |
| Cement and water lime | 997 | 1,931 | 2,916 | 178 | 3,924 | 39 | 181 | 88 | 13 | 400 | 17,565 | 8,625 |
| Clay, lime and sand | 8 | 4 | 2 | 1 | 181 | | | | 100 | | | |
| Cotton, raw | | | | | 23 | | | | | | | |
| Fish | 10 | 8 | 8 | | 8 | 4 | | | 39 | | | |
| Gypsum | 4 | | | | | | | | | | | |
| Iron, railway | | 74 | 748 | 11,735 | 39,641 | 283 | 126 | 7,249 | 4,119 | | | |
| " pig | | 3 | | 558 | 273 | | 312 | 680 | 7,655 | 7,231 | 2,060 | 2,300 |
| " all other | 1,318 | 1,428 | 4,950 | 2,904 | 5,845 | 3,782 | 3,633 | 8,235 | 6,987 | | 540 | |
| Salt | | 48 | 75 | 4 | 87 | 99 | 150 | 17 | | | | |
| Steel | 18 | | 3 | 11 | 332 | 58 | 192 | 111 | 2,561 | 35,153 | | 22,352 |
| Stone for cutting | | | | | | 41 | | | | | | |
| Flour | | | 16 | | | | 18 | | | | | |
| Hay | | | | | | | | | 30 | 255 | | |
| Meals | | | | | 17 | 25 | | | | | 1,113 | |
| Oats | | | | | | | | | | | | |
| Potatoes | | | | | | | | | | | | |
| Seeds, all kinds | 121 | 218 | 302 | 58 | 325 | 164 | 35 | 17 | | | | |
| Tobacco, raw | | | | 1 | 2 | | | | | | | |
| Agricultural products, not enumerated, vegetable | | | 1 | 1 | | | 127 | | | | | |
| Hides and skins | | | | 16 | 6 | | | | | | | |
| Horses | | | | | | | | | | | | |
| Lard and lard oil | | | | 11 | | | 28 | 20 | 1 | | | |
| Meats other than pork | | | | | 1 | 25 | | | 15 | | | |
| Pork | | 1 | | | | | | | | | | |
| Wool | | | | | | | | | | | | 150 |
| All other articles not enumerated | | | | | | | | | | | | |
| Total, class 3 | 2,500 | 3,764 | 9,222 | 15,520 | 50,768 | 4,647 | 4,934 | 16,457 | 22,076 | 43,039 | 21,278 | 34,427 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Class 4.* | | | | | | | | | | | | |
| Agricultural implements | | | | | | | | 5 | | | | |
| Ashes, pot and pearl | | | | | 2 | | | | | | | |
| Crockery and earthenware | 3 | 5 | | | 32 | 291 | 155 | 291 | 456 | | | |
| Dye woods, &c | | | | | | 2 | | | 2 | | | |
| Furniture | | 1 | | | 1 | 5 | 2 | 1 | 35 | | 90 | |
| Glass, all kinds | 299 | 456 | 612 | 1,384 | 1,207 | 1,671 | 1,641 | 2,519 | 3,534 | | | |
| Manilla | | | | | | 34 | 93 | 37 | 15 | | | |
| Marble | | | | | | | | 35 | | | | |
| Molasses | | | 1 | | 6 | | 1 | | 50 | | | |
| Nails | 518 | 30 | 675 | 1,292 | 2,878 | 2,009 | 3,061 | 4,011 | 3,331 | | | |
| Oil, in barrels | 21 | 74 | 83 | 14 | 16 | 1,418 | 120 | 148 | 155 | 1 | 80 | 667 |
| Paint | 2 | 12 | 69 | 97 | 158 | 202 | 367 | 412 | 295 | | | |
| Pitch and tar | 6 | 21 | 27 | 27 | 58 | 199 | 5 | 239 | | | | |
| Rags | 14 | | | 1 | 29 | | 15 | | 50 | | | |
| Resin | 15 | | | | 1 | | | | 25 | | | |
| Soda ash | 108 | 63 | 169 | 201 | 264 | 387 | 28 | 310 | 37 | | | |
| Stone, wrought | | | | | | | | | 5 | | | |
| Sugar | 1,596 | 430 | 810 | 1,314 | 204 | 52 | 1,168 | 1,153 | 6,046 | 40 | 3,024 | |
| Tin | 159 | 117 | 338 | 506 | 209 | 362 | 928 | 1,365 | 1,173 | | | |
| Turpentine | | | 1 | 2 | 1 | | | | 1 | | | |
| White lead | 1 | 4 | 11 | 37 | 80 | 82 | 80 | 304 | 283 | | | |
| Whiting | 89 | 39 | 49 | 61 | 22 | 33 | 158 | 93 | 18 | | | |
| Whisky, beer, &c | 178 | 295 | 131 | 182 | 452 | 432 | 384 | 483 | 1,040 | 220 | 1,187 | 163 |
| Merchandise not enumerated | 482 | 744 | 1,516 | 1,049 | 3,674 | 6,200 | 15,360 | 11,707 | 16,198 | 21,359 | 15,129 | 12,090 |
| Total, class 4 | 3,491 | 2,447 | 4,492 | 6,169 | 9,294 | 13,379 | 23,566 | 23,116 | 33,049 | 21,620 | 19,510 | 12,920 |
| *Class 5.* | | | | | | | | | | | | |
| Barrels, empty | | | | | | | | 54,906 | | | | |
| Firewood in vessels | | | | 3,600 | 40,026 | 40,425 | 43,982 | 2,307 | 2,337 | | | |
| Pulpwood | | | | | | | | | 101,989 | 122,867 | 121,572 | 182,682 |
| Lumber, sawn, in vessels | | | | | | | | | | 3,984 | | 3,306 |
| Railway ties in vessels | | | | | 611 | | | | | | | |
| Woodenware | | | | | | | | 5 | | | | |
| Total, class 5 | | | | 3,600 | 40,637 | 40,425 | 43,982 | 57,218 | 104,326 | 126,851 | 121,572 | 185,988 |
| *Special Class.* | | | | | | | | | | | | |
| Coal | | | | | | 10,200 | | | | | | |
| Iron ore | | | | | | 2,861 | | | | | | |
| Total, special class | | | | | | 13,061 | | | | | | |
| Grand total | 5,991 | 6,211 | 13,714 | 25,289 | 100,699 | 71,512 | 72,482 | 96,791 | 159,451 | 191,510 | 172,360 | 233,335 |

H.—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 from 1899 to 1911, inclusive.

| Articles. | 1899. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 1908. | 1909. | 1910. | 1911. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| *Class 3.* | | | | | | | | | | | | | |
| Bricks | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cement and water lime | ..... | 18 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2,000 | ..... |
| Fish | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 20 | ..... | ..... | ..... | 91 |
| Iron, railway | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| " all other | 1,008 | 714 | ..... | 30 | ..... | ..... | 1 | 27 | 30 | ..... | ..... | ..... | 1,863 |
| Salt | 549 | ..... | 105 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Steel | 13,522 | 3,110 | ..... | ..... | ..... | ..... | ..... | 2 | 509 | 9,086 | ..... | ..... | ..... |
| Stone for cutting | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Apples | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Barley | 2,424 | 2,402 | 7,119 | 7,418 | 11,433 | 16,621 | 9,197 | 9,266 | 2,812 | 7,148 | 4,224 | 3,840 | ..... |
| Corn | 81,777 | 60,545 | 55,531 | 66,111 | 108,917 | 60,964 | 93,622 | 135,240 | 124,474 | 99,830 | 100,967 | 126,938 | 116,705 |
| Flour | 6,118 | 7,966 | 17,168 | 13,785 | 6,082 | 8,556 | 24,054 | 15,215 | 18,898 | 17,694 | ..... | 11,859 | 2,852 |
| Hay, pressed | ..... | ..... | ..... | ..... | ..... | ..... | 200 | ..... | ..... | ..... | ..... | ..... | ..... |
| Meal, all kinds | 18,198 | 14,244 | 14,016 | 12,675 | 13,546 | 13,076 | 9,606 | 10,668 | 21,976 | 21,353 | ..... | 8,621 | 7,565 |
| Marble | ..... | ..... | ..... | ..... | ..... | ..... | 87 | ..... | ..... | ..... | ..... | ..... | ..... |
| Nails | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Oil cake | ..... | 2,705 | 1,302 | 110 | 740 | 16,497 | 228 | ..... | 114 | ..... | ..... | ..... | ..... |
| Oats | 19,526 | 39,706 | 26,344 | 10,006 | 6,112 | 3 | 10,892 | 11,323 | 4,741 | 2,070 | ..... | ..... | ..... |
| Pease | ..... | 4 | ..... | ..... | 22 | ..... | 76 | 11 | 25 | 40 | 63 | 123 | ..... |
| Potatoes | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rye | 923 | 2,149 | ..... | ..... | 4,174 | ..... | ..... | ..... | 2 | 2 | ..... | ..... | ..... |
| Flax seed | 200 | ..... | ..... | ..... | 1,594 | ..... | ..... | 756 | ..... | ..... | 15,452 | ..... | ..... |
| Seeds, all kinds | 11 | ..... | ..... | 10 | 27 | ..... | 43 | 3 | 17 | ..... | ..... | ..... | ..... |
| Tobacco | ..... | ..... | 23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wheat | 12,926 | 18,771 | 23,557 | 32,639 | 15,436 | 14,269 | 15,483 | 13,410 | 21,892 | 24,651 | 17,940 | 10,717 | 4,950 |
| Agricultural products, vegetable | ..... | 6 | 10 | ..... | 1 | ..... | ..... | 1 | 7 | ..... | 22,620 | ..... | 19 |
| Hides and skins, &c. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 21 | 315 | 233 | ..... |
| Horses | ..... | 4 | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lard and lard oil, &c. | 864 | 1,588 | 1,680 | 2,413 | ..... | ..... | ..... | 22 | 86 | ..... | ..... | ..... | ..... |
| Meats, other than pork | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pork | 343 | 117 | 970 | 632 | 152 | 379 | 273 | 268 | 429 | ..... | ..... | ..... | ..... |
| Sheep | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 190 | ..... | ..... | ..... |
| Tallow | 201 | 631 | 119 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wool | 130 | ..... | 3 | 752 | 482 | 134 | 21 | 89 | 30 | ..... | 157 | 233 | 9 |
| Total, class 3 | 158,720 | 154,680 | 147,947 | 146,581 | 168,720 | 130,499 | 163,784 | 196,301 | 196,062 | 182,085 | 161,738 | 164,564 | 134,054 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Class 4.* | | | | | | | | | | | | | |
| Agricultural implements | ..... | ..... | ..... | 399 | ..... | 396 | 552 | 494 | ..... | 2 | 254 | ..... | ..... |
| Crockery and earthenware | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | ..... | ..... | ..... | ..... |
| Furniture | 7 | ..... | 3 | 17 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 2 |
| Marble | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Molasses | 8 | 57 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Nails | 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... | ..... | ..... | ..... |
| Oil, in barrel | 367 | 17 | 22 | 1,594 | 2,000 | 1 | ..... | ..... | 8 | 15 | ..... | 8 | 45 |
| Paint | 2 | 36 | ..... | ..... | ..... | 17 | 42 | 1 | 1 | 1 | ..... | ..... | ..... |
| Rags | 1 | ..... | ..... | ..... | 4 | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... |
| Soda ash | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Stone, wrought | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sugar | ..... | 154 | 448 | 280 | ..... | 53 | 53 | 840 | 26,075 | ..... | 1,196 | ..... | 26,303 |
| White lead | ..... | ..... | ..... | ..... | ..... | ..... | 7 | ..... | 4 | ..... | ..... | ..... | ..... |
| Whiting | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 21 | ..... | ..... | ..... | ..... |
| Whisky, beer and all other spirits | 168 | 1 | 1 | ..... | 3 | ..... | ..... | ..... | 30 | ..... | ..... | 122 | 230 |
| Merchandise | 6,219 | 7,889 | 3,327 | 1,928 | 2,010 | 1,554 | 2,008 | 2,324 | 41,621 | 1,857 | 5,866 | 67,760 | 64,059 |
| Total, class 4 | 6,783 | 8,164 | 3,805 | 4,218 | 4,017 | 2,021 | 2,666 | 3,660 | 67,768 | 1,875 | 7,316 | 67,890 | 90,639 |
| *Class 5.* | | | | | | | | | | | | | |
| Empty barrels | ..... | 5 | 282 | ..... | ..... | ..... | 3 | 2 | 1 | ..... | ..... | ..... | ..... |
| Firewood, in vessels | ..... | ..... | ..... | 4 | ..... | 717 | 2,700 | 3,609 | 1,980 | 3,509 | ..... | 1,531 | 2,046 |
| Lumber, sawn, in vessels | 57,695 | 55,128 | 38,685 | 72,806 | 48,337 | 30,194 | 15,726 | 27,701 | 14,314 | 21,571 | 24,327 | 11,738 | 30,191 |
| Masts and spars, in vessels | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Hop poles | ..... | ..... | ..... | ..... | ..... | 154 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Railway ties, in vessels | ..... | ..... | ..... | ..... | ..... | 652 | 2,248 | ..... | 2,151 | 478 | ..... | ..... | ..... |
| Shingles | ..... | ..... | ..... | ..... | ..... | ..... | 62 | 53 | 70 | ..... | ..... | ..... | ..... |
| Split posts | ..... | ..... | ..... | ..... | ..... | ..... | 12 | ..... | ..... | ..... | ..... | 25 | ..... |
| Staves, salt barrels | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,500 | ..... | ..... | ..... | ..... | ..... |
| Timber, square, in vessels | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 125 | ..... | ..... |
| Woodenware, &c | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2,932 | 1,583 | ..... |
| Total, class 5 | 57,695 | 55,133 | 38,367 | 72,810 | 48,337 | 31,717 | 20,751 | 32,865 | 18,516 | 25,558 | 27,384 | 14,877 | 32,237 |
| *Special class.* | | | | | | | | | | | | | |
| Coal | 2,293 | 992 | 357 | 501 | ..... | 1,100 | 3,346 | 4,400 | 110,347 | ..... | 400 | 201,893 | 223,942 |
| Stone, not suitable for cutting | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Kryolite | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2,734 | ..... | ..... | ..... | ..... |
| Iron ore | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,316 | ..... | ..... | 1,552 | 4,483 |
| Total, special class | 2,293 | 992 | 357 | 501 | ..... | 1,100 | 3,346 | 4,400 | 114,397 | ..... | 400 | 203,445 | 228,425 |
| Grand total | 225,491 | 218,969 | 190,476 | 224,110 | 221,074 | 165,337 | 190,547 | 237,226 | 396,743 | 209,518 | 196,838 | 450,776 | 485,355 |

L—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1911.

| Ports. | Wheat. | Oats. | Barley. | Corn. | Other grain. | Total. | Total. |
|---|---|---|---|---|---|---|---|
| | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Tons. |
| Kingston | 9,776,100 | 4,170,119 | 538,292 | 563,358 | 2,416 | 15,050,285 | 392,906 |
| Prescott | 78,034 | ..... | ..... | 345,650 | ..... | 423,684 | 12,019 |
| Ogdensburg | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total Bushels | 9,854,134 | 4,170,119 | 538,292 | 909,008 | 2,416 | 15,473,969 | ..... |
| Total Tons | 295,624 | 70,892 | 12,899 | 25,452 | 58 | ..... | 404,925 |

M.—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1911 inclusive, as follows :—

| Years. | From Canadian Ports to Canadian Ports. | From Canadian Ports to Canadian Ports. | From United States Ports to United States Ports. | | From United States Ports to Canadian Ports. | | Total. |
|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1885 | | | 193,442 | 4,974 | 10,321 | 31,350 | 240,087 |
| 1886 | | | 184,564 | 5,400 | 22,187 | 49,724 | 261,875 |
| 1887 | | | 81,617 | 1,163 | 26,775 | 25,968 | 135,523 |
| 1888 | | | 172,381 | 878 | 17,365 | 27,183 | 217,807 |
| 1889 | | | 226,352 | 1,124 | 12,036 | 25,931 | 265,443 |
| 1890 | 80 | | 116,616 | 615 | 17,280 | 22,781 | 202,372 |
| 1891 | | | 185,190 | 1,382 | 17,374 | 20,698 | 224,644 |
| 1892 | | | 183,244 | 651 | 12,391 | 15,330 | 211,616 |
| 1893 | | | 204,704 | 2,123 | 8,325 | 17,944 | 233,096 |
| 1894 | | | 187,794 | 727 | 1,269 | 13,947 | 203,737 |
| 1895 | 4 | | 148,887 | 603 | 1,565 | 7,807 | 158,866 |
| 1896 | 20 | 210 | 206,093 | 1,255 | 4,127 | 11,740 | 223,445 |
| 1897 | | 4 | 165,143 | | 1,277 | 9,799 | 176,223 |
| 1898 | | | 156,055 | 759 | 986 | 4,536 | 162,336 |
| 1899 | | | 86,638 | 2,293 | 525 | 8,276 | 97,732 |
| 1900 | 8 | | 45,032 | 992 | | 1,360 | 47,392 |
| 1901 | | | 46,345 | 357 | 456 | 2,322 | 49,480 |
| 1902 | | | 12,410 | 501 | 65 | 51,037 | 64,013 |
| 1903 | 3 | | 113,076 | | 4,796 | 30,009 | 147,884 |
| 1904 | 2,919 | | 62,782 | 1,100 | 3,711 | 32,813 | 103,325 |
| 1905 | | | 70,118 | 3,346 | 11,436 | 37,742 | 172,642 |
| 1906 | 60 | | 29,123 | 4,400 | 7,161 | 106,843 | 147,587 |
| 1907 | 2,857 | | 110,347 | | 10,453 | 143,555 | 267,212 |
| 1908 | 4,401 | | 158,351 | | 5,988 | 148,181 | 316,921 |
| 1909 | | | 130,731 | 400 | 11,067 | 235,483 | 377,681 |
| 1910 | 2,045 | | 197,482 | 4,411 | 15,974 | 357,579 | 577,491 |
| 1911 | 731 | | 221,752 | 2,160 | 24,451 | 370,558 | 619,682 |

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1911, inclusive.

| Years. | Quantity passed up. | Quantity passed down to Montreal. | Total Quantity passed up and down |
|---|---|---|---|
| | Tons. | Tons. | Tons. |
| 1885 | 5,035 | 122,829 | 127,864 |
| 1886 | 3,301 | 118,802 | 122,103 |
| 1887 | 7,579 | 121,618 | 129,197 |
| 1888 | 8,341 | 123,050 | 131,391 |
| 1889 | 5,360 | 124,290 | 129,650 |
| 1890 | 6,538 | 135,168 | 141,706 |
| 1891 | 7,951 | 141,701 | 149,652 |
| 1892 | 7,543 | 157,134 | 164,677 |
| 1893 | 2,285 | 147,139 | 149,424 |
| 1894 | 16,213 | 169,552 | 185,765 |
| 1895 | .... | 165,151 | 165,151 |
| 1896 | 689 | 161,551 | 162,240 |
| 1897 | 40 | 164,963 | 165,003 |
| 1898 | 400 | 175,609 | 176,009 |
| 1899 | 448 | 201,546 | 201,994 |
| 1900 | 10 | 280,169 | 280,179 |
| 1901 | 2,765 | 298,245 | 301,010 |
| 1902 | 9,231 | 95,702 | 104,933 |
| 1903 | 30 | 290,548 | 290,578 |
| 1904 | 9,670 | 320,973 | 330,643 |
| 1905 | 8,518 | 345,589 | 354,107 |
| 1906 | 6,989 | 313,080 | 320,069 |
| 1907 | 1,281 | 406,978 | 408,259 |
| 1908 | 23,939 | 448,140 | 472,079 |
| 1909 | 13,543 | 469,695 | 483,238 |
| 1910 | 7,351 | 746,926 | 754,277 |
| 1911 | 6,230 | 756,474 | 762,704 |

O.—STATEMENT showing the quantity of Through Freight passed down the Welland canal, &c.

