

SUPPLEMENT No. 1

TO THE

INLAND REVENUE REPORT

FOR THE YEAR ENDED 30TH JUNE, 1886.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1886.



OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET,
1887.

DOMINION BUREAU
OF STATISTICS

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INLAND REVENUE REPORT

THOMAS STEVENSON

THE INLAND REVENUE DEPARTMENT

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CANAL STATISTICS

FOR THE YEAR 1880

BY J. H. WILSON

NEW YORK

1881

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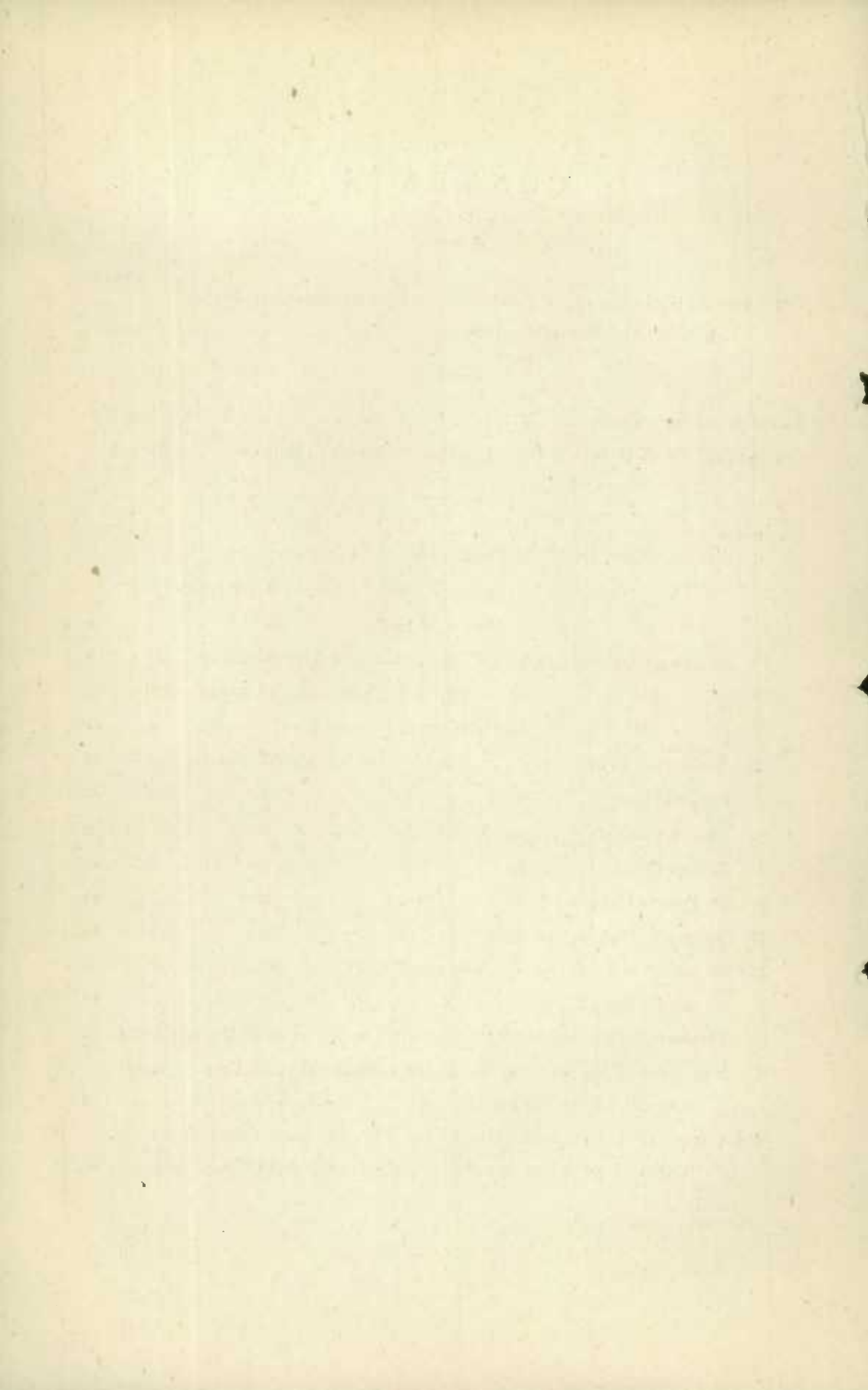
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SUPPLEMENT No. 1

TO THE

REPORT

OF THE

COMMISSIONER OF INLAND REVENUE.

To the Honorable

The Minister of Inland Revenue.

SIR,—I have the honor to submit my Report on the Canal Statistics for the season of navigation of 1886.

1. The Statistics of the season of 1885 are printed with the Annual Report of the Department, and, comparing them with those now submitted, it will be seen that the aggregate revenue has increased during the year 1886 to the extent of \$48,754.17.

The several increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal	\$42,559.35	
do St. Lawrence Canals	1,878.16	
do Burlington Bay Canal.....		\$942.93
do Chambly Canal.....	1,001.03	
do Rideau Canal	1,144.23	
do Ottawa Canals.....	3,387.07	
do St. Peter's Canal.....	...	170.61
do Newcastle District Canals....	.....	102.18
	<hr/>	<hr/>
	\$49,969.89	\$1,215.72

Net increase.....\$48,754.17

Or about 16 per cent.

2. These figures are, however, reduced to \$11,346.15 by refunds under Orders in Council hereinafter referred to.

8a—B

Reduction of revenue by refund of tolls on grain.

Authorized
reduction of
tolls on grain.

3. The forwarders and shippers of Montreal having requested that the reduction of tolls authorized 4th July, 1885, on grain passing down the Welland and St. Lawrence Canals to Montreal be continued; His Excellency the Governor General in Council on 21st April, 1886, authorized a reduction of tolls to 2 cents per ton on grain passing down Welland and Lawrence Canals to Montreal or ports east of that point, for the season of 1886 and no longer.

Refund of re-
duction of
tolls on de-
livery of grain
at Montreal.

4. The full amount of tolls on the Welland Canal was collected and a refund of the authorized reduction of 18 cents per ton was made on proof of the delivery of the grain in Montreal.

Increase of
quantity of
grain passed
down Wel-
land from U.
S. to U. S.

5. The following figures show a large increase in the quantity of grain passed down the Welland Canal. The quantity passed down from United States ports to United States ports has increased from 47,029 tons in 1880 to 151,551 tons in 1886, or an increase of about 222 per cent.

Decrease of
quantity of
grain passed
down from
Lake Erie to
Montreal.

6. Notwithstanding the large increase in the volume of traffic, and the refund of 18 cents per ton on grain passed down to Montreal, the quantity passing through the canals from Lake Erie to Montreal during 1886 was 128,866 tons less than in 1880.

Comparison
of quantity of
grain passed
down Wel-
land Canal
to U. S. ports
and to Mon-
treal.

7. The quantity of barley, corn, oats, pease, rye and wheat, passed down the Welland Canal from United States ports to United States ports, for a period of six years, upon which there was no reduction of tolls is as follows:—

	Tons.
1880.....	47,029
1881.....	64,351
1882.....	63,881
1883.....	121,876
1884.....	104,537
1885.....	117,346
1886.....	151,551

The quantity of these articles passed down the Welland and St. Lawrence Canals from ports west of Port Colborne to Montreal, for the same period, is as follows:—

	Tons.
1880.....	332,806
1881.....	146,127
1882.....	180,694
1883.....	186,814
1884.....	142,194
1885.....	96,569
1886.....	203,940

8. The total quantity of freight passed eastward and westward through the Welland Canal from United States ports to United States ports, for a period of six years, is as follows :—

	Eastward. Tons.	Westward. Tons.	Comparison of quantity of freight passed through Well- land Canal from U. S. to U. S. ports and from Montreal and Lake Erie.
1886.....	224,916	239,562	
1885.....	168,212	216,297	
1884.....	163,998	243,081	
1883.....	174,912	257,699	
1882.....	110,286	172,520	
1881.....	96,266	97,907	

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

	* Eastward. Tons.	† Westward. Tons.
1886.....	244,514	16,801
1885.....	132,968	16,115
1884.....	168,715	9,425
1883.....	205,394	27,488
1882.....	198,835	24,488
1881.....	169,213	37,190

9. The quantity of barley, corn, oats, rye and wheat arriving at Montreal *via* Grand Trunk and Canadian Pacific Railways, for a period of five years, is reported as follows :—

	Tons.	Comparison of quantity of grain arrived at Montreal <i>via</i> G. Trunk and C. P. Railways and St. Lawrence canals.
1882	75,026	
1883	98,672	
1884	142,231	
1885	160,821	
1886	165,613	

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

	Tons.
1882	230,055
1883	263,368
1884	174,496
1885	134,824
1886	272,133

* Allowed to pass through St. Lawrence Canals free, per Order in Council 21st April, 1881, and a refund of 18 cents per ton of Welland Canal tolls on grain for 1885 and 1886.

† Allowed to pass through the Welland Canal free, per Order in Council 21st April, 1881.

Comparison
with New
York canals.

10. The statistical comparisons heretofore given in respect of the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

Transshipment
of grain at
Port Col-
borne.

11. The quantity of grain transhipped at Port Colborne in 1886 and three previous years is given below. The total number of grain-laden vessels lightened at that port in 1886 was "78" against 50 in the previous year. The number unladen, without entering the canal was *nil* against 1 in 1885.

The quantity of grain lightened was as follows:—

	1883. Centals.	1884. Centals.	1885. Centals.	1886. Centals.
Wheat	46,601	86,652	147,300	96,871
Corn	315,410	297,025	156,307	511,735
Barley				

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

	1883. Centals.	1884. Centals.	1885. Centals.	1886. Centals.
Wheat	69,919	2,091	13,488	.....
Corn .....	.....	.....	.....	.....
Barley .....	.....	.....	.....	.....

Proportion of
freight carried
by New
York canals
and compet-
ing railways.

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

In 1859.....	63.9	per cent.
1869.....	47.0	do
1870.....	38.9	do
1871.....	38.9	do
1872.....	40.1	do
1873.....	34.9	do
1874.....	31.7	do
1875.....	28.4	do
1876.....	24.6	do
1877.....	28.3	do
1878.....	27.1	do
1879.....	23.7	do
1880.....	25.1	do
1881.....	15.5	do
1882.....	19.0	do
1883.....	18.7	do
1884.....	19.0	do
1885.....	17.1	do
1886.....	16.9	do

The quantity of freight carried by the canals and railway was greater in 1886 by 3,624,796 tons than the quantity carried in 1885.

The proportion carried by canals shows a decrease as compared with the previous year. The quantities carried are as follows:—

	Total Tonnage.	Proportion by Canals.
In 1859	5,485,076	·68.0
1869.....	12,453,174	·4705
1870.....	15,148,274	·3895
1871.....	15,844,152	·3896
1872.....	16,631,609	·4012
1873.....	18,200,208	·3497
1874.....	18,283,547	·3174
1875.....	17,101,758	·2841
1876.....	16,948,627	·2462
1877.....	17,489,770	·2833
1878.....	19,017,301	·2719
1879.....	22,590,766	·2373
1880.....	25,706,586	·2512
1881.....	27,857,394	·1859
1882.....	28,693,054	·1905
1883.....	30,167,119	·1877
1884.....	26,293,844	·1905
1885.....	27,543,948	·1718
1886.....	31,168,744	·1698

13. By reference to statement H, as to quantity of vegetable food carried to tide water, it will be observed that the quantity carried by canal was 1,489,886, in 1886, as against 1,063,310 in 1885, 2,371,090 in 1880, and 1,302,613 in 1869. Quantity of vegetable food carried by New York canals.

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

	Tons.
In 1886.....	3,802,262
1885.....	4,105,594
1884.....	3,639,805
1883.....	4,422,461
1882.....	3,885,557
1880.....	4,732,385
1869.....	1,087,809

Proportion of vegetable food carried by New York canals and competing railways. 15. The following figures are an abstract of the quantities of vegetable food carried to the tide-water by the canals and railways of the State of New York during eighteen years:—

	Canals.	Railways.	Total.	Proportions by Canals.
1869.....	1,302,613	1,087,809	2,390,422	·545
1870.....	1,295,010	1,766,457	3,061,467	·423
1871.....	1,850,198	2,205,589	4,055,787	·456
1872.....	1,674,320	1,870,614	3,544,934	·472
1873.....	1,745,171	2,036,992	3,782,163	·461
1874.....	1,767,593	2,791,517	4,559,115	·387
1875.....	1,305,550	2,343,241	3,648,791	·357
1876.....	1,064,293	2,875,803	3,940,096	·270
1877.....	1,498,984	2,493,683	3,992,667	·375
1878.....	1,912,734	3,695,764	5,608,498	·341
1879.....	1,833,399	4,353,617	6,187,016	·296
1880.....	2,371,090	4,732,385	7,103,475	·333
1881.....	1,116,561	4,933,722	6,100,283	·183
1882.....	1,118,776	3,895,557	5,004,333	·223
1883.....	1,379,000	4,422,461	5,801,461	·237
1884.....	1,236,986	3,839,805	4,876,791	·253
1885.....	1,063,310	4,105,594	5,168,904	·205
1886.....	1,489,886	3,802,262	5,292,148	·281

From which it appears that the proportion of the total volume of freight, of the description mentioned, carried by railways, has increased from ·455 in 1869, to ·719 in 1886.

16. The Canadian Pacific and Canada Atlantic Railways have become formidable competitors to the Ottawa canals for the carrying of sawn lumber from the Ottawa district.

Quantity of
lumber carried
by C. P. R.
and O. A. R.
from Ottawa
and Hull.

The quantity carried from Ottawa and Hull by these two railways for 1886 is reported as follows:—

Sawn lumber	89,923,439 Feet B M.
Shingles.....	633 M.

Statements having reference to the transshipment of grain at Kingston are hereto appended.

I have the honor to be, Sir,

Your obedient servant,

E. MIALL,

Commissioner Inland Revenue.

OTTAWA, March, 1887.

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

Years.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	71,051	670,534	256,475	99,012	92,309	13,489	99,745
1870	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871	41,211	748,549	672,057	113,992	123,891	34,563	109,935
1872	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874	29,134	772,163	519,203	98,654	53,408	8,215	280,821
1875	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876	9,290	416,376	365,254	96,491	52,147	19,949	104,783
1877	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878	5,904	844,555	731,993	89,534	85,029	64,613	88,106
1879	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880	8,266	966,652	1,156,619	106,247	20,893	26,340	86,673
1881	6,926	441,832	475,823	81,587	30,321	15,484	61,588
1882	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886	9,005	993,129	354,765	62,854	7,278	3,073	59,782

the Canals in the State of New York, during a series of Eighteen Years.

HEAVY GOODS.						
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	136,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,650	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,533	1,763,541
1,912,734	8,385	65,612	139,927	889,873	210,708	1,313,905
1,833,399	27,634	99,568	136,021	971,074	374,711	1,548,708
2,371,090	94,613	139,993	144,487	959,342	370,384	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	68,921	122,786	108,040	1,228,435	384,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,693	1,731,098
1,236,986	28,513	54,471	161,788	954,288	201,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708

D.—TABLE showing the Tonnage of the under mentioned Articles, moved through

Fiscal Year.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	45,674	313,825	120,569	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	245,020	163,738	17,772	477	1,016	1,490
1881.....	9,959	127,832	101,075	24,599	.....	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	1,612	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,330	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

the Welland Canal, during a series of Sixteen Years ended 31st December, 1886.

HEAVY GOODS.							
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full Tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	68,084	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	423,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	543,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	311,306	43,623	397,565
409,788	51	7,997	30,300	20,327	288,211	31,654	378,540
464,181	9,830	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,636	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	193,957	19,164	245,670
442,182	5,360	4,812	412	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	280,873
414,812	166	6,123	48	12,324	271,356	27,447	317,464

B.—TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of Eighteen years.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	5,609	490,604	219,874	1,978	63,728	2,160	2,193	786,436	.....	.....
1870.....	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2 05	.....
1871.....	5,607	570,849	579,709	19,810	106,391	27,622	5,703	1,315,693	67·29	.....
1872.....	.....	330,032	866,169	41,515	73,572	5,900	88	1,317,276	67·50	.....
1873.....	6	737,167	611,675	8,638	51,615	22,441	634	1,432,174	82·10	.....
1874.....	.....	610,161	459,728	3,192	41,079	112	237	1,157,509	47·18	.....
1875.....	5,859	695,315	273,003	1,158	36,609	2,242	3,372	1,017,559	29·38	.....
1876.....	231	377,317	356,064	6,334	26,488	12,205	4,691	783,331	.....	0·39
1877.....	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55·52	.....
1878.....	987	775,953	718,714	21,665	69,256	51,064	6,632	1,614,301	109 08	.....
1879.....	1,238	892,403	602,171	7,193	14,537	40,471	7,528	1,565,543	99 07	.....
1880.....	2,743	897,603	1,131,857	434	16,154	12,137	4,256	2,065,181	162·06	.....
1881.....	1,491	386,605	458,318	86	21,751	107	7,484	878,842	11·75	.....
1882.....	1,123	586,019	241,406	1,858	9,016	19,158	6,216	861,816	9·96	.....
1883.....	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51·06	.....
1884.....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37·18	.....
1885.....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14·36	.....
1886.....	498	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72·11	.....

SUPPLEMENT to Table E showing the Shipments at Oswego during the same period.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869	7,361	141,360	28,585	66,794	1,113	8,563	14,033	267,815	.....	.....
1870	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	.....	11·06
1871	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11·05	.....
1872	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818	.....	36·59
1873	4,061	53,361	10,578	46,337	670	6,019	10,738	131,763	.....	50·80
1874 .....	.....	103,288	46,127	77,007	1,103	7,053	3,747	243,325	.....	9·14
1875	1,728	32,690	3,034	75,083	3,303	4,989	5,931	126,763	.....	51·67
1876	937	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62·67
1877	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52·61
1878	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	.....	65·21
1879	734	25,740	9,268	71,693	.....	16,613	3,110	127,168	.....	52·51
1880	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49·43
1881	758	25,352	8,061	62,793	200	14,444	4,027	115,638	.....	53·81
1882	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52·65
1883	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884	401	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885	519	6,484	22	45,264	.....	4,613	2,915	59,847	.....	77·62
1886	737	9,579	154	42,261	.....	1,671	4,814	53,216	.....	77·88

F.—TABLE showing the Tonnage of the undermentioned Articles cleared downwards on the Welland Canals, during a series of Sixteen years, ended 31st December, 1886.

VEGETABLE FOOD.

Fiscal 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	2,693	7,594	64	2,300	524,883
1873.....	30,660	345,720	180,042	2,643	1,188	3	3,557	563,813
1874.....	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875.....	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876.....	15,735	194,559	144,501	1,110	21,496	1,454	2,949	384,807
1877.....	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878.....	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879.....	10,588	271,545	144,276	893	1,196	.....	2,387	430,795
1880.....	12,467	240,501	162,891	.....	477	.....	1,418	417,853
1881.....	9,655	121,393	103,075	252	.....	6	1,371	235,763
1882.....	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883.....	13,258	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.....	15,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886.....	19,418	146,151	218,897	.....	4,891	.....	14,571	403,926

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Sixteen years, ended 31st December, 1886.

Fiscal Years.	VEGETABLE FOOD.								HEAVY GOODS.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872.....	10,482	124,695	89,761	1,391	7,400	.....	605	234,337	24,040	13,239	49,843	95,741	59,401	242,264
1873.....	10,605	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	219,053	125,627	.....	5,918	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,851	260,895
1875.....	1,881	113,832	54,188	2,641	2,943	500	1,920	177,908	14	4,123	12,931	192,767	31,616	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	107,393	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878.....	1,318	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	18,122	1,551	298	.....	.....	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	177,181
1883.....	2,041	54,382	66,128	735	731	.....	8,578	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	15,028	215,039
1886.....	7,591	53,258	91,048	.....	4,790	.....	13,201	172,898	156	5,328	1	189,964	11,364	206,813

H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals, and the two principal railways, Competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Sixteen Years, ended 31st December, 1886.

Fiscal Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	1,302,613	503,860	1,087,809	786,433	287,815	337,530
1872.... ..	1,674,320	538,147	1,870,614	1,317,273	169,818	234,337
1873	1,745,171	579,880	2,033,992	1,432,174	131,765	243,366
1874	1,767,598	647,397	2,791,517	1,157,509	243,325	374,236
1875.....	1,305,550	417,936	2,343,241	1,017,559	128,763	177,903
1876.....	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877.....	1,408,984	464,181	2,493,683	1,223,100	126,899	180,586
1878.....	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879.....	1,833,399	438,564	4,353,617	1,565,543	127,168	87,334
1880.....	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881.....	1,116,561	269,395	4,983,722	878,812	115,638	65,285
1882.... ..	1,118,776	206,482	3,885,557	864,826	126,804	64,002
1883.....	1,379,000	372,326	4,422,461	1,191,974	72,507	132,496
1884.....	1,236,983	305,734	3,639,805	1,078,939	70,132	114,422
1885.....	1,063,310	273,905	4,105,594	918,352	59,847	215,039
1886.... ..	1,489,686	414,812	3,802,262	1,353,591	59,216	205,813

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

Articles.	Canadian Vessels.				United States Vessels.				Total.
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	174	62,663	432	121,150	41	17,482	329	97,257	976 298,554
	Tons.		Tons.		Tons.		Tons.		Tons.
1882.									
Wheat	60,535		46,201		5,203		87,213		199,152
Corn	7,431		6,073		3,468		38,360		55,334
Rye							1,954		1,954
Coal	1,673		51,127		112		27,968		80,880
Miscellaneousmerchan- dise	2,929		3,744		1,553		2,605		10,841
Lumber..... Ft. B. M.	1,021,957		1,943,568		3,969,790		17,327,483		24,262,798
Timber..... Cub. Ft.	125,960		2,874,066				13,500		3,013,526
Staves No.	59,620		1,065,233				104,000		1,228,833
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	180	68,950	465	130,844	111	68,009	434	127,616	1176 395,919
	Tons.		Tons.		Tons.		Tons.		Tons.
1883.									
Wheat	32,761		29,385		5,928		76,715		144,789
Corn	25,451		21,073		36,146		99,272		182,142
Barley							735		735
Rye							518		518
Oats					731				731
Coal	8,398		48,329		835		40,398		97,950
Miscellaneousmerchan- dise	5,238		3,590		13,195		2,299		24,322
Lumber..... Ft. B. M.	2,102,292		3,455,590		5,287,386		15,143,274		25,988,542
Timber..... Cub. Ft.	83,700		3,514,944				70,500		3,669,144
Staves No.	32,876		1,038,349				90,000		1,161,325
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	173	68,250	285	73,057	99	67,637	364	97,794	921 306,738
	Tons.		Tons.		Tons.		Tons.		Tons.
1884.									
Wheat	38,859		11,618		5,461		75,474		131,412
Corn	10,841		13,609		26,452		67,909		118,811
Barley	90								90
Rye	477								477
Oats	872				7,963		1,911		10,746
Coal	497		28,275		301		10,154		39,227
Shingles, firewood and woodenware	548		2,538		49		30		3,165
Miscellaneousmerchan- dise	2,073		3,804		11,793		428		18,103
Lumber..... Ft. B. M.	3,393,351		1,680,976		8,987,558		18,126,215		32,188,100
Timber..... Cub. Ft.	437,356		2,107,760				159,647		2,704,783
Staves No.			75,000		33,741		301,267		410,008

I.—STATEMENTS showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation, in 1885 and 1883.

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	199	67,461	347	80,828	81	35,613	350	106,873	977	290,775
	Tons.		Tons.		Tons.		Tons.		Tons.	
1885.										
Wheat	26,025		3,153		6,882		72,478		108,538	
Corn	16,046		2,462		20,589		78,439		117,536	
Barley			228						228	
Oats					217		685		882	
Pease	11								11	
Rye										
Coal	1,005		20,318				18,560		39,883	
Miscellaneous merchan- dise	1,941		3,689		1,111		1,086		7,827	
Shingles, woodenware, &c.	223		9		53		58		343	
Sawed Lumber..Ft. & S.	7,725,105		8,681,081		9,381,654		20,935,270		46,723,110	
Square Timber..Cords	601,516		2,849,526		20,692		113,682		3,585,416	
Staves.....No.	104,000		44,000		83,500				231,500	
Firewood.....Cords			783						783	

I.—STATEMENT showing the quantity of 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.
	261	95,928	426	123,297	118	86,937	358	108,344	1163	414,506
	Tons.		Tons.		Tons.		Tons.		Tons.	
1886.										
Wheat		38,984		30,834		2,937		70,019		142,774
Corn		48,547		33,315		36,852		99,644		218,358
Barley								572		572
Oats		6		41		4,331		459		4,837
Pease		450		158						608
Rye										
Coal		4,007		45,018				11,647		60,672
Miscellaneousmerchan- dise		2,926		6,728		23,687		281		33,622
Shingles, woodenware, &c.		329				252		215		1,152
Sawed Lumber..Ft. B. M	6,915,390		15,719,631		8,953,478		18,405,981		49,994,460	
Square Timber..Cub. Ft	564,837		2,335,205				35,500		2,935,532	
Staves..... No	221,280		697,933						919,213	
Firewood..... Cords			390						390	

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes, passed through the Enlarged Welland Canal during the Season of Navigation, in 1886.

CANADIAN STEAM VESSELS.

Date of Arrival.	Name of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.			Lighterage over Welland Railway		Lighterage in tons.	
			Length over all.	Width of Beam.	Depth of Hold.	Forward.	Aft.	Wheat.	Corn.	Rolling Freight.	Wheat.	Corn.	Wheat.	Corn.
		Tons.	Feet.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Tons.	Bush.	Bush.	Tons.	Tons.
1886.														
May 17...	Sir S. L. Tilley.....	769	178	35	14 9	12	12 3	.....	32,000	.....	.....	1,273	.....	36
do 21...	Myles.....	929	179	33 6	15	14 6	14 7	42,000	.....	3	13,962	.....	419	.....
do 22...	Erin.....	317	179	26	12 5	12 4	12 5	29,901	.....	.....	1,315	.....	39	.....
Sept. 8...	Tecumseh.....	530	200	29 9	13 2	14 3	14 6	33,218	.....	.....	13,583	.....	407	.....
do 22...	do.....	530	200	29 9	13 2	14 6	14 8	.....	37,700	.....	.....	15,545	.....	435
Oct. 2...	Dominion.....	376	135	23 2	11 4	10 4	10 6	15,000	.....	.....	5,494	.....	165	.....
do 4...	Myles.....	929	179	33 6	15	14 6	14 9	42,000	.....	.....	13,343	.....	400	.....
do 23...	Sir S. L. Tilley.....	769	178	35	14 9	14	15	41,250	.....	.....	15,287	.....	459	.....
do 30...	Myles.....	929	179	33 6	15	14 6	15.	42,000	.....	2	14,295	.....	429	.....
	Average.....	675	178	31 0	14 3	13 5	13 9	35,052	34,850	2.5	11,039	8,409	331	235

CANADIAN SAILING VESSELS.

June 24...	Gibraltar.....	270	132	25	11	10 4	10 6	16,000	3,068	92
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J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.

CANADIAN STEAM VESSELS.

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through the Canal.					Total Cargo through Canal.	Depth of Water through Canal.	Midships.	Destination.		Cost of Lightering per bushel.	Time occupied in Lightering.
		Wheat.	Corn.	Wheat.	Corn.	Rolling Freight.				From	To		
1886.		Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Ft. in.				Cts.	H. M.
May 17...	Sir S. L. Tilley.....		30,727		861		861	12		Toledo	Kingston.....	1 1/2	16
do 21...	Myles	28,038		842		3	845	11 11		Duluth	do	1 1/2	5 30
do 22...	Erim.....	28,586		858			858	12		Chicago	Montreal.....	2 1/2	2 30
Sept. 8...	Tecumseh	19,635		590			590	12		do	Kingston	2	10
do 24...	do		22,156		621		621	11 11		Toledo	do	2	6 30
Oct. 2...	Dominion	9,508		256			286	9		Duluth	St. Catharines...	2 1/2	3 30
do 4...	Myles	28,658		860			860	11 11		do	Kingston.....	2 1/2	6 30
do 23...	Sir S. L. Tilley.....	25,963		779			779	11 10		do	do	2 1/2	6
do 30...	Myles	27,706		832		2	834	11 10		do	do	2 1/2	5
	Average.....	24,013	26,441	721	741	2.5	726	11 7				2 1/2	6 48

CANADIAN SAILING VESSELS.

June 24...	Gibraltar.....	12,931		388			388	9 0	Duluth	St. Catharines...	2	5
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J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.

UNITED STATES STEAM VESSELS.