RECAPITULATION.

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on Lake Ontario. |
|---|---|---|---|
| 1900. | Tons. | Tons. | Tons. |
| Barley | 1,288 | 563 | 1,598 |
| Corn | 109,358 | 9,844 | 44,406 |
| Oats | 8,925 | 348 | 30,840 |
| Pease | 115 | ..... | 4 |
| Rye | 3,078 | 160 | 300 |
| Wheat | 121,896 | 6,610 | 7,541 |
| Total, grain | **244,661 | 17,525 | 84,589 |
| Other articles | 43,670 | 95,680 | 93,287 |
| Total | 288,231 | 113,205 | 177,876 |
| 1901. | | | |
| Barley | ..... | ..... | ..... |
| Corn | 14,319 | 4,828 | 49,609 |
| Oats | 1,584 | 853 | 25,704 |
| Pease | ..... | ..... | ..... |
| Rye | 2,961 | ..... | ..... |
| Wheat | 132,702 | 8,051 | 9,057 |
| Total, grain | †151,566 | 13,732 | 83,370 |
| Other articles | 32,854 | 128,614 | 91,799 |
| Total | 184,420 | 142,346 | 175,169 |
| 1902. | | | |
| Barley | ..... | ..... | 7,418 |
| Corn | 1,719 | 10,335 | 55,583 |
| Oats | 1,412 | ..... | 9,764 |
| Pease | ..... | ..... | ..... |
| Rye | 4,079 | ..... | ..... |
| Wheat | 200,075 | 12,452 | 8,389 |
| Total, grain | ‡208,215 | 22,787 | 81,165 |
| Other articles | 42,260 | 32,946 | 179,914 |
| Total | 250,475 | 55,733 | 261,078 |
| 1903. | | | |
| Barley | 2,206 | 1,017 | 11,433 |
| Corn | 116,223 | 13,846 | 80,689 |
| Oats | 2,438 | ..... | 5,315 |
| Pease | 63 | ..... | 22 |
| Rye | 4,200 | ..... | 644 |
| Wheat | 226,746 | 14,199 | 13,725 |
| Total grain | §351,936 | 29,062 | 111,828 |
| Other articles | 38,850 | 82,298 | 101,621 |
| Total | 390,786 | 111,360 | 213,449 |

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, &c.—*Continued.*

RECAPITULATION—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on Lake Ontario. |
|---|---|---|---|
| 1904. | Tons. | Tons. | Tons. |
| Barley | 9,697 | 853 | 16,621 |
| Corn | 55,021 | 3,950 | 57,473 |
| Oats | ..... | ..... | 16,497 |
| Pease | ..... | ..... | 3 |
| Rye | ..... | ..... | ..... |
| Wheat | *133,528 | 18,908 | 11,929 |
| Total grain | 198,246 | 23,711 | 102,523 |
| Other articles | 77,031 | 80,092 | 138,475 |
| Total | 375,277 | 103,803 | 240,998 |
| 1905. | | | |
| Barley | 43,607 | 2,628 | 9,197 |
| Corn | 84,204 | 3,095 | 93,622 |
| Oats | 21,404 | 3,776 | 16,892 |
| Pease | ..... | ..... | 76 |
| Rye | 1,711 | ..... | ..... |
| Wheat | 190,505 | 32,562 | 15,483 |
| Total grain | **341,431 | 42,061 | 129,270 |
| Other articles | 107,273 | 123,225 | 104,747 |
| Total | 448,704 | 165,286 | 234,017 |
| 1906. | | | |
| Barley | 21,196 | 984 | 9,266 |
| Corn | 55,559 | 15,688 | 140,558 |
| Oats | 37,164 | 819 | 11,323 |
| Pease | ..... | 11 | ..... |
| Rye | 1,405 | 6 | ..... |
| Wheat | ***289,611 | 15,843 | 14,972 |
| Total, grain | 404,935 | 33,351 | 176,119 |
| Other articles | 118,224 | 176,277 | 59,884 |
| Total | 523,159 | 209,628 | 236,003 |
| 1907. | | | |
| Barley | 9,936 | 492 | 2,812 |
| Corn | 106,299 | 31,901 | 133,493 |
| Oats | 67,063 | 1,565 | 4,741 |
| Pease | ..... | ..... | 25 |
| Rye | 2,266 | 2 | 2 |
| Wheat | *450,009 | 8,072 | 22,222 |
| Total grain | 635,573 | 42,032 | 163,295 |
| Other articles | 153,594 | 126,423 | 93,127 |
| Total | 789,167 | 168,455 | 256,422 |

SESSIONAL PAPER No. 20a

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

| cles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on Lake Ontario. |
|---|---|---|---|
| 1908. | Tons. | Tons. | Tons. |
| Barley | 24,318 | 3,546 | 3,308 |
| Corn | 10,454 | 11,489 | 105,459 |
| Oats | 28,081 | 3,272 | 2,070 |
| Pease | ..... | ..... | 40 |
| Rye | 6,662 | 3 | 2 |
| Wheat | †686,626 | 19,832 | 24,293 |
| Total grain | 756,141 | 38,142 | 135,172 |
| Other articles | 108,785 | 162,378 | 91,875 |
| Total | 864,926 | 200,520 | 227,047 |
| 1909. | | | |
| Barley | 19,143 | ..... | 4,008 |
| Corn | 17,137 | 22,798 | 100,967 |
| Oats | 65,624 | 2,872 | 6,639 |
| Pease | 30 | ..... | 33 |
| Rye | 33 | ..... | ..... |
| Wheat | 550,775 | 14,568 | 17,940 |
| Total grain | 652,742 | 40,238 | 129,587 |
| Other articles | 272,263 | 113,970 | 126,223 |
| Total | 925,005 | 154,208 | 255,810 |
| 1910. | | | |
| Barley | 20,000 | ..... | 1,575 |
| Corn | 77,612 | 49,326 | 103,042 |
| Oats | 129,900 | 6,333 | ..... |
| Pease | ..... | ..... | 123 |
| Rye | ..... | ..... | ..... |
| Wheat | 562,149 | 7,998 | 10,717 |
| Total grain | 789,661 | 63,657 | 115,457 |
| Other articles | 380,500 | 152,325 | 55,683 |
| Total | 1,170,161 | 215,982 | 171,140 |
| 1911. | | | |
| Barley | 14,331 | 291 | ..... |
| Corn | 134,239 | 22,988 | 116,705 |
| Oats | 147,180 | 16,153 | ..... |
| Pease | ..... | ..... | ..... |
| Rye | ..... | 112 | ..... |
| Wheat | 541,174 | 12,016 | 4,950 |
| Total grain | 836,924 | 51,560 | 121,655 |
| Other articles | 500,881 | 115,721 | 55,790 |
| Total | 1,337,805 | 167,281 | 177,445 |

## APPENDIX A.—*Continued.*

TABLE 1.—COMPARATIVE Statement of Grand Total Freight passed through the undermentioned canals during the Seasons of Navigation, 1910 and 1911.

| CANALS. | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | | FROM UNITED STATES TO UNITED STATES PORTS. | | FROM UNITED STATES TO CANADIAN PORTS. | | TONS. | | Total Tons. | ORIGIN OF CARGO. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| 1910. | | | | | | | | | | | | | |
| Sault Ste. Marie | 779,961 | 1,567,285 | 28,648 | 565,335 | 3,035,290 | 29,332,862 | 969,248 | 117,058 | 4,813,147 | 31,582,540 | 36,395,687 | 3,378,268 | 33,017,419 |
| Welland | 265,790 | 742,908 | 154,617 | 6,983 | 288,198 | 197,301 | 16,229 | 654,264 | 724,834 | 1,601,456 | 2,326,290 | 1,196,946 | 1,129,344 |
| St. Lawrence | 556,833 | 1,123,520 | 286,075 | 22,235 | 334 | ..... | 777 | 770,978 | 844,019 | 1,916,733 | 2,760,752 | 1,973,441 | 787,311 |
| Chambly | 383,148 | 12,307 | 130,245 | ..... | ..... | ..... | ..... | 143,599 | 513,393 | 155,906 | 669,299 | 525,700 | 143,599 |
| St. Peter's | 33,482 | 52,240 | ..... | ..... | ..... | ..... | 229 | ..... | 33,711 | 52,240 | 85,951 | 85,722 | 229 |
| Murray | 161,737 | 8,546 | 555 | ..... | ..... | ..... | ..... | 7,103 | 162,292 | 15,649 | 177,941 | 170,680 | 7,261 |
| Ottawa | 49,923 | 266,519 | ..... | 61,013 | ..... | ..... | 7,806 | ..... | 57,729 | 327,532 | 385,261 | 377,268 | 7,993 |
| Rideau | 58,049 | 57,218 | 4 | 5,870 | ..... | ..... | 1,460 | 12,280 | 59,513 | 75,368 | 134,881 | 121,043 | 13,838 |
| Trent | 15,665 | 30,598 | ..... | ..... | ..... | ..... | ..... | ..... | 15,665 | 30,598 | 46,263 | 46,263 | ..... |
| St. Andrews | 8,152 | 131 | ..... | ..... | ..... | ..... | ..... | ..... | 8,152 | 131 | 8,283 | 8,283 | ..... |
| Grand total | 2,312,740 | 3,861,272 | 600,144 | 661,436 | 3,323,822 | 29,530,163 | 995,749 | 1,705,282 | 7,232,455 | 35,758,153 | 42,990,608 | 7,883,614 | 35,106,994 |
| 1911. | | | | | | | | | | | | | |
| Sault Ste. Marie | 644,899 | 1,585,279 | 22,157 | 915,601 | 2,236,880 | 23,269,870 | 2,070,307 | 206,716 | 4,974,243 | 25,977,466 | 30,951,709 | 3,177,581 | 27,774,128 |
| Welland | 318,764 | 827,392 | 190,101 | 693 | 309,603 | 175,752 | 24,451 | 690,873 | 842,919 | 1,694,710 | 2,537,629 | 1,296,480 | 1,241,149 |
| St. Lawrence | 629,642 | 1,086,547 | 328,732 | 38,085 | 194 | 12 | 392 | 1,022,104 | 958,960 | 2,146,748 | 3,105,708 | 2,063,861 | 1,041,847 |
| Chambly | 399,728 | 12,647 | 31,465 | ..... | ..... | ..... | ..... | 155,989 | 431,193 | 168,636 | 599,829 | 443,846 | 155,983 |
| St. Peter's | 29,177 | 46,121 | ..... | ..... | ..... | ..... | ..... | ..... | 29,177 | 46,121 | 75,298 | 75,298 | ..... |
| Murray | 152,964 | 6,798 | 15 | ..... | ..... | ..... | ..... | 3,680 | 152,979 | 10,478 | 163,457 | 159,409 | 4,048 |
| Ottawa | 53,453 | 221,029 | ..... | 41,340 | ..... | ..... | 4,249 | ..... | 57,702 | 262,369 | 320,071 | 312,269 | 7,802 |
| Rideau | 77,378 | 84,831 | ..... | ..... | ..... | ..... | ..... | 10,018 | 77,378 | 94,849 | 172,227 | 159,738 | 12,489 |
| Trent | 23,908 | 33,382 | ..... | ..... | ..... | ..... | ..... | ..... | 23,908 | 33,382 | 57,290 | 57,290 | ..... |
| St. Andrews | 40,603 | 6,532 | ..... | ..... | ..... | ..... | ..... | ..... | 40,603 | 6,532 | 47,135 | 47,135 | ..... |
| Grand total | 2,370,516 | 3,910,558 | 572,470 | 995,719 | 2,546,677 | 23,445,634 | 2,099,399 | 2,089,380 | 7,589,062 | 30,441,291 | 38,030,353 | 7,792,907 | 30,237,446 |

TABLE II.—STATEMENT Showing the Number, Tonnage and Nationality of Vessels passed through the Several canals during the Season of Navigation in 1911.

| VESSELS. | TOTAL NUMBER OF TRIPS. | 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | |
| CANADIAN VESSELS. | | | | | | | | | | | | |
| *Steam and Sail.* | | | | | | | | | | | | |
| Sault St. Marie | 2,713 | 1,150,799 | 1,113,040 | 112,552 | 174,329 | 5,707 | 2,173 | 379,706 | 170,574 | 1,648,764 | 1,460,116 | 3,108,880 |
| Welland | 1,664 | 607,518 | 553,993 | 141,959 | 212 | 2,791 | 123 | 12,893 | 222,059 | 765,161 | 776,387 | 1,541,548 |
| St. Lawrence | 8,367 | 1,508,513 | 1,336,841 | 53,284 | 375 | 1 | 36 | 70 | 204,837 | 1,561,868 | 1,542,089 | 3,103,957 |
| Chambly | 497 | 22,126 | 21,374 | 4,950 | ..... | ..... | ..... | ..... | 3,001 | 27,076 | 24,375 | 51,451 |
| St. Peters | 1,260 | 45,462 | 43,808 | ..... | ..... | ..... | ..... | ..... | ..... | 45,462 | 43,808 | 89,270 |
| Murray | 1,356 | 220,063 | 124,076 | 15,503 | ..... | ..... | ..... | 88 | 8,459 | 235,654 | 132,535 | 368,189 |
| Ottawa | 2,109 | 182,651 | 193,245 | ..... | 1,774 | ..... | ..... | 255 | ..... | 182,906 | 195,019 | 377,925 |
| Rideau | 3,031 | 104,945 | 106,725 | 5,252 | ..... | ..... | ..... | ..... | 5,640 | 110,197 | 112,365 | 222,562 |
| Trent Valley | 4,165 | 97,742 | 99,231 | ..... | ..... | ..... | ..... | ..... | ..... | 97,742 | 99,231 | 196,973 |
| St. Andrews | 423 | 57,254 | 54,183 | ..... | ..... | ..... | ..... | ..... | ..... | 57,254 | 54,183 | 111,437 |
| Total Canadian | 25,585 | 3,997,073 | 3,646,516 | 333,500 | 176,690 | 8,499 | 2,332 | 393,012 | 614,570 | 4,732,084 | 4,440,108 | 9,172,192 |
| UNITED STATES VESSELS. | | | | | | | | | | | | |
| Sault Ste. Marie | 4,068 | 11,705 | 1,585 | 16,170 | 544,402 | 3,065,500 | 11,865,237 | 699,455 | 48,286 | 3,792,830 | 12,459,510 | 16,252,340 |
| Welland | 816 | 2,148 | 35 | 89,267 | 842 | 267,682 | 190,837 | 1,398 | 203,422 | 360,495 | 395,136 | 755,631 |
| St. Lawrence | 1,556 | 23,930 | 8,238 | 347,046 | 15,902 | 15,679 | 1,397 | 84 | 406,802 | 386,739 | 432,339 | 819,078 |
| Chambly | 3,511 | 2,017 | 404 | 173,660 | ..... | ..... | ..... | ..... | 191,897 | 175,677 | 192,301 | 367,978 |
| St. Peters | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Murray | 84 | 627 | 784 | 754 | 389 | 75 | 13 | 299 | 80 | 1,755 | 1,266 | 3,021 |
| Ottawa | 304 | 7,849 | 157 | ..... | 14,682 | ..... | ..... | 7,848 | ..... | 15,697 | 14,839 | 30,536 |
| Rideau | 31 | 1,502 | 1,440 | ..... | 96 | ..... | ..... | ..... | ..... | 1,502 | 1,536 | 3,038 |
| Trent Valley | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Andrews | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total United States | 10,370 | 49,778 | 12,643 | 626,897 | 576,313 | 3,348,936 | 12,057,484 | 709,084 | 850,487 | 4,734,695 | 13,496,927 | 18,231,622 |
| Grand Total Canadian and United States | 35,955 | 4,046,851 | 3,659,159 | 960,397 | 753,003 | 3,357,435 | 12,059,816 | 1,102,096 | 1,465,057 | 9,466,779 | 17,937,035 | 27,403,814 |

Table 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

| VESSELS. | Total Number | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | |
|---|---|---|---|---|---|
| | | Up. | Down. | Up. | Down. |
| SAULT STE. MARIE CANAL. | | | | | |
| Canadian vessels, steam | 2,493 | 1,136,791 | 1,099,652 | 112,302 | 173,873 |
| " " sail | 220 | 14,008 | 13,388 | 250 | 456 |
| Total Canadian | 2,713 | 1,150,799 | 1,113,040 | 112,552 | 174,329 |
| United States vessels, steam | 4,000 | 10,342 | 600 | 16,170 | 538,141 |
| " " sail | 68 | 1,363 | 985 | ..... | 6,261 |
| Total United States | 4,068 | 11,705 | 1,585 | 16,170 | 544,402 |
| Grand Total, Sault Ste Marie Canal | 6,781 | 1,162,504 | 1,114,625 | 128,722 | 718,731 |
| WELLAND CANAL. | | | | | |
| Canadian vessels, steam | 1,375 | 574,556 | 518,308 | 88,907 | 212 |
| " " sail | 289 | 32,962 | 35,685 | 53,052 | ..... |
| Total Canadian | 1,664 | 607,518 | 553,993 | 141,959 | 212 |
| United States vessels, steam | 701 | 2,148 | 35 | 61,509 | 842 |
| " " sail | 115 | ..... | ..... | 27,758 | ..... |
| Total United States | 816 | 2,148 | 35 | 89,267 | 842 |
| Grand Total, Welland Canal | 2,480 | 609,666 | 554,028 | 231,226 | 1,054 |
| ST. LAWRENCE CANALS. | | | | | |
| Canadian vessels, steam | 4,106 | 929,604 | 786,208 | 44,920 | ..... |
| " " sail | 4,261 | 578,909 | 550,633 | 8,364 | 375 |
| Total Canadian | 8,367 | 1,508,513 | 1,336,841 | 53,284 | 375 |
| United States vessels, steam | 1,033 | 7,456 | 3,039 | 322,943 | 510 |
| " " sail | 523 | 16,474 | 5,199 | 24,103 | 15,392 |
| Total United States | 1,556 | 23,930 | 8,238 | 347,046 | 15,902 |
| Grand Total, St. Lawrence Canals | 9,923 | 1,532,443 | 1,345,079 | 400,330 | 16,277 |
| CHAMBLY CANAL. | | | | | |
| Canadian Vessels, steam | 208 | 14,051 | 12,823 | ..... | ..... |
| " " sail | 289 | 8,075 | 8,551 | 4,950 | ..... |
| Total Canadian | 497 | 22,126 | 21,374 | 4,950 | ..... |
| United States Vessels, steam | 2 | ..... | ..... | ..... | ..... |
| " " sail | 3,509 | 2,017 | 404 | 173,660 | ..... |
| Total United States | 3,511 | 2,017 | 404 | 173,660 | ..... |
| Grand Total, Chambly Canal | 4,008 | 24,143 | 21,778 | 178,610 | ..... |
| ST. PETERS CANAL. | | | | | |
| Canadian Vessels, steam | 269 | 15,436 | 12,271 | ..... | ..... |
| " " sail | 991 | 30,026 | 31,537 | ..... | ..... |
| Total Canadian | 1,260 | 45,462 | 43,808 | ..... | ..... |

passed through the several canals, during the Season of Navigation in 1911.—*Con.*

| From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. |
|---|---|---|---|---|---|---|
| Up. | Down. | Up. | Down. | Up. | Down. | |
| 5,707 | 2,173 | 379,621 | 170,324 | 1,634,421 | 1,446,022 | 3,080,443 |
| ..... | ..... | 85 | 250 | 14,343 | 14,094 | 28,437 |
| 5,707 | 2,173 | 379,706 | 170,574 | 1,648,764 | 1,460,116 | 3,108,880 |
| 3,050,452 | 11,784,035 | 693,003 | 47,695 | 3,769,967 | 12,370,471 | 16,140,438 |
| 15,048 | 81,202 | 6,452 | 591 | 22,863 | 89,039 | 111,902 |
| 3,065,500 | 11,865,237 | 699,455 | 48,286 | 3,792,830 | 12,459,510 | 16,252,340 |
| 3,071,207 | 11,867,410 | 1,079,161 | 218,860 | 5,441,594 | 13,919,626 | 19,361,220 |
| 1,932 | 123 | 12,893 | 169,080 | 678,288 | 687,723 | 1,366,011 |
| 859 | ..... | ..... | 52,979 | 86,873 | 88,664 | 175,537 |
| 2,791 | 123 | 12,893 | 222,059 | 765,161 | 776,387 | 1,541,548 |
| 263,191 | 185,034 | 785 | 161,689 | 327,633 | 347,600 | 675,233 |
| 4,491 | 5,803 | 613 | 41,733 | 32,862 | 47,536 | 80,398 |
| 267,682 | 190,837 | 1,398 | 203,422 | 360,495 | 395,136 | 755,631 |
| 270,473 | 190,960 | 14,291 | 425,481 | 1,125,656 | 1,171,523 | 2,297,179 |
| 1 | ..... | 70 | 158,432 | 974,595 | 944,640 | 1,919,235 |
| ..... | 36 | ..... | 46,405 | 587,273 | 597,449 | 1,184,722 |
| 1 | 36 | 70 | 204,837 | 1,561,868 | 1,542,089 | 3,103,957 |
| 15,327 | 1,055 | 84 | 348,216 | 345,810 | 352,820 | 698,630 |
| 352 | 342 | ..... | 58,586 | 40,929 | 79,519 | 120,448 |
| 15,679 | 1,397 | 84 | 406,802 | 386,739 | 432,339 | 819,078 |
| 15,680 | 1,433 | 154 | 611,639 | 1,948,607 | 1,974,428 | 3,923,035 |
| ..... | ..... | ..... | 15 | 14,051 | 12,838 | 26,889 |
| ..... | ..... | ..... | 2,986 | 13,025 | 11,537 | 24,562 |
| ..... | ..... | ..... | 3,001 | 27,076 | 24,375 | 51,451 |
| ..... | ..... | ..... | 195 | ..... | 195 | 195 |
| ..... | ..... | ..... | 191,702 | 175,677 | 192,106 | 367,783 |
| ..... | ..... | ..... | 191,897 | 175,677 | 192,301 | 367,978 |
| ..... | ..... | ..... | 194,898 | 202,753 | 216,676 | 419,429 |
| ..... | ..... | ..... | ..... | 15,436 | 12,271 | 27,707 |
| ..... | ..... | ..... | ..... | 30,026 | 31,537 | 61,563 |
| ..... | ..... | ..... | ..... | 45,462 | 43,808 | 89,270 |

TABLE 3.—STATEMENT Showing the Number, Tonnage and Nationality of Vessels

| VESSELS. | Total Number of Trips. | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | |
|---|---|---|---|---|---|
| | | Up | Down. | Up. | Down. |
| ST. PETERS CANAL—*Con.* | | | | | |
| United States Vessels, steam | | | | | |
| " " sail | | | | | |
| Total United States | | | | | |
| Grand Total St. Peters Canal | 1,260 | 45,462 | 43,808 | | |
| MURRAY CANAL. | | | | | |
| Canadian Vessels, steam | 940 | 179,768 | 87,472 | 13,740 | |
| " " sail | 416 | 40,295 | 36,604 | 1,763 | |
| Total Canadian | 1,356 | 220,063 | 124,076 | 15,503 | |
| United States Vessels, steam | 69 | 435 | 769 | 686 | 389 |
| " " sail | 15 | 192 | 15 | 68 | |
| Total United States | 84 | 627 | 784 | 754 | 389 |
| Grand Total, Murray Canal | 1,440 | 220,690 | 124,860 | 16,257 | 389 |
| OTTAWA CANALS. | | | | | |
| Canadian Vessels, steam | 981 | 95,893 | 101,791 | | 583 |
| " " sail | 1,128 | 86,758 | 91,454 | | 1,191 |
| Total Canadian | 2,109 | 182,651 | 193,245 | | 1,774 |
| United States Vessels, steam | | | | | |
| " " sail | 304 | 7,849 | 157 | | 14,682 |
| Total United States | 304 | 7,849 | 157 | | 14,682 |
| Grand Total, Ottawa Canals | 2,413 | 190,500 | 193,402 | | 16,456 |
| RIDEAU CANAL. | | | | | |
| Canadian Vessels, steam | 2,361 | 78,093 | 79,833 | 5,252 | |
| " " sail | 670 | 26,852 | 26,892 | | |
| Total Canadian | 3,031 | 104,945 | 106,725 | 5,252 | |
| United States Vessels, steam | 1 | | 34 | | |
| " " sail | 30 | 1,502 | 1,406 | | 96 |
| Total United States | 31 | 1,502 | 1,440 | | 96 |
| Grand Total, Rideau Canal | 3,062 | 106,447 | 108,165 | 5,252 | 96 |
| TRENT VALLEY CANAL. | | | | | |
| Canadian Vessels, steam | 3,088 | 66,693 | 66,817 | | |
| " " sail | 1,077 | 31,049 | 32,414 | | |
| Total Canadian | 4,165 | 97,742 | 99,231 | | |
| United States Vessels, steam | | | | | |
| " " sail | | | | | |
| Total United States | | | | | |
| Grand Total, Trent Valley Canal | 4,165 | 97,742 | 99,231 | | |

passed through the several canals during the season of Navigation in 1911.

| From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. |
|---|---|---|---|---|---|---|
| Up. | Down. | Up. | Down. | Up. | Down. | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | 45,462 | 43,808 | 89,270 |
| | | 88 | 7,350 | 193,596 | 94,822 | 288,418 |
| | | | 1,109 | 42,058 | 37,713 | 79,771 |
| | | 88 | 8,459 | 235,654 | 132,535 | 368,189 |
| 75 | 13 | 299 | 33 | 1,495 | 1,204 | 2,699 |
| | | | 47 | 260 | 62 | 322 |
| 75 | 13 | 299 | 80 | 1,755 | 1,266 | 3,021 |
| 75 | 13 | 387 | 8,539 | 237,409 | 133,801 | 371,210 |
| | | 255 | | 96,148 | 102,374 | 198,522 |
| | | | | 86,758 | 92,645 | 179,403 |
| | | 255 | | 182,906 | 195,019 | 377,925 |
| | | | | | | |
| | | 7,848 | | 15,697 | 14,839 | 30,536 |
| | | 7,848 | | 15,697 | 14,839 | 30,536 |
| | | 8,103 | | 198,603 | 209,858 | 408,461 |
| | | | 5,531 | 83,345 | 85,364 | 168,709 |
| | | | 109 | 26,852 | 27,001 | 53,853 |
| | | | 5,640 | 110,197 | 112,365 | 222,562 |
| | | | | | 34 | 34 |
| | | | | 1,502 | 1,502 | 3,004 |
| | | | | 1,502 | 1,536 | 3,038 |
| | | | 5,640 | 111,699 | 113,901 | 225,600 |
| | | | | 66,693 | 66,817 | 133,510 |
| | | | | 31,049 | 32,414 | 63,463 |
| | | | | 97,742 | 99,231 | 196,973 |
| | | | | | | |
| | | | | | | |
| | | | | 97,742 | 99,231 | 196,973 |

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

| VESSELS. | Total Number of Trips | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | |
|---|---|---|---|---|---|
| | | Up. | Down. | Up. | Down. |
| ST. ANDREWS CANAL. | | | | | |
| Canadian Vessels, steam | 341 | 38,350 | 39,155 | | |
| " " sail | 82 | 18,904 | 15,028 | | |
| Total Canadian | 423 | 57,254 | 54,183 | | |
| United States Vessels, steam | | | | | |
| " " sail | | | | | |
| Total United States | | | | | |
| Grand Total, St. Andrews Canal | 423 | 57,254 | 54,183 | | |

passed through the several canals during the season of Navigation in 1911.

| From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. |
|---|---|---|---|---|---|---|
| Up. | Down. | Up. | Down. | Up. | Down. | |
| | | | | | | |
| | | | | 38,350 | 39,155 | 77,505 |
| | | | | 18,904 | 15,028 | 33,932 |
| | | | | 57,254 | 54,183 | 111,437 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | 57,254 | 54,183 | 111,437 |

TABLE 4.—Comparative Statement of all the canals for the Years ending December 31, 1910 and 1911.

| Articles. | 1910. | 1911. | Increase. | Decrease. |
|---|---|---|---|---|
| *Class No. 1.* | Tons. | Tons. | Tons. | Tons. |
| Canadian vessels—Steam | 6,927,062 | 7,286,949 | 359,887 | |
| " Sail | 2,004,728 | 1,885,243 | | 119,485 |
| United States vessels—Steam | 20,991,142 | 17,527,229 | | 3,463,913 |
| " " Sail | 786,155 | 714,393 | | 71,762 |
| Total, Class No. 1 | 30,709,087 | 27,403,814 | 359,887 | 3,655,160 |
| *Class No. 2.* | No. | No. | No. | No. |
| Passengers | 320,574 | 304,904 | | 25,670 |
| *Class No. 3.* | Tons. | Tons. | Tons. | Tons. |
| Barley | 161,016 | 145,576 | | 15,440 |
| Buckwheat | 1,048 | 84 | | 964 |
| Corn | 336,592 | 451,597 | 115,005 | |
| Oats | 565,430 | 657,878 | 92,448 | |
| Rye | 4,272 | 3,701 | | 571 |
| Flax | 85,654 | 99,334 | 13,680 | |
| Pease | 340 | 163 | | 177 |
| Wheat | 3,222,862 | 3,528,185 | 305,323 | |
| Flour | 363,187 | 366,870 | 3,683 | |
| Hay | 42,846 | 73,013 | 30,167 | |
| Other mill products | 55,003 | 41,083 | | 13,920 |
| Fruit and vegetables | 16,026 | 12,740 | | 3,286 |
| Potatoes | 7,082 | 8,839 | 1,757 | |
| Live stock | 2,250 | 3,135 | 885 | |
| Poultry, game, fish | 2,815 | 2,062 | | 753 |
| Dressed meats | 148 | 712 | 564 | |
| Other packing house products | 1,205 | 1,266 | 61 | |
| Hides and leather | 1,261 | 236 | | 1,025 |
| Wool | 675 | 1,319 | 644 | |
| All other animal products | 12,169 | 10,901 | | 1,268 |
| Total, Class 3 | 4,881,881 | 5,408,694 | 564,217 | 37,404 |
| *Class No. 4.* | Tons. | Tons. | Tons. | Tons. |
| Agricultural implements | 28,358 | 41,291 | 12,933 | |
| Cement, bricks, lime | 728,453 | 654,629 | | 73,824 |
| Household goods and furniture | 3,797 | 2,971 | | 826 |
| Iron, pig and bloom | 115,997 | 61,119 | | 54,878 |
| Iron and steel, all other | 252,061 | 418,169 | 166,108 | |
| Petroleum and other oils | 106,491 | 194,105 | 87,914 | |
| Sugar and salt | 101,003 | 89,963 | | 11,040 |
| Wines, liquors and beers | 28,316 | 22,203 | | 6,113 |
| Merchandise not enumerated | 861,361 | 874,613 | 13,252 | |
| Total, Class No. 4 | 2,225,537 | 2,359,063 | 280,207 | 146,681 |
| *Class No. 5.* | Tons. | Tons. | Tons. | Tons. |
| Pulpwood | 777,427 | 823,494 | 46,067 | |
| Sawed lumber | 735,589 | 596,588 | | 139,001 |
| Squared timber | 58,633 | 42,924 | | 15,709 |
| Shingles | 11,475 | 12,422 | 947 | |
| Other woods | 98,294 | 70,711 | | 27,583 |
| Total, Class No. 5 | 1,681,418 | 1,546,139 | 47,014 | 182,293 |

TABLE 4.—Comparative Statement of all the canals for the Years ending December 31, 1910 and 1911—*Concluded.*

| Articles. | 1910. | 1911. | Increase. | Decrease. |
|---|---|---|---|---|
| *Class No. 6.* | Tons. | Tons. | Tons. | Tons. |
| Hard coal | 1,208,722 | 1,246,273 | 37,551 | ..... |
| Soft coal | 4,429,222 | 4,668,843 | 239,621 | ..... |
| Coke | 792 | 14,160 | 13,368 | ..... |
| Copper ore | 37,986 | 16,556 | ..... | 21,430 |
| Iron ore | 28,494,716 | 22,715,838 | ..... | 5,778,878 |
| Other ore | 30,334 | 54,787 | 24,453 | ..... |
| Total, Class No. 6 | 34,201,772 | 28,716,457 | 314,993 | 5,800,308 |
| Grand total | 42,990,608 | 38,030,353 | 1,206,431 | 6,166,686 |

Net decrease 4,960,255.

TABLE 5.—STATEMENT of Traffic on the Undermentioned canals during the Season of Navigation in 1911.

| Articles. | Sault Ste. Marie. | Welland. | St. Lawrence | Chambly. | St. Peters | Murray. | Ottawa. | Rideau. | Trent Valley. | St. Andrews |
|---|---|---|---|---|---|---|---|---|---|---|
| *Class No. 1.—Vessels.* | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Canadian vessels.....Steam | 3,080,443 | 1,366,011 | 1,919,235 | 26,889 | 27,707 | 288,418 | 198,522 | 168,709 | 133,510 | 77,505 |
| " " ..... Sail | 28,437 | 175,537 | 1,184,722 | 24,562 | 61,563 | 79,771 | 179,403 | 53,853 | 63,463 | 33,932 |
| United States vessels.....Steam | 16,140,438 | 675,233 | 698,630 | 195 | ..... | 2,699 | ..... | 34 | ..... | ..... |
| " " ..... Sail | 111,902 | 80,398 | 120,448 | 367,783 | ..... | 322 | 30,536 | 3,004 | ..... | ..... |
| Total, Class No. 1..... | 19,361,220 | 2,297,179 | 3,923,035 | 419,429 | 89,270 | 371,210 | 408,461 | 225,600 | 196,973 | 111,437 |
| *Class No. 2.* | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. |
| Passengers..... | 39,044 | 1,288 | 101,750 | 2,708 | 709 | 26,187 | 25,497 | 25,298 | 77,078 | 5,345 |
| *Class No. 3.* | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Barley..... | 114,396 | 15,029 | 15,991 | ..... | 1 | 144 | ..... | ..... | 15 | ..... |
| Buckwheat..... | ..... | ..... | 71 | ..... | ..... | ..... | ..... | 8 | 5 | ..... |
| Corn..... | 20,003 | 273,932 | 157,153 | 145 | ..... | ..... | 87 | 277 | ..... | ..... |
| Oats..... | 331,430 | 163,333 | 156,764 | 1,038 | 3,833 | ..... | 613 | 851 | 16 | ..... |
| Rye..... | 3,587 | 112 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... |
| Flax..... | 81,660 | 5,976 | 11,696 | ..... | ..... | ..... | 2 | ..... | ..... | ..... |
| Peas..... | ..... | ..... | 113 | ..... | 3 | ..... | 3 | 11 | 33 | ..... |
| Wheat..... | 2,401,143 | 562,282 | 563,555 | 10 | ..... | ..... | 9 | 631 | 555 | ..... |
| Flour..... | 251,800 | 57,061 | 53,534 | 1,032 | 2,219 | ..... | 630 | 512 | 74 | 8 |
| Hay..... | 1,367 | 317 | 23,622 | 36,824 | 1,501 | ..... | 6,569 | 2,728 | 25 | 60 |
| Other mill products..... | 14,358 | 11,360 | 13,302 | 108 | 954 | ..... | 491 | 408 | 95 | 7 |
| Fruit and vegetables..... | 184 | 203 | 6,354 | 2,684 | 1,299 | 963 | 717 | 332 | 4 | ..... |
| Potatoes..... | 1 | ..... | 935 | 62 | 6,728 | 2 | 656 | 326 | 129 | ..... |
| Live stock..... | 24 | ..... | 2,081 | 245 | 1 | 8 | 436 | 30 | 310 | ..... |
| Poultry, game and fish..... | 126 | 126 | 79 | 4 | 1,656 | 5 | 38 | 28 | ..... | ..... |
| Dressed meats..... | 7 | ..... | 37 | ..... | 493 | 4 | 20 | 151 | ..... | ..... |
| Other packing house products.... | 30 | 30 | 388 | 66 | 3 | 10 | 306 | 433 | ..... | ..... |
| Hides and leather..... | 142 | 20 | 52 | ..... | ..... | ..... | 4 | 15 | 3 | ..... |
| Wool..... | 649 | 398 | 260 | ..... | ..... | ..... | ..... | 12 | ..... | ..... |
| All other animal products..... | ..... | ..... | 7,046 | ..... | ..... | 86 | 1,663 | 2,015 | 84 | 7 |
| Total, Class No. 3..... | 3,220,907 | 1,090,179 | 1,013,033 | 42,218 | 18,691 | 1,222 | 12,246 | 8,768 | 1,348 | 82 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| *Class No. 4.* | | | | | | | | | | |
| Agricultural implements | 20,181 | 19,695 | 257 | 209 | 6 | | 147 | 753 | 43 | |
| Cement, bricks, lime | 135,017 | 86,072 | 187,200 | 11,353 | 6,660 | 78,000 | 48,306 | 96,977 | 5,044 | |
| Household goods and furniture | 8 | 10 | 1,766 | 121 | 8 | 29 | 333 | 625 | 71 | |
| Iron, pig and bloom | 29,744 | 17,675 | 11,084 | 153 | 300 | 402 | 824 | 892 | 45 | |
| " and steel, all other | 175,170 | 109,281 | 129,667 | 851 | 180 | 736 | 886 | 1,251 | 163 | 4 |
| Petroleum and other oils | 58,903 | 77,285 | 55,229 | 80 | 584 | 74 | 744 | 1,186 | 19 | 1 |
| Sugar and salt | 27,386 | 35,888 | 18,492 | 781 | 1,371 | 22 | 2,842 | 3,174 | 7 | |
| Wines, liquors and beers | 5,997 | 6,548 | 6,982 | 18 | 222 | 21 | 1,058 | 1,325 | 32 | |
| Merchandise not enumerated | 402,110 | 187,411 | 147,315 | 11,824 | 2,497 | 64,115 | 10,312 | 8,754 | 7,127 | 33,148 |
| Total, Class No. 4 | 854,516 | 539,865 | 557,992 | 25,370 | 11,828 | 143,399 | 65,452 | 114,937 | 12,551 | 33,153 |
| *Class No. 5.* | | | | | | | | | | |
| Pulpwood | 2,301 | 197,986 | 310,435 | 289,728 | | 1,569 | | 2,847 | 8,465 | 10,163 |
| Sawed lumber | 40,771 | 35,809 | 205,711 | 106,497 | 4,248 | 35 | 174,253 | 24,607 | 2,553 | 2,104 |
| Squared timber | 1,713 | 10,042 | 24,610 | | 559 | | 3,661 | 607 | 1,732 | |
| Shingles | 11,395 | 60 | 16 | | 750 | 13 | 16 | 68 | 104 | |
| Other woods | 673 | 6,526 | 10,383 | 479 | 1,563 | 5 | 24,867 | 6,221 | 18,488 | 1,506 |
| Total, Class No. 5 | 56,853 | 250,423 | 551,155 | 396,704 | 7,120 | 1,622 | 202,797 | 34,350 | 31,342 | 13,773 |
| *Class No. 6.* | | | | | | | | | | |
| Hard coal | 433,859 | 246,964 | 430,166 | 118,226 | 241 | 3,668 | 3,973 | 8,717 | 332 | 127 |
| Soft " | 3,673,094 | 372,718 | 547,080 | 471 | 37,283 | 1,416 | 31,139 | 5,188 | 454 | |
| Coke | 14,160 | | | | | | | | | |
| Copper ore | 16,556 | | | | | | | | | |
| Iron " | 22,669,789 | 31,197 | 8 | 14,844 | | | | | | |
| Other " | 11,975 | 6,283 | 6,274 | 1,996 | 135 | 12,130 | 4,464 | 267 | 11,263 | |
| Total, Class No. 6 | 26,819,433 | 657,162 | 983,528 | 135,537 | 37,659 | 17,214 | 39,576 | 14,172 | 12,049 | 127 |
| Grand total | 30,951,709 | 2,537,629 | 3,105,708 | 599,829 | 75,298 | 163,457 | 320,071 | 172,227 | 57,290 | 47,135 |