Date of Arrival	Name of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over Welland Railway.			Lighterage in Tons.			
			Length over all.	Width of Beam.	Depth of Hold.	Forward.	Aft.	Wheat.	Corn.	Oats.	Rolling Freight.	Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.	Rolling Freight.
1886.		Tons.	Feet.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	T'ns	Tons	Tons.	T'ns
April 19	J. Sheriffs	768	182	32	13 3	14 3	14 6	45,000					13,709			384		
do 26	W. L. Frost	1,201	250	37	15 9	12 10	13 9	51,300					13,650			382		
do 27	Mont Eagle	1,035	237	35	19 8	14	15	55,000					20,976			587		
do 28	D. M. Wilson	592	179	32	12	13 6	13 6	34,000					9,715			272		
do 29	W. J. Averill	1,425	265	36 7	16 5	14	14 7	60,000			27		21,909			613		
May 8	Wm. A. Haskill	1,441	265	37	16 6	13 4	11 3	40,000			469	19,721			591			
do 10	Jno. Pridgeon, jun.	1,037	247	36	14	13	24 3	37,000			390		13,536			379		
do 12	W. L. Frost	1,023	250	37	15 9	12 10	13 10	51,242			110		14,795			414		
do 15	Oneida	9 9	2 0	31 7	12	12	12 3				672							8
do 19	W. J. Averill	1,025	265	36 7	16 5	15	14 7	46,904			473		24,882			697		
do 21	Mont Eagle	1,035	237	35	19 8	15	15	55,575					21,964			615		
do 24	A. L. Hopkins	640	170	32	12	13 3	13	35,000			2		8,717			244		
do 29	W. A. Haskill	1,441	265	37	16 6	14	14 10	46,500			346	22,084			663			
June 1	W. L. Frost	1,203	250	37	15 9	12 8	13 10	23,047	22,758	362			9,247			279		
do 2	John Pridgeon, jun.	1,037	247	36	14	13 6	14 3	32,000	10,764	219	15,197			456				
do 9	W. J. Averill	1,425	265	36 7	16 5	14 7	14 7	35,873	23,284	368		20,197	5,675		566	91		
do 16	Mont Eagle	1,035	237	35	19 8	15 1	15 1	56,007				22,863			640			
do 17	Pascal	1,041	265	37	16 6	14 9	14 9	28,056	29,995	233		15,174			425			
June 18	W. L. Frost	1,203	250	37	15 9	12 7	13 10	42,000			371		14,079			394		
do 23	John Pridgeon, jun.	1,037	247	36	14	13 6	14 3	48,908			108		17,119			479		
do 28	W. J. Averill	1,425	265	36 7	16 5	14 9	14 9	53,044			387		25,600			717		
July 5	W. A. Haskill	1,441	265	37	16 6	14 9	14 9	29,331	25,500	325		9,825	12,494		275	200		
do 6	W. L. Frost	1,203	250	37	15 9	12 8	13 6	38,957			402		12,161			341		
do 12	Mont Eagle	1,035	237	35	19 8	15	15 3	56,238				23,248			657			
do 14	John Pridgeon, jun.	1,037	247	36	14	13 7	14	42,681			220		14,852			416		
do 19	W. J. Averill	1,425	265	36 7	16 5	12 2	14 6	51,957			180		18,171			509		
do 22	W. A. Haskill	1,441	265	37	16 6	14 6	14 9	50,000			419		25,935			726		

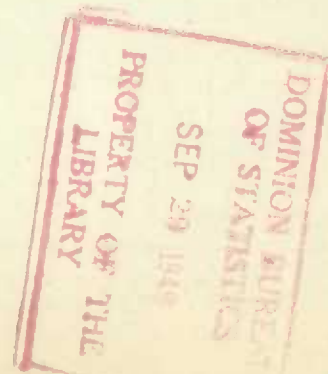
do	26	W. L. Frost.....	1,203	250	37	15 9	11 1	13 10	25,195	683	7,606	213							
Aug.	2	John Pridgeon, jun.	1,037	247	36	14	13 7	14	42,842	266	16,074	450							
do	4	Mont Eagle.....	1,035	237	35	19 8	15	15	56,440		23,452	637							
do	12	W. A. Haskill.....	1,441	265	37	16 6	15	15	61,428	59	26,824	751							
do	14	W. L. Frost.....	1,203	250	37	15 9	13 1	14	44,711	314	16,920	474							
do	21	John Pridgeon, jun.	1,037	247	36	14	13 6	14	29,509	25,469	8,642	242	208						
do	27	W. J. Averill.....	1,425	265	36 7	16 5	13	14 5	15,040	65,633	7,689	215	231						
Sept.	1	W. A. Haskill.....	1,441	265	37	16 6	14 7	15 4	40,855	23,533	18,337	513	225						
do	3	W. L. Frost.....	1,202	250	37	15 9	12 10	13 10	40,159	21,359	14,320	401							
do	9	Pacific.....	604	189	29	12	12 2	12 2	15,000	209			26						
do	13	John Pridgeon, jun.	1,037	247	36	14	13 10	14 3	31,334	23,104	10,249	287	191						
do	16	W. J. Averill.....	1,425	265	36 7	16 6	14 11	14 11	32,204	25,037	16,963	475	224						
do	20	Mont Eagle.....	1,035	237	35	19 8	12 3	14 9	56,509		22,305	625							
.....	.....	W. A. Haskill.....	1,441	265	37	16 6	14 7	15 6	57,709	217	26,646	740						
Sept.	22	W. L. Frost.....	1,203	250	37	15 9	12 8	14	33,663	568	13,340	373							
Oct.	5	W. J. Averill.....	1,425	265	36 7	16 6	14 6	15	34,138	25,715	17,684	495	2 6						
do	9	W. A. Haskill.....	1,441	265	37	16 6	14	15	35,760	20,100	17,519	491	172						
do	13	W. L. Frost.....	1,203	250	37	15 9	12 4	13 11	14,356	32,208	8,340	234	167						
do	29	John Pridgeon, jun.	1,037	247	36	14	14	14 9	52,000	87	18,976	531							
Nov.	1	W. A. Haskill.....	1,441	265	37	16 6	14 6	15	54,307	270	25,622	701							
.....	.....	W. J. Averill.....	1,425	265	36 7	16 5	14 1	15	51,188	379	26,313	738						
Nov.	4	W. L. Frost.....	1,203	250	37	15 9	12 4	13 10	39,956	392	14,791	414							
do	5	Mont Eagle.....	1,035	237	35	19 8	14 9	15 9	58,429		25,377	711							
do	21	John Pridgeon, jun.	1,037	247	36	14	13	14 11	41,878	253	15,891	499							
do	30	W. J. Averill.....	1,425	265	36 7	16 5	14 3	14 11	50,059	415	25,412	712							
Average.....			1,178	248	36	15 11	13 8	14 5	39,500	41,989	28,356	308 5	19,000	17,394	12,176	570	487	195	17

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

UNITED STATES STEAM VESSELS.

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through the Canal.							Total Cargo through Canal.	Depth of Water through Canal Midships.	Destination.		Cost of Lightering per Bushel.	Time occupied in Lightering.
		Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.	Rolling Freight.			From	To		
1886.		Bush.	Bush.	Bush.	Tons	Tons.	Tons.	Tons.	Tons.	Ft. in.			Cents.	H. M.
April 19	J. Sheriffs		31,291			877			877	11 11	Toledo	Ogdensburg ...	1 1/2	7
do 26	W. L. Frost		40,650			1,139			1,139	12	do	do	1 1/2	6 30
do 27	Mont Eagle		34,024			953			953	12	Chicago	do	1 1/2	8 30
do 28	D. M. Wilson		24,285			680			680	11 11	do	do	1 1/2	4
do 29	W. J. Averill		38,090			1,067		27	1,094	11 11	do	do	1 1/2	11
May 8	Wm. A. Haskill	20,280			609			469	1,078	12	do	do	1 1/2	30
do 10	Jno. Pridgeon, jun... ..		23,464			657		390	1,047	12	do	do	1 1/2	6 30
do 12	W. L. Frost		36,447			1,011		100	1,121	12	do	do	1 1/2	4 30
do 15	Oneida							664	664	11 11	do	do	1 1/2	1
do 19	W. J. Averill		22,012			617		473	1,090	11 11	do	do	2	8
do 21	Mont Eagle		33,611			942			942	12	do	Kingston	2	7
do 24	A. L. Hopkins		26,283			738		2	738	11 11	Detroit	Ogdensburg ...	1 1/2	18
do 29	W. A. Haskill	24,416			733			316	1,079	12	Chicago	do	1 1/2	7
June 1	W. L. Frost		13,100	22,758		367	365	362	1,094	12	do	do	2	3
do 2	John Pridgeon, jun. ...	16,803	10,764		805	302		218	1,025	12	do	do	2	5
do 9	W. J. Averill		15,676	17,609		439	282	368	1,089	12	do	do	2 & 1/2	10
do 16	Mont Eagle		33,140			928			928	12	do	do	1 1/2	9 30
do	Pascal		12,882	29,995		361	480	233	1,074	11 11	do	do	2	11
June 18	W. L. Frost		27,920			782		371	1,153	12	do	do	2	4 30
do 23	John Pridgeon, jun. ...		31,789			891		108	999	11 11	do	do	2	5
do 28	W. J. Averill		24,444			685		377	1,072	11 11	do	do	2	8 30
July 5	W. A. Haskill		19,496	13,006		546	209	325	1,080	12	do	do	2 & 1/2	11
do 6	W. L. Frost		26,797			751		402	1,153	12	do	do	2	5
do 12	Mont Eagle		31,990			924			924	12	do	do	1 1/2	10
do 14	John Pridgeon, jun. ...		27,829			760		220	1,000	11 10	do	do	2	18 30
do 19	W. J. Averill		33,786			947		180	1,127	11 11	do	do	2	7
do 22	W. A. Haskill		24,066			674		419	1,093	11 11	do	do	2	9

do	26	W. L. Frost	17,589		493	663	1,156	12	do	do	2	3	
Aug.	2	John Pridgeon, jun.	26,769		750	268	1,016	11 11	do	do	2	18 30	
do	5	Mont Eagle	32,979		924		924	12	do	do	2	9	
do	12	W. A. Haskill	36,694		1,025	50	1,075	12	do	do	2	10	
do	14	W. L. Frost	27,791		779	324	1,103	12	do	do	2	6	
do	21	John Pridgeon, jun.	20,868	12,379	585	199	245	1,029	12	do	2 & 12	8	
do	27	W. J. Averill	7,311	51,010	205	817	66	1,088	11 11	do	2 & 12	8	
Sept.	1	W. A. Haskill	23,518	14,497	631	232	231	1,094	12	do	2 & 12	10	
do	3	W. L. Frost	25,839	21,359	724	342	71	1,137	12	Chicago	Ogdensburg	2	4
do	9	Pacific	15,000		420	183	603	12	do	do		10	
do	13	John Pridgeon, jun.	24,086	11,088	675	178	184	1,037	11 11	do	2 & 12	20	
do	16	W. J. Averill	15,240	11,029	427	177	484	1,098	12	do	2 & 12	11	
do	20	Mont Eagle	34,095		958		958	12	do	do	24	37	
do	22	W. A. Haskill	31,063		870		217	1,087	12	do	do	2	35
Sept.	22	W. L. Frost	20,353		570		568	1,134	12	do	do	14	5
Oct.	5	W. J. Averill	16,454	10,992	461	176	430	1,067	11 10	do	do	2	10
do	9	W. A. Haskill	18,241	9,366	511	150	401	1,062	11 10	do	do	24	9
do	13	W. L. Frost	6,010	21,775	169	349	595	1,113	11 10	do	do	24	6
do	29	John Pridgeon, jun.	33,021		925		87	1,012	11 10	do	do	24	9
Nov.	1	W. A. Haskill	29,286		820		270	1,090	11 10	do	do	24	26
do	4	W. J. Averill	24,846		695		379	1,075	11 10	do	do	24	12 30
Nov.	4	W. L. Frost	25,165		705		392	1,097	11 10	do	do	24	4 30
do	5	Mont Eagle	33,052		926		926	11 11	do	do	24	9	
do	23	John Pridgeon, jun.	26,186		734		253	987	11 10	do	do	24	16
do	30	W. J. Averill	24,647		691		415	1,106	11 10	do	do	24	9
Average			15,375	25,303	18,990	618	709	304	306	1,027	11 11	1 91	11 11



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

UNITED STATES SAIL VESSELS.

Date of Arrival.	Name of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over Welland Railway.			Lighterage in Tons.			
			Length over all.	Width of Beam.	Depth of Hold.	Forward.	Aft.	Wheat.	Corn.	Oats.	Rolling Freight.	Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.	Rolling Freight.
		Tons.	Feet.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.
1886.																		
April 28	C. B. Jones	470	168	32	12	12 8	13 3	35,300					4,731			132		
do 29	Ellen Spry	518	172	33	13	13 3	12 10	35,817					6,474			181		
May 3	Halstead	472	171	33 5	12 4	13	13	35,970					4,511			126		
	A. B. Norris	697	189	33	13	13 2	13 2	42,609					7,481			209		
May 8	S. W. Stephenson ..	495	166	33	12	12 6	12 3	38,576					2,828			85		
	A. A. Carpenter	524	165	33	12 2	12 6	12 7	38,560					3,834			115		
	Uranus	498	169	29	12	13	13 3	35,675					8,916			250		
	David Stewart	518	171	32	13 4	12 11	13	35,000					9,561			287		
	Parana	386	161	31 4	12 9	12 10	13	27,628					4,458			125		
May 24	Helkirk	296	132	25	12	12 4	12 5	20,817					2,621			79		
June 5	Halstead	472	171	33 5	12 4	13	12 11	34,995					5,258			158		
do 6	American Union	516	185	34	12	13	13	30,000					6,720			188		
July 7	Agass Smith	551	182	32	13	13	13 4	38,290					7,235			203		
do 12	W. H. Sage	806	205	35	13 6	14 7	14 7	54,000					18,088			508		
Sept. 18	Parana	386	160	31	12	12	12	27,756					3,655			102		
do 22	Ellen Spry	518	172	33	13	13	14	39,533					7,195			201		
	Average	501	170	33	12 6	12 11	13	33,589	34,234			4,420	7,224		145	202		

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

UNITED STATES SAIL VESSELS.

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through the Canal.							Total Cargo through Canal.	Depth of Water through Canal Midships.	Destination.		Cost of Lightering per Bushel.	Time occupied in Lightering.
		Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.	Rolling Freight.			From	To		
1886.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			Cents.	H. M.
April 28	C. B. Jones		30,568			856			856	11 10	Chicago	Ogdensburg...	12	6
do 29	Ellen Spry		32,343			906			906	12	do	do	12	3 30
May 3	Halstead		31,458			881			881	11 11	do	Oswego	22	6
	A. B. Norris		35,128			981			981	11 11	do	Kingston	22	4
May 8	S. W. Stephenson...	35,748			1,073				1,073	12	do	Ogdensburg...	12	39
	A. A. Carpenter...	34,727			1,043				1,043	11 11	do	Kingston	2	32
	Uranus	26,759				750			750	11 11	do	Ogdensburg...	12	34
	David Stewart	25,439				764			764	11 10	do	Kingston	12	4
	Parana		23,168			619			619	11	do	do	22	26
May 24	Selkirk	18,196			546				546	11 9	do	do	22	26
June 2	Halstead	29,737			893				893	12	do	do	2	6 30
do 5	American Union		23,279			652			652	12	do	do	12	3
July 7	Agnes Smith		32,055			898			898	11 11	do	do	12	31 30
do 12	W. H. Sage		35,913			1,006			1,006	11 10	do	do	12	6
Sept. 18	Parana		24,101			675			675	11 11	do	Prescott	22	3
do 22	Ellen Spry		32,349			906			906	12	do	Oswego	22	3 30
	Average	28,769	29,737		863	833			842.5				2	8 23

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

Articles.	1881.	1882.	1883.	1884.	1885.	1886.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>						
Iron, Pig.....	858	459				
do all other.....		9	5		7	15
Stone for cutting.....	233	2				
Apples.....		1			513	49
Barley.....		259		38		
Corn.....	69,066	17,474	109,191	55,552	44,401	116,517
Flour.....	4,476	5,920	5,089	9,659	2,874	2,934
Meal, all kinds.....			1,188		16	125
Oats.....				872		
Pease.....			726	433	11	608
Rye.....		1,269	518	477		
Seeds, all kinds.....		37	2		42	33
Tobacco, raw.....		1				25
Wheat.....	77,061	161,692	76,379	84,822	52,157	86,815
All other agricultural products, vegetable.....		1			1	
Hides and skins, horns and hoofs.....			77			
Horses.....		1			2	1
Lard and lard oil.....	361	296	6			22
Pork.....	5,141	278	212	318	30	936
All other agricultural products, animal.....					4	68
Total, Class 3.....	167,196	187,609	193,393	152,171	100,058	208,148
<i>Class 4.</i>						
Ashes.....	13	10	3	36	97	44
Furniture.....	4	12	6	10	5	6
Glass, all kinds.....	47	6	1			
Molasses.....		18	43			28
Nails.....				1		
Oil.....		425		78	7	6
Paint.....		4				1
Pitch and tar.....		1				
Sugar.....			2			
Stone, wrought.....	291	484	269	317		
Turpentine.....		2		1		
Whiskey, beer and all other spirits.....		25	35			8
Merchandise not enumerated.....	60	105	53	37	29	100
Total, Class 4.....	415	1,092	412	480	138	193
<i>Class 5.</i>						
Barrels, empty.....	1	3		37	128	6
Sawed lumber, in vessels.....	2,849	3,639	6,311	7,531	19,945	18,707
Staves, pipe.....	1,001	2,359	2,024	200	856	332
do West India.....	1,198	1,130	451	863		287
Timber, square, in vessels.....	3,227	1,574	290		639	1,330
do rafts.....	3,250	1,149	2,314	7,365	11,128	15,410
Woodenware.....	76	205	199	68	76	101
Total, Class 5.....	11,602	10,059	11,589	16,064	32,772	36,173
<i>Special Class.</i>						
Coal.....		75				
Grand Total.....	169,213	198,835	205,394	168,715	132,968	244,514

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

Articles.	1881. Tons.	1882. Tons.	1883. Tons.	1884. Tons.	1885. Tons.	1886. Tons.
<i>Class 3.</i>						
Bricks.....	81	91	78	200	44	66
Cement and water lime.....	38	533	108	219	117	498
Clay, lime and sand.....	121	58	56			1
Fish.....	18	406				1
Gypsum.....					13	
Iron, Railway.....	16,476	11,246	8,725	2,031	12,356	6,629
do Pig.....	8,131	3,575	2,460	43	23	10
do all other.....	900	686	528	366	290	76
Salt.....	5,175	1,820	5,324	802	1,574	5,609
Stone for cutting.....	5				7	
Flour.....			21			
Meals.....			5			
Oats.....			264			
Potatoes.....	359	23				
Seeds, all kinds.....	65	14				
Agricultural Products not enumerated, vegetables.....	2		25	1	1	
Horses.....		2				
Lard and lard oil.....					3	
Pork.....				45		
Wool.....		3				
All other articles not enumerated.....						6
Total Class 3.....	31,371	18,460	17,994	3,707	14,428	12,896
<i>Class 4.</i>						
Ashes, pot and pearl.....					226	20
Crockery and earthenware.....	24	116	137	47	10	40
Dye woods, &c.....			2			1
Furniture.....	3	4	4	1		9
Glass, all kinds.....	97	359	156	160	32	39
Manilla.....		5	5	17		7
Molasses.....	14	58	3			23
Nails.....	258	576	1,085	160	205	389
Oil in barrels.....	54	119	122	80	10	82
Paint.....	47	124	103	161	24	36
Pitch and tar.....	1		50	1		5
Rosin.....		11	21			
Soda, ash.....	3,177	1,040	1,801	1,427	164	975
Steel.....	29		3	142		1
Stone, wrought.....			2			
Sugar.....	5	465	375	290	64	316
Tin.....	959	641	1,669	1,832	10	549
Turpentine.....			1	1		1
White lead.....		14		3		3
Whiting.....	10	5	19		9	
Whiskey, beer, &c.....	91	564	791	364	259	174
Merchandise not enumerated.....	984	1,992	2,608	1,001	712	1,008
Total Class 4.....	5,753	6,093	8,857	5,687	1,725	3,678
<i>Class 5.</i>						
Barrels, empty.....	40	130	179			227
Lumber, sawn, in vessels.....		176	318			
Woodenware.....	26	23		3	2	
Total Class 5.....	66	328	497	3	2	217
<i>Special Class.</i>						
Coal.....			40	28		
Grand Total.....	37,190	24,881	27,488	9,425	16,155	16,801

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

Articles.	1880.	1881.	1882.	1883.	1884.	1885.	1886.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>							
Bricks	22		3				41
Cement and water lime			2				31
Fish				1			
Iron, Railway				142			
do all other		79	114	90	40		45
Salt				8			1
Stone, for cutting	258			38	15		
Apples		1	8				
Barley			537	735			
Corn	16,122	30,031	32,433	66,128	53,707	63,229	93,503
Flour			107	2,041	1,715	124	7,591
Hay, pressed					13		
Meal, all kinds			5	8,579	8,170		13,201
Oil cake				1			
Oats	296			731	9,874	892	4,790
Potatoes			1				
Rye			684				
Seeds, all kinds		16		662	511		236
Wheat	30,611	34,320	30,227	54,282	40,956	53,235	53,258
Agricultural products, vegetable			5	3			2
Hides and skins, &c.				60	73		414
Horses			1	6	6		1
Lard and lard oil				5	7		13
Meats, other than pork			1	12	4		1
Pork			1	163			106
Sheep					1		
Wool				95			1,125
Total, Class 3	47,309	64,447	64,129	133,782	115,092	117,470	174,359
<i>Class 4.</i>							
Agricultural implements		3		1			
Crockery and earthenware		4	1	1			
Furniture			15	25	16		21
Glass, all kinds			66		1		2
Nails		102	7	51	26		4
Oil, in barrels			995	208	255		6
Paint			3	6			
Soda, ash			7				
Steel			1				
Stone, wrought	192	29	33	87	7		38
White lead		2	6	5			
Whiskey, beer, and all other spirits	14		12	156	26		21
Merchandise, not enumerated	1	49	91	911	481	2	824
Total, Class 4	207	189	1,237	1,479	812	2	916
<i>Class 5.</i>							
Lumber, sawn, in vessels	33,555	30,462	34,182	34,189	43,713	44,668	43,776
Hoops				26			
Shingles	9		9	9	76	111	463
Staves, salt barrel				25			
Woodenware	1	4	43	30	11		2
Total, Class 5	33,565	30,466	34,234	34,279	43,800	44,779	44,241
<i>Special Class.</i>							
Coal	871	1,164	10,686	5,372	4,293	4,974	5,400
Grand Total	81,952	96,266	110,286	174,912	163,997	167,225	224,916

N. & Q.—STATEMENT showing the Number of Vessels and their Cargoes of Wheat, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1886.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Law- rence Canals.
	Tons.	Tons.	Tons.
Canadian Steamer "Acadia"	555	.....	555
do do	658	165	493
do do	660	120	540
do do	630	90	540
do "W. B. Hall"	600	150	450
do "Canada"	549	213	336
do do	540	225	315
do do	549	210	339
do do	480	189	291
do "Alma Munro"	728	256	472
do do	750	275	475
do do	750	276	474
do do	720	252	468
do do	720	252	468
do "St. Magnus"	840	360	480
do do	840	360	480
do "Armenia"	585	240	345
do do	660	285	375
do "California"	606	187	419
do do	600	210	390
do do	660	195	465
do "Celtic"	510	195	315
do do	520	214	306
do "Dominion"	495	162	333
do do	491	156	335
do do	480	172	308
do do	310	.....	310
do "Cuba"	601	195	406
do "Glengarry"	630	188	442
do "Erin"	858	391	467
do "Ocean"	480	138	342
Canadian Sailing Vessels "Bella"	900	180	720
do do "Jennie"	1,005	321	684
do do "John Gaskin"	1,080	269	720
do do "Glenora"	1,206	468	740
do do "Maggie"	543	108	435
Total	24,539	8,077	16,462

Number of cargoes of wheat	37
Quantity through Welland Canal to Kingston	Tons. 24,539
do transhipped at Kingston	do 8,077
do taken to Montreal in vessels in which it arrived at Kingston	do 16,462

N & Q.—STATEMENT showing the Number of Vessels and their Cargoes of Corn from Ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1886.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Law- rence Canals.
	Tons.	Tons.	Tons.
Canadian Steamer "Canada"	516	188	328
do do	521	180	341
do do	528	196	332
do do	521	189	332
do "Lake Ontario"	513	182	331
do do	516	180	336
do "California"	658	207	451
do do	594	193	401
do do	588	205	383
do do	616	196	420
do do	588	211	377
do do	658	174	484
do "St. Magnus"	840	364	476
do do	840	364	476
do "Lake Michigan"	483	131	352
do do	500	154	346
do do	489	184	315
do do	462	140	322
do "Acadia"	560		560
do "Celtic"	477	169	308
do do	482	227	255
do "Shickluna"	488	146	342
do do	493	154	339
do do	493	157	336
do do	476	140	336
do "Niagara"	700	266	434
do "Armenia"	658	224	434
do do	596	238	358
do do	648	252	396
do do	644	280	364
do "Scotia"	476	198	278
do "Alma Munro"	700	210	490
do do	700	221	479
do do	700	224	476
do do	700	238	462
do do	700	238	462
do "Cuba"	672	168	504
do do	678	196	482
do do	616	148	468
do do	644	196	448
do do	560	145	415
do do	588	182	406
do "Dominion"	457	118	339
do do	482	146	336
do do	2		2
Total	25,834	8,519	17,315

Number of cargoes of corn	44
Quantity through Welland Canal to Kingston	Tons. 25,834
do transhipped at Kingston	do 8,519
do of corn taken to Montreal in vessels in which it arrived at Kingston	do 17,315

RECAPITULATION—1886.

	No. of Cargoes.	No. of Cargoes.
Wheat...	37	
Corn.....	44	
Total.....		81
	Tons.	Tons.
Quantity of Wheat through the Welland Canal, in vessels bound to Montreal	24,539	
Quantity of Corn through the Welland Canal do	25,834	
Total through Welland Canal.....		50,373
Quantity of the above cargoes transhipped at Kingston, viz. :—		
Wheat.....	8,077	
Corn.....	8,519	
Total transhipped.....		16,596
Quantity of the above cargoes taken to Montreal in the vessels in which it arrived at Kingston, viz. :		
Wheat.....	16,462	
Corn.....	17,315	
Total quantity to Montreal.....		33,777

O. & R.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels, entering the Canal at Port Colborne during the Season of Navigation in 1886.

Articles.	Canadian Vessels.				United States Vessels.				Total.
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No. Tonnage.
	139	62,817	85	29,913	3	2,239	94	29,713	321 124,682
	Tons.		Tons.		Tons.		Tons.		Tons.
Corn.....	45,446		30,056		2,496		29,515		117,513
Pease.....	450		158						608
Wheat.....	37,645		29,575				20,211		87,431
Total.....	83,541		59,789		2,496		59,726		205,552

139 cargoes in Canadian steam vessels, total quantity..... 83,541 tons.
 85 do do sail do do 59,789 "
 3 do United States steam vessels total quantity..... 2,496 "
 94 do do sail do do 59,726 "

P. & S.—TOTAL QUANTITY of Grain arrived at Kingston in Vessels which passed down the Welland Canal, during the Season of Navigation in 1886.

SUMMARY OF 1886.

	Tons.	Tons.
Canadian steam vessels, 139 cargoes of grain.....	83,541	
do sail do 85 do	59,789	
Total in Canadian vessels.....		143,330
United States steam vessels, 3 cargoes of grain.....	2,496	
do sail do 94 do	59,726	
Total in United States vessels.....		62,223
Total in Canadian and United States vessels.....		205,552
Distributed as follows:—		
3 cargoes taken to Montreal in Canadian vessels without breaking bulk, with an aggregate quantity of.....		1,425
78 cargoes arrived at Kingston in Canadian vessels with an aggregate quantity of.....	48,948	
Transhipped.....	16,596	
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		32,352
Vessels arrived at Kingston and discharged the whole of their cargoes as follows:—		
143 cargoes in Canadian vessels.....	92,957	
97 do United States vessels.....	62,222	
Aggregate quantity discharged.....	155,179	
Transhipped in Canadian vessels.....	153,567	
Quantity remaining at Kingston.....		1,612
Total quantity transhipped.....		170,163
Total.....		205,552

T.—COMPARATIVE STATEMENT of the Quantity of Grain passed down the Welland Canal to Kingston, for the Seasons of 1885 and 1886.

	1885.		1886.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels...	75	45,639	224	143,330
do United States vessels.....	79	55,982	97	62,222
Total	154	101,621	321	205,552
Quantity transhipped at Kingston in Canadian vessels for Montreal		74,688		170,163
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		21,881		33,777
Quantity remaining at Kingston.....		5,052		1,612
Total		101,621		205,552

3 vessels took their cargoes through to Montreal intact in 1886 against 7 in 1885.

73 vessels lightened their cargoes at Kingston in 1886 against 46 in 1885.

240 vessels discharged the whole of their cargoes at Kingston in 1885 against 101 in 1885.

CANAL COMPARATIVE STATEMENT for Years

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Weiland Canal, 1885	537 35				18,333 10
do 1886				7,752 38	34,527 36
Increase				7,752 38	16,194 26
Decrease	537 35				
St. Lawrence Canals, 1885	3 50	26 64	9 00	835 00	7,872 99
do 1886	4 26		21 66	390 16	9,082 07
Increase	0 76		12 66		1,209 08
Decrease		26 64		444 84	
Chambly Canal, 1885					1,961 70
do 1886				7 10	3,056 17
Increase				7 10	1,094 47
Decrease					
Rideau Canal, 1885					346 46
do 1886	2 40				837 63
Increase	2 40				491 17
Decrease					
Ottawa Canals, 1885					8,232 50
do 1886				11 13	10,130 67
Increase				11 13	1,698 17
Decrease					
Burlington Bay Canal, 1885					184 54
do 1886				1 08	
Increase				1 08	
Decrease					184 54
St. Peter's Canal, 1885	6 78			1 12	126 19
do 1886	4 12			52 07	168 18
Increase				50 95	41 99
Decrease	2 66				
Newcastle District Canals, 1885					7 80
do 1886					39 21
Increase					31 41
Decrease					
Total Increase			12 66	7,377 80	20,776 01
Total Decrease	536 85	26 64			

Amount refunded on account of reduction of tolls on grain through Weiland and St. Lawrence Canals per Order in Council 21st April, 1886, \$37,408.02; actual Revenue for 1886, \$316,205.32.

REVENUE.

ended 31st December, 1885 and 1886.

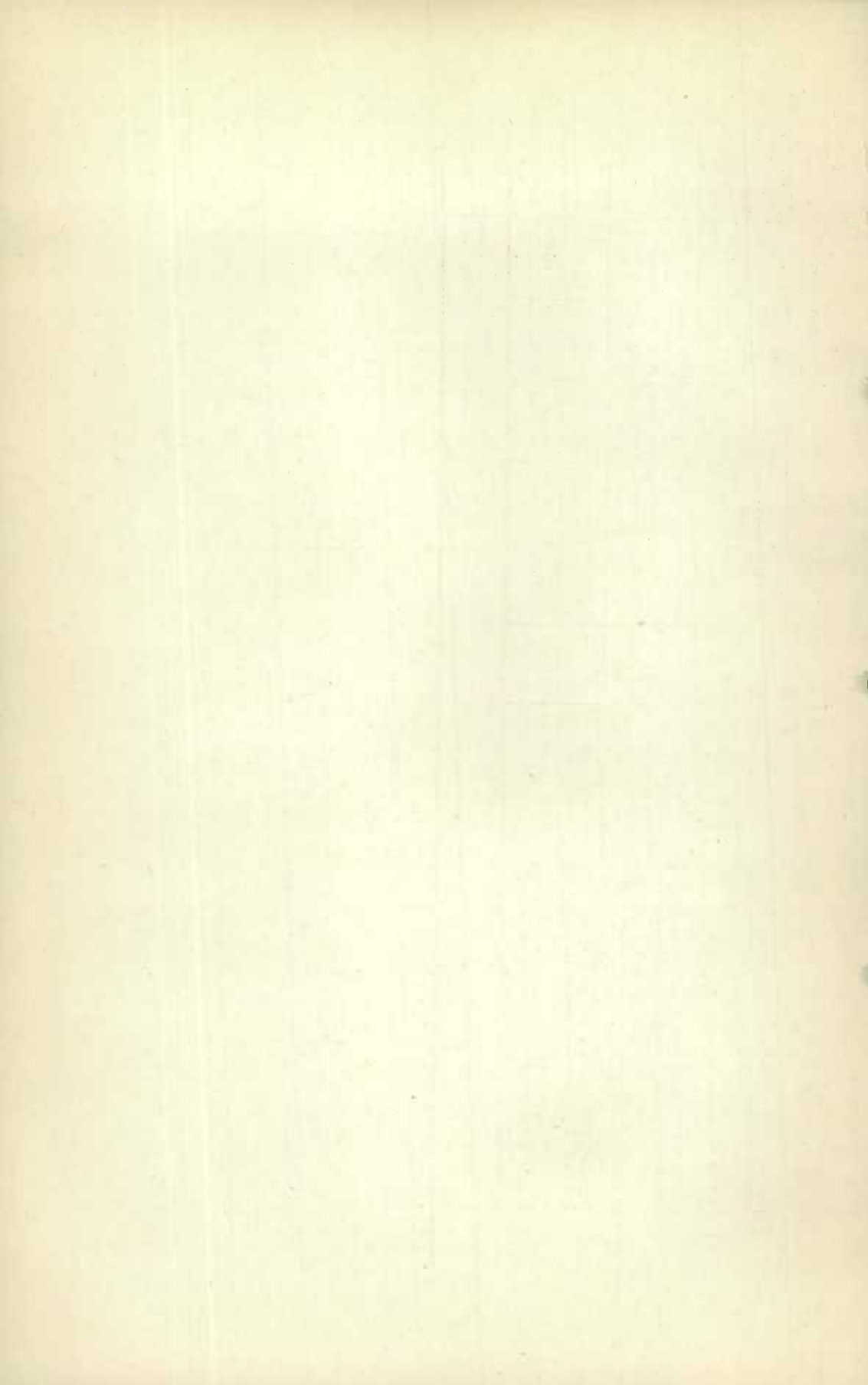
June.	July.	August.	September.	October.	November.	December.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
24,522 29	21,299 49	23,378 21	25,773 82	14,958 12	14,895 89	314 81	144,013 08
31,235 00	27,795 85	28,125 20	21,893 80	20,431 18	14,439 08	372 58	186,572 43
6,712 71	6,496 36	4,746 99	3,880 02	5,473 06	456 81	57 77	42,559 35
13,144 83	12,716 54	12,407 43	13,925 12	10,799 50	9,235 58	132 38	81,108 51
14,491 09	14,633 36	13,437 50	13,572 86	9,993 80	7,253 27	106 64	82,986 67
1,346 26	1,916 82	1,030 07	352 26	805 70	1,982 31	25 74	1,878 16
2,413 11	2,941 58	2,878 47	2,392 93	3,011 74	1,574 73		17,124 26
2,618 06	2,586 45	3,147 51	2,919 47	2,525 05	1,235 53		18,125 34
234 95	355 13	269 04	526 54	486 69	289 20		1,001 08
610 82	1,098 02	1,052 66	939 57	703 97	392 03		5,143 53
985 72	1,035 87	1,173 52	923 13	887 06	440 67	1 76	6,287 76
374 90	62 15	120 86	16 44	183 09	48 64	1 76	1,144 23
9,312 76	9,970 54	7,969 00	7,181 06	8,179 24	3,588 04		54,463 14
8,924 79	9,278 23	8,813 30	8,765 95	7,579 59	4,346 55		57,830 21
417 97	692 31	844 30	1,584 89	599 65	758 51		3,387 07
182 86	153 81	180 47	111 26	66 45	56 79	8 83	944 01
							1 08
182 86	152 81	180 47	111 26	66 45	56 79	8 83	942 93
348 08	313 00	263 75	180 55	146 14	141 14	50 17	1,575 92
139 17	266 05	189 00	194 11	235 14	100 80	56 67	1,405 31
208 91	46 95	73 75	13 56	89 00	40 34	6 50	170 61
44 60	72 60	77 67	114 75	130 55	38 75		486 72
65 61	68 04	46 19	82 49	55 20	27 80		384 54
21 01	4 56	31 48	32 26	75 35	10 95		102 18
7,880 09	7,099 27	6,725 56	2,267 25	3,711 31	2,029 25	31 46	48,764 17

Total for year 1885..... \$304,859 17
 Total for year 1886..... 353,613 34

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1885 and 1886.

	VEGETABLE FOOD.							Lumber.	Total.
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	All other.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
Welland Canal	1885 13,334	124,206	117,536	15,801	1,116	1,912	84,853	358,759	
	1886 19,474	154,169	219,442	1,595	4,911	564	14,657	505,218	
Increase, 1886	6,140	29,963	101,906		3,795	564	12,745	5,553	146,460
Decrease, 1886			14,206						
St. Lawrence Canals	1885 17,038	112,798	56,889	4,140	11,825	889	43,715	73,087	320,381
	1886 14,275	175,856	126,314	3,103	13,594	506	44,187	84,856	462,691
Increase, 1886		63,058	69,425		1,769		472	11,769	142,310
Decrease, 1886	2,763		1,037		383				
Chambly Canal	1885 3			2,226	2,862		4,149	67,060	76,300
	1886 292			2,125	3,738		3,558	73,379	83,082
Increase, 1886	279				876			6,319	6,782
Decrease, 1886				101			591		
Rideau Canal	1885 369	74	24	176	117	358	145	28,818	30,081
	1886 530	69	29	246	6	184	196	39,434	40,694
Increase, 1886	161		5	70			51	10,616	10,613
Decrease, 1886		5			111	174			
Ottawa Canals	1885 25	36	2	497	2,060	52	6,318	572,124	581,714
	1886 15	459		758	3,875	26	5,711	600,939	611,783
Increase, 1886		423		261	1,215			28,815	30,069
Decrease, 1886	10		2			26	607		

Burlington Bay Canal.....	{ 1885 1886	68	3,840	2,717	270	3,184	10,079
Increase, 1886.....							
Decrease, 1886.....		68	3,840	2,717	270	3,184	10,079
St. Peter's Canal.....	{ 1885 1886	2,004 2,038				2,363 2,682	4,367 4,720
Increase, 1886.....		34				319	353
Decrease, 1886.....							
Newcastle District Canals.....	{ 1885 1886					2,415 3,413	2,415 3,413
Increase, 1886.....						998	998
Decrease, 1886.....							
Total Increase.....		3,773	89,599	171,331	7,544	11,800	327,106
Total Decrease.....				17,730	19	61,205	
Total for 1885.....							1,384,095
Total for 1886.....							1,711,601



CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1886.

SPUPLEMENTARY APPENDIX A.

No. (A) 26.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1886.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.....		10				11		51		72	72	\$ cts.
Apples.....	58	378						49		427	485	14 23
Agricultural Products not enumerated, Vegetable...	420	43	307			1		1	727	45	772	29 74
Agricultural Products not enumerated, Animal.....												40 31
Agricultural Implements...	4											
Barley.....	73		1,522						4		4	0 25
Bricks.....	9	84				41			1,595		1,595	223 31
Bones.....									9	125	134	18 88
Brimstone.....												
Cement and Water Lime....	63	195			89	31						
Clay, Lime and Sand.....	1,425	4,578							152	226	378	40 16
Coal.....		145			184,564	5,460	25,945	55,302	1,425	4,578	6,003	592 19
Corn.....		2			515	93,503		125,392	210,509	60,847	271,356	53,241 37
Cattle.....									645	218,897	219,442	43,860 12
Cotton, Raw.....												
Crockery and Earthenware.	7											
Dye Wood and Dye Stuffs...					22				7		7	0 33
Fish.....					265				22		22	3 30
Flax and Hemp.....			4						269		269	40 35
Flour.....	56	11,742				7,591		85				
Furniture.....	6	5	5					21	56	19,418	19,474	1,833 46
Gypsum.....		225						21	11	47	58	9 83
Glass, all kinds.....	26		2		2	2			223	223	223	2 79
Hay, Pressed.....				12					30	2	32	1 52
Hogs.....										12	12	0 90
Horses.....	2	3	4		1	1		3				
Hides and Skins, Horns and Hoofs.....									7	7	14	1 87
					2	414			2	414	416	83 10

Ice																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 26.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Barrels, Empty	31		62		79				8	172	8	\$ cts. 180 19 54
Boat Knees.....												
Floats		20								20	20	1 40
Firewood, in Vessels.....	3,573	15,345	1,545	300					375	5,118	16,020	21,139 864 15
" Rafts.....												
Hoops.....												
Hop Poles.....												
Lumber, sawn, in Vessels.....	6,291	6,126		9,551		43,776		24,628	6,291	84,081	90,372	15,024 86
" Rafts.....		31								34	34	3 00
Masts, Spars, and Telegraph Poles, in Vessels.....	7	22							7	22	29	3 55
Masts, Spars, and Telegraph Poles, in Rafts.....												
Railway Ties, in Vessels.....	78	131	2,157						2,235	134	2,369	358 43
" Rafts.....												
Saw Logs	21	4,609	193					1,353	214	5,962	6,176	279 45
Staves and Headings, Barrel								57		57	57	9 00
" Pipe.....		88						583		671	671	125 37
" W. India.....		144						587		731	731	136 99
Staves, Salt Barrel.....		104								104	104	10 38
Shingles.....	8					463		21	8	484	492	340 37
Split Posts and Fence Rails in Vessels.....												
Split Posts and Fence Rails in Rafts.....												
Timber, square, in Vessels.....	40	12,590						46,245	40	58,835	58,875	8,819 52
" Rafts.....	60							2,240	60	2,240	2,300	505 70
Traverses.....												
Woodenware and Wood partly manufactured.....		417			567	2		146	567	565	1,132	425 00
Total Freight paying Tolls.	22,665	76,459	21,998	9,863	239,562	224,916	26,022	341,012	310,247	652,250	962,497	169,485 97

<i>Free Articles, having paid Full Tolls on the St. Lawrence Canals:—</i>											
Ashes, Pot and Pearl		20							20		20
Agricultural Products, not enumerated, Animal.		2							2		2
Bricks	11	55							66		66
Cement and Water Lime. ...	32	466							493		493
Clay, Lime and Sand		1							1		1
Crockery and Earthenware. ...	32	8							40		40
Dye Wood and Dye Stuffs. ...	1								1		1
Fish	1								1		1
Furniture		9							9		9
Glass, all kinds	6	33							39		39
Iron, Railway	6,148	327			154				6,629		6,629
" Pig	10								10		10
" all other	48	28							76		76
Manilla		7							7		7
Molasses	23								23		23
Nails	217	172							389		389
Oil, in Barrels	69	13							82		82
Paint	24	12							36		36
Pitch and Tar	5								5		5
Salt	38	5,571							5,609		5,609
Soda Ash	18	957							975		975
Steel	1								1		1
Sugar	265	51							316		316
Spirits, Beer, &c.	41	133							174		174
Tobacco, Raw		4							4		4
Tin	7	542							549		549
Turpentine		1							1		1
White Lead	2	1							3		3
All other Goods and Merchandise, not enumerated. ...	219	789							1,008		1,008
Barrels, Empty	151	76							227		227
Timber passed free from Welland to Port Robinson.		837							837		837
Grand Total	30,034	77,296	31,276	9,883	239,562	224,916	26,176	341,012	327,048	653,087	950,135
Total Tolls on Vessels											16,789 15
" Passengers											141 42
" Free Goods											\$1,567 54
Fines and Damages											155 89
Total Revenue											186,572 43
INLAND REVENUE DEPARTMENT, OTLAWA, 18th March, 1887.											
E. MIALL, Commissioner.											

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 27—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected, during the Season of Navigation in 1886.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts	\$ cts.	\$ cts
Ashes, Pot and Pearl....		3				11		51		65	65		13 00	13 00
Apples.....								49		49	49		9 80	9 80
Agricultural Products, not enumerated, Vegetable.....			33			1		1	33	2	35	4 95	0 40	5 35
Agricultural Products, not enumerated, Animal.....														
Agricultural Implements.....														
Barley.....			1,471						1,471		1,471	220 65		220 65
Bricks.....						41				41	41		8 20	8 20
Bones.....														
Brimstone.....														
Cement and Water Lime.....	25				89	26			114	26	140	17 10	5 20	22 30
Clay, Lime and Sand.....														
Coal.....					184,564	5,400	22,187	49,724	206,751	55,124	261,875	41,350 20	11,024 80	52,375 00
Corn.....		2			545	93,503		125,386	545	218,891	219,436	81 75	43,778 20	43,859 95
Cattle.....														
Cotton, Raw.....														
Crockery and Earthenware.....	1								1		1	0 15		0 15
Dye Wood and Dye Stuffs.....					22				22		22	3 30		3 30
Fish.....			4		265				269		269	48 35		40 35
Flax and Hemp.....														
Flour.....	23					7,591		85	23	7,676	7,699	3 45	1,535 20	1,538 65
Furniture.....			5			21		21	5	42	47	0 75	8 40	9 15
Gypsum.....														
Glass, all kinds.....			2		2		2		4	2	6	0 60	0 49	1 00
Hay, Pressed.....														
Hogs.....														

Horses.....		4		1	1						0 75	0 30	1 65
Hides and Skins, Horns and Hoofs.....				2	414			2	414	416	0 30	82 80	83 10
Ice.....					156			156	156	156	23 40		23 40
Iron, Railway.....					156			156	156	156	23 40		23 40
" Pig.....		13		2,780	43		617	2,803	660	3,463	420 45	132 00	551 45
" all other.....		2		2,494	1		27	2,496	28	2,524	374 40	5 60	380 00
Iron Ore.....		15,983		11,364				27,347		27,347	7,316 53		1,367 35
Kryolite, Chemical Ore and other Ore, except Iron.....		100						100		100	5 00		5 00
Lard and Lard Oil.....					13		31		44	44		8 80	8 80
Meal, all kinds.....					13,201		143		13,344	13,344		2,668 80	2,668 80
Meats, other than Pork.....					1		131		132	132		26 40	26 40
Marble.....					2,098		2	2,098	2	2,100	314 70	0 40	315 10
Manilla.....					488			488		485	73 20		73 20
Molasses.....		2		22			35	24	35	59	3 60	7 00	10 60
Nails.....	49			12	4			61	4	65	9 15	0 80	9 95
Oats.....		41			4,790				4,83	4,831		966 20	966 20
Oil, in barrels.....	31		6	186	6	15	34	238	40	278	35 70	8 00	43 70
Oil Cake.....													
Pease.....		608							608	608		121 60	121 60
Potatoes.....													
Pork.....	6				106		1,343	6	1,449	1,455	0 90	289 80	290 70
Paint.....	2		3	81			2	88	2	88	12 90	0 40	13 30
Pitch and Tar.....	2							2		2	0 30		0 30
Rags.....				18	13			18	13	31	2 70	2 60	5 30
Rye.....	564							564		564	84 60		84 60
Rosin.....													
Salt.....					1		29		30	30		6 00	6 00
Stone, intended for Cut- ting.....		639	1	19			3,675	20	4,314	4,324	3 00	862 80	865 80
Stone, wrought.....					1	38	103	1	141	142	0 15	28 20	28 35
" not suitable for Cutting.....					8,967			8,967		8,967	896 51		896 51
Seeds, all kinds.....					236		36		272	272		54 40	54 40
Sheep.....													
Soda Ash.....					61			61		61	9 15		9 15
Steel.....					2,415			2,415		2,415	362 25		363 25
Sugar.....	4		9	7,689	3	7		7,709	3	7,712	1,156 35	0 60	1,156 95
Spirits, Beer, &c.....	20		3		21		20	23	41	64	3 45	8 20	11 65
Tobacco, Raw.....							25	25	25	25		5 00	5 00
Tallow.....					581	1	3	581	4	585	87 15	0 80	87 95
Tin.....	2		4					6		6	0 90		0 90
Turpentine.....													
Wheat.....		13,623			53,258		74,161		141,042	141,012		28,208 40	28,208 40
White Lead.....													
Whiting.....													

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 27.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons	Amount of Tolls Up.	Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Wool					1,125				1,125		1,125	\$ ct.	\$ cts.	\$ cts.
All other Goods and Merchandise not enumerated	66	2	71		13,984	793	55	144	14,176	939	15,115	2,126 40	187 80	2,314 20
Bark					79			8	79	8	87	15 66	1 34	17 00
Barrels, Empty														
Boat Knees														
Floats		20								20	20		1 40	1 40
Pirwood, in Vessels														
“ Rafts														
Hoops														
Hop Poles														
Lumber, sawn, in Vessels		1,737		9,551		43,573		24,516		79,377	79,377		14,320 62	14,320 62
“ Rafts														
Masts, Spars and Telegraph Poles, in Vessel		22								22	22		3 30	3 30
Masts, Spars and Telegraph Poles, in Rafts														
Railway Ties, in Vessels			2,157						2,157		2,157	344 83		344 83
“ Rafts														
Saw Logs														
Staves and Headings, brl								57		57	57		9 00	9 00
“ “ pipe		88						583		671	671		125 37	125 37
“ “ W. India		144						587		731	731		136 99	136 99
Staves, salt barrels														
Shingles					463			12		475	475		335 97	335 97
Split Posts and Fence Rails, in Vessels														
Split Posts and Fence Rails, in Rafts														
Timber, square, in Vessels		12,590						46,245		58,835	58,835		8,818 77	8,818 77

00

Rafts.								2,240		2,240	2,240		504 00	504 00
Traverses														
Woodenware and Wood partly manufactured					567	2		146	567	148	715	226 80	59 20	286 00
Total Freight paying Tolls	795	29,519	19,873	9,551	239,532	224,703	22,264	320,275	282,491	594,018	876,512	49,685 25	114,608 76	164,291 01
<i>Free Articles having paid full Tolls on the St Lawrence Canals:—</i>														
Ashes, Pot and Pearl			20						20		20			
Agricultural Products, not enumerated,														
Animal			2						2		2			
Bricks	11		55						66		66			
Cement and Water Lime	34		466						498		493			
Clay, Lime and Sand			1						1		1			
Crockery and Earthenware			8						40		40			
Dye Wood and Dye Stuffs	1								1		1			
Fish	1								1		1			
Furniture			9						9		9			
Glass, all kinds	6		33						39		39			
Iron, Railway	6,148		327				154		6,629		6,629			
" Pig	10								10		10			
" All other	48		28						76		76			
Manilla			7						7		7			
Molasses	23								23		23			
Nails	217		172						389		389			
Oil, in Barrels	69		13						82		82			
Paint	24		12						36		36			
Pitch and Tar	6								6		5			
Salt	38		5,571						5,609		5,609			
Soda Ash	18		957						975		975			
Steel	1								1		1			
Sugar	263		51						316		316			
Spirits, Beer, &c	41		133						174		174			
Tobacco, Raw			4						4		4			
Tin	7		542						549		519			
Turpentine			1						1		1			
White Lead	2		1						3		3			
All other Goods and Merchandise, not enumerated	219		789						1,008		1,008			

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 27—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported,
&c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Barrels, Empty	151	.....	76	.....	.....	.....	.....	.....	227	.....	227	\$ cts.	\$ cts.	\$ cts.
Grand Total Freight...	8,164	29,519	29,151	9,551	239,562	224,703	22,418	330,275	299,295	594,048	893,343			
Total Through Tolls on Vessels												7,482 25	7,812 07	15,294 32
" " Passengers												46 05	70 75	116 80
" " Free Goods												\$2,530 94		
Total Through Tolls												57,213 55	122,491 58	179,705 13
<div> INLAND REVENUE DEPARTMENT, OITAWA, 18th March, 1887. </div> <div> E. MIALI, Commissioner. </div>														

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 28.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected thereon during the Season of Navigation in 1886.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Toll.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl		7							7		7	\$ cts. 1 23
Apples	58	378							58	378	436	19 94
Agricultural Products, not enumerated, Vegetable.....	420	43	274						694	43	737	34 98
Agricultural Products, not enumerated, Animal												
Agricultural Implements.....	4								4		4	0 25
Barley	73		51						124		124	2 66
Bricks	9	84							9	84	93	10 63
Bones												
Brimstone												
Cement and Water Lime	38	195				5			38	200	238	17 86
Clay, Lime and Sand	1,425	4,578							1,425	4,578	6,003	592 19
Coal		145					3,758	5,578	3,758	5,723	9,481	866 37
Corn								6		6	6	0 17
Cattle												
Cotton, Raw												
Crockery and Earthenware.....	6								6		6	0 18
Dye Wood and Dye Stuffs												
Fish												
Flax and Hemp.....												
Flour	33	11,742							33	11,742	11,775	294 81
Furniture	6	5							6	5	11	0 67
Gypsum		223								223	223	2 79
Glass, all kinds	26								26		26	0 52
Hay, Pressed				12						12	12	0 90
Hogs												
Horses	2	3							2	3	5	0 32

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 28.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Hides and Skins, Horns and Hoofs.....												\$ cts
Ice.....												
Iron, Railway.....	10								10		10	1 32
" Pig.....												
" all other.....	53	80				1		2	53	83	136	3 15
Iron Ore.....												
Kryolite, Chemical Ore and other Ore, except Iron.....												
Lard and Lard Oil.....	2								2		2	0 04
Meal, all kinds.....	8	192							8	192	200	7 54
Meats, other than Pork.....												
Marble.....												
Manilla.....												
Molasses.....	6								6		6	0 12
Nails.....	118						4		118	4	122	2 91
Oats.....	20	60							20	60	80	9 39
Oil, in barrels.....	38						119		38	119	157	4 78
Oil Cake.....												
Pense.....												
Potatoes.....	20								20		20	0 38
Pork.....												
Paint.....	25								25		25	0 50
Pitch and Tar.....												
Rags.....												
Rye.....												
Rosin.....	2								2		3	0 04
Salt.....	18								18		18	0 34
Stone, intended for cutting.....		393						928		1,331	1,331	232 93
" wrought.....												

" not suitable for cutting, unwrought.....	346	488							346	488	834	45 96
Seeds, all kinds												
Sheep												
Soda Ash	4								4		4	0 08
Steel	3								3		3	0 66
Sugar	365								365		365	7 53
Spirits, Beer, &c	13	51							13	51	64	1 59
Tobacco, Raw	1								1		1	0 02
Tallow												
Tin	8								8		8	0 16
Turpentine												
Wheat	8,018	2,962					2,147	8,018	5,109	13,127	961 80	
White Lead	6							6		6	0 12	
Whiting												
Wool												
All other Goods and Merchandise not enumerated	577	275			4		91	577	373	950	35 61	
Bark		4							4		4	2 63
Barrels, Empty	31		63					93		93	2 54	
Boat Knees												
Floats												
Firewood, in Vessels	3,573	15,345	1,545	300			375	5,118	16,020	21,133	864 15	
" Rafts												
Hoops												
Hop Poles												
Lumber, sawn, in Vessels	6,291	4,389			203		112	6,291	4,704	10,995	701 24	
" Rafts		34							34	34	3 00	
Masts, Spars, and Telegraph Poles, in Vessels	7							7		7	0 25	
Masts, Spars, and Telegraph Poles, in Rafts												
Railway Ties, in Vessels	78	134						78	134	212	13 60	
" Rafts												
Saw Logs	21	4,609	193				1,353	214	5,962	6,176	279 45	
Staves and Headings, Barrel												
" " Pipe												
" " W. India												
Staves, Salt Barrel		104							104	104	10 38	
Shingles	8						9	8	9	17	4 40	
Split Posts and Fence Rails, in Vessels												
Split Posts and Fence Rails, in Rafts												
Timber, Square, in Vessels	40							40		40	0 75	
" Rafts	60							60		60	1 70	
Traverses												

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 28.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported,
&c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Woodenware and Wood, partly manufactured		417								417	417	\$ cts 139 00
Total Freight paying Tolls	21,870	46,946	2,125	312		213	3,758	10,737	27,753	58,202	85,955	5,191 96
Timber passed Free from Wel-land to Port Robinson.....		837								837	837	
Grand Total Freight.....	21,870	47,777	2,125	312		213	3,758	10,737	27,753	59,039	86,792	
Total Way Tolls on Vessels												1,494 83
" Passengers												24 62
" Free Goods												\$36 60
Total Way Tolls.....												6,711 41
E. MIALl, Commissioner.												
INLAND REVENUE DEPARTMENT, OTTAWA, 18th March, 1887.												

SUPPLEMENTARY APPENDIX A—Continued.

No. 29 (A).—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1886.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.....	20	164			10				30	164	194	\$ cts.
Apples.....	47	2,603						3	47	2,606	2,653	37 80
Agricultural Products, not enumerated, Vegetable...	241	372							241	372	613	384 60
Agricultural Products, not enumerated, Animal.....	87	173		522					87	695	782	70 85
Agricultural Implements....	234	29							234	29	263	93 45
Barley.....	715	2,172	207		9				931	2,172	3,103	35 68
Bricks.....	4,353	76	55				108		4,514	76	4,590	157 11
Bones.....	293	200		643					293	843	1,141	218 04
Brimstone.....	8								8		8	118 26
Cement and Water Lime....	5,242	170	458						5,698	170	5,868	0 78
Clay, Lime and Sand....	6,267	3,074					2,343	100	8,610	3,174	11,784	461 98
Coal.....	32	33,396				1,644	110,421		32	145,461	145,493	465 13
Corn.....	322	7,784				153	1,538		322	9,475	9,797	19,555 61
Cattle.....	26	399							26	399	425	351 82
Cotton, Raw.....	5	16							5	16	21	29 60
Crockery and Earthenware.	323	60	7						340	60	400	2 85
Dye Wood and Dye Stuffs...	44						237		28		281	74 88
Fish.....	511	213							511	213	724	18 64
Flax and Hemp.....					15				15		15	58 23
Flour.....	1,017	10,268				56			1,017	10,324	11,341	15 13
Furniture.....	179	659	7						186	659	845	1,807 17
Gypsum.....	4,279	249							4,279	249	4,528	131 36
Glass, all kinds.....	747	33	25						772	33	805	69 49
Hay, Pressed.....	527	25			32	16			559	41	600	151 64
Hogs.....	9	26							9	26	35	35 00
Horses.....	43	253							43	25	296	3 45
Hides and Skins, Horns and Hoofs.....	6	25							6	29	35	23 20
												4 51

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 29.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ice.....												\$ cts.
Iron, Railway.....	9,496	283	327						9,823	283	10,106	1,447 95
" Pig.....	3,472	37							3,472	37	3,509	518 31
" all other.....	4,861	237	24		12	10	553		5,450	247	5,697	510 96
Iron Ore.....												
Kroylite Chemical Ore and other Ore, except Iron.....	126	898							126	898	1,024	51 20
Lard and Lard Oil.....	37	61							37	61	98	6 95
Meal, all kinds.....	5	706							5	706	711	57 25
Meats, other than Pork.....	18	13					13		31	13	44	4 16
Marble.....	19								19		19	3 66
Manilla.....	68	32	4						72	32	104	12 65
Molasses.....	704	57					1,078		1,782	57	1,839	188 41
Nails.....	3,308	565	155						3,463	565	4,028	707 28
Oats.....	1,268	12,326							1,268	12,326	13,594	491 81
Oil, in Barrels.....	987	245	9		58	83	443	74	1,502	402	1,904	247 38
Oil Cakes.....												
Pease.....	703	37,677						1,551	703	39,228	39,931	1,006 36
Potatoes.....	29	81							29	81	110	8 07
Pork.....	261	321							261	321	585	46 53
Paint.....	479	193	8				108		592	193	785	110 93
Pitch and Tar.....	150	105					1,147		1,297	105	1,402	91 66
Rags.....	485	147					195		680	147	827	86 80
Rye.....	324	182							324	182	506	23 64
Rosin.....	9	159					1,900		1,909	159	2,068	106 04
Salt.....	3,543	37	5,503						9,046	37	9,083	1,203 01
Stone intended for Cutting.....	679	4,800							679	4,800	5,479	217 18
do wrought.....	295								295		295	16 14
do not suitable for Cutting, unwrought.....	2,225	2,407			585				2,225	2,992	5,217	135 60
Seeds, all kinds.....	2,238	268							2,238	268	2,506	94 74

Sheep.....		224			5				229	239	19 99	
Soda Ash.....	901	49	957					1,858	49	1,907	371 24	
Steel.....	229	10						229	10	239	37 08	
Sugar.....	7,393		46			7,133		14,567		14,567	1,822 28	
Spirits, Beer, &c.....	845	193	107					952	138	1,150	212 27	
Tobacco, Raw.....	10	8						10	8	18	2 45	
Tallow.....	1	24						1	24	25	3 75	
Tin.....	445	100	538					983	100	1,083	199 45	
Turpentine.....	58	12	1			538		595	12	607	39 01	
Wheat.....	10,540	78,501						10,540	78,501	89,041	2,012 60	
White Lead.....	296	1						296	1	297	59 17	
Whiting.....	288	1						288	1	289	43 05	
Wool.....	28	5						28	5	33	4 50	
All other Goods and Merchandise, not enumerated.	10,035	2,992	792		842	753	140	2	11,809	3,747	15,556	2,240 78
Bark.....												
Barrels, Empty.....	367	38	76		61			504	38	542	70 27	
Boat Knees.....												
Floats.....		4,200							4,200	4,200	73 50	
Fire Wood, in Vessels.....	8,363	6,249	390					8,363	6,639	15,002	384 90	
" Rafts.....		498							498	498	10 38	
Hoops.....					13			13		13	1 30	
Hop Poles.....												
Lumber, Sawn, in Vessels... 33,702	31,360	881		117	64			31,700	31,424	66,124	2,630 42	
" Rafts.....		25							25	25	1 13	
Masts, Spars and Telegraph Poles, in Vessels... 1								1		1	0 04	
Masts, Spars and Telegraph Poles, in Rafts.....		19,270							19,270	19,270	481 75	
Railway Ties, in Vessels.... 727	347	1,045						1,772	347	2,119	123 20	
" " Rafts.....		7							7	7	0 25	
Saw Logs.....		20,651							20,651	20,651	471 90	
Staves and Headings, Barrel " " Pipe.....												
" " W. India.....	32							32		32	1 20	
Staves, Salt Barrel.....												
Shingles.....	141	1						141	1	142	43 71	
Split Posts and Fence Rails, in Vessels.....			7							7	1 30	
Split Posts and Fence Rails, in Rafts.....												
Timber, Square, in Vessels... 222	206							222	206	428	19 26	
" " Rafts.... 172	10,032							172	10,022	10,194	417 47	
Traverses.....		10,066							10,086	10,086	26 25	
Woodenware and Wood, partly manufactured.....	57	78						57	78	135	46 17	
Total Freight paying Tolls	136,232	309,443	11,224	1,555	1,169	3,369	15,931	113,689	161,572	428,056	592,618	43,439 89

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 29.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
\$ cts.												
Free Articles having paid Tolls on the Welland Canal.												
Apples		49								49	49	
Asbes		44								44	44	
Corn		116,517								116,517	116,517	
Flour		2,934								2,934	2,934	
Furniture		6								6	6	
Horses		1								1	1	
Iron, all other		15								15	15	
Lard and Lard Oil		22								22	22	
Meals, all kinds		125								125	125	
Meats, other than Pork		67								67	67	
Molasses		28								28	28	
Oils, in Barrels		6								6	6	
Paint		1								1	1	
Pease		608								608	608	
Pork		936								936	936	
Seeds, all kinds		33								33	33	
Tallow		1								1	1	
Tobacco		25								25	25	
Wheat		86,815								86,815	86,815	
Whiskey		8								8	8	
Merchandise, not enumerated		100								100	100	
Barrels, Empty		6								6	6	
Lumber, Sawed, in Vessels		15,513					3,194			18,707	18,707	
Timber, Square		720					610			1,330	1,330	
“ “ in Rafts		15,410								15,410	15,410	
Woodenware		101								101	101	
Staves and Headings, Pipe		268					74			332	332	
“ “ W. India		287								287	287	

Coal, Free, per Order in Council	40,815	.....	168	.....	.....	.....	30,583	.....	71,566	.....	71,566	.....
Kryolite, Free, having paid full toll on Rideau Canal .....	.....	.....	290	.....	.....	.....	.....	.....	290	.....	290	.....
Stone, for Cutting, Free, per Order in Council .....	.....	.....	3,737	.....	.....	.....	.....	.....	3,737	.....	3,737	.....
Stone, unwrought, Free, per Order in Council	865	.....	.....	.....	.....	.....	.....	.....	865	.....	865	.....
Grand Total, Freight ..	177,912	554,106	11,493	1,555	1,169	3,369	46,520	117,567	237,003	676,597	913,600	.....