TABLE 6.—SUMMARY Statement of Traffic on the undermentioned canals during the Season of Navigation, ended December 31, 1911, showing the total quantity of each description of property passed through.

| — | Sault Ste. Marie. | Welland. | St. Lawrence | Chambly. | St. Peter's. | Murray. | Ottawa. | Rideau. | Trent Valley. | St. Andrew's |
|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Vessels of all kinds | 19,361,220 | 2,297,179 | 3,923,035 | 419,429 | 89,270 | 371,210 | 408,461 | 225,600 | 196,973 | 111,437 |
| | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. |
| Passengers | 39,044 | 1,288 | 101,750 | 2,708 | 709 | 26,187 | 25,497 | 25,298 | 77,078 | 5,345 |
| *Forest Produce of Wood.* | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Pulpwood | 2,301 | 197,986 | 310,4[illegible] | 289,728 | ..... | 1,569 | ..... | 2,487 | 8,465 | 10,163 |
| Sawed lumber | 40,771 | 35,809 | 205,711 | 106,497 | 4,248 | 35 | 174,253 | 24,607 | 2,553 | 2,104 |
| Squared timber | 1,713 | 10,042 | 24,610 | ..... | 559 | ..... | 3,661 | 607 | 1,732 | ..... |
| Shingles | 11,395 | 60 | 16 | ..... | 750 | 13 | 16 | 68 | 104 | ..... |
| Other woods | 673 | 6,526 | 10,383 | 479 | 1,563 | 5 | 24,867 | 6,221 | 18,488 | 1,506 |
| Total | 56,853 | 250,423 | 551,155 | 396,704 | 7,120 | 1,622 | 202,797 | 34,350 | 31,342 | 13,773 |
| *Animals and Produce of Animals.* | | | | | | | | | | |
| Live stock | 24 | ..... | 2,081 | 245 | 1 | 8 | 436 | 30 | 310 | ..... |
| Poultry, game and fish | 126 | 126 | 79 | 4 | 1,656 | 5 | 38 | 28 | ..... | ..... |
| Dressed meats | 7 | ..... | 37 | ..... | 493 | 4 | 20 | 151 | ..... | ..... |
| Other packing house products | 30 | 30 | 388 | 66 | 3 | 10 | 306 | 433 | ..... | ..... |
| Hides and leather | 142 | 20 | 52 | ..... | ..... | ..... | 4 | 15 | 3 | ..... |
| Wool | 649 | 398 | 260 | ..... | ..... | ..... | ..... | 12 | ..... | ..... |
| All other animal products | ..... | ..... | 7,046 | ..... | ..... | 86 | 1,663 | 2,015 | 84 | ..... |
| Total | 978 | 574 | 9,943 | 315 | 2,153 | 113 | 2,467 | 2,684 | 397 | ..... |
| *Agricultural Products.* | | | | | | | | | | |
| Barley | 114,396 | 15,029 | 15,991 | ..... | 1 | 144 | ..... | ..... | 15 | ..... |
| Buckwheat | ..... | ..... | 71 | ..... | ..... | ..... | ..... | 8 | 5 | ..... |
| Corn | 20,003 | 273,932 | 157,153 | 145 | ..... | ..... | 87 | 277 | ..... | ..... |
| Oats | 331,430 | 163,333 | 156,764 | 1,038 | 3,833 | ..... | 613 | 851 | 16 | ..... |
| Rye | 3,587 | 112 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... |
| Flax | 81,660 | 5,976 | 11,696 | ..... | ..... | ..... | [illegible] | ..... | ..... | ..... |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Peas | | | 113 | | 3 | | 3 | 11 | 33 | |
| Wheat | 2,401,143 | 562,282 | 563,555 | 10 | | | 9 | 631 | 555 | |
| Flour | 251,800 | 57,061 | 53,534 | 1,032 | 2,219 | | 630 | 512 | 74 | 8 |
| Hay | 1,367 | 317 | 23,622 | 36,824 | 1,501 | | 6,569 | 2,728 | 25 | 60 |
| Other mill products | 14,358 | 11,360 | 13,302 | 108 | 954 | | 491 | 408 | 95 | 7 |
| Fruits and vegetables | 184 | 203 | 6,354 | 2,684 | 1,299 | 963 | 717 | 332 | 4 | |
| Potatoes | 1 | | 935 | 62 | 6,728 | 2 | 656 | 326 | 129 | |
| Total | 3,219,929 | 1,089,605 | 1,003,090 | 41,903 | 16,538 | 1,109 | 9,779 | 6,084 | 951 | 82 |
| *Manufactures.* | | | | | | | | | | |
| Agricultural implements | 20,181 | 19,695 | 257 | 209 | 6 | | 147 | 753 | 43 | |
| Cement, bricks and lime | 135,017 | 86,072 | 187,200 | 11,353 | 6,660 | 78,000 | 48,306 | 96,977 | 5,044 | |
| Household goods and furniture | 8 | 10 | 1,766 | 121 | 8 | 29 | 333 | 625 | 71 | |
| Iron, pig and bloom | 29,744 | 17,675 | 11,084 | 153 | 300 | 402 | 824 | 892 | 45 | |
| Iron, steel, all other | 175,170 | 109,281 | 129,667 | 831 | 180 | 736 | 886 | 1,251 | 163 | 4 |
| Petroleum and other oils | 58,903 | 77,285 | 55,229 | 80 | 584 | 74 | 744 | 1,186 | 19 | 1 |
| Sugar and salt | 27,386 | 35,888 | 18,492 | 781 | 1,371 | 22 | 2,842 | 3,174 | 7 | |
| Wines, liquors and beers | 5,997 | 6,548 | 6,982 | 18 | 222 | 21 | 1,058 | 1,325 | 32 | |
| Merchandise not enumerated | 402,110 | 187,411 | 147,315 | 11,824 | 2,497 | 64,115 | 10,312 | 8,754 | 7,127 | 33,148 |
| Total | 854,516 | 539,865 | 557,992 | 25,370 | 11,828 | 143,399 | 65,452 | 114,937 | 12,551 | 33,153 |
| *Products of Mines.* | | | | | | | | | | |
| Hard coal | 433,859 | 246,964 | 430,166 | 118,226 | 241 | 3,668 | 3,973 | 8,717 | 332 | 127 |
| Soft " | 3,673,094 | 372,718 | 547,080 | 471 | 37,283 | 1,416 | 31,139 | 5,188 | 454 | |
| Coke | 14,160 | | | | | | | | | |
| Copper ore | 16,556 | | | | | | | | | |
| Iron " | 22,669,789 | 31,197 | 8 | 14,844 | | | | | | |
| Other " | 11,975 | 6,283 | 6,274 | 1,996 | 135 | 12,130 | 4,464 | 267 | 11,263 | |
| Total | 26,819,433 | 657,162 | 983,528 | 135,537 | 37,659 | 17,214 | 39,576 | 14,172 | 12,049 | 127 |
| Grand totals (passengers and tonnage of vessels not included) | 30,951,709 | 2,537,629 | 3,105,708 | 599,829 | 75,298 | 163,457 | 320,071 | 172,227 | 57,290 | 47,135 |

TABLE 7 (No. 1)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Sault Ste. Marie canal during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 20,166 | 15 | | | | | | | 20,166 | 15 | 20,181 | 20,181 | |
| All other animal | | | | | | | | | | | | | |
| Barley | | 28,582 | | 8,226 | | 77,588 | | | | 114,396 | 114,396 | 38,910 | 75,486 |
| Buckwheat | | | | | | | | | | | | | |
| Cement, bricks, &c | 125,437 | | | | 9,130 | | 450 | | 135,017 | | 135,017 | 125,372 | 9,645 |
| Coal, hard | 12 | | | | 244,464 | | 189,383 | | 433,859 | | 433,859 | | 433,859 |
| " soft | 3,527 | | | | 1,899,125 | | 1,770,442 | | 3,673,094 | | 3,673,094 | 546 | 3,672,548 |
| Coke | | | | | | | 14,160 | | 14,160 | | 14,160 | | 14,160 |
| Corn | | | | | | 9,307 | | 10,696 | | 20,003 | 20,003 | | 20,003 |
| Dressed meats | 7 | | | | | | | | 7 | | 7 | 7 | |
| Flax | | 14,315 | | 10,253 | | 57,092 | | | | 81,660 | 81,660 | 24,568 | 57,092 |
| Flour | 33 | 179,396 | | | | 67,701 | | 4,671 | 35 | 251,767 | 251,800 | 183,449 | 68,351 |
| Fruits and vegetables | 184 | | | | | | | | 184 | | 184 | 184 | |
| Hay | 1,367 | | | | | | | | 1,367 | | 1,367 | 1,367 | |
| Hides and leather | 20 | 2 | | | | 120 | | | 20 | 122 | 142 | 22 | 120 |
| Household goods | 8 | | | | | | | | 8 | | 8 | 8 | |
| Iron, pig and bloom | 22,577 | 43 | 65 | | 420 | 3,839 | 2,800 | | 25,862 | 3,882 | 29,744 | 22,455 | 7,289 |
| Iron and steel, all other | 115,490 | 2,481 | 335 | | 27,377 | 480 | 29,007 | | 172,209 | 2,961 | 175,170 | 99,543 | 75,627 |
| Live stock | 23 | 1 | | | | | | | 23 | 1 | 24 | 24 | |
| Merchandise | 305,388 | 5,024 | 20,470 | 1,300 | 46,358 | 3,926 | 8,295 | 11,349 | 380,511 | 21,599 | 402,110 | 326,529 | 75,581 |
| Oats | | 305,343 | | 5,371 | | 17,032 | | 3,684 | | 331,430 | 331,430 | 310,870 | 20,560 |
| Other mill products | | 7,482 | | 5,000 | | | | 1,876 | | 14,358 | 14,358 | 12,482 | 1,876 |
| " packing house products | 30 | | | | | | | | 30 | | 30 | 30 | |
| " woods | 673 | | | | | | | | 673 | | 673 | 673 | |
| Ore, all other | 2,345 | 4,702 | | | | 4,928 | | | 2,345 | 9,630 | 11,975 | 5,247 | 6,728 |
| " copper | | | | | 45 | 16,511 | | | 45 | 16,511 | 16,556 | | 16,556 |
| " iron | | | | 19,372 | | 22,476,048 | 15,758 | 158,611 | 15,758 | 22,654,029 | 22,669,789 | 19,372 | 22,650,417 |
| Peas | | | | | | | | | | | | | |
| Petroleum | 17,753 | | 411 | | 2,880 | | 37,859 | | 58,903 | | 58,903 | 18,164 | 40,739 |
| Poultry, game and fish | 35 | 91 | | | | | | | 35 | 91 | 126 | 126 | |
| Potatoes | 1 | | | | | | | | 1 | | 1 | 1 | |
| Pulpwood | | | | 2,301 | | | | | | 2,301 | 2,301 | 2,301 | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rye | | 112 | | | | 3,475 | | | | 3,587 | 3,587 | 112 | 3,475 |
| Sawed lumber | 3,452 | 1,708 | | 25,410 | 66 | 8,248 | 1,887 | | 5,405 | 35,366 | 40,771 | 28,320 | 12,451 |
| Shingles | | | | | | 11,301 | | 94 | | 11,395 | 11,395 | | 11,395 |
| Square timber | 435 | 234 | | | 498 | 280 | 266 | | 1,199 | 514 | 1,713 | 634 | 1,079 |
| Sugar and salt | 20,099 | 34 | 716 | | 6,517 | 20 | | | 27,332 | 54 | 27,386 | 20,849 | 6,537 |
| Wheat | | 1,035,707 | | 838,368 | | 511,333 | | 15,735 | | 2,401,143 | 2,401,143 | 1,909,230 | 491,913 |
| Wines, liquors and beers | 5,829 | 8 | 160 | | | | | | 5,989 | 8 | 5,997 | 5,997 | |
| Wool | 8 | | | | | 641 | | | 8 | 641 | 649 | 8 | 641 |
| Total freight | 644,899 | 1,585,279 | 22,157 | 915,601 | 2,236,880 | 23,269,870 | 2,070,307 | 206,716 | 4,974,243 | 25,977,466 | 30,951,709 | 3,177,581 | 27,774,128 |

TABLE 7 (No. 2)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Welland canal during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 19,680 | 15 | | | | | | | 19,680 | 15 | 19,695 | 19,695 | |
| All other animal | | | | | | | | | | | | | |
| Barley | | 14,622 | 407 | | | | | | 407 | 14,622 | 15,029 | 15,029 | |
| Buckwheat | | | | | | | | | | | | | |
| Cement, bricks, &c | 79,569 | 6,003 | | | | | | 500 | 79,569 | 6,503 | 86,072 | 85,541 | 531 |
| Coal, hard | 731 | | | | 221,782 | | 24,451 | | 246,964 | | 246,964 | | 246,964 |
| " soft | | | | | | 2,160 | | 370,558 | | 372,718 | 372,718 | | 372,718 |
| Coke | | | | | | | | | | | | | |
| Corn | | 40,002 | | | | 116,705 | | 117,225 | | 273,932 | 273,932 | 2,903 | 271,029 |
| Dressed meats | | | | | | | | | | | | | |
| Flax | | 5,976 | | | | | | | | 5,976 | 5,976 | 5,976 | |
| Flour | | 53,513 | | | | 2,852 | | 696 | | 57,061 | 57,061 | 53,073 | 3,988 |
| Fruits and vegetables | 184 | | | | 19 | | | | 203 | | 203 | 184 | 19 |
| Hay | 317 | | | | | | | | 317 | | 317 | 317 | |
| Hides and leather | 20 | | | | | | | | 20 | | 20 | 20 | |
| Household goods | 8 | | | | 2 | | | | 10 | | 10 | 8 | 2 |
| Iron, pig and bloom | 10,768 | 104 | 1,075 | | | | | 5,728 | 11,843 | 5,832 | 17,675 | 12,050 | 5,625 |
| Iron and steel, all other | 70,245 | 5,520 | 270 | | | 1,863 | | 31,383 | 70,515 | 38,766 | 109,281 | 75,268 | 34,013 |
| Live stock | | | | | | | | | | | | | |
| Merchandise | 101,833 | 5,038 | 11,201 | | 54,602 | 9,457 | | 5,280 | 167,636 | 19,775 | 187,411 | 117,191 | 70,220 |
| Oats | | 163,177 | | | | | | 156 | | 163,333 | 163,333 | 162,409 | 924 |
| Other mill products | | 60 | | | | 7,565 | | 3,735 | | 11,360 | 11,360 | 1,919 | 9,441 |
| " packing house products | 30 | | | | | | | | 30 | | 30 | 30 | |
| " woods | 75 | | 2,264 | | | 3,800 | | 387 | 2,339 | 4,187 | 6,526 | 2,339 | 4,187 |
| Ore, all other | | | 1,800 | | 4,483 | | | | 6,283 | | 6,283 | 1,800 | 4,483 |
| " copper | | | | | | | | | | | | | |
| " iron | | | | | | | | 31,197 | | 31,197 | 31,197 | | 31,197 |
| Peas | | | | | | | | | | | | | |
| Petroleum | 1,498 | 27,462 | 165 | | 45 | | | 48,115 | 1,708 | 75,577 | 77,285 | 28,940 | 48,345 |
| Poultry, game and fish | 35 | | | | 91 | | | | 126 | | 126 | 35 | 91 |
| Potatoes | | | | | | | | | | | | | |
| Pulpwood | 24,421 | | 171,519 | | 2,046 | | | | 197,986 | | 197,986 | 195,940 | 2,046 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rye | | 112 | | | | | | | | 112 | 112 | 112 | |
| Sawed lumber | | 86 | 1,042 | 693 | | 26,331 | | 7,657 | 1,042 | 34,767 | 35,809 | 1,821 | 33,988 |
| Shingles | | | | | | 60 | | | | 60 | 60 | | 60 |
| Square timber | | 5,582 | | | | | | 4,460 | | 10,042 | 10,042 | 4,265 | 5,777 |
| Sugar and salt | 4,099 | 4,616 | 50 | | 26,303 | | | 820 | 30,452 | 5,436 | 35,888 | 9,585 | 26,303 |
| Wheat | | 494,457 | | | | 4,950 | | 62,875 | | 562,282 | 562,282 | 493,321 | 68,961 |
| Wines, liquors and beers | 4,882 | 1,047 | 288 | | 230 | | | 101 | 5,400 | 1,148 | 6,548 | 6,320 | 228 |
| Wool | 369 | | 20 | | | 9 | | | 389 | 9 | 398 | 389 | 9 |
| Total freight | 318,764 | 827,392 | 190,101 | 693 | 309,603 | 175,752 | 24,451 | 690,873 | 842,919 | 1,694,710 | 2,537,629 | 1,296,480 | 1,241,149 |