Total Tolls on Vessels	16,007 89
" " Passengers	2,795 72
" Free Goods	\$12,673 60
" Wharfage and Storage	5,080 35
" Fines and Damages	1,715 00
" Winterage, Basin Dues and other Receipts	13,947 82
Total Revenue, exclusive of Hydraulic Rents	\$ 82,986 67

INLAND REVENUE DEPARTMENT,
OTTAWA, 18th March, 1887.

E. MIALl,
Commissioner.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 30.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected thereon, during the Season of Navigation in 1886.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls Up.	Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, Pot and Pearl.	20	164							20	164	184	\$ cts. 4 00	\$ cts. 32 80	\$ cts. 36 80
Apples		2,493								2,493	2,493		373 95	373 95
Agricultural Products not enumerated, Vegetable...	229	103							229	103	332	34 35	15 45	49 80
Agricultural Products not enumerated, Animal...	2	43							2	43	45	0 30	6 45	6 75
Agricultural Implements...	4	26							4	26	30	6 80	5 20	6 00
Barley.		372	208						206	372	578	30 90	7 44	38 34
Bricks	309		55						364		364	54 60		54 60
Bones		92								92	92		13 80	13 80
Brimstone.....														
Cement and Water Lime...	1,451		456						1,907		1,907	286 05		286 05
Clay, Lime and Sand.....	36	3							100	103	139	5 40	15 45	20 85
Coal.....	32	32,218							86,583	32	118,802	118,834	6 40	17,814 30
Corn	318	2,833							318	2,833	3,151	47 70	83 83	131 53
Cattle		22								22	22		3 30	3 30
Cotton, Raw.	1	16							1	16	17	0 15	2 40	2 55
Crockery and Earthenware	238	54	7						245	54	299	49 00	10 80	59 80
Dye Wood and Dye Stuffs.	22								22		22	4 40		4 40
Fish	192	18							192	18	210	28 60	2 70	31 60
Flax and Hemp.														
Flour	4	9,999							4	9,999	10,003	0 60	1,499 85	1,500 45
Furniture	57	470	7						64	470	534	12 80	94 00	106 80
Gypsum	34								34		34	5 10		5 10
Glass, all kinds.....	688	8	25						713	8	721	142 60	1 60	144 20
Hay, Pressed														
Hogs.....		15								15	15		2 25	2 25
Horses	17	46							17	46	63	2 55	6 90	9 45
Hides and Skins, Horns and Hoofs.....	3	21							3	21	24	0 45	3 15	3 60

Ice													
Iron, Railway Pig	7,743	229	337					8,070	229	8,299	1,210 50	34 38	1,244 85
" all other	3,398	2						3,398	2	3,400	509 70	0 36	510 00
	2,239	41	24					2,263	41	2,304	339 45	6 15	345 60
Iron Ore													
other Ore, except Iron		898							898	898		44 90	44 90
Lard and Lard Oil	6	5						6	5	11	0 90	0 75	1 65
Meal, all kinds		259							259	259		38 85	38 85
Meats, other than Pork		13							13	13		1 95	1 95
Marble											1 00		1 00
Manilla	17	2	4					21	2	23		0 40	4 60
Molasses	470	4						470	4	474	\$4 00	0 80	94 80
Nails	2,881	2	155					3,036	2	3,038	607 20	0 40	607 60
Oats		1,387							1,387	1,387		27 74	27 74
Oil, in Barrels	712	130	9					721	130	851	141 20	26 00	170 20
Oil Cake													
Peanut		11,716						1,551	13,267	13,267		471 52	471 52
Potatoes	21							21		21	3 15		3 15
Pork		79							79	79		11 85	11 85
Paint	456	5	5					461	5	466	92 20	1 00	93 20
Pitch and Tar	123	1						123	1	124	24 60	0 20	24 80
Rags	13	132						13	132	145	2 60	26 40	29 00
Rye	104	182						104	182	286	15 60	3 64	19 24
Rosin	7							7		7	1 40		1 40
Salt	902		5,503					6,405		6,405	960 75		960 75
Stone intended for Cutting		53							53	53		7 95	7 95
do wrought													
do not suitable for Cutting, unwrought		365							365	365		29 40	29 40
Seeds, all kinds		3							3	3		0 45	0 45
Sheep		41							41	41		6 15	6 15
Soda Ash	866	1	957					1,823	1	1,824	364 60	0 20	364 80
Steel	161							161		161	32 20		32 20
Sugar	6,558		46					6,604		6,604	1,320 80		1,320 80
Spirits, Beer, &c	591	183	107					693	183	881	139 60	36 00	176 20
Tobacco, Raw	2	8	3					5	8	13	0 75	1 20	1 95
Tallow	1	24						1	24	25	0 15	3 60	3 75
Tia	398	3	538					937	3	940	187 40	0 60	188 00
Turpentine	48		1					49		49	9 80		9 80
Wheat		50,152							50,152	50,152		1,223 13	1,223 13
White Lead	273	1						273	1	274	54 60	0 20	54 80
Whiting	172							172		172	34 40		34 40
Wool	28	1						28	1	29	4 20	0 15	4 35
All other Goods and Merchandise not enumerated	4,953	2,026	792					5,745	2,036	7,781	1,149 00	407 00	1,556 00
Bark													
Barrels, Empty	26	25	76					339	25	364	48 92	4 63	53 54

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 80—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls Up.	Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Boat Knees.												\$ cts.	\$ cts.	\$ cts.
Floats.														
Firewood, in Vessels.		780								780	780		52 00	52 00
" Rafts.														
Hoops.														
Hop Poles.														
Lumber, Sawed, in Vessels.	342	6,195	467						809	6,195	7,004	72 45	715 10	787 55
" Rafts.														
Masts, Spars and Telegraph Poles, in Vessels.														
Masts, Spars and Telegraph Poles, in Rafts.														
Railway Ties, in Vessels.	727		452						1,179		1,179	94 07		94 07
" Rafts.														
Saw Logs.														
Staves and Headings, barrel " " Pipe.														
" " W. India.														
Staves, Salt Barrel.														
Shingles.		1								1	1		0 40	0 40
Split Posts and Fence Rails, in Vessels.														
Split Posts and Fence Rails, in Rafts.														
Timber, Square, in Vessels.	70								70		70	3 50		3 50
" Rafts.		1,500								1,500	1,500		150 00	150 00
Traverses.														
Woodenware and Wood, partly manufactured.	37	62							37	62	99	14 80	24 80	39 00
Total Freight paying Tolls.	38,245	125,536	10,322						88,237	48,467	213,772	8,259 64	23,356 37	31,618 01

Free Articles having paid full Toll on the Welland Canal.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 31.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected therein during the Season of Navigation in 1886.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl					10				10		10	\$ cts.
Apples	47	110							47	113	161	1 00
Agricultural Products, not enumerated, Vegetable	12	269							12	269	281	10 65
Agricultural Produces, not enumerated, Animal	85	130		522					85	652	737	21 05
Agricultural Implements	230	3							230	3	233	85 70
Barley	715	1,800	1		9				716	1,800	2,525	29 68
Bricks	4,044	76					106		4,150	76	4,226	118 77
Bones	298	108		643					298	761	1,049	173 44
Brimstone	8								8		8	104 46
Cement and Water Lime	3,791	170							3,791	170	3,961	0 78
Clay, Lime and Sand	6,231	3,071					2,343		8,574	3,071	11,645	175 93
Coal		1,180			1,644		23,816			26,659	26,659	444 28
Corn	4	4,951			153		1,538		4	6,642	6,646	1,731 91
Cattle	26	377							26	377	403	221 29
Cotton, Raw	4								4		4	26 30
Crockery and Earthenware	95	6							95	6	101	0 20
Dye Wood and Dye Stuffs	22						237		259		259	15 08
Fish	319	195							319	195	514	14 23
Flax and Hemp					15				15		15	26 73
Flour	1,013	269			56				1,013	325	1,338	1 13
Furniture	122	189							122	189	311	108 72
Gypsum	4,245	249							4,245	249	4,494	25 56
Glass, all kinds	59	25							59	25	84	61 39
Hay, Pressed	527	25			32	16			559	41	600	7 44
Hogs	9	11							9	11	20	35 00
Horses	26	207							26	207	233	1 20
Hides and Skins, Horns and Hoofs	3	8							3	8	11	13 75
Ice												0 91
Iron, Railway	1,753	54							1,753	54	1,807	203 10

" Pig	74	35						74	35	109	8 31
" all other	2,622	195		12	10	553		3,187	206	3,393	165 35
Iron Ore											
Kryolite, Chemical Ore and other Ore, except Iron	126							126		126	6 30
Lard and Lard Oil	31	56						31	56	87	5 30
Meal, all kinds	5	447						5	447	452	18 40
Meats, other than Pork	18					13		31		31	2 21
Marble	14							14		14	2 66
Manilla	51	30						51	30	81	8 05
Molasses	234	53				1,078		1,312	53	1,365	93 61
Nails	427	563						427	563	990	99 68
Oats	1,268	10,979						1,268	10,979	12,207	464 07
Oil, in Barrels	275	115		55	83	448	74	781	272	1,053	77 18
Oil Cake											
Pease	703	25,961						703	25,961	26,664	534 84
Potatoes	8	81						8	81	89	4 92
Pork	264	241						264	242	506	34 68
Paint	23	188				108		181	188	3 9	17 73
Pitch and Tar	27	104				1,147		1,174	104	1,278	64 86
Rags	472	15				193		667	15	682	57 50
Rye	220							220		240	4 40
Rosin	2	159				1,900		1,902	159	2,061	104 64
Salt	2,641	37						2,641	37	2,678	242 25
Stone intended for cutting	679	4,747						679	4,747	5,426	209 23
" wrought	295							295		295	16 14
" not suitable for cutting, un- wrought	2,225	2,042				585		2,225	2,627	4,852	104 20
Seeds, all kinds	2,238	265				5		2,238	265	2,503	94 29
Sheep		183							183	188	13 84
Soda Ash	35	48						35	48	83	6 44
Steel	68	10						68	10	78	4 83
Sugar	830					7,133		7,963		7,963	501 43
Spirits, Beer, &c	254	15						254	15	269	36 07
Tobacco, Raw	5							5		5	0 50
Tallow											
Tin	46	97						46	97	143	11 45
Turpentine	10	12				536		546	12	558	29 21
Wheat	10,540	28,349						10,540	28,349	38,889	789 47
White Lead	23							23		23	4 37
Whiting	116	1						116	1	117	8 65
Wool		4							4	4	0 15
All other Goods and Merchandise not enumerated	5,082	95		842	753	140	2	6,061	1,711	7,772	684 78
Bark											
Barrels, Empty	10	12		61				165	13	178	16 72
Boat Knees											

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 31.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported, &c —*Con.*

ARTICLES	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Floats.....		4,200								4,200	4,200	\$ cts.
Firewood, in Vessels.....	8,363	5,469		390					8,363	5,859	14,222	73 50
“ Rafts.....		498								498	498	332 90
Hoops.....					13				13		13	10 38
Hop Poles.....												1 30
Lumber, Sawm, in Vessels.....	33,360	25,165	414		117	64			33,89	25,229	59,120	1,842 87
“ Rafts.....		25								25	25	1 13
Masts, Spars and Telegraph Poles, in Vessels.....	1								1		1	0 04
Masts, Spars and Telegraph Poles, in Rafts.....		19,270								19,270	19,270	481 75
Railway Ties, in Vessels.....		347	593							593	347	29 13
“ Rafts.....		7								7	7	0 25
Saw Logs.....		20,651								20,651	20,651	471 90
Staves and Headings, Barrel.....												
“ “ Pipe.....												
“ “ West India.....	3								3		3	1 20
Staves, Salt Barrel.....												
Shingles.....	141								141		141	43 31
Split Posts and Fence Rails, in Vessels.....			7							7	7	1 30
Split Posts and Fence Rails, in Rafts.....												
Timber, Square, in Vessels.....	152	206							152	206	358	15 76
“ “ Rafts.....	17	8,522							172	8,522	8,694	267 47
Traverses.....		10,086								10,086	10,086	26 25
Woodenware and Wood, partly manufactured.....	20	16							20	16	36	6 57
Total Freight paying Tolls.....	97,934	183,90	1,015	1,555	1,169	3,369	15,937	25,452	113,105	214,281	340,386	11,823 88
Coal, Free, per Order in Council.....	37,692						30,583		68,265		68,265	

Stone " " ..	865	3,737							865	3,737	4,602
Grand Total Freight ..	136,531	187,645	1,015	1,555	1,169	3,369	46,520	25,452	185,233	218,021	401,256

Total Way Tolls on Vessels.....	6,091 07
" " Passengers.....	1,054 77
" " Free Goods.....	\$3,999 24
Total Way Tolls.....	18,969 72

INLAND REVENUE DEPARTMENT,
OTTAWA, 19th March, 1887.

E. MIALL,
Commissioner.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 32.—GENERAL STATEMENT showing the Quantity of each Article transported on the Burlington Bay Canal, and the Amount of Revenue collected during the Season of Navigation in 1886.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.												\$ cts.
Apples.												
Agricultural Products not enumerated, Vegetable.												
Agricultural Products not enumerated, Animal.												
Agricultural Implements.												
Barley.												
Bricks.												
Bones.												
Brimstone.												
Cement and Water Lime.												
Clay, Lime and Sand.												
Coal.												
Corn.												
Cattle.												
Cotton, Raw.												
Crockery and Earthenware.												
Dye Wood and Dye Stuffs.												
Fish.												
Flax and Hemp.												
Flour.												
Furniture.												
Gypsum.												
Glass, all kinds.												
Hay, Pressed.												
Hogs.												
Horses.												
Hides and Skins, Horns and Hoofs.												
Ice.												

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 32.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Floats.....												
Fire Wood, in Vessels.....												
" Rafts.....												
Hoops.....												
Hop Poles.....												
Lumber, sawn, in Vessels.....												
" Rafts.....												
Masts, Spars and Telegraph Poles, in Vessels.....												
Masts, Spars and Telegraph Poles, in Rafts.....												
Railway Ties, in Vessels.....												
" Rafts.....												
Saw Logs.....												
Staves and Headings, Barrel												
" Pipe.....												
" West India.....												
Staves, Salt Barrel.....												
Shingles.....												
Split Posts and Fence Rails, in Vessels.....												
Split Posts and Fence Rails, in Rafts.....												
Timber, square, in Vessels.....												
" Rafts.....												
Traverses.....												

Woodenware and Wood partly
manufactured

Total Freight paying Tolls...

Total Tolls on Vessels

1 08

NOTE —Tolls abolished, Act 49 Vic, chap. 32.

E. MIALL,
Commissioner.

INLAND REVENUE DEPARTMENT,
OTTAWA, 18th March, 1887.

SUPPLEMENTARY APPENDIX A.—Continued.

No. (A) 33.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected during the Season of Navigation in 1886.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts
Ashes, Pot and Pearl		27								27	27	5 13
Apples		182								182	182	10 51
Agricultural Products, not enumerated, Vegetable		35								35	35	3 28
Agricultural Products, not enumerated, Animal	7	1,512							7	1,512	1,519	134 01
Agricultural Implements		33								33	33	5 34
Barley		758								758	758	53 14
Bricks												
Bones		12								12	12	0 80
Brimstone												
Cement and Water Lime	219	370							219	370	589	13 89
Clay, Lime and Sand	253	6,348							253	6,348	6,601	143 28
Coal												
Corn												
Cattle	1	618							1	618	619	35 85
Cotton, Raw												
Crockery and Earthenware												
Dye Wood and Dye Stuffs												
Fish		7								7	7	0 67
Flax and Hemp		1								1	1	0 06
Flour	7	8							7	8	15	0 88
Furniture	8	14							8	14	22	2 64
Gypsum												
Glass, all kinds												
Hay, Pressed		242								222	222	21 73
Hogs		44								44	44	2 63
Horses	19	254							19	254	273	12 48
Hides and Skins, Horns and Hoofs		15								15	15	1 50
Ice												

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SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 28.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Boat Knees												
Floats		24,070								24,070	24,070	236 41
Fire Wood, in Vessels.....		62,989		2,285						65,254	65,254	2,448 33
“ “ Rafts		4,201								4,201	4,201	57 87
Hoops		26								26	26	2 40
Hop Poles												
Lumber, Sawed, in Vessels.....	232	431,493		163,725					232	595,221	595,453	46,748 94
“ “ Rafts		5,486								5,486	5,486	152 74
Masts, Spars and Telegraph Poles, in Vessels		3		12						16	16	2 13
Masts, Spars and Telegraph Poles, in Rafts		594								594	594	23 74
Railway Ties, in Vessels		1,132								1,132	1,132	134 58
“ “ Rafts		1,994								1,994	1,994	194 00
Saw Logs		14,281								14,281	14,281	313 60
Staves and Headings, Barrel.....												
“ “ Pipe												
“ “ West India												
Staves, Salt Barrel												
Shingles	3	283		223					3	506	509	330 20
Split Posts and Fence Rails, in Vessels		7								7	7	3 64
Split Posts and Fence Rails, in Rafts		14								14	14	4 15
Timber, Square, in Vessels.....												
“ “ Rafts		3,754								3,754	3,754	70 72
Traverses		530								530	530	2 38
Woodenware and Wood partly manufactured.....	18	18							18	18	36	6 55
Total Freight paying Tolls.....	2,386	186,529		166,226					2,386	742,755	745,141	52,212 57

Coal Free, per Order in Council...	194								194		194
Grand Total Freight.....	2,580	186,529		186,226					2,580	742,755	745,335

Total Tolls on Vessels.....	5,363 30
" " Passengers.....	228 84
" " Free Goods.....	\$8 84
Total Fines and Damages.....	37 50
" Other Receipts.....	8 00
Total Revenue, exclusive of Hydraulic Rents.....	57,850 21

INLAND REVENUE DEPARTMENT,
OTTAWA, 18th March, 1887.

E. MIALl,
Commissioner.

SUPPLEMENTARY RETURN A—Continued.

No. (A) 34.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue collected during the Season of Navigation in 1886.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Asbes, Pot and Pearl												
Apples		509						59		568	568	61 89
Agricultural Products, not enumerated, Vegetable	21								21		21	0 70
Agricultural Products, not enumerated, Animal	21	12							21	12	33	1 10
Agricultural Implements		10								10	10	1 00
Barley		1,107	1,018						1,018	1,107	2,125	123 91
Bricks	61							170	64	170	234	21 40
Bones		3	153					6	153	9	162	15 08
Brimstone												
Cement and Water Lime												
Clay, Lime and Sand	30							3,735	30	3,735	3,765	387 18
Coal		205						83,510		83,715	83,715	8,137 31
Corn												
Cattle		87								87	87	2 90
Cotton, Raw												
Crockery and Earthenware	3	19							3	19	22	2 00
Dye Wood and Dye Stuffs								180		180	180	17 70
Fish												
Flax and Hemp												
Flour	282								282		282	9 40
Furniture								1		1	1	0 10
Gypsum												
Glass, all kinds												
Hay, Pressed	34	729	150						184	729	913	42 11
Hogs												
Horses		21								21	21	0 70
Hides and Skins, Horses and Hoofs												

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SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 34.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal,
&c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Toll.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Barrels, Empty	4		2						6		6	\$ 1 02
Boat Knees												
Floats												
Firewood, in Vessels	540								540		540	14 17
“ in Rafts												
Hoops												
Hop Poles												
Lumber, Sawed, in Vessels...	5,143		68,233						73,379		73,379	4,174 94
“ “ Rafts												
Masts, Spars and Telegraph Poles, in Vessels												
Masts, Spars and Telegraph Poles, in Rafts												
Railway Ties, in Vessels			2,778						2,778		2,778	221 85
“ “ Rafts												
Saw Logs												
Staves and Headings, barrel “ pipe												
“ “ W. India												
Staves, salt barrel												
Shingles	128		217						345		345	33 78
Split Posts and Fence Rails, in Vessels	45								45		45	3 59
Split Posts and Fence Rails, in Rafts												
Timber, Square, in Vessels...												
“ “ Rafts												
Travelers												

Woodenware and Wood, partly manufactured .....	.....	.....	.....	.....	.....	.....	.....	7	.....	7	7	1 75
Total Freight paying Tolls.	7,946	10,095	72,754	.....	.....	.....	.....	102,971	80,700	113,066	193,766	15,282 15
Coal, free per Order in Coun- cil	174	.....	.....	.....	.....	.....	.....	.....	174	.....	174	.....
Grand Total Freight...	8,120	10,095	72,754	.....	.....	.....	.....	102,971	80,874	113,066	193,940	.....
Total Tolls on Vessels												2,748 63
" Passengers												92 56
" Free Goods												\$17 40
Wharfage and Storage												2 00
Total Revenue, exclusive of Hydraulic Rents												18,125 34

INLAND REVENUE DEPARTMENT,
OTTAWA, 18th March, 1887.

E. MIALL,
Commissioner.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 35.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Season of Navigation in 1886.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl	2	20							2	20	22	\$ cts. 5 38
Apples		3								3	3	0 07
Agricultural Products, not enumerated, Vegetable....	16	2	200						216	2	218	10 44
Agricultural Products, not enumerated, Animal.....	159	687							159	687	846	51 89
Agricultural Implements....	53	117							53	117	170	25 45
Barley	246								246		246	5 78
Bricks	231	3							231	3	234	5 61
Bones												
Brimstone												
Cement and Water Lime....	118	17							118	17	135	5 16
Clay, Lime and Sand.....	242								242		242	5 67
Coal		6,237						303		6,530	6,530	268 59
Corn		29								29	29	0 88
Cattle	9	4							9	4	13	0 42
Cotton, Raw												
Orockery and Earthenware..	42	14							42	14	56	6 21
Dye Wood and Dye Stuffs...	4								4		4	0 35
Fish	99	14							99	14	113	2 77
Flax and Hemp												
Flour	8	522							8	522	530	14 28
Furniture	5	23							5	23	28	2 69
Gypsum												
Glass, all kinds.....	17	8							17	8	25	2 82
Hay, Pressed		1								1	1	0 03
Hogs												
Horses	7	6							7	6	13	0 39
Hides and Skins, Horns and Hoofs	8	2							8	2	10	0 27

Iron, Railway	1,793		1,793		1,793		1,793		52 31
" Pig	38	1	38	1	38	1	38	1	1 84
" all other	306	91	306	91	306	91	397	13 48	
Iron Ore									
Kryolite Chemical Ore and other Ore, except Iron	415	600	415	600	1,015		50 75		
Lard and Lard Oil	19	30	19	30	49		1 63		
Meal, all kinds	5	82	5	82	87		2 45		
Meats, other than Pork	13	30	13	30	43		1 68		
Marble	6		6		6		0 52		
Manilla									
Molasses	112	13	112	13	125		11 09		
Nails	334	2	334	2	336		33 46		
Oats	5	1	5	1	6		0 17		
Oil, in barrels	23	110	23	110	133		15 36		
Oil Cake		4		4	4		0 12		
Pease	30		30		20		0 74		
Potatoes	59	17	59	17	76		3 02		
Pork	158	116	158	116	274		8 15		
Paint	2	1	2	1	3		0 27		
Pitch and Tar	13	49	13	49	62		5 40		
Rags		5		5	1		1 30		
Rye	186		186		186		4 44		
Rosin	1		1		1		0 09		
Salt	1,605	259	1,605	259	1,864		50 18		
Stones intended for Cutting	31	602	31	602	633		28 89		
" wrought	3		3		3		0 27		
" not suitable for Cut- ting, unwrought	135		135		135		1 69		
Seeds, all kinds	1	5	1	5	6		0 18		
Sheep	11		11		11		0 27		
Soda Ash	4		4		4		0 35		
Steel	3		3		3		0 26		
Sugar	626	45	626	45	671		68 01		
Spirits, Beer, &c	46	24	46	24	70		6 70		
Tobacco, Raw	4		4		4		0 11		
Tallow		2		2	2		0 06		
Tin	10		10		10		1 17		
Turpentine	2		2		2		0 18		
Wh- at	69		69		69		1 67		
White Lead	20		20		20		1 76		
Whiting	12	1	12	1	13		1 14		
Wool	8		8		8		0 21		
All other Goods and Mer- chandise	556	446	556	446	1,002		145 58		
Bark	51		51		51		1 20		
Barrels, Empty	30	1	30	1	31		2 03		

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 35.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Boat Knees.....												\$ cts.
Floats.....	2,107								2,107		2,107	37 45
Firewood, in Vessels.....	14,498	735	561						16,057	735	15,792	290 10
" Rafts.....												
Hoops.....												
Hop Poles.....	84								84		84	13 00
Lumber, sawn, in Vessels.....	35,256	317	3,636						38,892	317	39,209	2,308 89
" Rafts.....	213	12							213	12	225	8 54
Masts, Spars and Telegraph Poles, in Vessels.....	25								25		25	1 74
Masts, Spars and Telegraph Poles, in Rafts.....												
Railway Ties, in Vessels.....	4,333	589	1,216						5,551	589	6,140	596 27
" Rafts.....											5	0 54
Saw Logs.....		137								137	137	3 10
Staves and Headings, barrel												
" " pipe.....												
" " W. India												
Staves, salt barrel.....												
Shingles.....	9	40							9	40	49	7 27
Split Posts and Fence Rails, in Vessels.....		29	10						10	29	39	3 67
Split Posts and Fence Rails, in Rafts.....	1								1		1	0 13
Timber Square, in Vessels.....												
" Rafts.....	182	640							182	640	822	28 11
Traverses.....	1,377								1,377		1,377	8 87
Woodenware and Wood partly manufactured.....	7	16							7	16	23	2 80
Total Freight paying Tolls.....	66,106	12,751	5,625					303	71,731	13,054	84,785	4,287 15

Coal, Free, per Order in Council	6,205	.....	.....	.....	.....	.....	.....	.....	6,205	.....	6,205
Grand Total Freight.....	72,311	12,751	5,625	.....	.....	.....	.....	303	77,936	13,054	90,990

Total Tolls on Vessels.....	1,785 01
" Passengers.....	96 78
" Free Coal.....	\$169 15
Wharfage and Storage.....	27 84
Other Receipts.....	111 00
Total Revenue, exclusive of Hydraulic Rents.....	6,287 76

INLAND REVENUE DEPARTMENT,
OTTAWA, 18th March, 1887.

E. MIALL,
Commissioner.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 36.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected thereon, during the Season of Navigation in 1886.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Fish.....	771	449							771	449	1,220	12 20
Flour.....	1,218	820							1,218	820	2,038	20 38
Coal.....	6,550	6,815							6,550	6,815	13,365	133 65
Lumber.....	1,604	1,078							1,604	1,078	2,682	26 82
Other Agricultural Products.....	2,921	3,477							2,921	3,477	6,398	63 98
Other Merchandise.....	75	109							75	109	184	1 84
Total.....	13,139	12,748							13,139	12,748	25,887	258 87
Tolls on Vessels.....												1,146 44
" Passengers.....												
Total Revenue, exclusive of Hydraulic Rents.....												1,405 31
E. MIALl, Commissioner.												
INLAND REVENUE DEPARTMENT, OTTAWA, 18th March, 1887.												

SUPPLEMENTARY APPENDIX—*Continued.*

No. (A) 37.—GENERAL STATEMENT showing the Quantity of each Article transported on the Newcastle District Canals, and the Amount of Revenue Collected, during the Season of Navigation in 1886.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												\$ cts.
Bricks.....												
Clay, Lime and Sand.....												
Bark.....												
Firewood.....	9,699								9,699		9,699	161 65
Floats.....												
Lumber, Saw.....	3,431								3,431		3,431	20 55
Railway Ties.....	3.0								320		320	5 90
Saw Logs.....	4,350								4,350		4,350	87 00
Shingles.....	158								158		158	19 50
Split Posts, &c.....												
Timber, Square.....	420	725							420	725	1,145	23 63
Traverses.....												
Iron Ore.....												
Stone, Unwrought.....	113								113		113	0 75
Total Freight paying Tolls.....	18,491	725							18,491	725	19,216	319 04
Tolls on Vessels.....												65 50
Total Revenue, exclusive of Hydrantic Rents.....												\$ 384 54
INLAND REVENUE DEPARTMENT,						E. MIALl,						
OTTAWA, 18th March, 1887.						Commissioner.						

SUPPLEMENTARY

No. (A) 33.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian Vessels, steam.....	241,476	3,536 62	689,066	4,637 63	62,146	199 43
United States Vessels, steam...	178,239	2,681 61	21,760	147 54	209	4 95
Canadian Vessels, sail.....	304,664	5,767 93	978,619	10,625 26	60,363	959 98
United States Vessels, sail.....	215,349	4,802 99	75,334	593 76	109,480	1,554 27
Total, Class No. 1.....	939,728	16,789 15	1,764,779	16,007 89	232,198	2,748 63
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	3,182	141 42	52,460	2,795 72	5,109	92 56
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	134	18 88	4,590	228 04	234	21 40
Brimstone.....			8	78		
Cement and Water Lime.....	378	40 16	5,863	481 98		
Clay, Lime and Sand.....	6,003	592 19	11,784	465 13	3,765	337 18
Fish.....	269	40 35	724	58 23		
Gypsum.....	223	2 79	4,523	69 49		
Iron, Railway.....	166	24 72	10,106	1,447 95	12	0 40
“ Pig.....	3,463	552 45	3,503	518 31	3	0 10
“ all other.....	2,660	383 15	5,697	510 96	785	76 14
Salt.....	48	6 34	9,081	1,203 01	354	29 58
Stone, for Cutting.....	5,665	1,098 73	5,479	217 18	112	11 20
Apples.....	485	29 74	2,653	384 60	568	51 89
Barley.....	1,695	223 31	3,103	157 11	2,125	123 91
Corn.....	219,442	43,860 12	9,797	352 82		
Cotton, Raw.....			21	2 85		
Flax and Hemp.....			15	1 13		
Flour.....	19,474	1,833 46	11,341	1,607 17	282	9 40
Hay, Pressed.....	12	0 90	600	35 00	913	42 11
Meals, all kinds.....	13,544	2,676 34	711	57 25	3	10
Oil Cake.....					5	0 50
Oats.....	4,911	975 59	13,594	491 81	3,738	135 40
Pease.....	608	121 60	39,931	1,006 36	2,968	164 16
Potatoes.....	20	0 38	110	8 07	19	1 70
Rye.....	564	84 60	506	23 64		
Seeds, all kinds.....	271	54 40	2,506	94 74	6	0 20
Tobacco, Raw.....	26	5 02	18	2 45		
Wheat.....	154,169	29,173 20	89,011	2,012 60		
All other Agricultural Pro- ducts, Vegetable.....	772	40 31	613	70 85	21	0 70
Bones.....			1,141	118 26	162	15 08
Cattle.....			425	29 60	87	2 90
Hogs.....			35	3 45		
Hides and Skins, Horns and Hoofs.....	416	83 10	35	4 51		
Horses.....	14	1 87	296	23 20	21	0 70
Lard and Lard Oil.....	46	8 84	98	6 95		
Meats, other than Pork.....	132	26 40	44	4 16		
Pork.....	1,455	290 70	585	46 53		
Sheep.....			229	19 99	222	7 41
Tallow.....	585	87 95	25	3 75		
Wool.....	1,125	225 00	33	4 50		
All other Agricultural Pro- ducts, Animal.....			782	93 45	33	1 10
Total, Class No. 3.....	438,676	82,562 59	239,664	11,846 86	16,433	1,083 26

APPENDIX A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1886.

Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
.....	161,595	662 22	49,105	503 85	8,094	161 88	2,400	57 00
.....	138	0 89	320	10 61	.....	.....	.....	.....
325	1 08	255,911	3,427 13	81,401	1,120 63	49,228	984 56	1,240	8 50
.....	56,293	1,273 06	10,826	129 92	.....	.....	.....	.....
325	1 08	473,943	5,363 30	141,652	1,765 01	57,322	1,146 44	3,620	65 50
No.		No.		No.					
.....	15,038	228 81	2,973	96 76	.....	.....	.....	.....
Tons.		Tons.		Tons.					
.....	231	5 61	.....	.....	.....	.....
.....	589	13 89	135	5 16	.....	.....	.....	.....
.....	6,601	143 28	242	5 67	.....	.....	.....	.....
.....	7	67	113	277	1,220	13 20	.....	.....
.....	7	14	1,793	93 31	.....	.....	.....	.....
.....	6	12	29	1 84	.....	.....	.....	.....
.....	227	8 63	397	13 46	.....	.....	.....	.....
.....	17	68	1,864	50 18	.....	.....	.....	.....
.....	2,355	56 40	633	28 89	.....	.....	.....	.....
.....	182	10 51	3	0 07	.....	.....	.....	.....
.....	758	53 14	246	5 78	.....	.....	.....	.....
.....	29	0 88	.....	.....	.....	.....
.....	1	0 06	.....	.....	.....	.....	.....	.....
.....	15	0 68	530	14 28	2,038	20 38	.....	.....
.....	222	21 73	1	0 03	.....	.....	.....	.....
.....	4	0 20	87	2 45	.....	.....	.....	.....
.....	3,875	269 93	4	0 12	.....	.....	.....	.....
.....	5,237	353 63	6	0 17	.....	.....	.....	.....
.....	288	18 31	30	0 74	.....	.....	.....	.....
.....	26	2 52	76	3 02	.....	.....	.....	.....
.....	11	0 69	186	4 44	.....	.....	.....	.....
.....	6	0 18	.....	.....	.....	.....
.....	4	0 11	.....	.....	.....	.....
.....	459	43 96	69	1 67	.....	.....	.....	.....
.....	35	3 28	218	10 44	6,398	63 98	.....	.....
.....	12	0 80	.....	.....	.....	.....	.....	.....
.....	619	35 85	13	0 42	.....	.....	.....	.....
.....	44	2 63	.....	.....	.....	.....	.....	.....
.....	15	1 50	10	0 27	.....	.....	.....	.....
.....	273	12 46	13	0 39	.....	.....	.....	.....
.....	2	0 20	49	1 60	.....	.....	.....	.....
.....	7	0 69	43	1 63	.....	.....	.....	.....
.....	5	0 22	274	8 15	.....	.....	.....	.....
.....	474	27 43	11	0 27	.....	.....	.....	.....
.....	3	0 30	2	0 06	.....	.....	.....	.....
.....	8	0 21	.....	.....	.....	.....
.....	1,519	134 02	846	51 89	.....	.....	.....	.....
.....	23,895	1,218 55	8,214	316 21	9,656	98 56	.....	.....

SUPPLEMENTARY

No. (A) 38.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts		\$ cts.		\$ cts.
Ashes, Pot and Pearl	72	14 23	194	37 80		
Agricultural Implements	4	0 25	263	35 68	10	1 00
Crockery and Earthenware	7	0 33	400	74 83	22	2 00
Dye Woods and Dye Stuffs	22	3 30	281	18 63	180	17 70
Furniture	58	9 82	845	132 36	1	0 10
Glass, all kinds	32	1 52	805	151 64		
Marble	2,100	315 10	19	3 66	32	9 28
Manilla	488	73 20	104	12 65		
Molasses	65	10 72	1,839	183 41	1,078	104 31
Nails	187	12 86	4,028	707 28		
Oil, in Barrels	435	48 48	1,904	247 38	493	45 53
Paint	113	13 80	785	110 93	96	9 60
Pitch and Tar	2	0 30	1,402	91 65	1,300	130 00
Rags	31	5 30	827	86 80	131	13 10
Rosin	2	0 04	2,068	106 04	2,065	201 10
Soda Ash	65	9 23	1,907	371 24	75	5 00
Steel	2,418	362 31	259	37 08		
Sugar	8,077	1,164 48	14,567	1,822 23	6,654	665 40
Stone, wrought	142	28 35	295	16 14		
Tin	14	1 06	1,083	199 45		
Turpentine			607	39 01	536	53 60
White Lead	6	0 12	297	59 17		
Whiting			289	43 05		
Whiskey, and all other Spirits	128	13 24	1,150	212 27		
Merchandise, not enumerated	16,065	2,349 81	15,556	2,240 78	3,650	346 09
Total, Class No. 4	30,533	4,437 85	51,754	7,046 22	16,313	1,603 81
<i>Class No. 5.</i>						
Bark	4	2 63				
Barrels, empty	180	19 54	542	70 27	6	1 02
Boat Knees						
Floats	20	1 40	4,200	73 50		
Firewood, in Vessels	21,138	864 15	15,002	384 90	540	14 17
" in Rafts			498	10 38		
Lumber, Sawed, in Vessels	90,372	15,024 86	66,124	2,630 42	73,379	4,174 94
" in Rafts	34	3 00	25	1 13		
Hoops			13	1 30		
Railway Ties, in Vessels	2,369	358 43	2,119	123 20	2,773	221 85
" in Rafts			7	0 25		
Masts, Spars and Telegraph Poles, in Vessels	29	3 55	1	0 04		
Masts, Spars and Telegraph Poles, in Rafts			19,270	481 75		
Square Timber, in Vessels	58,876	8,819 52	428	19 26		
" in Rafts	2,300	505 70	10,164	417 47		
Woodenware and Wood, partly manufactured	1,152	425 00	135	46 17	7	1 75
Shingles	492	340 37	142	43 71	345	33 78
Split Posts and Fence Rails, in Vessels			7	1 30	45	3 59
Split Posts and Fence Rails, in Rafts						
Saw Logs	6,176	279 45	20,651	471 90		
Staves and Headings, Barrel	57	9 00				
" " Pipe	671	125 37				

APPENDIX A—Continued.

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

Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		27	5 13	22	5 38				
		33	5 34	170	25 45				
				56	6 21				
				4	0 35				
		22	2 64	28	2 69				
				25	2 82				
				6	0 52				
				125	11 09				
				336	33 46				
		1	0 19	133	15 36				
				3	0 27				
		80	15 20	62	5 40				
		19	3 16	5	1 30				
				1	0 09				
		1	0 19	4	0 35				
				3	0 26				
				671	68 01				
		512	23 98	3	0 27				
				10	1 17				
				2	0 18				
		1	0 19	20	1 76				
				13	1 14				
		3	0 43	70	6 70				
		474	51 51	1,003	145 58	184	1 84		
		1,173	107 96	2,774	335 81	184	1 84		
		4	0 36	51	1 20				
		138	16 58	31	2 03				
		24,070	236 41	2,107	37 45				
		65,254	2,446 38	15,792	290 50			9,699	161 65
		4,201	57 67						
		595,453	46,748 84	39,209	2,308 88	2,682	26 82	3,431	20 55
		5,486	152 74	225	8 54				
		26	2 40						
		1,132	134 58	6,140	593 27			320	5 90
		1,994	194 00	5	0 54				
		16	2 13	25	1 74				
		594	23 74						
		3,754	70 72	822	28 11			1,145	23 63
		36	6 55	23	2 80				
		509	330 20	49	7 27			158	19 56
		7	3 64	39	3 67				
		14	4 15	1	0 13				
		14,281	343 60	137	3 10			4,350	87 00

SUPPLEMENTARY

No (A) 38.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 5—Concluded.</i>		\$ cts.		\$ cts.		\$ cts.
Staves and Headings, W. India.	731	136 99	32	1 20		
" " Salt Barrel	104	10 38				
Traverses			10,086	26 25		
Hop Poles						
Total, Class No. 5	181,684	26,929 34	149,476	4,604 40	77,100	4,451 10
<i>Special Class.</i>						
Coal	271,356	53,241 37	145,493	19,555 61	83,715	8,137 31
Kryolite or Chemical Ore	100	5 00	1,024	51 20		
Iron Ore	27,347	1,367 35				
Stone, unwrought, not suitable for cutting	9,801	942 47	5,217	135 60	200	6 67
Ice						
Total, Special Class	308,604	55,556 19	151,734	19,742 41	83,915	8,143 98
Total Freight and Tolls	962,497	186,416 54	592,628	62,243 50	193,766	18,123 34
Timber and other Wood, Free	1,064	81 44	38,173	3,413 66		
Wheat, Corn, Flour, Iron, Salt, Coal, &c., &c., Free	16,574	2,486 10	284,799	9,259 94	174	17 40
Grand Total. Passengers and Tonnage of Vessels, not in- cluded	980,135	188,984 08	913,590	74,917 10	193,940	18,140 74

INLAND REVENUE DEPARTMENT,
OTTAWA, 18th March, 1887.

APPENDIX A.—*Continued.*Canada, and the Amount of Tolls collected, &c.—*Concluded.*

Burlington Bay Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		530	2 38	1,377 82	8 87 13 00				
		717,499	50,777 12	68,117	3,314 16	2,682	26 82	19,103	318 29
				6,530 1,015	268 59 50 75	13,365	133 65		
		2,030	101 50						
		544	7 44	135	1 69			113	0 75
		2,574	108 94	7,680	321 03	13,365	133 65	113	0 75
	1 08	745,141	57,804 71	84,783	6,148 92	25,887	1,405 31	19,216	384 54
		191	8 84	6,205	169 15				
	1 08	745,335	57,813 55	90,990	6,318 07	25,887	1,405 31	19,216	384 54

E. MIALl,
Commissioner.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 40.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended 31st December, 1886.

Canals and Offices.	January.	April.	May.	June.	July.	August.	September	October.	November.	December.	Total.
WELLAND CANAL.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chippewa.....		2 53	11 86	43 87	78 73	57 04	7 32	6 76	3 86		211 97
Colborne.....		4,225 98	22,070 40	21,033 01	18,876 46	19,698 22	15,124 07	13,209 39	10,329 19	191 00	124,755 72
Dalhousie.....		3,504 73	11,768 40	9,449 06	8,532 05	8,029 78	6,493 45	6,772 83	3,693 55	161 24	58,205 09
Dunnville.....		17 85	27 94	136 57	42 59	30 28	2 96	108 82	131 55		498 56
Maitland.....		43 93	108 76	81 97	125 82	28 98	102 20	82 77	61 86		637 29
Robinson.....		156 78	351 23	232 64	47 24	178 25	84 55	151 44	163 10	19 59	1,384 82
St. Catharines.....		0 58	188 77	135 99	92 96	99 65	79 25	99 17	55 97	0 75	723 09
Total, Welland Canal....		7,752 38	34,527 36	31,084 11	27,795 85	28,120 20	21,893 80	20,431 18	14,439 08	372 58	186,416 54
ST. LAWRENCE CANALS.											
Beauharnois.....			418 55	359 12	70 26	166 25	354 12	191 79	217 39		1,777 48
Cardinal.....			98 40	197 75	111 44	84 74	118 70	113 25	101 51	41 25	867 04
Cornwall.....			2,183 11	3,679 24	4,147 37	2,654 20	3,253 72	2,194 02	1,486 13		19,601 79
Kingston.....			1,150 03	863 87	1,574 98	1,806 42	1,834 90	1,435 13	502 25		9,167 58
Lachine.....			250 97	341 02	334 61	478 98	640 26	523 83	240 89		2,810 56
Montreal.....			3,762 00	4,514 70	4,882 35	4,789 14	3,997 86	3,280 86	2,786 14		28,013 05
Total, St. Lawrence Canals.....			7,863 06	9,955 70	11,121 01	9,979 73	10,199 56	7,738 88	5,344 31	41 25	62,243 50
CHAMBLY CANAL.											
Chambly.....			398 05	685 48	681 87	758 41	991 15	1,004 25	669 09		5,188 30
St. Johns.....			2,593 89	1,850 86	1,801 32	2,305 99	1,859 31	1,387 53	437 20		12,236 10
St. Ours.....			7 10	64 23	111 72	103 26	83 11	69 01	131 27		698 94
Total, Chamby Canal....			7 10	3,056 17	2,648 06	2,586 45	3,147 51	2,919 47	1,235 53		18,123 34

OTTAWA CANALS.											
Ottawa			6,172 84	5,136 79	5,450 70	5,391 58	5,199 56	4,383 19	2,180 30	33,914 98	
Carillon		7 70	84 03	246 98	178 77	72 85	58 97	29 45	14 21	692 98	
Grenville			3,601 08	3,333 94	3,308 45	2,058 10	3,235 48	2,697 56	1,913 31	21,117 90	
St. Ann's		3 43	272 74	229 05	332 81	290 77	271 94	439 39	238 73	2,078 89	
Total, Ottawa Canals....		11 13	10,130 67	8,916 79	9,270 73	8,813 30	8,765 95	7,519 59	4,346 55	57,804 71	
BURLINGTON BAY CANAL.											
Hamilton	1 08	Tolls abolished by Act 49 Vic., Chap. 32, 2nd June, 1886.								1 08	
RIDEAU CANAL.											
Kingston Mills			142 75	236 38	201 86	299 91	177 98	203 57	115 60	1,385 05	
Ottawa			510 83	657 92	750 05	791 95	666 72	602 37	269 89	4,249 73	
Smith's Falls			89 05	87 52	83 36	80 26	74 13	71 52	28 30	514 14	
Total, Rideau Canal.....			742 63	983 82	1,035 27	1,172 12	918 83	882 46	413 79	6,148 92	
ST. PETER'S CANAL.											
St. Peter's	4 12	52 07	168 18	139 17	266 05	189 00	194 11	235 14	100 80	56 67	1,405 31
NEWCASTLE DISTRICT CANALS.											
Bobcaygeon			30 75	52 11	50 36	23 44	64 74	29 85	14 20	265 55	
Peterborough			8 46	10 50	9 18	10 50	11 75	12 10	6 50	65 99	
Hastings				3 00	8 50	12 25	6 00	13 25	7 00	50 00	
Total, Newcastle District Canals.....			39 21	65 61	68 04	46 19	82 49	55 20	27 80	384 54	
Grand Total.....	4 12	7,823 76	56,527 28	53,793 26	53,143 40	51,468 05	44,974 21	39,415 50	25,907 86	470 50	332,527 94

NOTE.—Amount of Tolls on grain through Welland Canal, refunded, as per Order in Council 21st April, 1883..... \$36,715 18
do do St. Lawrence Canals do do 692 84

INLAND REVENUE DEPARTMENT,
OTTAWA, 18th March, 1887.

E. MIALL,
Commissioner.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 41.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended 31st December, 1886; and the amount of Tolls collected thereon.

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													
Canadian Vessels, steam	831	51,283	44,315	49,919	2,200	675	.....	9,295	83,789	111,172	130,304	241,476	3,536 62
“ “ sail	1,711	60,468	52,905	76,499	5,120	1,334	.....	15,134	93,204	153,435	151,229	304,664	5,767 93
Total Canadian.....	2,542	111,751	97,220	126,418	7,320	2,009	.....	24,429	176,993	264,607	281,533	546,140	9,304 55
United States Vessels, steam	315	133	69	226	.....	87,468	87,594	165	2,584	87,992	90,247	178,239	2,681 61
“ “ sail ...	732	619	206	6,383	.....	101,728	69,995	370	36,048	109,100	106,249	215,349	4,802 99
Total United States	1,047	752	275	6,609	.....	189,196	157,589	535	38,632	197,092	196,496	393,588	7,484 60
Grand Total, Welland Canal	3,589	112,503	97,495	133,027	7,320	191,205	157,589	24,964	215,625	461,699	478,029	939,728	16,789 15
ST. LAWRENCE CANALS.													
Canadian Vessels, steam.....	3,187	357,342	313,167	16,775	.....	36	36	.....	1,710	374,153	314,913	689,066	4,637 63
“ “ sail	5,972	534,596	340,038	46,005	.....	135	90	.....	57,755	580,736	397,883	978,619	10,625 98
Total Canadian.....	9,159	891,938	653,205	62,780	.....	171	126	.....	59,465	954,889	712,796	1,667,685	15,263 59
United States Vessels, steam	552	102	131	1,971	.....	8,542	8,548	697	1,769	11,312	10,448	21,760	147 54
“ “ sail ...	717	1,489	5,741	7,422	7,952	1,596	1,413	41,845	7,876	52,352	22,982	75,334	596 76
Total United States	1,269	1,591	5,872	9,393	7,952	10,138	9,961	42,542	9,645	63,664	33,430	97,094	744 30
Grand Total, St Lawrence Canals	10,428	893,529	659,077	72,173	7,952	10,309	10,087	42,542	69,110	1,018,553	746,226	1,764,779	16,007 89

CHAMBLEY CANAL.												
Canadian Vessels, steam	333	30,437	30,321	.....	.....	.....	.....	.....	1,386	30,437	31,709	62,146
" " sail	699	12,422	12,195	6,189	.....	.....	.....	.....	29,557	18,611	41,752	60,363
Total Canadian	1,031	42,859	42,516	6,189	.....	.....	.....	.....	30,915	49,048	73,461	122,509
United States Vessels, steam	3	4	.....	.....	.....	.....	.....	.....	205	4	205	209
" " sail	1,109	.....	1,907	28,635	.....	.....	.....	.....	105	78,73	28,840	50,640
Total United States	1,112	4	1,907	28,635	.....	.....	.....	.....	205	78,918	28,844	80,845
Grand Total, Chambley Canal	2,143	42,863	44,423	34,821	.....	.....	.....	.....	205	109,883	77,892	154,306
BURLINGTON BAY CANAL.												
Canadian Vessels, steam .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " sail	1	.....	325	.....	.....	.....	.....	.....	.....	.....	325	325
Total Canadian	1	.....	325	.....	.....	.....	.....	.....	.....	.....	325	325
United States Vessels, steam .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " sail .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total, Burlington Bay Canal	1	.....	325	.....	.....	.....	.....	.....	.....	.....	325	325
OTTAWA CANALS.												
Canadian Vessels, steam	1,203	54,505	108,944	.....	1,146	.....	.....	.....	.....	54,505	107,090	161,595
" " sail	2,458	28,027	206,600	.....	21,284	.....	.....	.....	.....	28,027	227,894	255,911
Total Canadian	3,661	82,532	312,544	.....	22,430	.....	.....	.....	.....	82,532	334,974	417,506
United States Vessels, steam	2	97	41	.....	.....	.....	.....	.....	.....	97	41	138
" " sail	561	10,844	1,434	.....	42,622	.....	.....	328	.....	11,242	45,056	56,298
Total United States	563	10,941	1,475	.....	43,622	.....	.....	398	.....	11,339	45,097	56,436
Grand Total, Ottawa Canals	4,224	93,473	314,019	.....	66,052	.....	.....	398	.....	93,871	380,071	473,942

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 41.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
RIDEAU CANAL.													
Canadian Vessels, steam	917	25,697	23,119	289	.....	.....	.....	.....	.....	25,986	23,119	49,105	503 85
“ “ sail.....	1,225	38,562	41,516	1,323	.....	.....	.....	.....	.....	39,885	41,516	81,401	1,120 63
Total Canadian.....	2,142	64,259	64,635	1,612	.....	.....	.....	.....	.....	65,871	64,635	130,506	1,624 48
United States Vessels, steam.....	42	140	175	5	.....	.....	.....	.....	.....	145	175	320	10 61
“ “ sail	114	449	8,498	1,879	.....	.....	.....	.....	.....	2,328	8,493	10,826	129 92
Total United States.....	156	589	8,673	1,884	.....	.....	.....	.....	.....	2,473	8,673	11,146	140 53
Grand Total, Rideau Canal.	2,298	64,848	73,308	3,496	.....	.....	.....	.....	.....	68,344	73,308	141,652	1,765 01
ST. PETER'S CANAL.													
Canadian Vessels, steam.....	35	3,345	4,749	.....	.....	.....	.....	.....	.....	3,345	4,749	8,094	161 88
“ “ sail.....	1,171	25,639	23,589	.....	.....	.....	.....	.....	.....	25,639	23,589	49,228	984 56
Total, St. Peter's Canal...	1,206	28,984	28,338	.....	.....	.....	.....	.....	.....	28,984	28,338	57,322	1,146 44
NEWCASTLE DISTRICT CANALS.													
Canadian Vessels, steam.....	85	1,191	1,209	.....	.....	.....	.....	.....	.....	1,191	1,209	2,400	57 00
“ “ sail.....	17	580	640	.....	.....	.....	.....	.....	.....	580	640	1,220	8 50
Total, Newcastle District Canals.....	102	1,771	1,849	.....	.....	.....	.....	.....	.....	1,771	1,849	3,620	65 50

RECAPITULATION.

20-4

CANADIAN VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	2,542	111,751	97,220	126,418	7,320	2,009	.....	24,429	176,993	264,607	281,533	546,140	9,304 53
St. Lawrence.....	9,159	891,938	653,205	62,780	.....	171	126	.....	59,465	954,889	712,796	1,667,685	15,263 59
Chambly.....	1,031	42,859	42,516	6,189	.....	.....	.....	.....	30,945	49,048	73,461	122,599	1,189 41
Burlington Bay.....	1	.....	325	.....	.....	.....	.....	.....	.....	.....	325	325	1 08
Ottawa.....	3,631	82,532	312,544	.....	22,430	.....	.....	.....	82,532	331,974	417,506	4,089 35	.....
Rideau.....	2,142	64,259	64,635	1,612	.....	.....	.....	.....	65,871	64,635	130,506	1,624 48	.....
St. Peter's.....	1,206	28,984	28,338	.....	.....	.....	.....	.....	28,984	28,238	57,322	1,146 44	.....
Newcastle District Canals.....	102	1,771	1,849	.....	.....	.....	.....	.....	1,771	1,849	3,620	65 50	.....
Total, Canadian	19,814	1,224,094	1,200,632	196,999	29,750	2,180	126	24,429	267,403	1,447,702	1,497,911	2,945,613	32,684 40
UNITED STATES VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	1,047	752	275	6,609	.....	189,196	157,589	535	38,632	197,09	196,496	393,588	7,484 60
St. Lawrence.....	1,269	1,591	5,872	9,393	7,952	10,138	9,961	42,542	9,615	63,664	33,430	97,094	744 30
Chambly.....	1,112	4	1,907	28,635	.....	.....	.....	205	78,938	28,844	80,845	109,689	1,559 22
Burlington Bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa.....	563	10,941	1,475	.....	43,622	.....	.....	398	.....	11,339	45,097	56,436	1,273 95
Rideau.....	156	549	8,673	1,884	.....	.....	.....	.....	.....	2,473	8,673	11,146	140 53
St. Peter's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States.....	4,147	13,877	18,202	46,521	51,574	199,334	167,550	43,680	127,215	303,412	364,541	667,953	11,202 60
Grand Total, Canadian and United States.....	23,961	1,237,971	1,218,834	243,520	81,324	201,514	167,676	68,109	394,618	1,751,114	1,862,452	3,613,566	43,887 00

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E. MIALl,
Commissioner.

INLAND REVENUE DEPARTMENT.
OTTAWA, 18th March, 1887.

SUPPLEMENTARY APPENDIX A—*Concluded.*

No. (A) 41½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1885 and 1886, with the amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

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.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1885.												\$ cts.
Welland Canal	34,600	87,760	30,235	9,227	216,297	168,212	15,008	223,589	296,140	488,788	784,928	143,360 97
St. Lawrence Canals	162,311	410,370	6,190	7,813	1,518	7,111	33,693	105,274	203,712	530,568	734,280	61,096 57
Chambly Canal	9,945	9,559	69,932				129	94,647	80,006	104,406	184,212	17,118 26
Rideau Canal	63,130	15,740	9,101						72,204	15,740	87,944	4,937 15
Ottawa Canals	364	608,866		154,006					364	752,872	763,236	54,431 14
Burlington Bay Canal	9,019	14,427		3,595			46,113		55,152	18,022	73,174	944 01
St. Peter's Canal	14,810	5,350							14,810	5,350	20,160	1,575 93
Newcastle District Canals	25,195	512							25,195	512	25,707	496 71
1886.												
Welland Canal	30,034	77,296	31,276	9,863	239,561	224,916	26,176	341,012	327,044	653,087	980,135	186,416 54
St. Lawrence Canals	177,912	554,106	11,402	1,555	1,169	3,369	46,520	117,667	237,003	678,597	913,600	62,243 50
Chambly Canal	8,120	10,005	72,754					102,971	80,874	113,066	193,940	18,123 34
Rideau Canal	72,311	12,751	5,625					303	77,936	13,054	90,990	6,148 92
Ottawa Canals	2,580	186,529		166,226					2,580	742,755	745,335	57,804 71
Burlington Bay Canal												1 08
St. Peter's Canal	13,139	12,748							13,139	12,748	25,887	1,405 31
Newcastle District Canals	18,491	725							18,491	725	19,216	384 54

INLAND REVENUE DEPARTMENT,
OTTAWA, 18th March, 1887.

E. MIALL,
Commissioner.

DOMINION CANALS.

Regulations, Tariff, Orders in Council and Instructions to Collectors.

AN ACT RESPECTING THE DEPARTMENT OF RAILWAYS A. D. 1886. AND CANALS.

HER Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

INTERPRETATION.

1. In this Act, unless the context otherwise requires,—
- (a.) The expression "Minister" means the Minister of Railways and Canals; Interpretation.
"Minister."
- (b.) The expression "department" means the Department of Railways and Canals; "Department."
- (c.) The expressions "railway" and "canal" mean and include respectively, every railway and the rolling stock thereon, and every canal and lock which belong to Canada; and every railway and the rolling stock thereon, and every canal and lock acquired, constructed, extended, enlarged, repaired or improved at the expense of Canada, or for the acquisition, construction, repairing, extending, enlarging or improving of which any public money is voted and appropriated by Parliament (except works for which money has been appropriated as a subsidy only), and all works and property appertaining or incidental to such railway or canal, or which are placed under the control of the Minister by the Governor in Council. "Railway",
and "Canal."

DEPARTMENT OF RAILWAYS AND CANALS.

2. There shall be a department of the Civil Service of Canada which shall be called "The Department of Railways and Canals," over which the Minister of Railways and Canals for the time being, appointed by commission under the Great Seal of Canada, shall preside; and the Minister shall have the management and direction of the department, and shall hold office during pleasure. Department
and Minister
of Railways
and Canals.

3. The Governor in Council may appoint an officer who shall be called the deputy of the Minister of Railways and Canals, and who shall be the chief officer of the department, a secretary for the department, and two or more chief engineers, and such other officers as are necessary for the proper conduct of the business of the department,—all of whom shall hold office during pleasure; Deputy and
other officers

2. In case of the absence of the secretary, or of his inability to act, the Minister may, in writing, authorize some other officer of the department to act for the time in his stead : Acting secretary.

Chief engineers.

3. One of such chief engineers shall act as chief engineer of one branch of the department, and another shall act as chief engineer of the other branch of the department, and with respect to such works or classes of works as the Governor in Council, from time to time, directs.

Duties of secretary of the department.

4. The secretary of the department shall, unless otherwise directed in any case by the Minister, keep separate accounts of the moneys appropriated for and expended on each railway or canal under the management of the Minister; he shall submit such accounts to be audited in such manner as is appointed by law, or by the Governor in Council; he shall have charge of all plans, contracts, estimates, documents, titles, models and other like things relating to any such railway or canal; he shall keep proper accounts with each contractor or other person employed by or under the department; he shall see that all contracts are properly drawn out and executed; he shall prepare all certificates upon which any certificate for the payment of money is to issue; he shall keep minutes of all proceedings of the department; he shall prepare reports and conduct, under the direction of the Minister, the correspondence of the department; and generally he shall do and perform all such acts and things pertaining to the business of the department as he is, from time to time, directed by the Minister to do and perform.

Duties of chief engineers.

5. The chief engineers respectively shall prepare maps, plans and estimates for all railways and canals which are about to be constructed, altered or repaired by or under the management of the Minister; they shall report, for the information of the Minister, on any question relating to any such railway or canal which is submitted to them; they shall examine and revise the plans, estimates and recommendations of other engineers, architects and officers touching any such railway or canal, and generally they shall advise the Minister on all engineering or architectural questions affecting any such work.

POWERS OF THE MINISTER.

Powers of the Minister.

6. The Minister shall have the management, charge and direction of all Government railways and canals, and of all works and property appertaining or incident to such railways and canals:

Certain powers and duties to belong to Minister of Railways and Canals.

2. Whenever, by any Act or document, the Minister of Public Works is given any power or authority, or has a duty cast upon him in regard to railways or canals, or other public works of any of the classes which, by this or any other Act or by an Order in Council made under any Act, are placed under the management, charge and direction of the Minister of Railways and Canals, or in regard to any railway, canal or other work of any of the classes aforesaid, whether the same are or are not the property of Her Majesty, the power or authority so given, or the duty so cast upon the Minister of Public Works, shall be exercised or performed by the Minister of Railways and Canals.

Construction or repair of works.

7. The Minister shall direct the construction, maintenance and repair of all railways and canals, and of all other works appertaining or incident thereto, constructed or maintained at the expense of Canada, and which are by this Act or are hereafter placed under his management and control.

8. Nothing in this Act shall authorize the Minister to cause expenditure not previously sanctioned by Parliament, except for such repairs and alterations as the necessities of the public service demand. No expenditure without authority of Parliament.

9. The Minister or the deputy of the Minister, or any officer of the department whose duty it is to investigate or pay or certify for payment any claim, may require any account sent in by any contractor, or any person in the employ of the Minister, or any claim for damages, to be attested on oath—which oath, as well as that taken by any witness, may be administered by the Minister, the deputy of the Minister, or such officer. Evidence on oath may be required as to claims.

10. The Minister may send for and examine, on oath, all such persons as he deems necessary, touching any matter upon which his action is required, and may cause such persons to bring with them such papers, plans, books, documents and things as it is necessary to examine with reference to such matter, and may pay such persons a reasonable compensation for their time and disbursements : Persons and papers may be sent for.

2. Such persons shall comply with the summons of the Minister after due notice ; and every person so summoned who neglects or refuses to attend and be examined, shall incur a penalty of twenty dollars in each case. Penalty for neglecting to attend, &c.

11. The Minister shall invite tenders, by public advertisement, for the execution of all works, except in cases of pressing emergency, in which delay would be injurious to the public interest, or in which, from the nature of the work, it can be more expeditiously and economically executed by the officers and servants of the Minister. Tenders to be invited for works. Exception.

12. The Minister, in all cases in which any public work under his control is being carried out by contract, shall take all reasonable care that good and sufficient security is given to and in the name of Her Majesty, for the due performance of the work, within the amount and time specified for its completion ; and also, in all cases in which it seems to the Minister not to be expedient to let such work to the lowest tenderer, he shall report the same and obtain the authority of the Governor in Council previously to passing by such lowest tender ; and no sum of money shall be paid to the contractor on any contract, nor shall any work be commenced, until the contract has been signed by all the parties therein named, nor until the requisite security has been given. Security to be required. Report when lowest tender is not accepted. Conditions previous to payment.

TOLLS ON CANALS.

13. The Governor in Council may impose and authorize the collection of tolls and dues upon any canal, and may, from time to time, in like manner, alter and change such dues or tolls, and may declare the exemptions therefrom ; and all such dues and tolls shall be payable in advance and before the right to the use of the canal in respect of which they are incurred accrues, if so demanded by the collector thereof : Governor in Council may impose tolls for use of canals.

2. All tolls and dues imposed under this Act may be recovered, with costs, in any court of competent jurisdiction, by the collector or person appointed to receive the same, in his own name or in the Recovery of tolls

name of Her Majesty, and by any form of proceeding by which debts to the Crown are recoverable :

Goods on
board vessels
liable for tolls,
&c.

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

Tolls on the
St. Lawrence
canals.

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

Moneys from
tolls to be paid
over to the
Receiver Gen-
eral.

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

REGULATIONS FOR USE OF CANALS.

Governor in
Council may
make regula-
tions for use
of canals.

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

PENALTIES.

And impose
fines for con-
travention.

Or authorize
the seizure
and sale of
vessels con-
travening
regulations.

Provide :
rights of the
Crown saved.

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

Punishment
of persons

17. Every one who is an officer or servant of, or a person employed, by the Minister on any canal, and who wilfully or negli-

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

employed on canals disobeying regulations lawfully made.

If injury is done by such disobedience, to person or property.

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

If such injury is not done.

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

Application of pecuniary penalties.

RECOVERY OF PENALTIES.

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

Recovery of penalties.

Application.

GENERAL PROVISIONS.

21. All contracts, bonds, agreements or leases for or respecting any railway or canal now the property of Canada, or for any tolls for the same, entered into by the Commissioner of Public Works of the late Province of Canada, or by the Board of Works of the

Existing contracts, &c., continued.

Province of Nova Scotia or of the Province of New Brunswick, or by any commissioners or other persons duly authorized to enter into the same in any Province of Canada, shall inure to the use of Her Majesty, and may be enforced as if they had been entered into with Her Majesty under the authority of this Act.

Recovery of
maps, plans,
&c.

22. The Governor in Council may, from time to time, require any person, or any provincial authority, having the possession or custody of any maps, plans, specifications, estimates, reports or other papers, books, drawings, instruments, models, contracts, documents or records, which are not private property and which relate to any railway, building or property connected therewith, or to any canal which is now or which is hereafter placed under the control of the Minister, to deliver the same without delay to the secretary of the department.

What deeds
or writings
shall be bind-
ing on the
Crown.

23. No deed, contract, document or writing relating to any matter under the control or direction of the Minister shall be binding upon Her Majesty, unless it is signed by the Minister, or unless it is signed by the deputy of the Minister, and countersigned by the secretary of the department, or unless it is signed by some person specially authorized by the Minister, in writing, for that purpose: Provided always, that such authority from the Minister, to any person professing to act for him, shall not be called in question except by the Minister, or by some person acting for him or for Her Majesty.

Proviso.

Effect of sec-
retary's
certificate.

24. A copy of any map, plan or other document in the custody of the secretary of the department, certified by him to be a true copy, shall be held to be authentic, and shall be *prima facie* of the same legal effect as the original in any court or elsewhere.

Money in
hands of offi-
cers not liable
to attach-
ment.

25. Moneys in the hands of an officer, employee or servant of the Minister, as an officer or servant of Her Majesty, due or payable by Her Majesty to any person, or out of which any payment on behalf of Her Majesty is to be made, and given to or being in the possession of such officer, employee or servant for that purpose, shall not be subject to any execution, attachment or garnishee process; and if any such officer, employee or servant is served with any execution, attachment or garnishee process in regard to such moneys, the same may be set aside, with costs, by any court of competent jurisdiction.

As to actions
for enforcing
contracts, &c.

26. All actions, suits and other proceedings at law or in equity, for the enforcement of any contract, agreement or obligation in respect of any railway or any canal under the control of the Minister, or in respect of the construction, maintenance, working or repair of the same, may be instituted in the name of the Attorney General of Canada.

Publication of
regulations,
&c.

27. All proclamations, regulations or Orders in Council made under this Act, shall be published in the *Canada Gazette*.

Annual re-
port to the
Governor to

28. The Minister shall make and submit to the Governor General an annual report on all the railways and canals under his control, which shall be laid before both Houses of Parliament within

twenty-one days after the commencement of each session thereof, showing the state of each work and the amounts received and expended in respect thereof, with such further information as is requisite, be laid before Parliament.

ARTICLE I.

CANAL AND HARBOR REGULATIONS.

Notice is hereby given, that in accordance with the Act 31 Vic., chap. 12, ss. 65 and 66, His Excellency the Governor General in Council has been pleased to approve of the following Regulations to ensure the proper using, management and protection of the Canals of the Dominion of Canada, and the Harbors under the Control of the Federal Government, in lieu of the Regulations authorized by previous Orders in Council.

By Command,

(Signed) W. A. HIMSWORTH,

C. P. C.

PRIVY COUNCIL OFFICE,

OTTAWA, 31st May, 1872.

REGULATIONS

For the management and protection of the Canals of the Dominion of Canada, and the Harbors under the control of the Federal Government, authorized by the Governor General in Council, in pursuance of the Act 31 Vic., chap. 12.

SECTION 1.

The Master or person in charge of any Vessel, Steamboat, Boat or Raft, navigating any of the Canals, shall, immediately upon or before entering any of these Canals, obtain a clearance for such Vessel, Boat or Raft as aforesaid, at the first or nearest collector's office, which clearance shall be exhibited at the first Lock after departing from the Collector's Office, to the Lockmaster, Superintendent or any Officer duly appointed, and the same shall be exhibited at any other lock whenever and as often as shall be required by any such officers, and in default thereof, the Lockmaster shall not permit such Vessel, Boat or Raft to pass through the Lock, and the Owner or Master in charge thereof shall be subject to a fine not exceeding twenty dollars currency; and any Superintendent, Collector, Wharfinger, Lockmaster or other Officer duly appointed, shall have the right at any time to board any Vessel, Boat or Scow when they see necessary, in order to check or verify any Pass or Manifest of such Vessel, Boat or Scow, and any Master or Person in charge of any such Vessel, Boat or Scow, who shall obstruct and prevent any Officer in such discharge of his duty, shall be subject to a penalty not less than Forty Dollars.

Bell to be sounded before entering a Lock.

SECTION 2.

Vessel to be
gauged and
Bell sounded
before enter-
ing a Lock.

Every Vessel or Boat navigating any of the Canals shall be correctly and distinctly marked and gauged in feet and inches at the bow amidships and stern, showing the exact draft of water drawn by each portion of the Vessel or Boat, neither of which will be allowed to enter the Welland Canal drawing more than ten feet water, or any of the St. Lawrence Canals drawing more than nine feet in any part or portion of the said Vessel or Boat, and the Master or Person in charge of the same who shall proceed into either of the said Welland or St. Lawrence Canals in violation of this regulation shall be subject to a fine not exceeding one hundred dollars, and detention until this fine is paid and the vessel properly lightened. They shall also be supplied with a Horn Bell or Steam Whistle, which it shall be the duty of the person in charge to sound or cause to be sounded at least one quarter of a mile or fifteen minutes before entering any Lock, or passing any Swing-bridge, under a penalty of not less than two dollars and not exceeding twenty dollars.

SECTION 3.

Light to be
shewn at
night.

Every Vessel or Boat navigating any of the Canals, or any navigable Channel between any of the Canals, whether under way or at anchor, or passing through any Lock, or lying moored in any Canal, shall, during the night, show a conspicuous Light at the Bow and Stern; a Light shall also be exhibited at each end of every Raft passing through or lying in any navigable Channel or Canal at night, and the person in charge of any such Vessel, Boat or Raft, who shall neglect to cause such Lights to be shown, or the Owner of any such vessel, boat or raft, shall incur a penalty of not less than four dollars and not exceeding forty dollars.

SECTION 4.

Steam-vessels
to have
chimney
screens.

No [Steam-vessel shall be permitted to pass any of the Canals, or in or out of the Harbors, at either end of the Welland Canal, which shall not have fixed at the top of each of her Chimneys or smoke-pipes, a Wire-screen, through which the smoke from the fires of the said Steam-vessel is to pass, with Meshes or interstices not more than one quarter of an inch in width, the Screen to be so placed as to be perfectly visible when closed, and any Lock keepers who shall permit the passage of any Steam-vessel or Craft propelled by Steam, without such Wire-screen closed on each of the Chimneys or smoke-pipes shall be subject to a fine of twenty dollars for each offence; and every Master or Person in charge of any such Steam-vessel or other Craft propelled by Steam, who shall proceed with a Vessel under his charge into or in any part of the said Canal, or harbors, such Vessel to enter the said Canals, or harbors or to proceed through any portion thereof, without such Wire-screen closed over each of the chimneys of the Vessel or Craft, shall be subject to a like fine of twenty dollars for each offence, and for all damages ensuing therefrom as estimated by the Canal Superintendent.

SECTION 5.

To approach
Locks and

It shall be the duty of every Master or Person in charge of any Steam-boat or other Vessel, or of any Raft, on approaching any

Lock or Bridge, to ascertain for themselves by careful observation, whether the Lock or Bridge is prepared and ready to receive them, or allow them to pass through, and to be careful to stop the speed of any such Steam-boat or other Vessel or Raft in sufficient time to avoid a collision with the Lock or its Gates, or the Bridges, or other works of the Canal or harbors, and should such take place, the Owner, Owners or Master of such Steamboat other Vessel or Raft, shall be subject to such fine as the Superintendent may impose, not exceeding eighty dollars and also be held liable for any damage to the Lock, Bridges or other works of the Canal, that may ensue from such collision; such damage to be estimated by the Superintendent of the Canal, and at once paid over to the Collector, Paymaster or person appointed to receive it.

other works
carefully.

Penalty on
injuring
Lockgates,
Bridges or
other works.

SECTION 6.

The Owners, Master or Person in charge of any Vessel, Boat or Raft as aforesaid, shall, when required to do so by the Superintendent of the Canal, Wharfinger or other officer duly authorized on that behalf, promptly and with all diligence, move such Vessel, Boat or Raft as aforesaid, to any place where the Superintendent or other Officer shall direct, as it may appear to him to be necessary for the purpose of repairing a breach, or for preserving the free and uninterrupted navigation of the Canal or Harbor, or for the maintenance of order and regularity at the Locks, Wharves and Landing Places, or elsewhere, under a penalty not exceeding forty dollars.

Vessel, &c.
to be moved
at any times
on demand of
officer.

SECTION 7.

No person shall open or shut any of the Gates, or Sluices of any of the Locks or Waste-Weirs, or draw down the level by any means whatever, for the supply of machinery, or for any other object, or shall in any manner interfere with any of the Locks, Bridges, Waste-Weirs, or other works of the Canal, unless by consent, and under the direction of the Officer or Person in charge of the same; and any person committing a breach of this regulation, or interfering with or obstructing the Superintendent, Lock Master, or other person employed under them, in the execution or performance of his or their duties, shall incur a penalty of not exceeding forty dollars for each and every offence.

Penalty on
interference
with Canal
machinery
or water.

SECTION 8.

All Sailing or other Vessels navigating any Canal or Harbor, shall have their Yards topped or braced up, so as not to extend athwart Ships further than the side of the Vessel; their Booms, Bowsprits and Jibbooms and all Out-riggers, rigged in or topped up, and their Anchors secured so as to avoid doing damage to any of the Lock-Gates, Piers, Bridges or other works, or Vessels, under a penalty against the Owner, Master or Person in Charge, not exceeding forty dollars Currency, for any and every neglect of this regulation.

Sailing and
other vessels
to be trimmed.

SECTION 9.

No Master or Person in charge of any Vessel, Boat or Raft, navigating any Canal or Harbor, shall cast anchor in the same, or in the

Penalty on
casting an-

chores, mooring and taking or receiving cargo without permission.

channel leading thereto, nor fasten, nor moor any such Vessel, Boat or Raft whilst in the Canal, Harbor or channel leading thereto, nor discharge any part of their cargo, or take in any lading or wood without the express permission of the Superintendent, Wharfinger, Harbor Master, or Lock Master, under a penalty of not less than four dollars, nor exceeding forty dollars Currency, for each and every offence.

SECTION 10.

No repairs to be made or materials prepared for the same without permission.

No person shall build or repair Vessels, Boats or Barges on any Canal ground, unless with the permission of and at such places as the Superintendent may point out, under a penalty of not less than four dollars nor more than eighty dollars Currency, and the Master of any Vessel or person whatsoever, who shall boil or heat tar, pitch, turpentine, rosin or grease, for graving or paving Vessel, or for any other purposes on any Canal Ground, except with the permission of, and at such place as the Superintendent may point out, shall incur a like penalty of not less than four dollars, nor exceeding twenty dollars Currency.

SECTION 11.

Penalty for throwing refuse into Canal.

Any person or persons who shall throw into the Harbor or Canal, or any Lock, Feeder, Basin or Waste-Wier connected therewith, or into the channel, or within two hundred yards of the entrance thereof, any carcase or dead animal, or putrid substance of any kind, or stones, ballast, timbers, brush or other rubbish, or in any manner obstruct any Canal or Harbor, or Channel thereto, shall incur a penalty of not less than two dollars, and not exceeding two hundred dollars Currency.

SECTION 12.

Iron polls not to be used.

No Pike-Poles or other instrument shod with Iron, shall be used in or about the Locks, or in the Canals, under a penalty of four dollars, against the persons offending.

SECTION 13.

Nothing to be piled or dragged upon Banks.

No person or persons shall pile wood, or place timber, logs, stones or other materials upon the towing-path, bermbank or any other bank of any Canal or Basin, or upon any Canal Ground, or Harbor, without the permission in writing of the Superintendent; and no person shall roll or draw from or into any of the Canals, Harbors, or over the side of any Lock or Aqueduct, or over the side of any Embankment, any log, timber or other material, and every violation of this regulation shall subject every person so offending, to a penalty not exceeding forty dollars.

SECTION 14.

Rafts not allowed without special permission.

Timber, Cordwood, Staves, Saw Logs and Spars, shall not be allowed to pass into or through any of the Canals in raft, without permission from the Superintendent; and every person offending

against this regulation, shall be subject to a fine of twenty dollars Currency. In case rafts be admitted into the Canal, with permission of the Superintendent, they shall be governed by the following regulations :

SECTION 15.

No Raft or Tow of Timber passing through the Welland Canal, Size of Rafts shall exceed 25 feet, or through the other Canals of the Dominion, if permitted. except those hereunder mentioned, 12 feet in width. Between Allanburg and Lake Erie, they shall not exceed 560 feet in length, nor half that length between Allanburg and Lake Ontario. On the St. Lawrence Canals the width of the Rafts shall not exceed 25 feet, and the length 720 feet. On the Chambly Canal the width shall not exceed 23 feet, and the length 400 feet.

No such Raft or Tow of Timber shall approach any other Raft or Tow of Timber, nearer than one-eighth part of a mile, unless for the purpose of passing, or to be moored nearer than one-eighth part of a mile to any other Raft or Tow of Timber which shall be first moored. Distance apart one Raft from the following one.

No Traverse in any Crib of Timber shall extend within one inch of the outer edge of the outside piece of such Crib of Timber. Traverses in cribs.

Every separate Raft or Tow of Timber shall be provided with a clearance, and shall lie over on the off-side when passing any Vessel in the Canal. Clearances to be obtained for Raft.

No Raft shall be allowed to lie unmoored in any Canal, or shall be moored or allowed to lie in any manner across the Channel to obstruct the navigation ; and further, every Raft or Tow of Timber shall be conducted through the Canal without any unnecessary delay, at such time only, and with such number of Men and Horses, and under such further regulations as shall be appointed by the Superintendent of the Canal. Direction as to mooring Rafts, and manner of conducting them.

Every Raft or Tow of Timber of the full length hereinbefore mentioned, when passing through the Canal, shall have at least three Men in charge thereof, and shall be towed by two or more Horses. Every shorter Raft shall have at least two Men, and one or more Horses. Direction as to number of men in charge and towage.

In all cases of Vessels, Boats or Scows loaded with Lumber, it must be so stowed as not to project beyond the Gunwale of the Vessel, Boat or Scow.

And every violation of any of the provisions of this Section shall subject the Owner, Person or Persons in charge of such Tow or Raft, or last mentioned Vessel, Boat or Scow, to a penalty of not less than Ten dollars, and not exceeding Forty dollars. Penalty.

SECTION 16.

Should any Vessel, Boat, Scow, Raft, piece of Timber or other matter be left abandoned in any Canal or Basin, Harbor, Stream or Channel leading to and from the same, or in connection therewith, or in or near the entrance thereof floating or sunken, or in any measure incommoding, or likely, in the opinion of the Superintendent, to incommode the navigation, or interfere with the improvements or works of the Canal or Harbor, or should any articles be found upon the bank of the Canada Harbor not under the charge of any Person, the Owner thereof shall be subject to a fine of not less than Four dollars, nor exceeding Eighty dollars ; which fine shall be held Proceedings in cases of sunken or abandoned property found.

against the property so found, and the Superintendent of the Canal or Harbor Master may seize and remove any such unclaimed or abandoned property, and may afterwards sell the same at Public Auction, on giving two weeks written or printed notice, at two public places nearest the place where such property may be found, and shall pay the proceeds of the sale into the hands of the nearest Collector of Tolls or of the Paymaster or person appointed to receive it; or the Superintendent or Harbor Master may cause such property to be removed, levying the cost attendant thereon, as well as the fine so imposed, upon the owner or person claiming such property. Provided also that upon suspicion that the Captain or Master intends to abandon such wreck, &c., the Canal Superintendent or Harbor Master is hereby authorized to seize the same, as well as all the contents of said Vessel, and to deal with the same as hereinbefore provided in cases of sunken or abandoned property. And provided also, that before removing any Vessel, Boat, Scow or Raft wrecked or sunken, or any part thereof, or the contents thereof, in the Canal or Harbor, or any property left on the banks of any Canal or Harbor connected therewith, the person or persons claiming such Vessel, Boat, Scow or Raft, or any portion thereof, or the contents thereof, or such property, shall give security for the payment of all costs and expenses that may be incurred by or for the removal of such wrecked or abandoned property or any part thereof; such security to be approved of by the Superintendent of the Canal or Harbor Master, unless such person or persons have obtained leave from that officer to remove the same.

SECTION 17.

Proviso if
owner is
found.

If the Owner or Owners of any property so seized, shall appear and claim the same before the time of Sale, and pay the fine, the cost of seizure and expense of removal, no Sale shall take place.

SECTION 18.

Directions to
owners of
mills.

All Owners of Mills, or those in charge of them, shall stop or shut down their Gates, when directed by the Superintendent, or person in charge of that part of the Canal on which they are situated, and not at any time to draw down the Level below high-water mark, under a penalty of twenty dollars.

SECTION 19.

Directions for
Boats waiting
at Locks.

When several Boats or Vessels are lying by, or in waiting to enter any Lock, or to enter any Canal, they shall lie in single Tier, and at a distance of not less than 300 feet from such Lock or entrance, under a penalty of not less than four dollars or more than twenty dollars; and all Boats shall advance to pass a Lock in the order in which they lie in such Tier, except in the case of first class passenger and market Steamers, to which priority of passage over all other vessels, will at all times be given on all the Canals and Locks in the Dominion—(except the Welland Canal for which provision is made hereafter)—second class Steamers and propellers carrying freight and passengers which will have priority over those of the third class which will consist first, of Steamers and propellers carrying freight only, second, Tug Steamers, third Barges and sail-

ing Vessels of all kinds. Provided also that priority of passage in the Welland Canal will at all times be given over all others to steamers freighted with goods or produce, in being passed through the entrance locks at Ports Dalhousie, Colborne and Maitland, and the locks at Allanburgh; and that further priority will at all times be given to steamers freighted with passengers and goods or produce, in being passed through locks No. 2 and 25 and the guard gates at Thorold. Any violation of the provisions of this section shall subject the offending party to a penalty of not less than four dollars or more than Forty dollars.

SECTION 20.

All Vessels and Boats approaching a Lock, while any other Vessel, Boats approaching going in the contrary direction, is in or about to enter the same, shall be stopped and made fast to the Posts placed for that purpose, Locks to make fast on the off-side from the Track-way, and remain there until the while another Vessel, going through the Lock, shall have passed, under a penalty, is being locked for every such offence, of not less than four dollars nor more than ed through. twenty dollars.

SECTION 21.

In all cases of Vessels or Boats meeting in any of the Canals, the Vessels descending the Canal shall keep the Tow Path, the ascending Vessels passing to the offside; and when any Vessel, navigating any Canal, shall overtake another Vessel which shall not be moving at the same rate of speed, the Vessel so overtaken shall bring up and lie to on the off-side, at the first convenient place, in order to allow the faster Vessel to pass by, under a penalty of not less than two dollars nor more than twenty dollars for every offence against this Section. Directions to vessels ascending and descending or overtaking another vessel.

SECTION 22.

No Vessel or Boat shall be permitted to pass through any Canal in a less time, or at a greater speed, than that fixed by the Superintendent, or other Officer in charge thereof (the particulars of which may be ascertained at the first Lock on entering such Canal), under a penalty, for every such offence of not less than twenty dollars currency; and subject, further, to be detained at the last Lock, until the time limited for passing such Canal shall have expired. (See form of Notice.) Not to pass thro Canal in less than a given time

SECTION 23.

The corners of all Boats or Scows, built with square heads, shall be rounded off to a radius of not less than three feet. All such Boats, or Scows, shall also have their Owners' names or Numbers prominently painted on the sides or stern, and they shall also be provided with two iron stakes with rings, to which to make fast when not moored to snubbing posts; and in the case of Boats or Scows taking in gravel, clay or stones, it shall be only at such places on the Canal as the Superintendent shall permit, and they must have such guards or trip-boards on the sides, to prevent such materials falling into the Canal, Directions for Boats with square heads or sharp corners.

as the Superintendent may require, under a penalty not exceeding forty dollars.

SECTION 24.

Rudder to be constructed in a certain manner.

Every Vessel, Boat or Barge navigating any Canal shall have its rudder so constructed as not to catch or cut the tow-rope of any other Vessel, Boat or Barge, under a penalty not exceeding twenty dollars Currency, to be incurred by the Owner, Master or person in charge.

SECTION 25.

The lockage, &c. to be performed carefully. Penalty for neglect.

Every Vessel, Boat and Raft as aforesaid, shall be conducted into, through and out of every Lock in a careful manner, so as to do no injury to such Lock, and for every neglect of this regulation, the Owner or Master shall pay a fine of not exceeding twenty dollars in addition to the cost of repairing any injury that may be done to the Lock, or its Gates or other works of the Canals of this Dominion or Harbors of the Welland Canal.

SECTION 26.

Boats, &c. to be provided with certain ropes.

Every Vessel, Boat or Craft navigating the Canals, shall be provided with at least two good and sufficient hawsers or check-ropes, one at the bow and one at the quarter, which on passing or entering any Lock are to be made fast to the snubbing posts on the bank of the Canal and Lock, and each rope to be attended by one of the boat's crew, to check the speed of the Vessel while entering the Lock, and to prevent it striking against the Gates or other parts of the Lock, and to keep it from moving about in the Lock while the Lock is being filled or emptied, and the Master or Owner of any Vessel or Boat who shall neglect to comply with this regulation, shall be liable to a fine not exceeding forty dollars, and the Vessel or Boat shall not be permitted to pass if in the opinion of the Superintendent or other Officer duly appointed, the lines are considered insufficient.

SECTION 27.

Master to furnish two men if required.

Whenever any Vessel, Boat or other Craft shall be passing through any Lock or Bridge, the Master or Person in charge shall furnish two at least of his boat's crew to assist in working the Lock or Bridge, to pass his own Vessel through it, and the refusal or neglect of such Master or Person in charge so to do, shall subject the said Master or Person in charge to a fine of not less than two dollars nor more than forty dollars.

SECTION 28.

Penalty on refusing to enter berth provided by Officer.

It shall be the duty of the Wharfinger, or Harbor Master, or if there be no Wharfinger present, of the Superintendent, Collector or Lock-tender (whenever in his opinion it shall be necessary) to assign berths for all Vessels, Boats or Rafts when loading, unloading or stopping at any Basin, Harbor or Landing-place, or approach, in, or to any Canal, and any Master, Owner or person having charge

of any Vessel, Boat or Raft, who shall refuse or neglect promptly to comply with such directions as shall be given by the Wharfinger, Harbor Master, Superintendent, Collector or Lock-tender, or any person who shall forcibly remove or attempt to remove any Vessel, Boat or Raft from the berth assigned to it by the said Officer, without his permission, shall be subject to a fine not exceeding twenty dollars.

SECTION 29.

All Vessels, Boats and Rafts as aforesaid, shall be held liable for any injury or damage they may do to any Locks, Bridges, Boats, or machinery used in making repairs or in executing works upon any Canal or Harbor, or to any building adjoining any Canal or Harbor, whether the same arise from the fault, neglect or mismanagement of the Master or Person in charge, or from his inattention to the Canal Regulations, or from accident, and every penalty which may be duly imposed, under these Regulations, by any Collector of Tolls, Harbor Master or Superintendent of Canal, and declared in these Regulations as against the Owner, Master, Navigator or person in charge of any Vessel, Boat or Raft as aforesaid, whether the same be for non-payment of Tolls, or for any fine duly imposed, or for any sum demanded by the Superintendent, Engineer or person in charge of any Canal, as compensation for any injury done, shall be chargeable upon such Vessel, Boat or Raft as aforesaid; and the Superintendent of the Canal is authorized and required to seize and detain any such Raft, Vessel or Boat as aforesaid, with her Cargo and Appurtenances, at the risk of the Owner or Owners, until payment of such Tolls, Penalty or Compensation as aforesaid, and in default of such payment thereof, then the Superintendent or person in charge of the Canal, may proceed to sell, by Public Auction, any such Vessel, Boat or Raft, after having first given two weeks' notice of the day of such intended Sale, such notice to be inserted in one or more of the Public Newspapers, published in or near the place where such Seizure was made at least two clear weeks prior to the day of sale.

Vessels, &c.
liable for
damage done,
or for tolls,
and may be
seized until
payment, or
security
given.

SECTION 30.

Any Vessel or Boat that shall incur any fine, or do any injury upon any one of the Canals or Harbors, may be stopped and detained upon any other of the Canals or Harbors until the fine or compensation for injury done shall be paid, or until security be given for the payment thereof, in the manner above mentioned.

Fine incurred
on one canal
may be levied
on any other.

SECTION 31.

No Overseer or Foreman or other person employed to take charge of any work on the Canals, shall, without written permission from the Department of Public Works, or the Chief Officer having the supervision of the Canal, furnish any Teams, Boats, Carriages, Materials or other things for the use of the Public or of any Canal; or employ or contract for the same when owned by any member of his family, or by any Foreman or Lock-Master, or employ any member of his family on the Canal, or employ any Teams, Carriages, Boats, Materials or other thing belonging to the Public, for any

Canal officers
not to be
interested in
any Canal
Work.

Nor in Board-
ing laborers
nor sell any
property to
others.

private use or purpose. And no Officer on the Canals, or person holding any appointment under the Department of Public Works, shall either directly or indirectly be interested in any contract for labor, materials or other things connected with the Canals, and shall not either directly or indirectly, derive any benefit from the Annual Expenditures on the Canals, beyond his established compensation, or shall be in any way interested in boarding any Lock-tender, Foreman or Laborer on the Canal, or sell any articles or property of any kind whatsoever.

SECTION 32.

Nor keep
inns, &c.

No Lock-tender or other Officers on the Canals shall keep, or in any way be interested in any Inn, Tavern or Grocery, nor sell nor be interested in the sale of any Articles or Property whatsoever, to any person navigating or travelling on the Canals, nor shall they be directly or indirectly concerned in the sale of Fuel, or in the hiring of Horses for towage.

SECTION 33.

Regulations
to apply to
Canals, &c.,
mentioned.

These Regulations shall also extend and apply to the several Canals and Public Works hereinafter mentioned, for their management, proper use and protection, that is to say: The Rideau Canal, including the Rideau River and the Lakes through which the Navigation passess; the Navigation between Lachine and Ottawa City, including the Carillon, Chûte à Blondeau and Grenville Canals and the Feeder from the North River; the Navigation from Scugog Lake to the Buckhorn Dam, including Scugog Lake and River, the Lock and Dam at Lindsay, Sturgeon Lake, Bobcaygeon Canal, Lock and Dam, Pigeon and Mud Lakes and the Dam at Buckhorn.

Further regu-
lations re
Bobcaygeon.

And His Excellency is further pleased to order that the following Regulations, in addition to the Regulations above mentioned, shall, for the further management, use and protection of the same, apply to the Canal and Lock at Bobcaygeon aforesaid:

Vessels not al-
lowed to take
on, or deliver
freight in
canal or lock,
except pas-
senger
steamers.

1. That no Scow, Barge, or other Vessel, shall be allowed to take on or deliver freight, while in either the Lock or Canal, under a penalty of Five Dollars for each offence; except that passenger Steamers may have the privilege of taking in fuel, landing or taking in freight, when in the Canal; provided that no longer time is occupied in so doing than one half hour, and no detention is caused thereby to any other Vessel.

Vessels
approaching
in opposite
directions,
one to tie up.

2. That in cases of two Vessels approaching from opposite directions, about the same time, the one ascending shall stop, or tie up opposite a fixed point (to be designated by the Lockmaster,) and there remain until the other shall have passed through, under a penalty of Five Dollars for each offence against this Rule.

Rafts of saw
logs to be
separated in
the bay.