TABLE 7 (No. 3)—GENERAL STATEMENT showing the Quantity of each Through Article Transported on the Welland canal during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 19,680 | 15 | | | | | | | 19,680 | 15 | 19,695 | 19,695 | |
| All other animal | | | | | | | | | | | | | |
| Barley | | 14,622 | 407 | | | | | | 407 | 14,622 | 15,029 | 15,029 | |
| Buckwheat | | | | | | | | | | | | | |
| Cement, bricks, &c | 79,569 | 1,055 | | | | | | 500 | 79,569 | 1,555 | 81,124 | 80,593 | 531 |
| Coal, hard | 731 | | | | 221,782 | | 24,451 | | 246,964 | | 246,964 | | 246,964 |
| " soft | | | | | | 2,160 | | 370,558 | | 372,718 | 372,718 | | 372,718 |
| Coke | | | | | | | | | | | | | |
| Corn | | 40,002 | | | | 116,705 | | 117,225 | | 273,932 | 273,932 | 2,903 | 271,029 |
| Dressed meats | | | | | | | | | | | | | |
| Flax | | 5,976 | | | | | | | | 5,976 | 5,976 | 5,976 | |
| Flour | | 53,513 | | | | 2,852 | | 696 | | 57,061 | 57,061 | 53,073 | 3,988 |
| Fruits and vegetables | 184 | | | | 19 | | | | 203 | | 203 | 184 | 19 |
| Hay | 317 | | | | | | | | 317 | | 317 | 317 | |
| Hides and leather | 20 | | | | | | | | 20 | | 20 | 20 | |
| Household goods | 8 | | | | 2 | | | | 10 | | 10 | 8 | 2 |
| Iron, pig and bloom | 10,768 | 104 | 1,075 | | | | | 5,728 | 11,843 | 5,832 | 17,675 | 12,050 | 5,625 |
| Iron and steel, all other | 70,245 | 2,959 | 270 | | | 1,863 | | 31,383 | 70,515 | 36,205 | 106,720 | 72,707 | 34,013 |
| Live stock | | | | | | | | | | | | | |
| Merchandise | 101,493 | 4,988 | 11,201 | | 54,602 | 9,457 | | 5,280 | 167,291 | 19,725 | 187,021 | 116,801 | 70,220 |
| Oats | | 163,177 | | | | | | 156 | | 163,333 | 163,333 | 162,409 | 924 |
| Other mill products | | 60 | | | | 7,565 | | 3,735 | | 11,360 | 11,360 | 1,919 | 9,441 |
| " Packing house products | 30 | | | | | | | | 30 | | 30 | 30 | |
| " Woods | | | 2,264 | | | 3,800 | | | 2,264 | 3,800 | 6,064 | 2,264 | 3,800 |
| Ore, all other | | | 1,800 | | 4,483 | | | | 6,283 | | 6,283 | 1,800 | 4,483 |
| " Copper | | | | | | | | | | | | | |
| " Iron | | | | | | | | 31,197 | | 31,197 | 31,197 | | 31,197 |
| Peas | | | | | | | | | | | | | |
| Petroleum | 1,498 | 27,462 | 165 | | 45 | | | 48,115 | 1,708 | 75,577 | 77,285 | 28,940 | 48,345 |
| Poultry, game and fish | 35 | | | | 91 | | | | 126 | | 126 | 35 | 91 |
| Potatoes | | | | | | | | | | | | | |
| Pulpwood | 9,117 | | 171,519 | | 2,046 | | | | 182,682 | | 182,682 | 180,636 | 2,046 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rye | | 112 | | | | | | | 112 | 112 | 112 | | |
| Sawed lumber | | | 1,042 | 693 | | 26,331 | | 7,657 | 1,042 | 34,681 | 35,723 | 1,735 | 33,988 |
| Shingles | | | | | | 60 | | | | 60 | 60 | | 60 |
| Square timber | | 5,577 | | | | | | 4,460 | | 10,037 | 10,037 | 4,260 | 5,777 |
| Sugar and salt | 4,099 | 4,616 | 50 | | 26,303 | | | 820 | 30,452 | 5,436 | 35,888 | 9,585 | 26,303 |
| Wheat | | 490,315 | | | | 4,950 | | 62,875 | | 558,140 | 558,140 | 489,179 | 68,961 |
| Wines, liquors and beers | 4,882 | 1,047 | 288 | | 230 | | | 101 | 5,400 | 1,148 | 6,548 | 6,320 | 228 |
| Wool | 369 | | 20 | | | 9 | | | 389 | 9 | 398 | 389 | 9 |
| Total freight | 303,045 | 815,600 | 190,101 | 693 | 309,603 | 175,752 | 24,451 | 690,486 | 827,200 | 1,682,531 | 2,509,731 | 1,268,969 | 1,240,762 |

TABLE 7 (No. 4)—GENERAL STATEMENT showing the Quantity of each Way Article Transported on the Welland canal during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | | | | | | | | | | | | | |
| All other animal | | | | | | | | | | | | | |
| Barley | | | | | | | | | | | | | |
| Buckwheat | | | | | | | | | | | | | |
| Cement, bricks, &c | | 4,948 | | | | | | | | 4,948 | 4,948 | 4,948 | |
| Coal, hard | | | | | | | | | | | | | |
| " soft | | | | | | | | | | | | | |
| Coke | | | | | | | | | | | | | |
| Corn | | | | | | | | | | | | | |
| Dressed meats | | | | | | | | | | | | | |
| Flax | | | | | | | | | | | | | |
| Flour | | | | | | | | | | | | | |
| Fruits and vegetables | | | | | | | | | | | | | |
| Hay | | | | | | | | | | | | | |
| Hides and leather | | | | | | | | | | | | | |
| Household goods | | | | | | | | | | | | | |
| Iron, pig and bloom | | | | | | | | | | | | | |
| Iron and steel, all other | | 2,561 | | | | | | | | 2,561 | 2,561 | 2,561 | |
| Live stock | | | | | | | | | | | | | |
| Merchandise | 340 | 50 | | | | | | | 340 | 50 | 390 | 390 | |
| Oats | | | | | | | | | | | | | |
| Other mill products | | | | | | | | | | | | | |
| " Packing house products | | | | | | | | | | | | | |
| " Woods | 75 | | | | | | | 387 | 75 | 387 | 462 | 75 | 387 |
| Ore, all other | | | | | | | | | | | | | |
| " Copper | | | | | | | | | | | | | |
| " Iron | | | | | | | | | | | | | |
| Peas | | | | | | | | | | | | | |
| Petroleum | | | | | | | | | | | | | |
| Poultry, game and fish | | | | | | | | | | | | | |
| Potatoes | | | | | | | | | | | | | |
| Pulpwood | 15,304 | | | | | | | | 15,304 | | 15,304 | 15,304 | |
| Rye | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sawed lumber | | 86 | | | | | | | | 86 | 86 | 86 | |
| Shingles | | | | | | | | | | | | | |
| Square timber | | 5 | | | | | | | | 5 | 5 | 5 | |
| Sugar and salt | | | | | | | | | | | | | |
| Wheat | | 4,142 | | | | | | | | 4,142 | 4,142 | 4,142 | |
| Wines, liquors and beers | | | | | | | | | | | | | |
| Wool | | | | | | | | | | | | | |
| Total Freight | 15,719 | 11,792 | | | | | | 387 | 15,719 | 12,179 | 27,898 | 27,511 | 387 |

TABLE 7—(No. 5)—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Lawrence canals during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 219 | 38 | | | | | | | 219 | 38 | 257 | 257 | |
| All other animal | 1,387 | 5,659 | | | | | | | 1,387 | 5,659 | 7,046 | 7,043 | 3 |
| Barley | 424 | 15,567 | | | | | | | 424 | 15,567 | 15,991 | 15,991 | |
| Buckwheat | 1 | 70 | | | | | | | 1 | 70 | 71 | 71 | |
| Cement, bricks, &c | 106,791 | 80,401 | | | 8 | | | | 106,799 | 80,401 | 187,200 | 181,977 | 5,223 |
| Coal, hard | 7,518 | 3,354 | | | | | | 419,294 | 7,518 | 422,648 | 430,166 | 7,085 | 423,081 |
| " soft | 191,433 | 4,820 | | | | | | 350,827 | 191,433 | 355,647 | 547,080 | 191,933 | 355,147 |
| Coke | | | | | | | | | | | | | |
| Corn | 2,360 | 25,417 | | | | | | 129,376 | 2,360 | 154,793 | 157,153 | 27,777 | 129,376 |
| Dressed meats | 19 | 17 | | | 1 | | | | 20 | 17 | 37 | 36 | 1 |
| Flax | | 11,696 | | | | | | | | 11,696 | 11,696 | 11,696 | |
| Flour | 1,557 | 51,316 | | | | | | 661 | 1,557 | 51,977 | 53,534 | 52,873 | 661 |
| Fruits and vegetables | 168 | 6,185 | | | 1 | | | | 169 | 6,185 | 6,354 | 6,353 | 1 |
| Hay | 12,738 | 10,884 | | | | | | | 12,738 | 10,884 | 23,622 | 23,445 | 177 |
| Hides and leather | 7 | 43 | 2 | | | | | | 9 | 43 | 52 | 52 | |
| Household goods | 691 | 1,075 | | | | | | | 691 | 1,075 | 1,766 | 1,766 | |
| Iron, pig and bloom | 7,756 | 303 | 125 | | | | | 2,900 | 7,881 | 3,203 | 11,084 | 8,184 | 2,900 |
| Iron and steel, all other | 90,638 | 9,603 | | | | | | 29,426 | 90,638 | 39,029 | 129,667 | 100,421 | 29,246 |
| Live stock | 99 | 1,982 | | | | | | | 99 | 1,982 | 2,081 | 2,081 | |
| Merchandise | 102,827 | 30,168 | 9,793 | 1,100 | 166 | 12 | | 3,249 | 112,786 | 34,529 | 147,315 | 142,116 | 5,199 |
| Oats | 5,163 | 151,601 | | | | | | | 5,163 | 151,601 | 156,764 | 155,840 | 924 |
| Other mill products | 8,314 | 3,112 | | | | | | 1,876 | 8,314 | 4,988 | 13,302 | 11,426 | 1,876 |
| " packing house products | 304 | 84 | | | | | | | 304 | 84 | 388 | 388 | |
| " woods | 1,310 | 6,569 | 2,264 | 240 | | | | | 3,574 | 6,809 | 10,383 | 9,429 | 954 |
| Ore, all other | 3,982 | 100 | 1,800 | | | | 392 | | 6,174 | 100 | 6,274 | 5,110 | 1,164 |
| " copper | | | | | | | | | | | | | |
| " iron | | 8 | | | | | | | | 8 | 8 | 8 | |
| Peas | 8 | 105 | | | | | | | 8 | 105 | 113 | 113 | |
| Petroleum | 2,526 | 18,887 | 165 | | | | | 33,651 | 2,691 | 52,538 | 55,229 | 21,505 | 33,724 |
| Poultry, game and fish | 37 | 42 | | | | | | | 37 | 42 | 79 | 79 | |
| Potatoes | 759 | 175 | | | 1 | | | | 760 | 175 | 935 | 934 | 1 |
| Pulpwood | 3,570 | 135 | 306,730 | | | | | | 310,300 | 135 | 310,435 | 310,435 | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rye | | | | | | | | | | | | | |
| Sawed lumber | 34,597 | 126,262 | 7,790 | 36,745 | 17 | | | 300 | 42,404 | 163,307 | 205,711 | 205,404 | 307 |
| Shingles | | 16 | | | | | | | | 16 | 16 | 16 | |
| Square timber | 168 | 24,442 | | | | | | | 168 | 24,442 | 24,610 | 24,610 | |
| Sugar and salt | 15,112 | 3,380 | | | | | | | 15,112 | 3,380 | 18,492 | 18,324 | 168 |
| Wheat | 20,592 | 492,419 | | | | | | 50,544 | 20,592 | 542,963 | 563,555 | 511,841 | 51,714 |
| Wines, liquors and beers | 6,309 | 610 | 63 | | | | | | 6,372 | 610 | 6,982 | 6,982 | |
| Wool | 258 | 2 | | | | | | | 258 | 2 | 260 | 260 | |
| Total freight | 629,642 | 1,086,547 | 328,732 | 38,085 | 194 | 12 | 392 | 1,022,104 | 958,960 | 2,146,748 | 3,105,708 | 2,063,861 | 1,041,847 |

TABLE 7 (No. 6)—GENERAL STATMENT showing the Quantity of each Through Article Transported on the St. Lawrence canals during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 81 | | | | | | | | 81 | | 81 | 81 | |
| All other animal | 142 | 4,013 | | | | | | | 142 | 4,013 | 4,155 | 4,155 | |
| Barley | 408 | 14,853 | | | | | | | 408 | 14,853 | 15,261 | 15,261 | |
| Buckwheat | | 58 | | | | | | | | 58 | 58 | 58 | |
| Cement, bricks, &c | 14,797 | 6,165 | | | | | | | 14,797 | 6,165 | 20,962 | 20,962 | |
| Coal, hard | 2,680 | | | | | | 413,185 | | 2,680 | 413,185 | 415,865 | 2,680 | 413,185 |
| " soft | 3,550 | 4,216 | | | | | 339,073 | | 3,550 | 343,289 | 346,839 | 3,550 | 343,289 |
| Corn | | | | | | | | | | | | | |
| Coke | 286 | 4,863 | | | | | 129,376 | | 280 | 134,239 | 134,519 | 5,143 | 129,376 |
| Dressed meats | | 2 | | | | | | | | 2 | 2 | 2 | |
| Flax | | 11,696 | | | | | | | | 11,696 | 11,696 | 11,696 | |
| Flour | 15 | 45,228 | | | | | 661 | | 15 | 45,889 | 45,904 | 45,243 | 661 |
| Fruits and vegetables | 20 | 5,518 | | | | | | | 20 | 5,518 | 5,538 | 5,538 | |
| Hay | 276 | | | | | | | | 276 | | 276 | 276 | |
| Hides and leather | | | | | | | | | | | | | |
| Household goods | 283 | 855 | | | | | | | 283 | 855 | 1,138 | 1,138 | |
| Iron, pig and bloom | 4,977 | 61 | 125 | | | | 2,900 | | 5,102 | 2,961 | 8,063 | 5,163 | 2,900 |
| Iron and steel, all other | 71,478 | 5,515 | | | | | 29,426 | | 71,478 | 34,941 | 106,419 | 77,173 | 29,246 |
| Live stock | 1 | 19 | | | | | | | 1 | 19 | 20 | 20 | |
| Merchandise | 88,549 | 20,451 | 9,793 | | | | 3,076 | | 98,342 | 23,527 | 121,869 | 127,267 | 3,602 |
| Oats | | 147,180 | | | | | | | | 147,180 | 147,180 | 146,256 | 924 |
| Other mill produce | 42 | 2,091 | | | | | 1,876 | | 42 | 3,967 | 4,009 | 2,133 | 1,876 |
| " packing house products | | 15 | | | | | | | | 15 | 15 | 15 | |
| " woods | | 37 | 2,264 | | | | | | 2,264 | 37 | 2,301 | 2,301 | |
| Ore, all other | | | 1,800 | | | | | | 1,800 | | 1,800 | 1,800 | |
| " Copper | | | | | | | | | | | | | |
| " Iron | | | | | | | | | | | | | |
| Peas | | 41 | | | | | | | | 41 | 41 | 41 | |
| Petroleum | 1,803 | 18,396 | 165 | | | | 33,651 | | 1,968 | 52,047 | 54,015 | 20,291 | 33,724 |
| Poultry, game and fish | 37 | | | | | | | | 37 | | 37 | 37 | |
| Potatoes | 137 | 8 | | | | | | | 137 | 8 | 145 | 145 | |
| Pulpwood | 3,150 | | 306,730 | | | | | | 309,880 | | 309,880 | 309,880 | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rye | | | | | | | | | | | | | |
| Sawed lumber | 825 | | 7,790 | | | | | 300 | 8,615 | 300 | 8,915 | 8,615 | 300 |
| Shingles | | | | | | | | | | | | | |
| Square timber | | 3,360 | | | | | | | | 3,360 | 3,360 | 3,360 | |
| Sugar and salt | 6,520 | 2,515 | | | | | | | 6,520 | 2,515 | 9,035 | 9,035 | |
| Wheat | | 490,630 | | | | | | 50,544 | | 541,174 | 541,174 | 489,460 | 51,714 |
| Wines, liquors and beers | 5,244 | 592 | 63 | | | | | | 5,307 | 592 | 5,899 | 5,899 | |
| Wool | 258 | | | | | | | | 258 | | 258 | 258 | |
| Total freight | 205,553 | 788,378 | 328,730 | | | | | 1,004,068 | 534,283 | 1,792,446 | 2,326,729 | 1,315,932 | 1,010,797 |

TABLE 7 (No. 7).—GENERAL STATEMENT showing the Quantity of each Way Article Transported on the St. Lawreence canals, during Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 138 | 38 | | | | | | | 138 | 38 | 176 | 176 | |
| All other animal | 1,245 | 1,646 | | | | | | | 1,245 | 1,646 | 2,891 | 2,888 | 3 |
| Barley | 16 | 714 | | | | | | | 16 | 714 | 730 | 730 | |
| Buckwheat | 1 | 12 | | | | | | | 1 | 12 | 13 | 13 | |
| Cement, bricks, &c | 91,994 | 74,236 | | | 8 | | | | 92,002 | 74,236 | 166,238 | 161,015 | 5,223 |
| Coal, hard | 4,838 | 3,354 | | | | | | 6,109 | 4,838 | 9,463 | 14,301 | 4,405 | 9,896 |
| " soft | 187,883 | 604 | | | | | | 11,754 | 187,883 | 12,358 | 200,241 | 188,383 | 11,858 |
| Coke | | | | | | | | | | | | | |
| Corn | 2,080 | 20,554 | | | | | | | 2,080 | 20,554 | 22,634 | 22,634 | |
| Dressed meats | 19 | 15 | | | 1 | | | | 20 | 15 | 35 | 34 | 1 |
| Flax | | | | | | | | | | | | | |
| Flour | 1,542 | 6,088 | | | | | | | 1,542 | 6,088 | 7,630 | 7,630 | |
| Fruits and vegetables | 148 | 667 | | | 1 | | | | 149 | 667 | 816 | 815 | 1 |
| Hay | 12,462 | 10,884 | | | | | | | 12,462 | 10,884 | 23,346 | 23,169 | 177 |
| Hides and leather | 7 | 43 | 2 | | | | | | 9 | 43 | 52 | 52 | |
| Household goods | 408 | 220 | | | | | | | 408 | 220 | 628 | 628 | |
| Iron, pig and bloom | 2,779 | 242 | | | | | | | 2,779 | 242 | 3,021 | 3,021 | |
| Iron and steel, all other | 19,160 | 4,088 | | | | | | | 19,160 | 4,088 | 23,248 | 23,248 | |
| Live stock | 98 | 1,963 | | | | | | | 98 | 1,963 | 2,061 | 2,061 | |
| Merchandise | 14,278 | 9,717 | | 1,100 | 166 | 12 | | 173 | 14,444 | 11,002 | 25,446 | 23,849 | 1,597 |
| Oats | 5,163 | 4,421 | | | | | | | 5,163 | 4,421 | 9,584 | 9,584 | |
| Other mill products | 8,272 | 1,021 | | | | | | | 8,272 | 1,021 | 9,293 | 9,293 | |
| " packing house products | 304 | 69 | | | | | | | 304 | 69 | 373 | 373 | |
| " woods | 1,310 | 6,532 | | 240 | | | | | 1,310 | 6,772 | 8,082 | 7,128 | 954 |
| Ore, all other | 3,982 | 100 | | | | | 392 | | 4,374 | 100 | 4,474 | 3,310 | 1,164 |
| " copper | | | | | | | | | | | | | |
| " iron | | 8 | | | | | | | | 8 | 8 | 8 | |
| Peas | 8 | 64 | | | | | | | 8 | 64 | 72 | 72 | |
| Petroleum | 723 | 491 | | | | | | | 723 | 491 | 1,214 | 1,214 | |
| Poultry, game and fish | | 42 | | | | | | | | 42 | 42 | 42 | |
| Potatoes | 622 | 167 | | | 1 | | | | 623 | 167 | 790 | 789 | 1 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pulpwood | 420 | 135 | | | | | | | 420 | 135 | 555 | 555 | |
| Rye | | | | | | | | | | | | | |
| Sawed lumber | 33,772 | 126,262 | | 36,745 | 17 | | | | 33,789 | 163,007 | 196,796 | 196,789 | 7 |
| Shingles | | 16 | | | | | | | | 16 | 16 | 16 | |
| Square timber | 168 | 21,082 | | | | | | | 168 | 21,082 | 21,250 | 21,250 | |
| Sugar and salt | 8,592 | 865 | | | | | | | 8,592 | 865 | 9,457 | 9,289 | 168 |
| Wheat | 20,592 | 1,789 | | | | | | | 20,592 | 1,789 | 22,381 | 22,381 | |
| Wines, liquors and beers | 1,065 | 18 | | | | | | | 1,065 | 18 | 1,083 | 1,083 | |
| Wool | | 2 | | | | | | | | 2 | 2 | 2 | |
| Total freight | 424,089 | 298,169 | 2 | 38,085 | 194 | 12 | 392 | 18,036 | 424,677 | 354,302 | 778,979 | 747,929 | 31,050 |

TABLE 7 (No. 8).—GENERAL STATEMENT showing the Quantity of each Article Transported on the Chambly canal during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 167 | 36 | | | | | | 6 | 6 | 167 | 209 | 209 | |
| All other animal | | | | | | | | | | | | | |
| Barley | | | | | | | | | | | | | |
| Buckwheat | | | | | | | | | | | | | |
| Cement, bricks, &c | 371 | 30 | | | | | | 10,952 | 371 | 10,982 | 11,353 | 401 | 10,952 |
| Coal, hard | 107 | | | | | | | 118,119 | 107 | 118,119 | 118,226 | 107 | 118,119 |
| " soft | 35 | | | | | | | 436 | 35 | 436 | 471 | 35 | 436 |
| Coke | | | | | | | | | | | | | |
| Corn | 47 | 98 | | | | | | | 47 | 98 | 145 | 145 | |
| Dressed meats | | | | | | | | | | | | | |
| Flax | | | | | | | | | | | | | |
| Flour | 1,032 | | | | | | | | 1,032 | | 1,032 | 1,032 | |
| Fruits and vegetables | 899 | 1,785 | | | | | | | 899 | 1,785 | 2,684 | 2,684 | |
| Hay | 404 | 8,424 | 27,996 | | | | | | 28,400 | 8,424 | 36,824 | 36,824 | |
| Hides and leather | | | | | | | | | | | | | |
| Household goods | 108 | 13 | | | | | | | 108 | 13 | 121 | 121 | |
| Iron, pig and bloom | 153 | | | | | | | | 153 | | 153 | 153 | |
| Iron and steel, all other | 826 | 5 | | | | | | | 826 | 5 | 831 | 831 | |
| Live stock | 2 | 243 | | | | | | | 2 | 245 | 245 | | |
| Merchandise | 1,393 | 700 | 170 | | | | | 9,561 | 1,563 | 10,261 | 11,824 | 2,263 | 9,561 |
| Oats | 4 | 1,034 | | | | | | | 4 | 1,034 | 1,038 | 1,038 | |
| Other mill products | 108 | | | | | | | | 108 | | 108 | 108 | |
| " Packing house products | 62 | 4 | | | | | | | 62 | 4 | 66 | 66 | |
| " Woods | 240 | 239 | | | | | | | 240 | 239 | 479 | 479 | |
| Ore, all other | 75 | 18 | | | | | | 1,903 | 75 | 1,921 | 1,996 | 93 | 1,903 |
| " Copper | | | | | | | | | | | | | |
| " Iron | | | | | | | | 14,844 | | 14,844 | 14,844 | | 14,844 |
| Peas | | | | | | | | | | | | | |
| Petroleum | 80 | | | | | | | | 80 | | 80 | 80 | |
| Poultry, game and fish | 3 | 1 | | | | | | | 3 | 1 | 4 | 4 | |
| Potatoes | 58 | 4 | | | | | | | 58 | 4 | 62 | 62 | |
| Pulpwood | 289,728 | | | | | | | | 289,728 | | 289,728 | 289,728 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rye | | | | | | | | | | | | | | |
| Sawed lumber | 103,192 | 6 | 3,299 | | | | | | 106,491 | 6 | 106,497 | 106,497 | | |
| Shingles | | | | | | | | | | | | | | |
| Square timber | | | | | | | | | | | | | | |
| Sugar and salt | 613 | | | | | | | 168 | 613 | 168 | 781 | 613 | 168 | |
| Wheat | 3 | 7 | | | | | | | 3 | 7 | 10 | 10 | | |
| Wines, liquors and beers | 18 | | | | | | | | 18 | | 18 | 18 | | |
| Wool | | | | | | | | | | | | | | |
| Total freight | 399,728 | 12,647 | 31,465 | | | | | 155,989 | 431,193 | 168,636 | 599,829 | 443,846 | 155,983 | |

TABLE 7 (No. 9)—GENERAL STATEMENT Showing the Quantity of each Article Transported on the St. Peters canal during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 6 | | | | | | | | 6 | | 6 | 6 | |
| All other animal | | | | | | | | | | | | | |
| Barley | 1 | | | | | | | | 1 | | 1 | 1 | |
| Buckwheat | | | | | | | | | | | | | |
| Cement, bricks, &c | 982 | 5,678 | | | | | | | 982 | 5,678 | 6,660 | 6,660 | |
| Coal, hard | 241 | | | | | | | | 241 | | 241 | 241 | |
| " soft | 28 | 37,255 | | | | | | | 28 | 37,255 | 37,283 | 37,283 | |
| Coke | | | | | | | | | | | | | |
| Corn | | | | | | | | | | | | | |
| Dressed meats | 493 | | | | | | | | 493 | | 493 | 493 | |
| Flax | | | | | | | | | | | | | |
| Flour | 2,209 | 10 | | | | | | | 2,209 | 10 | 2,219 | 2,219 | |
| Fruits and vegetables | 1,296 | 3 | | | | | | | 1,296 | 3 | 1,299 | 1,299 | |
| Hay | 1,501 | | | | | | | | 1,501 | | 1,501 | 1,501 | |
| Hides and leathers | | | | | | | | | | | | | |
| Household goods | 8 | | | | | | | | 8 | | 8 | 8 | |
| Iron, pig and bloom | 134 | 166 | | | | | | | 134 | 166 | 300 | 300 | |
| Iron and steel, all other | 10 | 170 | | | | | | | 10 | 170 | 180 | 180 | |
| Live stock | 1 | | | | | | | | 1 | | 1 | 1 | |
| Merchandise | 2,268 | 229 | | | | | | | 2,268 | 229 | 2,497 | 2,497 | |
| Oats | 3,833 | | | | | | | | 3,833 | | 3,833 | 3,833 | |
| Other mill products | 954 | | | | | | | | 954 | | 954 | 954 | |
| " packing house products | 3 | | | | | | | | 3 | | 3 | 3 | |
| " woods | 709 | 854 | | | | | | | 709 | 854 | 1,563 | 1,563 | |
| Ore, all other | | 135 | | | | | | | | 135 | 135 | 135 | |
| " copper | | | | | | | | | | | | | |
| " iron | | | | | | | | | | | | | |
| Peas | 3 | | | | | | | | 3 | | 3 | 3 | |
| Petroleum | 582 | 2 | | | | | | | 582 | 2 | 584 | 584 | |
| Poultry, game and fish | 243 | 1,413 | | | | | | | 243 | 1,413 | 1,656 | 1,656 | |
| Potatoes | 6,695 | 33 | | | | | | | 6,695 | 33 | 6,728 | 6,728 | |
| Pulpwood | | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sawed lumber | 4,167 | 81 | | | | | | | 4,167 | 81 | 4,248 | 4,248 | |
| Shingles | 750 | | | | | | | | 750 | | 750 | 750 | |
| Square timber | 559 | | | | | | | | 559 | | 559 | 559 | |
| Sugar and salt | 1,291 | 80 | | | | | | | 1,291 | 80 | 1,371 | 1,371 | |
| Wheat | | | | | | | | | | | | | |
| Wines, liquors and beers | 210 | 12 | | | | | | | 210 | 12 | 222 | 222 | |
| Wool | | | | | | | | | | | | | |
| Total freight | 29,177 | 46,121 | | | | | | | 29,177 | 46,121 | 75,298 | 75,298 | |

TABLE 7 (No. 10)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Murray canal during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | | | | | | | | | | | | | |
| All other animal | 10 | 76 | | | | | | | 10 | 76 | 86 | 86 | |
| Barley | | 144 | | | | | | | | 144 | 144 | 144 | |
| Buckwheat | | | | | | | | | | | | | |
| Cement, bricks, &c | 78,000 | | | | | | | | 78,000 | | 78,000 | 78,000 | |
| Coal, hard | 474 | 371 | | | | | | 2,823 | 474 | 3,194 | 3,668 | 845 | 2,823 |
| " soft | 317 | 250 | | | | | | 849 | 317 | 1,099 | 1,416 | 290 | 1,126 |
| Coke | | | | | | | | | | | | | |
| Corn | | | | | | | | | | | | | |
| Dressed meats | 1 | 3 | | | | | | | 1 | 3 | 4 | 4 | |
| Flax | | | | | | | | | | | | | |
| Flour | | | | | | | | | | | | | |
| Fruits and vegetables | 530 | 433 | | | | | | | 530 | 433 | 963 | 963 | |
| Hay | | | | | | | | | | | | | |
| Hides and leather | | | | | | | | | | | | | |
| Household goods | 17 | 11 | | | | | | 1 | 17 | 12 | 29 | 28 | 1 |
| Iron, pig and bloom | 35 | 367 | | | | | | | 35 | 367 | 402 | 402 | |
| Iron and steel | 21 | 715 | | | | | | | 21 | 715 | 736 | 718 | 18 |
| Live stock | 4 | 4 | | | | | | | 4 | 4 | 8 | 8 | |
| Merchandise | 59,778 | 4,328 | 2 | | | | | 7 | 59,780 | 4,335 | 64,115 | 64,082 | 33 |
| Oats | | | | | | | | | | | | | |
| Other mill products | | | | | | | | | | | | | |
| " packing house products | | 10 | | | | | | | | 10 | 10 | 10 | |
| " woods | 5 | | | | | | | | 5 | | 5 | 5 | |
| Ore, all other | 12,130 | | | | | | | | 12,130 | | 12,130 | 12,130 | |
| " copper | | | | | | | | | | | | | |
| " iron | | | | | | | | | | | | | |
| Peas | | | | | | | | | | | | | |
| Petroleum | 29 | 45 | | | | | | | 29 | 45 | 74 | 54 | 20 |
| Poultry, game and fish | 5 | | | | | | | | 5 | | 5 | 5 | |
| Potatoes | | 2 | | | | | | | | 2 | 2 | 2 | |
| Pulpwood | 1,569 | | | | | | | | 1,569 | | 1,569 | 1,569 | |
| Rye | | | | | | | | | | | | | |
| Sawed lumber | 35 | | | | | | | | 35 | | 35 | 28 | 7 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shingles | | | 13 | | | | | | 13 | | 13 | 13 | |
| Square timber | | | | | | | | | | | | | |
| Sugar and salt | 2 | 20 | | | | | | | 2 | 20 | 22 | 2 | 20 |
| Wheat | | | | | | | | | | | | | |
| Wines, liquors and beers | 2 | 19 | | | | | | | 2 | 19 | 21 | 21 | |
| Wool | | | | | | | | | | | | | |
| Total freight | 152,964 | 6,798 | 15 | | | | | 3,680 | 152,979 | 10,478 | 163,457 | 159,409 | 4,048 |

TABLE 7 (No. 11)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Ottawa canals during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Up. | Down. |
| Agricultural implements | 121 | 26 | | | | | | | 121 | 26 | 147 | 147 | |
| All other animal | 68 | 1,595 | | | | | | | 68 | 1,595 | 1,663 | 1,663 | |
| Barley | | | | | | | | | | | | | |
| Buckwheat | | | | | | | | | | | | | |
| Cement, bricks, &c | 3,081 | 45,225 | | | | | | | 3,081 | 45,225 | 48,306 | 47,970 | 336 |
| Coal, hard | 888 | | | | | | 3,085 | | 3,973 | | 3,973 | 13 | 3,960 |
| " soft | 31,139 | | | | | | | | 31,139 | | 31,139 | 29,617 | 1,522 |
| Coke | | | | | | | | | | | | | |
| Corn | 87 | | | | | | | | 87 | | 87 | 87 | |
| Dressed meats | 18 | 2 | | | | | | | 18 | 2 | 20 | 20 | |
| Flax | | 2 | | | | | | | | 2 | 2 | 2 | |
| Flour | 603 | 27 | | | | | | | 603 | 27 | 630 | 630 | |
| Fruits and vegetables | 99 | 618 | | | | | | | 99 | 618 | 717 | 717 | |
| Hay | | 6,478 | | 91 | | | | | | 6,569 | 6,569 | 6,569 | |
| Hides and leather | | 4 | | | | | | | | 4 | 4 | 4 | |
| Household goods | 305 | 28 | | | | | | | 305 | 28 | 333 | 333 | |
| Iron, pig and bloom | 820 | 4 | | | | | | | 820 | 4 | 824 | 824 | |
| Iron and steel, all other | 857 | 29 | | | | | | | 857 | 29 | 886 | 886 | |
| Live stock | 52 | 384 | | | | | | | 52 | 384 | 436 | 436 | |
| Merchandise | 6,150 | 4,162 | | | | | | | 6,150 | 4,162 | 10,312 | 9,792 | 520 |
| Oats | 15 | 598 | | | | | | | 15 | 598 | 613 | 613 | |
| Other mill products | 58 | 433 | | | | | | | 58 | 433 | 491 | 491 | |
| " packing house products | 290 | 16 | | | | | | | 290 | 16 | 306 | 306 | |
| " woods | 184 | 24,443 | | 240 | | | | | 184 | 24,683 | 24,867 | 24,867 | |
| Ore, all other | 3,300 | | | | | | 1,164 | | 4,464 | | 4,464 | 3,000 | 1,464 |
| " copper | | | | | | | | | | | | | |
| " iron | | | | | | | | | | | | | |
| Peas | 3 | | | | | | | | 3 | | 3 | 3 | |
| Petroleum | 667 | 77 | | | | | | | 667 | 77 | 744 | 744 | |
| Poultry, game and fish | | 38 | | | | | | | | 38 | 38 | 38 | |
| Potatoes | 518 | 138 | | | | | | | 518 | 138 | 656 | 656 | |
| Pulpwood | | | | | | | | | | | | | |
| Rye | | 2 | | | | | | | | 2 | 2 | 2 | |
| Sawed lumber | 211 | 133,023 | | 41,009 | | | | | 211 | 174,042 | 174,253 | 174,253 | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shingles | | 16 | | | | | | | 16 | 16 | 16 | | |
| Square timber | 76 | 3,585 | | | | | | | 76 | 3,585 | 3,661 | 3,661 | |
| Sugar and salt | 2,793 | 49 | | | | | | | 2,793 | 49 | 2,842 | 2,842 | |
| Wheat | 9 | | | | | | | | 9 | | 9 | 9 | |
| Wines, liquors and beers | 1,041 | 17 | | | | | | | 1,041 | 17 | 1,058 | 1,058 | |
| Wool | | | | | | | | | | | | | |
| Total freight | 53,453 | 221,029 | | 41,340 | | | 4,249 | | 57,702 | 262,369 | 320,071 | 312,269 | 7,802 |

No. 7. (No. 12.)—General Statement showing the Quantity of each article transported on the Rideau canal during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 430 | 323 | | | | | | | 430 | 323 | 753 | 753 | |
| All other animal | 300 | 1,715 | | | | | | | 300 | 1,715 | 2,015 | 2,015 | |
| Barley | | | | | | | | | | | | | |
| Buckwheat | | 8 | | | | | | | | 8 | 8 | 8 | |
| Cement, bricks, &c. | 46,479 | 50,498 | | | | | | | 46,479 | 50,498 | 96,977 | 96,717 | 260 |
| Coal, hard | 2,055 | 364 | | | | | | 6,298 | 2,055 | 6,662 | 8,717 | 371 | 8,346 |
| " soft | 1,102 | 366 | | | | | | 3,720 | 1,102 | 4,086 | 5,188 | 1,365 | 3,823 |
| Coke | | | | | | | | | | | | | |
| Corn | 17 | 260 | | | | | | | 17 | 260 | 277 | 217 | 60 |
| Dressed meats | 87 | 64 | | | | | | | 87 | 64 | 151 | 151 | |
| Flax | | | | | | | | | | | | | |
| Flour | 132 | 380 | | | | | | | 132 | 380 | 512 | 512 | |
| Fruits and vegetables | 148 | 184 | | | | | | | 148 | 184 | 332 | 332 | |
| Hay | 2,663 | 65 | | | | | | | 2,663 | 65 | 2,728 | 2,728 | |
| Hides and leather | 4 | 11 | | | | | | | 4 | 11 | 15 | 15 | |
| Household goods | 408 | 217 | | | | | | | 408 | 217 | 625 | 625 | |
| Iron, pig and bloom | 848 | 44 | | | | | | | 848 | 44 | 892 | 892 | |
| Iron and steel, all other | 1,006 | 245 | | | | | | | 1,006 | 245 | 1,251 | 1,251 | |
| Live stock | 17 | 13 | | | | | | | 17 | 13 | 30 | 30 | |
| Merchandise | 4,983 | 3,771 | | | | | | | 4,983 | 3,771 | 8,754 | 8,754 | |
| Oats | 74 | 777 | | | | | | | 74 | 777 | 851 | 851 | |
| Other mill products | 105 | 303 | | | | | | | 105 | 303 | 408 | 408 | |
| " packing house products | 346 | 87 | | | | | | | 346 | 87 | 433 | 433 | |
| " woods | 5,137 | 1,084 | | | | | | | 5,137 | 1,084 | 6,221 | 6,221 | |
| Ore, all other | 113 | 154 | | | | | | | 113 | 154 | 267 | 267 | |
| " copper | | | | | | | | | | | | | |
| " iron | | | | | | | | | | | | | |
| Peas | 7 | 4 | | | | | | | 7 | 4 | 11 | 11 | |
| Petroleum | 780 | 406 | | | | | | | 780 | 406 | 1,186 | 1,186 | |
| Poultry, game and fish | 12 | 16 | | | | | | | 12 | 16 | 28 | 28 | |
| Potatoes | 292 | 34 | | | | | | | 292 | 34 | 326 | 326 | |
| Pulpwood | 1,425 | 1,422 | | | | | | | 1,425 | 1,422 | 2,847 | 2,847 | |
| Rye | | | | | | | | | | | | | |
| Sawed lumber | 4,359 | 20,248 | | | | | | | 4,359 | 20,248 | 24,607 | 24,607 | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shingles | 40 | 28 | | | | | | | 40 | 28 | 68 | 68 | |
| Square timber | 603 | 4 | | | | | | | 603 | 4 | 607 | 607 | |
| Sugar and salt | 2,327 | 847 | | | | | | | 2,327 | 847 | 3,174 | 3,174 | |
| Wheat | 2 | 629 | | | | | | | 2 | 629 | 631 | 631 | |
| Wines, liquors and beers | 1,072 | 253 | | | | | | | 1,072 | 253 | 1,325 | 1,325 | |
| Wool | 5 | 7 | | | | | | | 5 | 7 | 12 | 12 | |
| Total freight | 77,378 | 84,831 | | | | | | 10,018 | 77,378 | 94,849 | 172,227 | 159,738 | 12,489 |