3. That in cases where logs are taken down to the Saw Mill in operation on the North side of the Lock, the rafts of which they form a part, must be separated in the bay above the entrance; and no more than two logs abreast of each other shall be sent down or allowed to accumulate in any part of the Canal at one time; neither shall there be in the whole Canal at any one time, more logs than the basin built for their reception can accommodate—but especially that no "floats," "traverses," or "withs," shall be allowed to enter the Canal, whether separated or connected with the logs intended

Floats, tra-
verses or
withs, not

for the Saw Mill ; and further that any bark, slabs, edgings or other obstructions found in Lock or approaches to it, known to have emanated from the Mill or the handling of the logs for it, shall be removed at the Mill owners' expense, who shall, in addition, be fined the sum of Five Dollars for each time such occurrence takes place.

SECTION 34.

No raft or tow of timber shall be allowed to be moored along the line of the Welland, or Lachine Canals, unless it be placed under the immediate charge of one or more men (according to the quantity of timber it may contain) under a penalty of not less than Ten Dollars, and not exceeding Forty Dollars, and the Superintendent is hereby authorized to place in charge of such raft or tow of timber, one or more men, as may seem to him necessary, and may seize and detain such raft or tow of timber until the expense incurred thereby as well as the fine be paid.

Timber moored along Welland or Lachine Canals to be placed under charge of one or more men.

ARTICLE 2.

GOVERNMENT HOUSE,
OTTAWA, 10th July, 1879.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is expedient that priority of passage on all Canals and through all Locks of the Dominion should be given to Mail Steamers over all other Vessels, and that the Regulations now in force in that behalf should be amended,—

His Excellency the Governor General, on the recommendation of the Honorable the Minister of Railways and Canals, and under the provisions of the 65th and 66th Sections of the Act 31 Vic., cap. 12, has been pleased to order, and it is hereby ordered, that from and after this date Mail Steamers navigating the Canals or passing through any of the Locks of the Dominion shall have priority of passage over all other Vessels whatsoever, and that any violation of this Order shall subject the offending party to a penalty of not less than four dollars and not exceeding twenty for each offence, and that the 19th Section of the Regulations for the management and protection of the Canals of the Dominion of Canada, approved by the Governor General in Council on 31st May, A. D. 1873, be, and the same is hereby amended accordingly.

Mail steamers to have priority in passing thro Canals.

W. A. HIMSWORTH,
Clerk Privy Council.

GOVERNMENT HOUSE,
OTTAWA, 17th day of June, 1881.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Acting Minister of Railways and Canals,—His Excellency has been pleased to order

Sec. 19.
Amended.

and it is hereby ordered, that Section 19 of the existing Regulations governing the passage of vessels through the Government Canals and Locks, laid down by Order in Council on the 31st of May, 1873, be, and the same is hereby amended by the cancellation of the first paragraph from the words "where several boats" to the words "vessels of all kinds" inclusively, and the substitution thereof of the following, namely:—

Two classes
of vessels.

Henceforward, in so far as regards priority of passage through the Canals or Locks of the Dominion, with the exception of the Welland Canal, for which special provision is made; in place of the existing classification there shall be only two recognized classes of vessels, namely,—

First class.

First Class—Composed of steamers whose machinery is described in the certificate of the Steamboat Inspector as suitable to be employed "in the carriage of passengers" in distinction to steamers whose machinery, &c., is described in such certificate as suitable to be employed "in the carriage of freight and passengers," also market steamers.

Second class.

Second Class—Composed of all other vessels of what kind soever they may be.

First class to
have priority
on 2nd class.

Of these two classes of vessels, those of the first class shall have priority of passage over those of the second class. Steamers carrying Her Majesty's mails shall, however, continue, as at present, to take precedence over steamers carrying passengers only.

Boats waiting
to lie in sin-
gle tier.

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

If first class
vessel does
not enter at
hour fixed,
2nd class
vessel to have
use of Lock.

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

Section 21.
Amended.

His Excellency has been further pleased to order, and it is hereby ordered, that the section of the existing regulations, dealing with the overtaking of one vessel by any other in the canal, be, and the same is hereby amended so as to bar a fast vessel from attempting to pass one of speed slower than her own when nearing a lock, and that the following words be inserted in section 21 of the said canal regulations, immediately after the words "faster vessel to pass by," namely, "unless within 300 yards of the wall of the lock towards which the vessels are progressing, in which case the faster vessel shall not attempt to pass."

J. O. COTÉ,
Clerk Privy Council.

INLAND REVENUE DEPARTMENT,
OTTAWA, 3rd March, 1887.

ARTICLE 3.

The following instructions to Collectors of Canal Tolls supersede all former Regulations on the subject to which they relate:

1st. Masters of vessels, &c., applying for LET PASSES or CLEARANCES are required to make and present a Ship's Report in duplicate in form L No. 1, which must be made complete in every particular as indicated by the form, and declared to and signed by the master of the vessel.

Masters require to make Ship Report in Duplicate.

2nd. *The Collector is required carefully to examine the report, and to satisfy himself by an examination of the Ship's Bills of Lading and other papers, or by a personal inspection of the Ship and Cargo, that the particulars given in the report are true. He will then compute the tolls and enter the amount in the blank spaces provided for that purpose; and must be careful in all cases to underline the article in the Schedule upon which the tolls are charged.*

Collector to examine Report and compute tolls.

3rd. So soon as the tolls have been paid, he will apply the official stamp ("Up" or "Down," as the case may be) to both sides of the Report, and sign his name in the place indicated.

Report to be stamped up or down.

4th. He will next make out the LET PASS and counterpart, carefully filling in such particulars as are required by the form, stating the number of tons of wheat or other article upon which the tolls are collected, or if the cargo is of a miscellaneous description, the number of tons of each class. The "Let Pass" is then to be stamped correspondingly with the Ship's Report to which it relates, and having been signed by him it will be handed to the Master of the Vessel as his authority for passing that Section of the Canal for which it is made out.

Let Pass to be given to master of vessel.

5th. He will observe that the "LET PASSES" are numbered consecutively. He will be careful to number each copy of the Ship's Report on both sides with the same number as is borne by the "LET PASSES" issued to the Vessel making the report; and to use the LET PASSES in the regular sequence of their numbers.

Ship's Report to be numbered same as Let Pass.

6th. Forms of Ship's Reports are supplied, printed in blue, to be used only when the *whole* of the cargo is free, by reason of previous payment of tolls. When part of the cargo is free, and part liable to tolls, the form printed in black is to be used, and in such cases the tolls from which the free cargo has been exempted, together with the quantity of such article, are to be entered in Red Ink, and reference is to be made to the number of the Welland or St. Lawrence Let Pass, under which they previously paid tolls.

Ship's Report in blue for free cargo.

7th. One copy of the Ship's Report is to be forwarded by first mail to this Department. The duplicate is to be attached to the counterpart of the corresponding LET PASS, so as to form a Book of Vouchers for his subsequent reference. This, with the Cash Book and Hydraulic Rents' Ledger, will be the only books which he will in future be required to keep.

One Report to be forwarded to Department.

8th. So soon as the LET PASS has been stamped and signed, he will enter the amount of tolls received in his Cash Book, inserting the date and number of LET PASS in the columns provided for that purpose.

Amount of tolls to be entered in Cash Book.

9th. Masters of vessels passing a Collector's office on LET PASSES issued by other Collectors, must exhibit them to him. He will satisfy himself that the lading of the ship is the same as is specified in the LET PASS, and endorse the fact of such examination on the back thereof thus: "seen" and signature. He will retain such passes as terminate at his station. The LET PASSES so collected are to be stamped (but not necessarily signed), with his official stamp, using "Up" or "Down," according to the direction in which the vessel is passing, and they are then to be transmitted to this Department by first mail.

Let Passes to be examined and endorsed.

10th. LET PASSES may be issued at any office for the full voyage of the vessel to which they refer. That is, a LET PASS may be issued

Passes may be issued for full voyage.

	at Port Colborne or any other office on the Welland Canal to pass a vessel through to Montreal. Similarly a LET PASS may be issued at Montreal to pass a vessel to Lake Erie or to Ottawa; at Ottawa or Grenville to pass a vessel through to Lake Champlain, or at St. Johns to pass a vessel through to Ottawa. But you will observe that LET PASSES are only to be issued to vessels, barges, etc., as far as such vessels, &c., are to proceed with cargo intact, that is, without transhipment. In all such cases the Collector issuing the LET PASS, will be responsible for collecting the whole amount of tolls which the vessel and cargo are liable for passing through the Canals named, and the LET PASSES so issued must be examined and endorsed as required in paragraph 8, before the vessel is allowed to pass into each succeeding canal.
Cargo intact.	
When cargo is transhipped.	11th. When Vessels clear at Fort Colborne, intending to proceed as far as Kingston, the cargo to be transhipped, thence to Montreal, the LET PASS is only to be made out for Port Dalhousie.
PASSES to be taken up.	12th. LET PASSES referred to in Section 11, are to be taken up at Port Dalhousie, and forwarded by the first mail to the Department.
Certificate to be granted.	13th. When LET PASSES are taken up as above provided, the Collector will grant a Certificate to the Master of the vessel to the effect that the cargo—describing it—has paid Welland Canal Tolls, under LET PASS No. —, specifying the number. This Certificate is to be delivered to the Collector of Canal Tolls at Kingston on the arrival of the vessel, and in its absence the cargo to which it relates can not have free transit through the St. Lawrence Canals.
Free transit.	
Pass up as far as cargo intact.	14th. Similarly, barges and vessels proceeding upwards, can only take a LET PASS as far as they are going without change of cargo.
Where Let Pass to be taken up.	15th. If such upward cargo consists of goods entitled to pass the Welland Canal without further payment, in consequence of having paid tolls in the lower canals, and if such cargo is to be transhipped at Kingston, or elsewhere, before reaching Port Dalhousie, the LET PASS is to be taken up at the last lock of the section for which it is issued. In such cases a Certificate is to be granted by the Collector at Montreal of the same nature as explained in Section 13. The Certificate so granted is to be delivered to the Collector of Tolls at Kingston on the arrival of the vessel, and in its absence the cargo to which it relates cannot have free transit through the Welland Canal.
Certificate granted to be delivered to Collector.	
PASSES to be sent to Department.	16th. The LET PASSES taken up in accordance with Section 15 are to be forwarded by first mail to the Department.
Certificate filed.	17th. The Certificates received at Kingston in pursuance of the above regulations, are to be filed for the purpose of being used as explained in the following sections:—
Certificates to be endorsed.	18th. When any claim is made to pass cargo free, on account of a previous payment of tolls, the Collector is to examine the certificate under which the previous payment is alleged to have been made; and if the claim is found to be valid, the amount of cargo so passed free is to be endorsed on the certificate, and so of each succeeding claim until the full quantity mentioned in each Certificate is covered.
Certificates for reference.	19th. So soon as the quantity of cargo mentioned in the Certificate is covered by endorsements under Section 18, it—the Certificate—is to be filed for reference when the books of the Office are inspected.
Certificates not received; tolls to be collected.	20th. If a claim is made to pass cargo in excess of the quantity mentioned in the certificate under which the claim is made, or if the Certificate claimed under has not been received, such claim is

to be refused, and the cargo, or the excess of cargo is not to be passed until the full tolls are collected. If the claim is subsequently found to be valid, it will be adjusted by way of refund after an investigation has been made. Adjusted by Refund.

21st. Vessels claiming to pass their cargo free under previous payments of tolls, must make out and present the reports in duplicate, as is provided in Section 1, entering in such report the particulars of the cargo and of the LET PASS under which previous payment is alleged to have been made. Report of free cargo.

22nd. If the Collector finds that the cargo is entitled to pass free, a LET PASS is to be issued and dealt with in the same manner as is prescribed, when the tolls are paid; the fact of the Let Pass being free being endorsed on it, together with the amount of tolls, and the number and origin of the LET PASS under which the tolls were paid, all in red ink. Free Let Pass.

23rd. Special envelopes have been issued for the transmission of documents to this Department, which the Collector will invariably use; and he will observe that it is only necessary to fold the Ship's Reports once. The LET PASSES must not be folded at all. Envelops for Reports.

24th. He is required to transmit daily to this Department all Ships' Reports and Entry Papers for collection other than Tolls, received in his office during the day, and will also transmit LET PASSES as soon as he receives them. Reports transmitted daily.

25th. He will write across the top of the last Ship's Report for the month the words "Last number for month of _____." Last number for month.

26th. As the Canal Statistics are prepared in the Department, great importance is attached to the prompt forwarding all documents, and to the preservation of a regular sequence in their numbering. Sequence in numbering.

27th. He will observe that columns have been provided in the Cash Book for money received on account of Fines, &c., and on account of Hydraulic Rents. The amount collected under each head is to be separately stated in the Advice Notes, and exceptional deposits or other circumstances not provided for in the form must be explained in a marginal note. Collections to be stated under separate heads.

28th. With reference to the collection of the Hydraulic Rents, which only fall due semi-annually, it is believed that the collection of them can be carried on without interfering with the other duties of the office. The Collector will therefore be held responsible for demanding payment at the proper time, and for reporting all delays in the liquidation of the demand. Hydraulic rents; payment to be demanded.

29th. A receipt is to be filled in, in triplicate, for every sum received on account of Revenue, other than Tolls. Triplicate Receipt.

30th. A separate receipt is to be given for the amount received on each distinct transaction; the "Triplicate" is to be given to the party who pays the money. Separate Receipt given.

31st. The "Duplicate" copy is to be attached to the duplicate Bank voucher, in which the money mentioned in the receipt is included, and forwarded with it to this Department. Duplicate sent to Department.

32nd. The "Original" Copy will remain in the Book, and will be used by the Inspector in checking the Cash Book. Original Copy

ART. 4.—COLLECTIONS.

1. All moneys received by Collectors of Canal Tolls are to be transmitted daily, or as soon as the sum in hand amounts to \$100, by draft in favor of the Receiver General. The money is to be Collections deposited daily.

- taken to the Bank with a specification thereof and a requisition for a draft for the exact amount, so that each draft may represent the receipts of the day or days.
- Close Cash Account at one o'clock. 2. In view of the closing of the Banks before the closing of the Collector's office, it may, in some instances, be found convenient to close the Cash Account at One o'clock.
- Advice Note to bear No. of Let Pass. 3. The nominal day will then embrace all transactions from the closing of one day to the closing of the day following. The Advice Note and Duplicate Deposit Receipt are to bear the consecutive number of the Let Pass, or Ship's Report with which the day covered by the remittances, and the number with which it closes.
- To ask for special instructions. 4. When the distance of the Collector's office from the Bank prevents the making of daily deposits (in which case he must ask for special instructions) or when the collections of one day do not amount to \$100, the Advice Note and Deposit Certificate are to bear the dates of the first and last Ship's Report or other documents, of the period covered by the deposit.
- Draft to represent exact sum. 5. No portion of any money collected by any Collector or other person acting under this Department is to be expended by him, or applied to any purpose whatever, and every draft transmitted is to represent the exact sum received on some one or more days, and on the first day of each month, a draft is to be transmitted for a sum—however small—which will exactly close the collections of the previous month.
- Receipt, &c., sent to Department. 6. Both the Duplicate and Triplicate Bank Deposit Receipts, as well as the Draft, are to be mailed to this Department.
- Advice Note in same envelope. 7. The Advice Note must be mailed in the same envelope with the Draft and accompanying Deposit Receipts to which it refers.
- Last Advice Note for month. 8. At the top of the last Advice Note for the month must be written: "Last deposit for the month of ."

ART. 5.—SUPPLIES.

- Requisitions. 1. Requisitions for stationery, forms and supplies of any kind, are to be made on the printed forms issued for that purpose, and are not to be enclosed in letters. But when the articles asked for require the special sanction of the Commissioner, a letter of explanation may be desirable, and in such cases both the letter and requisition must be sent through the Inspector of Canals. Requisitions for furniture must in all cases be accompanied by a letter. When a requisition has been forwarded, this fact should be referred to in the next requisition.
- State quantities. 2. Requisitions should clearly state the quantities of the articles required, and correctly quote the index letter, number and description of each form as given in the official list of forms.
- Size of envelope. 3. In asking for envelopes the small *e* is used to indicate those of letter or note size, and the capital *E* those of larger size. The color should be quoted.
- Books, state folios required. 4. Many of the principal books are made in various sizes to suit the requirements of the service, therefore requisitions for such books should state the number of pages or folios required.
- Pens. 5. In asking for pens it is always better to indicate the kind of pen desired by quoting the maker's name and number.
- Requisition form. 6. Requisitions for supplies are to be made on Form No. 2, and mailed in small blue envelopes *e* 6.
- One item on a line. 7. The items asked for should be arranged in alphabetical order, and only one item should be placed on a line.

10. The service for which forms are required should be distinctly stated on the requisition—whether for Excise, Canals, W. & M., Gas, or other service. Service stated.
11. The requisitions must be numbered consecutively, not in duplicate, but the respective Forms No. 2 and No. 27a must bear a separate series of consecutive numbers. Requisition to be numbered.
12. Let passes, and all books and forms requiring to be made to order, should be asked for at least one month before they are needed. With the exception of Let Passes, all requisitions for such forms should be accompanied by sample sheets of the forms required, and, in the case of books, an impression of the lettering required on the back or side should be sent. It should be borne in mind that the Stationery Office is closed during the last ten days of the months of June and December in each year. Let Pass Books
13. Receipts for supplies must be promptly returned to the Department as soon as the full contents of them can be acknowledged; but in case of delay or non-receipt of any article, the Department should be notified by memo., and the receipt should not be signed till the full acknowledgment can be given, when the date of receipt of delayed articles should be stated. Receipts.
14. Collectors will consult their own interests by taking care to enter the titles of all new forms that may be issued from time to time on the blank pages provided for that purpose in the List of Forms as soon as the forms are received. Titles of new forms to be entered.
15. When a requisition is returned for correction or for further information, the same requisition should be returned corrected. Duplicate copies are not required, unless asked for. Duplicate not required.
16. Application for all supplies of fuel should be made by letter to the District Inspector, not later than the fifteenth day of August each year, giving full details of the kind of fuel to be used and the estimated quantity required. No fuel is to be purchased without authority from the Department. Application for fuel.
17. All consecutively numbered forms must be used in sequence. Any copies that are accidentally spoiled should be sent to the Department. All forms to be accounted for.

ART. 6.—OFFICIAL CORRESPONDENCE.

1. Official letters are to be written on foolscap paper, leaving a convenient margin—*i. e.*, about one-third—at the left hand side. Official letters.
2. When the letter does not extend beyond one page only half a sheet is to be used. If the letter cannot be written on one page leaving the required margin, a second half sheet is to be used. Half sheet to be used.
3. For convenience in using the press copying book, cut sheets are issued, which are to be written on only on one side. Cut sheets.
4. Each letter is to relate to ONE SUBJECT ONLY, and must contain as full and complete information on that subject as possible. One subject only.
5. Each paragraph is to be numbered.
6. If there are any inclosures they must be described, or designated by letter, in the margin thus: Inclosure A. The transmission of unnecessary inclosures is to be avoided. Inclosures.
7. All official letters are to be folded in four folds and forwarded in official envelopes, "E. 2." Plain envelopes are to be used by officers who are not supplied with the above mentioned official envelopes. Forwarded in official envelopes.
8. Reports on official references are to be written on the folds of the official backing where there is room. It will be observed that Report on official Reference.

- these folds are numbered 1, 2, 3, 4. The report is to commence on the first vacant space and to be continued on each fold in regular sequence. The inside of the backing—which will be considered as No. 5—may be written on if necessary.
9. When there is not sufficient space on the backing, a separate half sheet of foolscap is to be used, and in such case no part of the report will be written on the backing; but, generally, if the report is concisely written and all useless or formal verbiage avoided, there will be ample room.
10. References sent to outside officers for note or report should be returned to the Department without delay.
11. No document attached to a reference must be removed, but the reference must be returned entire.
12. In official correspondence and in reports, the most concise and explicit terms should be used; formal and unnecessary quotations from previous letters, repetitions and mere speculative opinions, unsupported by evidence, are to be avoided, and in making statements the exact facts are to be rigidly adhered to, as the writer will be held accountable for the accuracy of the information he furnishes.
13. All official correspondence should be addressed to the "Commissioner of Inland Revenue." It is not necessary, nor is it desirable, to use the name of the officer who may happen to be in charge of the Department for the time being, nor the name of the officer or clerk to whose branch the letter or memorandum may be supposed to refer.
14. Where copying presses and books are not supplied, the officers must keep manuscript copies of their correspondence.
- When not sufficient space.
- Reference to be returned
- Document attached.
- Concise terms, exact facts to be used.
- Official Correspondence how addressed.
- Manuscript copies.

ART. 7.—SALARIES.

- Salaries.
- Cheque to be deposited.
- Cheque Book and Pro-Forma Pay List.
- Changes in staff.
- Book of pay-lists to be used in sequence,
- Cheque for each person.
- Form of Receipt provided.
1. A Departmental cheque for the aggregate salaries of each Office will be transmitted monthly to the Collector.
2. The cheque, when covering the salary of more than one officer, is to be deposited to the credit of the Collector in the bank at which the business of the office is transacted.
3. The Collector in each Collection Division will be furnished by the Department with a Cheque Book for salaries, and with a Pro-Forma Pay List. The latter will show the name of each officer, his annual salary, his gross monthly salary, the amount of the deduction for superannuation, and his net monthly salary, and will also give the date at which it takes effect.
4. When any change takes place in the staff of the office, or in the salaries of the staff, a new Pro-Forma Pay List will be issued from the Department to supersede the one previously in use.
5. A book of blank forms of pay-lists will be furnished to each office, and at the close of the month the Collector will fill up the pay-list in accordance with the Pro-Forma above alluded to. The pay lists are numbered consecutively and must be used in sequence. If one be spoiled it must be sent to the Department.
6. A cheque is to be issued by the Collector from the Pay-List Cheque Book in favor of each person on the pay-list, and the signatures of the officers to the pay-list must be obtained at the time that the cheques are handed to them, *but not before*.
7. To prevent the delay which might arise from sending the pay-list to officers residing at a distance from the headquarters of the division, a form of receipt is provided which the Collector will

transmit to the officer with his cheque, and which the officer will immediately sign and return to the Collector.

8. The Collector will attach these receipts to the upper left hand corner of the pay-list and mail it to the Department at as early a date as possible. Pay lists
mailed to
Department.

ART. 8.—CONTINGENT EXPENDITURE.

1. In order to meet disbursements for contingent expenses the Department will furnish Inspectors and Collectors with an advance cheque at the commencement of the fiscal year. Contingent
expenses.

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

3. As often as may be necessary, but not less frequently than once a month, the Collector will forward his account in triplicate, with vouchers attached, to the District Inspector. If it is difficult to obtain vouchers in triplicate, copies may be made, but the vouchers attached to the account intended for the Department must consist of *originals* only. Account with
vouchers to
be forwarded.

4. After auditing the account, the District Inspector will forward one copy to the Department, return a copy to the Collector to be filed in his office, and retain the third copy for reference. District Ins-
pector to
audit.

5. As soon as the copy sent to the Department is approved, a cheque for the full amount will be issued, thus restoring the advance to its original amount. This will be done in regard to every account except the last for the fiscal year. When approv-
ed ; cheque
issued.

6. The Collector must forward the last account for the year to the District Inspector early enough for it to be examined and to reach the Department not later than the 28th of June. If the account is less in amount than the advance made to him, he must deposit the difference to the credit of the Receiver General and obtain a separate draft for it, which he will mail to the Department at the same time that the account is sent to the District Inspector. If the last account for the year exceeds the advance a cheque for the difference will be issued. Thus the account for contingencies will be closed at the end of each year. Account
closed at end
of each year.

7. As in some cases it has been affirmed by subordinate officers that having given their Collector receipted vouchers for contingent expenditure, the Collector has failed to pay them the amount, the Department considers the following regulations necessary for the protection of all parties concerned :—

(a.) Subordinate officers residing at the headquarters of a division, or whose business requires their presence there at frequent intervals, will present their accounts, on Form No. 11 b., to the Collector in person, and will give their receipt at the time they receive payment.

(b.) Other subordinate officers will send to the collector by mail their statement of expenditure attached to Form No. 11 b. Any vouchers which they have obtained for payments made by them must also be attached to this Form, but the officer will, before mailing the account, write his name across the face of each of these vouchers as evidence that the Collector obtained possession of them through him. If the Collector approves of the account he will send the officer the amount by cheque, or registered letter (whichever is more convenient to both parties), and at the same time return to him the account No. 11 b. to be receipted.

- When special allowance is desirable. 8. Should any case occur in which a Collector considers a special allowance for expenses desirable rather than the production of a statement of actual expenditure, a representation to that effect may be made to the Department through the District Inspector, and, if approved, the Collector will be notified of the fact.
- Sanction of the Department required. Authority quoted. 9. No expense is to be incurred other than for the travelling and incidental expenses necessary for the performance of official duties, without first obtaining the sanction of the Department.
- Amount of allowance. 10. In all cases in which the authority of the Department has been given for expenditure the number of the letter giving the authority must be quoted on the vouchers.
- Actual fare allowed. 11. The allowances for personal expenses to officers while travelling in the performance of their official duties is \$2 per diem, and \$1 for a half-day.
- Due regard to economy. 12. When the journey is performed by railway, steamer, or other public conveyance, the actual fare both going and returning will be allowed.
- Amount advanced. 13. When the journey cannot be performed by public conveyance a conveyance must be hired for the occasion, but in this, as well as in all other contingent expenses, Collectors and District Inspectors are expected to see that due regard is had to economy.
- Amount of each voucher to be entered. 14. Collectors will advance to subordinate officers such sum as will meet their necessary outlay on Government account, to prevent their having to use their private funds for this purpose.
15. The amount of each voucher must be entered on form No. 11 in its appropriate column and also in the total column. All the columns must be added up, and this should be done immediately under the last voucher.

LIST OF CANAL FORMS, &c.—L.

- L. 1a. Report with cargo—Black.
 " 1b. do —Blue.—*Free Cargo*.
 " 1c. do —*St. Peter's Canal*.
 " 1d. Newcastle District Canals.
 " 2. Rates of Toll.—*Canals*.
 " 3. Canal Revenue (other than Tolls).
 " 4. Monthly Account Current.
 " 5. General Wharfage Book.—*Montreal*.
 " 6. Advice Note of Deposits in Bank.
 " 7. Book.—*Triplicate Receipts for Hydraulic Rents, &c.*
 " 8. Return of Harbor Dues.
 " 9. do Timber do —*Lachine*.
 " 10. Certificate, Tolls Paid.—*Welland, Montreal*.
 " 10b. do —*Kingston, Kingston Mills*.
 " 11a. *Red*; Inward.—Reports of Cargo.
 " 11b. *Black*; Outward.
 " 12. Cash Book.
 " 13. Millers' Declaration.
 " 14. Ship's Register.—*Lachine*.
 " 15. Special Cash Book.—*Montreal*.
 " 16. *Let Pass Books*.—Ordered as required.
 " 16b. do *Red*, Raft Passes.—*Lachine*.
 " 16c. do *Red*, Tolls payable at *Montreal*.
 " 16d. Way Passes, Rideau Canal.
 " 17. Record of Harbor Dues, O. in C. 26-1-83.
 " 18a. *Red*; b, *Black*, Lockmasters' Tickets.
 c, *Red*, Firewood Tickets.

- L. 18. d, *Black*, Permits.
 “ “ e, *Red*, Canal Sheds.
 “ “ f, *Black*, Crib Permits.
 “ “ g, *Black*, Firewood Discharge Permits.
 “ “ h, *Black*, Haul Out Permits.
 “ “ i, *Black*, No. Cargo.
 “ 19. Lower Ports Book.—*Montreal*.
 “ 20. Prepaid Let Passes do do
 “ 21. Blotter do do
 “ 22. Chaudiere Permits.—*Ottawa*.
 “ 23. Register of Vessels and Tonnage.
 “ 24. Ledger, Hydraulic Rents, &c.
 “ 25b. Demand of Payment, Hydraulic Rents.
 “ 26. Balance Book.—*Montreal*.
 “ 27. Basin Dues Register.—*Lachine*.
 “ 28. Timber do do
 “ 29. Specifications do do
 “ 30. Register of Let Passes issued at Lachine payable at
 Montreal.

E. MIALL,
 Commissioner Inland Revenue.

ARTICLE 9.—PENALTIES FOR MAKING FALSE REPORTS.

GOVERNMENT HOUSE,
 OTTAWA, Thursday, 6th Oct., 1881.

Present:

THE HONORABLE THE DEPUTY OF HIS EXCELLENCY THE GOVERNOR
 GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Inland Revenue and the Honorable the Minister of Justice, and under authority of the Act 31 Vic. (1867), chap. 12, the Honorable the Deputy of His Excellency the Governor General has been pleased to make the following regulations authorizing the imposition of penalties for failure to make reports of cargoes and tonnage of vessels entering the Canals and also for making false reports, as follows:—

1. Every owner, master or person in charge of any vessel, boat, barge or raft about to enter any Canal shall, before entering, make to the nearest Collector of Canal Tolls or other proper officer a full and complete report setting forth in detail—

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

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

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

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

Every such report shall be signed by the person making it, and its correctness shall be declared to before the Collector of Tolls or other officer in charge.

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

4. Any owner, master or other person having charge of any vessel, boat, barge or raft entering any Canal, who—

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

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

(c) Who impedes or prevents any Collector of Tolls or other officer in the performance of his duties,—or,

(d) Who gives any false information in relation to any matter herein referred to, shall, for each and every such offence, incur a penalty of not less than five dollars nor more than twenty dollars, and shall, in addition thereto, pay double tolls on all articles wholly or in part omitted from any report made by him in pursuance of these Regulations.

J. O. COTÉ,

Clerk, Privy Council.

THE CANALS OF THE DOMINION OF CANADA, 1882.
RATES OF TOLLS.