TABLE 7 (No. 13).—GENERAL STATEMENT showing the Quantity of each Article Transported on the Trent Valley canals during the Season of Navigation in 1911.

| 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. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | 28 | 15 | | | | | | | 28 | 15 | 43 | 43 | |
| All other animal | 57 | 27 | | | | | | | 57 | 27 | 84 | 84 | |
| Barley | 10 | 5 | | | | | | | 10 | 5 | 15 | 15 | |
| Buckwheat | 5 | | | | | | | | 5 | | 5 | 5 | |
| Cement, bricks, &c. | 4,914 | 130 | | | | | | | 4,914 | 130 | 5,044 | 5,044 | |
| Coal, hard | 332 | | | | | | | | 332 | | 332 | 332 | |
| " soft | 454 | | | | | | | | 454 | | 454 | 454 | |
| Coke | | | | | | | | | | | | | |
| Corn | | | | | | | | | | | | | |
| Dressed meats | | | | | | | | | | | | | |
| Flax | | | | | | | | | | | | | |
| Flour | 41 | 33 | | | | | | | 41 | 33 | 74 | 74 | |
| Fruits and vegetables | 4 | | | | | | | | 4 | | 4 | 4 | |
| Hay | 25 | | | | | | | | 25 | | 25 | 25 | |
| Hides and leather | 3 | | | | | | | | 3 | | 3 | 3 | |
| Household goods | 49 | 22 | | | | | | | 49 | 22 | 71 | 71 | |
| Iron, pig and bloom | 5 | 40 | | | | | | | 5 | 40 | 45 | 45 | |
| Iron and steel, all other | 57 | 106 | | | | | | | 57 | 106 | 163 | 163 | |
| Live stock | 266 | 44 | | | | | | | 266 | 44 | 310 | 310 | |
| Merchandise | 1,710 | 5,417 | | | | | | | 1,710 | 5,417 | 7,127 | 7,127 | |
| Oats | 16 | | | | | | | | 16 | | 16 | 16 | |
| Other mill products | 48 | 47 | | | | | | | 48 | 47 | 95 | 95 | |
| " packing house products | | | | | | | | | | | | | |
| " woods | 12,620 | 5,868 | | | | | | | 12,620 | 5,868 | 18,488 | 18,488 | |
| Ore, all other | | 11,263 | | | | | | | | 11,263 | 11,263 | 11,263 | |
| " copper | | | | | | | | | | | | | |
| " iron | | | | | | | | | | | | | |
| Peas | 27 | 6 | | | | | | | 27 | 6 | 33 | 33 | |
| Petroleum | 18 | 1 | | | | | | | 18 | 1 | 19 | 19 | |
| Poultry, game and fish | | | | | | | | | | | | | |
| Potatoes | 129 | | | | | | | | 129 | | 129 | 129 | |
| Pulpwood | 1,385 | 7,080 | | | | | | | 1,385 | 7,080 | 8,465 | 8,465 | |
| Rye | | | | | | | | | | | | | |
| Sawed lumber | 1,093 | 1,460 | | | | | | | 1,093 | 1,460 | 2,553 | 2,553 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shingles | 35 | 69 | | | | | | | 35 | 69 | 104 | 104 | | |
| Square timber | | 1,732 | | | | | | | | 1,732 | 1,732 | 1,732 | | |
| Sugar and salt | 4 | 3 | | | | | | | 4 | 3 | 7 | 7 | | |
| Wheat | 547 | 8 | | | | | | | 547 | 8 | 555 | 555 | | |
| Wines, liquors and beers | 26 | 6 | | | | | | | 26 | 6 | 32 | 32 | | |
| Wool | | | | | | | | | | | | | | |
| Total freight | 23,908 | 33,382 | | | | | | | 23,908 | 33,382 | 57,290 | 57,290 | | |

TABLE 7 (No. 14).—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Andrews canal during the Season of Navigation in 1911.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United Statss Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Origin of Cargo. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements | | | | | | | | | | | | | |
| All other animal | 7 | | | | | | | | 7 | | 7 | 7 | |
| Barley | | | | | | | | | | | | | |
| Buckwheat | | | | | | | | | | | | | |
| Cement, bricks, &c | | | | | | | | | | | | | |
| Coal, hard | 119 | 8 | | | | | | | 119 | 8 | 127 | 127 | |
| " soft | | | | | | | | | | | | | |
| Coke | | | | | | | | | | | | | |
| Corn | | | | | | | | | | | | | |
| Dressed meats | | | | | | | | | | | | | |
| Flax | | | | | | | | | | | | | |
| Flour | | 8 | | | | | | | | 8 | 8 | 8 | |
| Fruits and vegetebles | | | | | | | | | | | | | |
| Hay | 60 | | | | | | | | 60 | | 60 | 60 | |
| Hides and leather | | | | | | | | | | | | | |
| Household goods | | | | | | | | | | | | | |
| Iron, pig and bloom | | | | | | | | | | | | | |
| Iron and steel, all other | 1 | 3 | | | | | | | 1 | 3 | 4 | 4 | |
| Live stock | | | | | | | | | | | | | |
| Merchandise | 27,705 | 5,443 | | | | | | | 27,705 | 5,443 | 33,148 | 33,148 | |
| Oats | | | | | | | | | | | | | |
| Other mill products | | 7 | | | | | | | | 7 | 7 | 7 | |
| " packing house products | | | | | | | | | | | | | |
| " woods | 1,452 | 54 | | | | | | | 1,452 | 54 | 1,506 | 1,506 | |
| Ore, all other | | | | | | | | | | | | | |
| " copper | | | | | | | | | | | | | |
| " iron | | | | | | | | | | | | | |
| Peas | | | | | | | | | | | | | |
| Petroleum | | 1 | | | | | | | | 1 | 1 | 1 | |
| Poultry, game and fish | | | | | | | | | | | | | |
| Potatoes | | | | | | | | | | | | | |
| Pulpwood | 10,163 | | | | | | | | 10,163 | | 10,163 | 10,163 | |
| Rye | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sawed lumber | 1,096 | 1,008 | | | | | | | 1,096 | 1,008 | 2,104 | 2,104 | |
| Shingles | | | | | | | | | | | | | |
| Square timber | | | | | | | | | | | | | |
| Sugar and salt | | | | | | | | | | | | | |
| Wheat | | | | | | | | | | | | | |
| Wines, liquors and beer | | | | | | | | | | | | | |
| Wool | | | | | | | | | | | | | |
| Total freight | 40,0603 | 6,532 | | | | | | | 40,603 | 6,532 | 47,135 | 47,135 | |

TABLE 8.—STATEMENT showing the Classified Tonnage of all kinds of Vessels

SAULT STE.

CANADIAN.

| Class. | Steam Vessels. | No. | Tonnage. | Class. | Sailing Vessels. | No. | Tonnage. |
|---|---|---|---|---|---|---|---|
| 1 | 5,000 to 5,142 tons | 1 | 5,142 | 1 | 5,000 to —— tons | ... | ... |
| 2 | 4,000 " 5,000 " | 2 | 9,000 | 2 | 4,000 " 5,000 " | .... | ... |
| 3 | 3,000 " 4,000 " | 2 | 6,800 | 3 | 3,000 " 4,000 " | .... | ... |
| 4 | 2,000 " 3,000 " | 9 | 21,500 | 4 | 2,000 " 3,000 " | .... | ... |
| 5 | 1,000 " 2,000 " | 62 | 80,500 | 5 | 1,000 " 2,000 " | .... | ... |
| 6 | Under 1,000 " | 49 | 14,680 | 6 | Under 1,000 " | 21 | 4,100 |
| | Total | 125 | 137,622 | | Total | 21 | 4,100 |

WELLAND

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | 250 to 1,597 tons | 81 | 79,800 | 1 | 250 to 1,226 tons | 18 | 12,550 |
| 2 | 200 " 249 " | 3 | 600 | 2 | 200 " 249 " | 2 | 425 |
| 3 | 150 " 199 " | 2 | 300 | 3 | 150 " 199 " | 1 | 150 |
| 4 | 100 " 149 " | 2 | 250 | 4 | 100 " 149 " | 10 | 1,100 |
| 5 | 50 " 99 " | 4 | 330 | 5 | 50 " 99 " | 3 | 200 |
| 6 | Under 50 " | 16 | 410 | 6 | Under 50 " | 2 | 10 |
| | Total | 108 | 81,790 | | Total | 36 | 14,435 |

ST. LAWRENCE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | 250 to 1,597 tons | 99 | 87,790 | 1 | 150 to 1,184 tons | 96 | 46,220 |
| 2 | 200 " 249 " | 9 | 1,940 | 2 | 200 " 249 " | 10 | 2,140 |
| 3 | 150 " 199 " | 9 | 1,540 | 3 | 150 " 199 " | 32 | 5,140 |
| 4 | 100 " 149 " | 29 | 3,080 | 4 | 100 " 149 " | 90 | 10,920 |
| 5 | 50 " 99 " | 33 | 2,320 | 5 | 50 " 99 " | 78 | 5,800 |
| 6 | Under 50 " | 86 | 1,530 | 6 | Under 50 " | 16 | 640 |
| | Total | 265 | 98,200 | | Total | 322 | 70,860 |

RIDEAU, OTTAWA

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | 250 to 370 tons | 5 | 1,450 | 1 | 250 to 410 tons | 3 | 980 |
| 2 | 200 " 249 " | 1 | 230 | 2 | 200 " 249 " | 8 | 1,670 |
| 3 | 150 " 199 " | 7 | 1,200 | 3 | 150 " 199 " | 37 | 6,030 |
| 4 | 100 " 149 " | 11 | 1,220 | 4 | 100 " 149 " | 52 | 6,280 |
| 5 | 50 " 99 " | 15 | 980 | 5 | 50 " 99 " | 29 | 2,115 |
| 6 | Under 50 " | 64 | 985 | 6 | Under 50 " | 18 | 380 |
| | Total | 103 | 6,065 | | Total | 147 | 17,455 |

passed through the following canals during the Season of Navigation, 1911.

MARIE CANAL.

UNITED STATES.

| Class. | Steam Vessels. | No. | Tonnage. | Class. | Sailing Vessels. | No. | Tonnage. |
|---|---|---|---|---|---|---|---|
| 1 | 5,000 to 6,498 tons | 56 | 234,898 | 1 | 5,000 to —— tons | .... | ..... |
| 2 | 4,000 " 5,000 " | 77 | 452,100 | 2 | 4,000 " 5,000 " | 1 | 44,000 |
| 3 | 3,000 " 4,000 " | 110 | 348,000 | 3 | 3,000 " 4,000 " | 5 | 16,000 |
| 4 | 2,000 " 3,000 " | 39 | 92,300 | 4 | 2,000 " 3,000 " | 6 | 15,400 |
| 5 | 1,000 " 2,000 " | 54 | 86,800 | 5 | 1,000 " 2,000 " | 1 | 1,000 |
| 6 | Under 1,000 " | 34 | 10,905 | 6 | Under 1,000 " | 15 | 6,525 |
| | Total | 370 | 1,225,003 | | Total | 28 | 43,625 |

CANAL.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | 250 to 1,993 tons | 66 | 65,275 | 1 | 250 to 1,599 tons | 26 | 21,750 |
| 2 | 200 " 249 " | 5 | 1,050 | 2 | 200 " 249 " | 4 | 825 |
| 3 | 150 " 199 " | 2 | 325 | 3 | 150 " 199 " | .... | ..... |
| 4 | 100 " 149 " | 1 | 125 | 4 | 100 " 149 " | .... | ..... |
| 5 | 50 " 99 " | 6 | 440 | 5 | 50 " 99 " | 3 | 260 |
| 6 | Under 50 " | 24 | 540 | 6 | Under 50 " | 4 | 70 |
| | Total | 104 | 67,755 | | Total | 37 | 22,905 |

CANAL.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | 250 to 1,640 tons | 27 | 26,086 | 1 | 250 to 1,316 tons | 14 | 8,422 |
| 2 | 200 " 249 " | .... | ..... | 2 | 200 " 249 " | .... | ..... |
| 3 | 150 " 199 " | 1 | 180 | 3 | 150 " 199 " | .... | ..... |
| 4 | 100 " 149 " | 8 | 940 | 4 | 100 " 149 " | 38 | 4,310 |
| 5 | 50 " 99 " | 4 | 235 | 5 | 50 " 99 " | 58 | 5,674 |
| 6 | Under 50 " | 20 | 230 | 6 | Under 50 " | .... | ..... |
| | Total | 60 | 27,671 | | Total | 110 | 18,406 |

AND CHAMBLY CANALS.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | 250 to —— tons | .... | ..... | 1 | 250 to —— tons | .... | ..... |
| 2 | 200 " 249 " | .... | ..... | 2 | 200 " 249 " | .... | ..... |
| 3 | 150 " 199 " | .... | ..... | 3 | 150 " 199 " | 9 | 1,430 |
| 4 | 100 " 149 " | .... | ..... | 4 | 100 " 149 " | 174 | 18,670 |
| 5 | 50 " 99 " | .... | ..... | 5 | 50 " 99 " | 481 | 46,340 |
| 6 | Under 50 " | 1 | 30 | 6 | Under 50 " | 1 | 5 |
| | Total | 1 | 30 | | Total | 665 | 66,445 |

# APPENDIX

# DOMINION CANALS

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

*First—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)*

| | Miles. |
|---|---|
| 1. Lachine canal | 8½ |
| Lake St. Louis and River St. Lawrence | 16 |
| 2. Soulanges canal | 14 |
| Lake St. Francis and River St. Lawrence | 33 |
| 3. Cornwall canal | 11 |
| River St. Lawrence | 5 |
| 4. Farran's Point canal | 1½ |
| River St. Lawrence | 10 |
| 5. Rapide Plat canal | 3⅜ |
| River St. Lawrence | 4 |
| 6. Galops canal | 7⅛ |
| River St. Lawrence and Lake Ontario | 236 |
| 7. Welland canal | 26¾ |
| Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c. | 580 |
| 8. Sault Ste. Marie canal | 1¼ |
| Lake Superior to Port Arthur | 266 |
| Total | 1,223 17/24 |
| To Duluth | 1,357 |
| Chicago | 1,286 |

*Second.—Ottawa to Lake Champlain.*

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

*Third.—Ottawa to Kingston and Perth.*

1. Rideau canal.

*Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.*

1. Trent canal (not completed).

*Fifth.—Ocean to Bras d'Or lakes.*

1. St. Peter's canal.

## RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 statute miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

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

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

## LACHINE CANAL.

| | |
|---|---|
| First construction commenced | 1821 |
| " completed | 1825 |
| First enlargement commenced | 1843 |
| " completed | 1848 |
| Second enlargement commenced | 1873 |
| " completed | 1901 |
| Length of canal | 8½ statute miles. |
| Number of locks | 5 |
| Dimensions of locks | 270 feet by 45 feet. |
| Total rise of lockage | 45 feet. |
| Depth of water on sills, at two locks | 18 " |
| Depth of water on sills, at three locks | 14 " |
| Average width of new canal | 150 " |

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

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

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

## SOULANGES CANAL.

| | |
|---|---|
| Construction commenced | 1892 |
| Open for traffic | 1899 |
| Length of canal | 14 statute miles. |
| Number of locks, lift | 4 |
| Number of locks, guard | 1 |
| Dimensions of locks | 280 feet by 45 feet. |
| Total rise of lockage | 84 feet |
| Depth of water on sills | 15 " |
| Breadth of canal at bottom | 100 " |
| Breadth of canal at water surface | 164 " |
| Number of arc lights | 219 of 2,000 c. p. each. |

The canal extends from Cascade point to Coteau Landing, overcoming the Cascade Rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

## CORNWALL CANAL.

| | |
|---|---|
| First commenced, 9 feet | 1844 |
| " opened | 1847 |
| Enlargement commenced | 1897 |
| " completed | 1900 |
| Length of canal | 11 statute miles. |
| Number of locks | 6 |
| Dimensions of locks | 270 feet by 75 feet. |
| Total rise of lockage | 48 feet. |
| Depth of water on sills | 14 " |
| Breadth of canal at bottom | 100 " |
| Breadth of canal at water surface | 164 " |

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of 32¾ miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

## WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

### FARRAN'S POINT CANAL.

| | |
|---|---|
| First commenced, 9 feet | 1844 |
| " opened | 1847 |
| Enlargement commenced | 1897 |
| " completed | 1900 |
| Length of canal | 1½ miles. |
| Number of locks | 1 |
| New lock | 800 feet by 45 feet |
| Old lock | 200 " |
| Total rise or lockages | 3½ feet. |
| Depth of water on sills of new lock | 14 " |
| Depth of water on sills of old lock | 9 " |
| Breadth of canal at bottom | 90 " |
| Breadth of canal at water surface | 154 " |

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

### RAPIDE PLAT CANAL.

| | |
|---|---|
| First commenced, 9 feet | 1844 |
| " opened | 1847 |
| Enlargement commenced | 1884 |
| " completed | 1897 |
| Length of canal | 3⅝ miles. |
| Number of locks | 2 |
| Dimensions of locks | 270 feet by 45 feet. |
| Total rise in lockage | 11½ feet. |
| Depth of water on sills | 14 " |
| Breadth of canal at bottom | 80 " |
| Breadth of canal at surface of water | 152 " |

The old lift lock, 200 feet by 45. is also available, with nine feet of water on mitre sills.

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

GALOPS CANAL.

| | |
|---|---|
| First commenced, 9 feet | 1844 |
| Opened | 1846 |
| Enlargement commenced | 1888 |
| " completed | 1903 |
| Length of canal | 7¾ miles. |
| Number of locks | 3 |
| Dimensions of locks. {one of which is a guard lock.} | 2–270 by 45.<br>1–800 by 45. |
| Total rise of lockage | 15½ feet. |
| Depth of water on sills | 14 " |
| Breadth of canal at bottom | 80 " |
| Breadth of canal at surface of water | 144 " |

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

## MURRAY CANAL.

| | |
|---|---|
| Construction begun | 1882 |
| Completed | 1890 |
| Length between eastern and western pier heads | 5⅛ miles. |
| Breadth at bottom | 80 feet. |
| Breadth at water surface | 120 |
| Depth below lowest known lake level | 11 |

No locks.

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

## WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

| | Old Line. | Enlarged or New Line. |
|---|---|---|
| Length of canal | 27½ miles | 26¾ miles |
| Pairs of guard-gates (formerly 3) | | 2 |
| Number of locks: lift | 26 | 25 |
| Number of locks: guard | 1 | 1 |
| Dimensions: 1 lock 200 x 45 | | 270 feet x 45 feet. |
| Dimensions: 1 lock 200 x 45 | | |
| Dimensions: 1 (tidal) 230 x 45 | | |
| Dimensions: 24 locks 150 x 26 ft. 6 in. | | |
| Total rise or lockage | 326¾ feet | 326¾ feet. |
| Depth of water on sills | 10¼ " | 14 " |
| Construction commenced, 8 feet | | 1824 |
| " Completed | | 1833 |
| Enlargement commenced, 14 feet | | 1872 |
| " completed | | 1887 |

WELLAND RIVER BRANCHES.

| | |
|---|---|
| Length of canal— | |
| Port Robinson cut to River Welland | 2,622 feet. |
| From the canal at Welland to the river, via lock at Aqueduct | 300 " |
| Chippewa cut to River Niagara | 1,020 " |
| Number of locks—one at Aqueduct and one at Port Robinson | 2 |
| Dimensions of locks | 150 by 26½ feet. |
| Total lockage from the canal at Welland down to River Welland | 10 feet. |
| Depth of water on sills | 9 feet 10 inches. |

GRAND RIVER FEEDER.

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

PORT MAITLAND BRANCH.

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

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

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

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

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

## SAULT STE. MARIE CANAL.

| | |
|---|---|
| Construction commenced | 1888 |
| Opened for traffic | 1895 |
| Length of canal, between the extreme ends of the entrance piers | 5,967 feet. |
| Number of locks | 1 |
| Dimensions of locks | 900 feet by 60 feet. |
| Depth of water on sills (at lowest known water level) | 20 feet 3 inches. |
| Total rise or lockage | 18 feet. |
| Breadth of canal at bottom | 141 feet 8 inches. |
| Breadth at surface of water | 150 feet. |

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

## MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

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

*Ottawa River Canals.*

The Ste. Anne's lock.
Carillon canal.
Grenville canal.
Rideau canal.

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

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

| Sections of Navigation. | Intermediate Distance. | Total Distance, from Montreal. |
|---|---|---|
| | Miles. | Miles. |
| The Lachine canal | 8½ | |
| From Lachine to Ste. Anne's lock | 15 | 23 |
| Ste. Anne's lock and piers | ⅛ | 23 |
| Ste. Anne's lock to Carillon canal | 27⅝ | 50 |
| The Carillon canal | ¾ | 51 |
| The Carillon to Grenville canal | 6¼ | 57 |
| The Grenville canal | 5¾ | 63 |
| From the Grenville canal to entrance of Rideau navigation | 56 | 119 |
| Rideau navigation ending at Kingston | 126¼ | 245 |

## STE. ANNE'S LOCK.

Construction commenced . . . . . 1814.
" completed . . . . . 1816
Rebuilt of wood . . . . . 1833
" in masonry . . . . . 1843.

| | Old Lock. | New Lock. |
|---|---|---|
| Length of canal | ⅛ mile. | ⅛ mile. |
| Number of locks | 1 | 1 |
| Dimensions of locks | 190 x 45 feet. | 200 x 45 feet. |
| Total rise or lockage | 3 feet. | 3 feet. |
| Depth of water on sills | 6 " | 9 " |

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

## THE CARILLON CANAL.

| | |
|---|---|
| Construction commenced | 1819 |
| " completed | 1833 |
| Enlargement commenced | 1871 |
| " completed | 1887 |
| Length of canal | ¾ mile. |
| Number of locks | 2 |
| Dimensions of locks | 200 x 45 feet. |
| Total rise or lockage | 16 feet. |
| Depth of water on sills | 9 " |
| Breadth of canal at bottom | 100 " |
| Breadth of canal at water surface | 110 " |

This canal overcomes the Carillon rapids.

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

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

## GRENVILLE CANAL.

| | |
|---|---|
| Construction commenced | 1819 |
| " completed | 1833 |
| Enlargement commenced | 1871 |
| " completed | 1887 |
| Length of canal | 5¾ miles. |
| Number of locks | 5 |
| Dimensions of locks | 200 x 45 feet. |
| Total rise or lockage | 43¾ feet. |
| Depth of water on sills | 9 " |
| Breadth of canal at bottom | 40 to 50 feet. |
| Breadth of canal at surface of water | 50 to 80 " |

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

## RIDEAU NAVIGATION.

| | |
|---|---|
| Construction commenced | 1826 |
| " completed | 1832 |

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

| | |
|---|---|
| Length of navigation waters | 126¼ miles. |
| Number of locks going from Ottawa to Kingston | 35 ascending.<br>14 descending. |
| Total lockage.....446½ feet | 282¼ rise and 164 fall at high water. |
| Dimensions of locks | 134 x 33 feet. |
| Depth of water on sills | 5 feet. |
| Navigation depth through the several reaches | 4½ " |
| Breadth of canal reaches at bottom | 60 feet in earth.<br>54 feet in rock. |
| Breadth of canal at surface of water | 80 feet in earth. |

## PERTH BRANCH.

| | | |
|---|---|---|
| Construction commenced | 1883 | |
| " completed | 1892 | |
| Length of canal | 7 | miles. |
| Number of locks | 2 | |
| Dimensions of locks | 134 | feet x 33 feet. |
| Total rise or lockage | 26 | " |
| Depth of water on sills | 5 | " 6 inches. |
| Length of dam | 200 | " |
| Breadth of canal at bottom | 40 | " |
| Breadth of canal at surface of water | 40 | " in rock. |
| | 60 | " in clay. |

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau and the town of Perth.

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

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

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

1. The summit level, supplied by the Wolfe lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

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

## RICHELIEU AND LAKE CHAMPLAIN.

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

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

The following table shows the distances between Sorel and New York:—

| Section of Navigation. | Intermediate Distance. | Total Distances. |
|---|---|---|
| | Miles. | Miles. |
| Sorel to St. Ours lock | 14 | 14 |
| St. Ours lock to Chambly canal | 32 | 46 |
| Chambly canal | 12 | 58 |
| Chambly canal to boundary line | 23 | 81 |
| Boundary line to Champlain canal | 111 | 192 |
| Champlain canal to junction with Erie canal | 66 | 258 |
| Erie canal, from junction to Albany | 7 | 265 |
| Albany to New York | 146 | 411 |

## ST. OURS LOCK DAM.

| | | |
|---|---|---|
| Construction commenced | 1844 | |
| " completed | 1849 | |
| Length | ⅛ | mile. |
| Number of locks | 1 | |
| Dimensions of lock | 200 | feet by 45 feet. |
| Total rise of lockage | 5 | " |
| Depth of water on sills | 7 | feet at low water. |
| Length of dam in eastern channel | 300 | " |
| Length of dam in western channel | 690 | " |

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

## CHAMBLY CANAL.

| | | | |
|---|---|---|---|
| Construction commenced | 1831 | | |
| " completed | 1843 | | |
| Length of canal | 12 | miles. | |
| Number of locks | 9 | | |
| Dimensions of locks:— | | | |
| Guard lock, No. 1 at St. Johns | 122 | feet. | |
| Lift " 2 | 124 | " | From 22½ to 24 feet wide. |
| " " 3, 4, 5, 6 | 118 | " | |
| " " 7, 8, 9 combined | 125 | " | |
| Total rise or lockage | 74 | " | |
| Depth of water on sills | 7 | " | |
| Breadth of canal at bottom | 36 | " | |
| Breadth of canal at surface of water | 60 | " | |

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

## TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

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

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

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these

waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

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

| | | |
|---|---|---|
| From Trenton, Bay of Quinté to Nine Mile rapids .. | — | 9 |
| Nine Mile rapids to Percy landing.. .. .. .. .. | 19½ | — |
| Percy landing to Heeley's Falls dam.. .. .. .. .. | — | 14½ |
| Heeley's Falls dam to Peterborough.. .. .. .. .. | 51¾ | — |
| Peterborough to Lakefield.. .. .. .. .. .. .. .. | — | 9½ |
| Lakefield to a point across Balsam lake.. .. .. .. | 61 | — |
| | 132¼ | 33 |
| Total distance, Bay of Quinté to a point across Balsam lake.. | | 165¼ |
| From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.. .. .. .. .. .. .. .. | | 27 |

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchemannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

| | | | | | |
|---|---|---|---|---|---|
| 1 | Lock at | Rosedale (maintained by the Ontario government), 100′ x 30′ x 4′ 6′ to 6′ 6″ depth water on mitre sill. | | | |
| 2 | Locks at | Fenelon.... .. | 134′ x 33′ x 5′ 0″ to | 7′ 6″ | depth water on mitre sill. |
| 1 | " | Lindsay .. .. | 134′ x 33′ x 5′ 0″ to | 7′ 6″ | " " |
| 1 | " | Bobcaygeon .. | 134′ x 33′ x 5′ 8″ to | 7′ 0″ | " " |
| 1 | " | Buckhorn .. .. | 134′ x 33′ x 5′ 0″ to | 9′ 0″ | " " |
| 1 | " | Lovesick .. .. | 134′ x 33′ x 5′ 0″ to | 9′ 4″ | " " |
| 2 | " | Burleigh .. .. | 134′ x 33′ x 6′ 0″ to | 8′ 0″ | " " |
| 1 | " | Young's point. | 134′ x 33′ x 5′ 0″ to | 14′ 0″ | " " |
| 1 | " | Peterborough . | 134′ x 33′ x 5′ 0″ to | 10′ 0″ | " " |
| 1 | " | Hastings .. .. | 134′ x 33′ x 7′ 0″ to | 10′ 6″ | " " |
| 1 | " | Chisholms .. .. | 134′ x 33′ x 5′ 0″ to | 8′ 6″ | " |

## ST. PETER'S CANAL, CAPE BRETON.

| | |
|---|---|
| Construction commenced | 1854 |
| " completed | 1869 |
| Enlargement begun | 1875 |
| " completed | 1881 |
| Length of canal | About 2,400 feet. |
| Breadth at water line | 50 feet. |
| Lock | One tidal lock, 4 pairs of gates. |
| Dimensions | 200 feet by 48 feet. |
| Depth of water on sills | 18 feet at lowest water. |
| Depth through canal | 19 " |
| Extreme rise and fall of tide in St. Peter's bay | 4 " |

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

## BEAUHARNOIS CANAL.

| | |
|---|---|
| Construction begun | 1842 |
| " completed | 1845 |
| Length of canal | 12 statute miles. |
| Number of locks | 9 |
| Dimensions of locks | 200 feet by 45 feet. |
| Total rise or lockage | 82½ " |
| Depth of water on sills | 9 " |
| Breadth of canal at bottom | 80 " |
| Breadth of canal at water surface | 120 " |

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

## EARLIER CANALS.

A system of three canals preceded the Bearharnois. These were:—

### COTEAU DU LAC CANAL.

| | |
|---|---|
| Construction commenced | 1779 |
| " completed | 1780 |

### SPLIT ROCK CANAL.

| | |
|---|---|
| Construction commenced | 1779 |
| " completed | 1780 |

### CASCADE POINT CANAL.

| | |
|---|---|
| Construction commenced | 1782 |
| " completed | 1783 |

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington Bay, Ontario. They were:—

BURLINGTON BAY CANAL.

| | | |
|---|---|---|
| Construction | commenced | 1825 |
| " | completed | 1832 |

DESJARDINS CANAL.

| | | |
|---|---|---|
| Construction | commenced | 1826 |
| " | completed | 1837 |

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was 7½ feet.

# ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

## FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR BY WATER.

| From | To | Sections of Navigation. | Statute Miles. Inter-mediate. | Total to Straits of Belle-Ile. |
|---|---|---|---|---|
| Straits of Belle-Ile | Cape Whittle | Gulf of St. Lawrence | 240 | 240 |
| Cape Whittle | West Point, Anticosti | " | 201 | 441 |
| West Point, Anticosti | Father Point | River St. Lawrence | 202 | 643 |
| Father Point | Rimouski | " | 6 | 649 |
| Rimouski | Bic | " | 12 | 661 |
| Bic | Isle Verte | " | 39 | 700 |
| Isle-Verte (opp. Saguenay) | Quebec | " | 126 | 826 |
| Quebec | Three Rivers | " to tide-water | 74 | 900 |
| Three Rivers | Montreal | " | 86 | 986 |
| Montreal | Lachine | Lachine Canal | 8½ | 994½ |
| Lachine | Cascade Point | Lake St. Louis | 16 | 1,009½ |
| Cascade Point | Coteau Landing | Soulanges Canal | 14 | 1,021 |
| Coteau Landing | Cornwall | Lake St. Louis | 30 | 1,053½ |
| Cornwall | Dickinson's Landing | Cornwall Canal | 11½ | 1,065¼ |
| Dickinson's Landing | Farran's Point | River St. Lawrence | 5 | 1,070¼ |
| Farran Point | Upper end of Croyle's Island | Farran's Point | ¾ | 1,071 |
| Upper end Croyle's Island | Williamsburg or Morrisburg | River St. Lawrence | 10½ | 1,081½ |
| Williamsburg | Rapide Plat | Rapide Plat Canal | 4 | 1,085½ |
| Rapide Plat | Point Iroquois Village | River St. Lawrence | 4½ | 1,090 |
| Point Iroquois Village | Upper end Presqu'Ile | Point Iroquois Canal | 3 | 1,093 |
| Presqu-Ile | Point Cardinal, Edwardsburg | Junction Canal | 2⅝ | 1,095⅝ |
| Point Cardinal | Head of Galops Rapids | Galops Canal | 2 | 1,097⅝ |
| Galops Rapids | Prescott | River St. Lawrence | 7⅜ | 1,105 |
| Prescott | Kingston | " | 59 | 1,164 |
| Kingston | Port Dalhousie | Lake Ontario | 170 | 1,334 |
| Port Dalhousie | Port Colborne | Welland Canal | 26¾ | 1,360¾ |
| Port Colborne | Amherstburg | Lake Erie | 232 | 1,592¾ |
| Amherstburg | Windsor | River Detroit | 18 | 1,610¾ |
| Windsor | Foot of St. Mary's Island | Lake St. Clair | 25 | 1,635¾ |
| Foot of St. Mary's Island | Sarnia | River St. Clair | 33 | 1,668¾ |
| Sarnia | Foot of St. Joseph Island | Lake Huron | 270 | 1,938¾ |
| Foot of St. Joseph's Island | Foot of Sault Ste. Marie | River Ste. Marie | 47 | 1,985¾ |
| Sault-Ste. Marie | Head of Sault Ste. Marie | Sault Ste. Marie Canal | 1 | 1,986¾ |
| Head of Sault Ste. Marie | Point aux Pins | River Ste. Marie | 7 | 1,993¾ |
| Pointe aux Pins | Port Arthur | Lake Superior | 266 | 2,259¾ |
| Port Arthur to Lake Shebandowan | | | 45 | |
| Lake Shebandowan to North-west Angle | | | 312 | |
| North-west Angle to Winnipeg | | | 95 | |
| Pointe aux Pins to Duluth | | | 390 | |

Of the 2,259¾ miles from the Straits of Belle-Ile to the head of Lake Superior, 73½ miles are artificial navigation, and 2,188¾ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

" " Depot Harbour to Port Arthur is 510 miles; to Duluth is 644 miles; to Chicago 525 miles, and to Milwaukee, 442 miles.

SESSIONAL PAPER No. 20a

TABLE of distances of Stations between the cities of Ottawa and Kingston.

| No. of Station. | Name of Station. | Distances from Ottawa. | Locks. | | Dams. | | | Length of Artificial Canal at each Station in miles. |
|---|---|---|---|---|---|---|---|---|
| | | | No. | Lift at Low water. | No. | Length. | Height. | |
| | | Miles. | | Rise. Ft. In. | | Feet. | Feet. | |
| 1 | Ottawa | 0 | 8 | 82 0 | 3 | 230<br>1,320<br>1,616 | 13<br>33<br>14 | |
| 2 | Hartwell's | 4¼ | 2 | 22 0 | | 100 | 28 | 4·00 |
| 3 | Hogsback | 5½ | 2 | 13 6 | 1 | 320 | 60 | |
| 4 | Black Rapids | 9½ | 1 | 10 0 | 1 | 300 | 12 | 0·13 |
| 5 | Long Island | 14½ | 3 | 27 0 | 3 | 850 | 68 | 0·13 |
| 6 | Burritt's | 40½ | 1 | 10 6 | 1 | 240 | 14 | 1·50 |
| 7 | Nicholson | 43½ | 2 | 15 2 | 1 | 500 | 9 | 0·50 |
| 8 | Clowes | 44½ | 1 | 10 6 | 1 | 481 | 16 | 0·05 |
| 9 | Merrickville | 46½ | 3 | 25 0 | 1 | 150 | 6 | 0·33 |
| 10 | Maitland | 55 | 1 | 4 9 | 1 | 270 | 8 | 0·13 |
| 11 | Edmunds | 59½ | 1 | 10 10 | 1 | 343 | 8 | 0·06 |
| 12 | Old Slys | 60½ | 2 | 15 6 | 1 | 250 | 20 | 0·25 |
| 13 | Smith's Falls | 61½ | 4 | 33 9 | 2 | 600 | 24 | 0·13 |
| 14 | First Rapids or Poonamalie | 64 | 1 | 7 9 | 1 | 260 | 5 | 1·25 |
| 15 | Narrows | 83¼ | 1 | 4 0 | 1 | 600 | 9 | 0·06 |
| | Total rise at low water | | | 292 3 | | | | |
| | | | | Fall. | | | | |
| 16 | Isthmus | 87½ | 1 | 4 0 | | | | 1·25 |
| 17 | Chaffey | 92 | 1 | 12 6 | | | | 0·13 |
| 18 | Davis | 94½ | 1 | 9 0 | 1 | 300 | 15 | 0·06 |
| 19 | Jones' Falls | 97½ | 4 | 60 0 | 1 | 300 | 60 | 0·25 |
| 20 | Brewer's Upper Mills | 108¼ | 2 | 19 0 | 1 | 200 | 20 | 1·75 |
| 21 | " Lower Mills | 110 | 1 | 14 2 | 1 | 200 | 12 | 4·25 |
| 22 | Kingston Mills | 120½ | 4 | 46 8 | 1 | 6,042 | 14 | 0·25 |
| 23 | Kingston | 126¼ | | | | | | |
| | Total fall at low water | | | 165 4 | | | | |
| | Total | | 47 | | 24 | 15,472 | | 16·46 |

# INDEX

## CANAL STATISTICS FOR SEASON OF NAVIGATION, 1910.