The Rates of Tolls are divided into Five Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chamby Canal, and St. Ours Lock, each way.	Burlington Bay Canal, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 1.</i>									
Vessels, Steam per ton.	0 01½	0 01½	0 02½	0 00½	0 00½	0 01	0 1½	0 00½	0 01½
do Sail and other... do	0 02½	0 02½	0 03½	0 0½	0 01½	0 01	0 2½	0 01	0 02½
<i>Class No. 2.</i>									
Passengers, 21 years of age and upwards	0 10	0 10	0 20	0 10	0 05		0 08	0 02½	0 09½
Passengers, under 21 years each.	0 05	0 05	0 10	0 05	0 02		0 04	0 01½	0 04½
<i>Class No. 3.</i>									
Bricks, Cement and Water Lime.	15	0 20	0 20	0 15	0 10		0 07	0 06	0 19½
Clay, Lime and Sand									
Brimstone									
Corn									
Flour									
Iron, Railway									
do Pig									
do All other									
Plaster, Gypsum									
Salt									
Salt Meats or Fish, in barrels or otherwise									
Agricultural Products, Vegetabl: not enumerated									
Agricultural Products, Animal, not enumerated									
Stone, for cutting									
Wheat									
<i>Class No. 4.</i>									
All other Articles, not enumerated	0 15	0 20	0 20	0 20	0 10		0 26	0 14	0 29
<i>Class No. 5.</i>									
Bark	0 20	0 20	0 20	0 15	0 10		0 07	0 06	0 19½
Barrels, Empty, each	0 02	0 02	0 02	0 02	0 02		0 02	0 01	0 03½
Boat Knees, each	0 05	0 05	0 05	0 02	0 02		0 03	0 01	0 03½
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20		1 05	0 50	2 05
Firewood, per cord, in Vessels ...	0 20	0 20	0 20	0 20	0 10		0 15	0 08	0 23
do do Rafts	0 25	0 25	0 25	0 25	0 15		0 19	0 09	0 30½
Hoops	0 25	0 25	0 25	0 20	0 15		0 15	0 10	0 30
Masts and Spars, Telegraph Poles, per ton of 40 cubic feet, in Vessels	0 15	0 15	0 15	0 05	0 05		0 08	0 07	0 13½
Masts and Spars, Telegraph Poles, per ton of 40 cubic feet, in Rafts	0 20	0 20	0 20	0 10	0 10		0 15	0 10	0 22½
Railway Ties, in Vessels, each ...	0 01	0 01	0 01	0 00½	0 00½		0 00½	0 00½	0 01½
do Rafts, each	0 02	0 02	0 02	0 01	0 01		0 02	0 01	0 02½
Sawed Stuff, Boards, Plank, Scant- ling and Sawed Timber, per M. feet, board measure, in Vessels ...	0 30	0 30	0 30	0 15	0 10		0 11½	0 06½	0 20
Sawed Stuff, Boards, Plank, Scant- ling and Sawed Timber, per M. feet, board measure, in Rafts ...	0 60	0 60	0 60	0 30	0 20		0 19	0 09	0 36½
Square Timber, per M. cubic feet, in Vessels	3 00	3 00	3 00	1 00	1 00		0 56	0 44	1 69
Square Timber, per M. cubic feet, in Rafts	4 50	4 50	4 50	2 00	2 00		1 12	0 63	3 18

Free under O. C. of 1st April, 1873.

THE Canals of the Dominion of Canada, 1886—Continued.

RATES OF TOLL—Continued.

The Rates of Tolls are divided into Five Classes, as under, and are per ton, unless otherwise specified.									
	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence, Canals, each way.	Chamby Canal and St. Ours Lock, each way.	Burlington Bay Canal, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
<i>Class No. 5—Continued.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Waggon Stuff, Woodeuware and Wood, partly manufactured, per ton of 40 cubic feet	0 40	0 40	0 40	0 40	0 25	Free under O. C. of 1st April, 1873	0 30	0 20	0 55
Shingles, per M.....	0 06	0 06	0 06	0 06	0 04		0 04½	0 02½	0 08
Split Posts and Fence Rails, per M., in Vessels.	0 40	0 40	0 40	0 40	0 20		0 23	0 12	0 42
Split Posts and Fence Rails, per M., in Rafts	0 80	0 80	0 80	0 40	0 40		0 38	0 17	0 77
Saw Log, each standard log.	0 08	0 08	0 08	0 08	0 05		0 06	0 06	0 13
Staves and Headings, Barrel, per M	0 40	0 40	0 40	0 20	0 15		0 15	0 10	0 30
Staves and Headings, Pipe, per M	1 50	1 50	1 50	1 00	1 00		0 75	0 50	1 75
do W. India do	0 75	0 75	0 75	0 60	0 25		0 45	0 25	0 65
do Salt harrel,									
sawn or cut, per M.....	0 08	0 08	0 08	0 04	0 02		0 03	0 02	0 06
Traverses, per 100 pieces.....	0 50	0 50	0 50	0 50	0 40		0 38	0 15	0 67½
Hop Poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50		1 50	0 65	2 65
<i>Special Class.</i>									
Gypsum, crude (per O.C., 28th Oct., 1882)	0 15	0 05	.....	0 05	Westward.		.....	.....	.....
Coal	0 20	0 20	0 20	0 15	0 10		0 08	0 05	0 17½
Stone, unwrought, corded, and not suitable for cutting, per cord...	0 75	0 75	0 75	0 60	0 37½		0 28	0 24	0 77½
Iron Ore, Kryolite or Chemical Ore	0 05	0 05	0 05	0 05	0 05		0 05	0 05	0 05
Ice	0 05	0 05	0 05	.....	.....		.....	.....	.....

ERRATA.

Split posts, &c., in Rafts, St. Lawrence Canals.—For \$0.40 read \$0.80.



NOTE.—Coal to pass up all Canals, except the Welland Canal, free of Toll, as per Order in Council, 7th June, 1869.

Logs, Lumber or other produce shall pass free of Toll down the Chippewa Creek, between the Aqueduct and Port Robinson, as per O. C., 18th May, 1863.

Iron Ore, Kryolite or Chemical Ore, through one section, or all the Canals, per ton, 5 cents.

All goods having paid full Toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if Tolls have been paid at the Chambly Canal, such Tolls shall be refunded at Montreal or Kingston Mills; and having paid full Tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Lock, the Lachine Canal and the Chambly Canal; Provided always, that the articles to be entitled to the above exemptions shall go downwards through the whole length of the Canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canal, to Lake Ontario.

All articles, goods or merchandise not enumerated above, to be charged to class No. 4.

No Let Passes to be issued to Steam Tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30 a season "Let Pass," which will pass them up and down the Canals as often as desired.

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

O. C., 22nd April, 1884.—The Committee, on the recommendation of the Minister of Inland Revenue, advise that the Order in Council, dated 18th September, 1873, authorizing that all vessels owned or chartered by persons having contracts for the enlargement or repair of any of the Canals and employed by them in removing earth or carrying materials necessary for the prosecution of such works, be entitled to pass through such Canals free of tolls, be amended by adding thereto after the last word "Tolls" the words "upon such vessel and cargo," and that the said amendment be deemed to apply from the date of the aforesaid Order in Council.

O. C., 8th October, 1885.—On a Memorandum, dated 7th October, 1885, from the Minister of Public Works, representing that the existing Tolls in connection with the channel at Burling-

ton Bay, which constitutes the entrance to the Harbor of Hamilton, are only those on vessels, steam or sail, viz :—One cent per ton each way, all other Tolls having been abolished by Order in Council of the 1st April, 1873, and recommending that this Toll of one cent per ton, each way, be reduced to one-third of a cent per ton, each way, during the season of navigation.

The Committee submit the same for approval.

O. C., 21st April, 1886.—On a Memorandum, dated 20th April, 1886, from the Minister of Railways and Canals, submitting that, by an Order in Council, dated 4th July, 1885, the Dominion Canal Tolls on certain food products shipped from Montreal or any other Canadian port east of Montreal, were reduced for the then current season of navigation only to two cents per ton.

The Minister recommends that for the forthcoming season, and no longer, the rate of Toll on the products undermentioned, when shipped for Montreal or any other Canadian port east of Montreal, be fixed at two cents per ton, namely, on Wheat, Indian Corn, Oats, Peas, Barley and Rye.

The Committee submit the same for Your Excellency's approval.

O. C., 14th June, 1886.—Notice is hereby given that by Order of His Excellency the Governor General in Council, dated the 14th June, 1886, the Order in Council, dated 21st April last, fixing at two cents per ton the Dominion Canal Tolls on certain food products, shall apply to the Welland and St. Lawrence Canals only.

O. C., 28th June, 1886.—The Committee, on the recommendation of the Minister of Railways and Canals, advise that the Order in Council of 26th May, 1885, whereby steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day were charged one-half the usual passenger tolls for passage through the Lachine Canal and St. Anne's Lock, be continued in force for the present season of 1886 only.

49 VIC., CHAP. 32.

AN ACT RESPECTING THE BURLINGTON BAY CANAL.

[Assented to 2nd June, 1886.]

WHEREAS it is expedient in the interests of navigation, and for the convenience of the public, that tolls for the use of the public work hereinafter mentioned should no longer be collected : Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Notwithstanding anything contained in the Act thirty-first Victoria, chapter twelve, intituled: "*An Act respecting the Public Works of Canada*," no tolls shall hereafter be payable or collected in respect of the use of the public work near the city of Hamilton, in the Province of Ontario, commonly called the Burlington Bay Canal.

ST. PETER'S CANAL.

On each and every vessel passing through the said Canal, two cents per ton on the vessel, and one cent per ton on the freight, each way.

BOBCAYGEON, PETERBORO' AND HASTINGS LOCKS.

Bobcaygeon Lock,

	Cents.
For every lockage of saw log or other cribs.....	50
For every lockage of saw logs on scows, per log.....	$\frac{1}{4}$
For every lockage of ties or cedar posts, per 100 pieces.....	25
For every lockage of sawn lumber, per M. feet.....	1
For cordwood, shingle bolts or other merchandise, per cord..	5
For every lockage of ore, per ton.....	1

Peterboro' Locks.

Same as Bobcaygeon.

Hastings Locks.

Same as Bobcaygeon.

The following Way Rates to be levied on Vessels and Property passing the several Sub-Divisions of the Canals:—

WELLAND CANAL.

1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the Lock, each way.....	$\frac{1}{2}$
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....	$\frac{1}{2}$
3. From Dunnville to Port Colborne.....	$\frac{1}{2}$
4. From Thorold to St. Catharines or Port Dalhousie.....	$\frac{1}{2}$
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.....	$\frac{1}{2}$
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	$\frac{1}{2}$
7. From Port Robinson to Allanburg or Thorold.....	$\frac{1}{2}$
8. do St. Catharine or Port Dalhousie.....	$\frac{1}{2}$
9. From St. Catharine to Port Dalhousie.....	$\frac{1}{2}$
10. From Dunnville to Maitland.....	$\frac{1}{2}$
11. From Port Robinson through the Lock and Chippawa Cut.....	$\frac{1}{2}$
12. From Port Colborne to Port Maitland.....	$\frac{1}{2}$
13. From Chippawa Cut through Lock to Port Robinson.....	$\frac{1}{2}$
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	$\frac{1}{2}$
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	$\frac{1}{2}$
16. Through the Chippawa Cut only.....	$\frac{1}{2}$
17. Through the Port Robinson Lock only.....	$\frac{1}{2}$

ST. LAWRENCE CANALS.

The Navigation to be divided into four sections, viz.: Cardinal, Cornwall, Beauharnois and Lachine. Tolls to be levied on all vessels and property in proportion to the number of sections passed through:—

CHAMBLY CANAL.

	Cents.
Vessels and property passing from Sorel to Chambly to pay.....	$\frac{1}{2}$
Vessels and property passing from Chambly to St. John's, to pay.....	$\frac{2}{3}$
The following Way Rates to be levied on Vessels and Property passing the several Sub-Divisions of the Canals:—	

OTTAWA CANALS.

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

RIDEAU CANAL.

The Navigation of this Canal is divided into three sections: "Ottawa," "Smith's Falls" and "Kingston Mills." Vessels and Freight passing one section to be charged one-third; two sections, two-thirds.

GENERAL.

Any fraction of a ton freight to be charged one ton, and portions of sections to be charged as a whole section on all the above Canals.

The passing of Saw-Logs or other Lumber through any of the Canals, or sections thereof, is to be at all times governed by the Regulations for their management.

HARBOR DUES.

Vessels receiving or discharging Freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from Harbor Dues; but all other Vessels discharging or receiving cargo at Port, Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of Freight so received or discharged—Two cents.

E. MIALL,
Commissioner.

INLAND REVENUE DEPARTMENT,
OTTAWA, 1st September, 1886.

STANDARD FOR ESTIMATING WEIGHTS.

	Tons.
2,000 lbs. avoirdupois.....	1
Per M. is per thousand feet.....	
Per Mille is per thousand pieces.....	
Green Fruit, 9 barrels are.....	1
Ashes, 3 do	1
Bark, 4 cords.....	1
Beef, 7 barrels.....	1
Biscuit and Crackers, 9 barrels.....	1
Bricks, common, 1,000.....	2
Butter, 22 kegs or 7 barrels.....	1
Cattle, 3.....	1
Cement and Water Lime, 7 barrels.....	1
Fire bricks, 1,000.....	3
Fish, 7 barrels.....	1
Flour, 9 barrels.....	1
Gypsum and Manganese, 6 barrels.....	1
Horses, 2	1
Lard and Tallow, 7 barrels or 22 kegs.....	1
Liquors and Spirits, 215 gallons.....	1
Liquors, all others, 215 gallons.....	1
Nuts, 9 barrels.....	1
Oysters, 6 barrels.....	1
Pork, 7 barrels	1
Salt, 7 barrels.....	1
Seeds, 9 barrels.....	1
Sheep, 20.....	1
Stone, 12 cubic feet.....	1
Stone, 1 cord.....	7½
Whiskey, 4 barrels or 215 gallons.....	1
Empty barrels, 10.....	1
Barrel Hoops, 10 Mille.....	1
Board and other Sawed Lumber, 600 feet board measure.....	1
Boat Knees, 4.....	1
Firewood, 1 cord.....	3
Hop Poles, 60, or 40 cubic feet.....	1
Shingles, 12 M. or bundles.....	1
Split Posts and Fence Rails, 1 Mille.....	1
Staves and Headings, Pipe, 1 Mille.....	8
do do W. India, 1 Mille.....	4
do do Barrel, 1 Mille.....	2½
do do Salt Barrel, 1 Mille.....	½
Saw Logs, Standard, 1.....	7½
Square Timber, 50 cubic feet.....	1
Telegraph Poles, 10, or 40 cubic feet.....	1
Masts and Spars, 40 cubic feet.....	1
Railroad Ties, 16, or 50 cubic feet.....	1
All other Woodenware, or partly manufactured Wood, 40 cubic feet, as per Tariff.....	1
Traverses, 40 cubic feet or 5 pieces.....	1
Floats, 50 lineal feet.....	1

NOTE.—By the Weights and Measures Act of 1873, the following articles are to be estimated by the cental of 100 lbs., viz.:—Barley, Beans, Charcoal, Corn, Oats, Peas, Potatoes, Rye, Salt, Seeds and Wheat.

ARTICLE 10.

Rates of Toll on Property Stored at the Sheds at Lachine Canal Basin.**A PROCLAMATION.**

WHEREAS it is expedient to provide for the levying of Tolls on the several Public Works constructed at the expense of the Province hereinafter mentioned: Know Ye, therefore, that from and after the date of these presents, and until such further time as Her Majesty's pleasure shall be made known in this behalf, there shall be paid for the use of Her Majesty, Her Heirs and Successors, to such person or persons as shall be duly authorized to receive the same, for passage and in the name of Tolls, the several sums agreeably to the scales which accompany these presents. Of all which Her Majesty's loving subjects, and all others whom these presents may concern are hereby required to take notice and to govern themselves accordingly.

Given under my hand and seal, at Montreal this twenty-first day of August, in the year of Our Lord, one thousand eight hundred and forty-six, and in the tenth year of Her Majesty's Reign.

By command,

(Signed)

D. DALY,
Secretary.

(Signed)

CATHCART.

Table of the Tolls to be levied upon Property Stored at the Sheds at the Lachine Canal Basin.

			S. D.
Wheat and other grain, per week, per bushel.....	do	per bushel.....	$\frac{1}{2}$
Flour and meal	do	per barrel.....	2
Pork, beef, butter and lard	do	do	3
Muscovado sugar	do	per hhd., 6 d., per barrel...	3
Liquors	{	do per pipe, 9 d., per punchon	7 $\frac{1}{2}$
		do per hhd., 6d. per quarter cask	4
Iron (bars)	do	per ton.....	1 0
Iron pig	do	do	6
Salt	do	per 100 minots.....	1 8
Bales, crates, cases, &c.	do	per ton weight or measurement.....	1 0
Coals	do	per chaldron.....	6

1. No charge made for property stored in the Sheds at the Lachine Canal Basin, for the first forty-eight hours, after which period the foregoing rate of storage for the use of the sheds, are to be raised, levied and collected.

2. Articles unenumerated to be charged according to the above rates.

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

4. The labor of receiving property into the sheds and delivering the same, to be at the expense of, and to be furnished by the owners of the property or their Agents.

5. All property stored in these sheds to be at the risk of the proprietor, from damage by fire or otherwise.

6. All dues for storage to be paid before the removal of the property.

NOTICE is hereby given that His Excellency the Governor General in Council has been pleased to authorize the Tolls levied upon property stored at the sheds at the Lachine Canal Basin, under Proclamation dated 21st August last, to be continued until further orders.

By command,

(Signed) J. W. DUNSCOMB,
Commissioner of Customs.

INSPECTOR GENERAL'S OFFICE,
CUSTOM'S DEPARTMENT, 28th October, 1846.

INSPECTOR GENERAL'S OFFICE,
CUSTOM'S DEPARTMENT,
TORONTO, 31st May, 1858.

NOTICE is hereby given that His Excellency the Governor General has been pleased by an Order in Council bearing this day's date, to order and direct that the storage of flour in the sheds at the Lachine Canal Basins at Montreal be, until otherwise ordered, governed by the following regulations, viz:—

1. Flour shall be allowed to remain in the sheds for two whole days free of charge;

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

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

4. Any part of a day to be considered as one day.

By command,

(Signed) R. S. M. BOUCHETTE,
Commissioner of Customs.

PRIVY COUNCIL OFFICE,
OTTAWA, 12th June, 1880.

On the recommendation of the Honorable the Minister of Railways and Canals, the Committee advise that the rates chargeable for the storage of salt at the St. Gabriel's Sheds, Montreal, under the authority of an Order in Council, dated 1st July, 1846, whereby such rates were fixed at one cent per bag per week, after the expiry of the first 48 hours, be now amended, and the rate be reduced to one half a cent per bag per week after the first 48 hours.

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

(Signed) J. O. COTÉ,
Clerk Privy Council.

ARTICLE 11.

Tolls on Vessels trading to lower Ports and entering the Lachine Canal at Montreal Harbor.

GOVERNMENT HOUSE,
QUEBEC, 8th June, 1860.

His Excellency the Governor in Council is pleased to order, and it is hereby ordered, that from and after the date hereof, the following Rates of Toll shall be levied upon Vessels trading to Lower Ports, and entering the Lachine Canal from the Harbor of Montreal, and on certain goods herein mentioned; said Vessels to be allowed 48 hours for discharge of Cargo before the following be incurred; and said discharge to be made below the St. Gabriel Lock.

Class of Vessel.	Rate of Toll.
Steamboats measuring 50 tons and upwards, per Ton Register, per day of 24 hours.....	8 mills.
All other vessels measuring 50 tons and upwards, per Ton Register, per day of 24 hours.....	4 do
Steamboat measuring under 50 Tons Register, each day of 24 hours.....	40 cents.
All other Vessels measuring from 25 to 50 Tons Register, per day of 24 hours	20 do
All vessels measuring less than 25 Tons Register per day of 24 hours.....	10 do
Coal, per chaldron.....	10 do
Salt, per 100 Minots.....	15 do
Iron of all kinds, per ton weight.....	15 do
Merchandise as in Class No. 6 of the Tariff of Tolls on Provincial Canals.....	10 do

Provided always that the above Tolls be levied only on goods for consumption in Montreal, and on vessels trading with that Port.

(Signed) W. H. LEE,
Clerk Privy Council.

ARTICLE 12.

Charges for Wharfage on Firewood on Wharves and Banks of Lachine Canal.

O. C. 7TH AUGUST, 1860.

1. On the recommendation of the Hon. Commissioner of Public Works, His Excellency the Governor General in Council is pleased

to order, and it is hereby ordered, that the rates of Toll authorized by an Order of His Excellency in Council of the 8th June last, to be collected on Firewood on Wharves at Lachine and Lachine Canal, and lying between Wellington Bridge and Lock No. 5, and on Wharves in Lachine Canal Basin, be, and they are hereby altered and changed, and His Excellency is pleased to order that in lieu thereof, the following rates of Tolls shall be collected as herein mentioned, that is to say:—

2. Firewood landed on Wharves or Banks of the Canal, or in Boats, Barges or other Craft, occupying any of the Basins between Wellington Street Bridge and Lock No. 3, 4 cents per cord, and for every day the wood is allowed to remain in either the Canal or Basin, or on the Wharves or Banks after the first five days, an additional charge of 4 cents per cord will be made.

	For receiving Timber, &c., to include use of Basin or Wharf for one month.	For each suc- ceeding month during Season of Navigation.	For Wintering in Basin or on Wharf.
Firewood on Bank of Canal between Lock No. 3 and Lock No. 5, and on Wharves in Canal Basin at La- chine.....	3 cents.	3 cents.	3 cents.

GOVERNMENT HOUSE,
QUEBEC, 27th January, 1862.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Hon. the Commissioner of Public Works, His Excellency in Council has been pleased to order, and it is hereby ordered, that the provisions of the Order in Council of the 8th day of June, 1869, as amended by the Order in Council of the 7th of August following, requesting the rates of Toll to be collected on Firewood on Wharves at Lachine, and the Lachine Canal and Basin, be and they are hereby extended and made applicable to the Banks and Grounds at Côte St. Paul and at Lachine.

(Signed) W. H. LEE,
C. E. C.

GOVERNMENT HOUSE,
OTTAWA, 4th February, 1880.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Whereas by Order in Council dated the 8th June, 1860, authority was given for the collection of the following rates of Toll on " Fire-

wood on bank of Canal between Lock No. 3 and Lock No. 5, and also on Wharves in Canal Basin at Lachine:"

Per Cord.

For receiving timber, &c., to include use of basin or wharf
for one month 3 cents
For each succeeding month during the season of Navigation do
For wintering in basin or on wharf..... do

And whereas it has been shown that at present great difficulty exists in the collection of monthly dues on firewood, and the abolition of these charges will facilitate business and add to the revenue; His Excellency the Governor General in Council, on the recommendation of the Honorable the Minister of Railways and Canals, has been pleased to order, and it is hereby ordered, that the clause of the Order in Council of the 8th June, 1860, under which said charges have been payable, be and it is hereby cancelled, such cancellation to take effect on and after the 1st July, 1880.

(Signed), J. O. COTÉ,
Clerk Privy Council.

ARTICLE 13.

The Canal Basins within the City Limits of Montreal to be Considered as Part of the Montreal Harbor for Certain Purposes.

GOVERNMENT HOUSE,
OTTAWA, 8th August, 1878.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

1. WHEREAS the hon. the Minister of Public Works has represented: That under existing Regulations for the collection of Canal Tolls, Eastern bound Vessels having paid the charges one way in full through the Welland Canal are chargeable one Section Canal Toll if re-entering the Lachine Canal;

2. That Vessels loaded with grain destined for the Montreal Harbor frequently unload only part of their cargoes on board sea-going Vessels in that Harbor, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in Elevators or Mills located along the Canal basins;

3. That in his opinion those Vessels having paid the charges one way in full through the Welland Canal, should be allowed to re-enter the Lachine Canal free of Tolls, for the purpose before mentioned.

4. Whereupon His Excellency in Council, on the recommendation of the Hon. the Minister of Public Works, has been pleased to order, and it is hereby ordered, that the Canal Basins within the City Limits be considered as part of the Montreal Harbor, in so far only as regards the collection of tolls on the class of Vessels above referred to, which re-enter that portion of the Canal for the purpose of unloading the balance of their cargoes, but that the same shall

not apply any further, as in the event of Vessels returning to the Harbor to take cargo, in which case the usual toll shall be charged against them on passing out of the Canal a second time into the Harbor.

(Signed) W. A. HIMSWORTH,
Clerk Privy Council.

GOVERNMENT HOUSE,
OTTAWA, 12th July, 1881.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

5. WHEREAS representations have been made by parties interested, showing that vessels laden with grain for delivery in Montreal Harbor, frequently carry also deck loads of phosphates, and that being compelled to proceed at once to the Harbor for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates and in accordance with the existing regulations, paying canal dues a second time for such re-entry.

6. And whereas a similar difficulty having been experienced with regard to the storage of surplus grain not required for shipment, an Order in Council was passed on the 8th of August, 1878, allowing re-entry free of Tolls for the purpose indicated; His Excellency in Council, on the recommendation of the Hon. the Acting Minister of Railways and Canals, has been pleased to order, and it is hereby ordered, that the Lachine Canal Basins within the Montreal City limits, be henceforward considered as part of the Montreal Harbor, for the purposes of the unloading of Phosphates carried by vessels in addition to their grain cargoes as above described; it being however provided that in the event of their returning to the Harbor to take cargo, the usual Tolls shall be charged against such vessels on their passing out of the Canal a second time.

(Signed,) J. O. COTÉ,
Clerk Privy Council.

ARTICLE 14.

Rates of Charges on Vessels Wintering in Lachine Canal.

GOVERNMENT HOUSE,
OTTAWA, 22nd August, 1879.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

1. WHEREAS, the Honorable the Acting Minister of Railways and Canals has represented that by the Act 36 Vic., Chap. 12s, a system of Measurement and Registration of Shipping was for the sake of uniformity adopted, which, by including portions of a Vessel

exempted from Measurement by the "Merchants Shipping Act," previously in force, has very largely added to the nominal tonnage of Vessels, and that it has, accordingly, become necessary that the rates per ton formerly charged for wintering Vessels in the Lachine Canal should be altered to meet the new conditions of Measurement;

2. His Excellency, on the recommendation of the Acting Minister of Railways and Canals, and by and with the advice of the Queen's Privy Council of Canada, has been pleased to order, and it is hereby ordered: that the following wintering charges be, and the same are hereby substituted in place of the rates at present charged, viz.:

3. For each Boat, Barge, Scow or other Vessels of ten (10) tons measurement and under, seventy (70) cents per vessel for the entire winter; and every ten (10) tons above the first ten, an additional rate of eight (8) cents.

(Signed)

W. A. HIMSWORTH,

Clerk Privy Council.

ARTICLE 15.

Rates and Dues levied on Vessels loading and unloading in the New Basin, Lachine Canal.

O. C. 26TH JANUARY, 1883.

1. On a Report dated 19th January, 1883, from the Minister of Railways and Canals, submitting an application dated 17th August, 1882, from the Montreal Harbor Commissioners for the extension to the new Lower Basin of the Lachine Canal of certain powers of levying tolls conferred upon the Corporation by the Act 18 Vic., ch. 143, in respect of the Lower Basin on the old Canal.

2. The Minister further submits that the Commissioners urge that the new Basin is used by sea-going vessels which have traversed the improved deep-water channel between Quebec and Montreal, upon which large sums of money have been expended by the Trust, and that by this action the Harbor revenues are likely to be seriously affected.

3. The Minister represents that the matter having been referred for report to the Chief Engineer of Canals, who states to the effect, under date 12th January inst., that at the time of the passage of the Act cited (1855) the municipality was responsible for the expenditure incurred in deepening the channel of the river, and that the Government about ten years later assumed the debt in respect of Lake St. Peter, amounting to \$1,164,235; further, that the Harbor Commissioners have not in any way aided in the construction of the new Canal entrance and Basins, and that he is unable to see grounds for giving them control over the revenue which may arise therefrom.

4. The Chief Engineer suggests that the Commissioners should be allowed to retain the right of levying dues in respect of the old Lower Basin, but that the Government should retain full control of the new works and Basins, and of the revenue that may be derived from their use, and he advises that the rates should be levied by the Government on vessels loading or unloading in the new Basins equal and similar to those levied by the Commissioners in respect of the old Basin.

5. The Minister concurs in the view taken by the Chief Engineer, and recommends that authority be given in accordance therewith.

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

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

Rates and Dues to be levied in the Harbor of Montreal under, and by virtue of the Acts 40 Vic., chap. 53, and 42 Vic., chap. 28.

On and after the first day of April, 1881:—

TONNAGE DUES

To be levied on all vessels in the Harbor.

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

WHARFAGE DUES

To be levied on all merchandise, animals, and things whatsoever landed or shipped in the Harbor.

All Goods, Wares and Merchandise, not elsewhere specified.....	25c. per ton.
Hay, Straw, Pig and Scrap Iron, Pot and Pearl Ashes.....	20c. do
Apples, Crates and their contents, Flour and Meal, Fish, Meats, Pitch, Potatoes, Tar, Horses, Neat Cattle, Sheep, Swine.....	15c. do
Ballast, Clay, Fire-Bricks, Gypsum, Lime, Marble, Phosphates, Sand, Salt.....	10c. do
Coal and Coke, Grain and Seeds of all kinds	7 $\frac{1}{2}$ c. do
Special.—Bricks, 10c. per 1,000; Cordwood, 5c. per cord; Lumber, 10c. per 1,000 feet, board measure.	
Bullion, Specie	Free.

On all Goods, Wares and Merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the Tariff, cannot be conveniently ascertained, it shall be lawful for the Harbor Commissioners to levy a rate of $\frac{1}{4}$ of 1 per cent. on the value thereof.

Each entry shall pay not less than 5 cents.

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

The Ton mentioned in the Tariff of Wharfage dues shall be 2,000 lbs. weight, or 40 cubic feet measurement, according to the Bill of Lading.

STANDARD FOR ESTIMATING WEIGHTS.

Ashes, Pot or Pearl, 3 brls to 1 ton	Horses.....	2 to 1 ton.
Apples, Flour, Meal,	Neat Cattle.....	3 do
Potatoes..... 9 do do	Sheep.....	15 do
Fish, Meats, Pitch,	Swine	10 do
Tar 7 do do		

Certified,

(Signed) H. D. WHITNEY,
*Secretary.*HARBOR COMMISSIONERS' OFFICE,
MONTREAL, 26th March, 1881.

PRIVY COUNCIL OFFICE,

OTTAWA, 1st April, 1881.

I hereby certify that the foregoing Tariff has been approved by His Excellency the Governor General in Council, on this first day of April, 1881.

(Signed) J. O. COTÉ,
Clerk Privy Council.

At a meeting of the Harbor Commissioners of Montreal, held on the second of June, 1884, the following By-law was adopted under the authority of the Act 42 Vic., chap. 28. Present:—Andrew Robertson, Esq., Chairman; J. B. Rolland, Edward Murphy, Henry Bulmer, Victor Hudon, Hugh McLennan, Chas. M. Gould, Hon. J. L. Beaudry (Mayor) and Andrew Allan, Esq.

"Whereas it is expedient in the general interest of the Port of Montreal, that the charges on grain be reduced until the 1st of September next.

"Therefore it is hereby resolved, that the said rate on grain be reduced as aforesaid from seven and one half cents (7½c.) per ton to one cent (1c.) per ton."

PRIVY COUNCIL, 7th June, 1884.

I hereby certify that the foregoing By-law of the Harbor Commissioners of Montreal, adopted under the authority of the Act 42 Vic., chap. 28, has been this day approved by His Excellency the Governor General in Council.

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

ARTICLE 16.

Rates of Tolls on Floated Timber, &c., entering the Basin at Lachine and Lachine Canal.

O. C. 8TH JUNE, 1860.

1. His Excellency the Governor General in Council is pleased to order, and it is hereby ordered, that from and after the date hereof

the following Rates of Tolls shall be collected on Floated Timber, Lumber and Firewood entering the Basin at Lachine and Lachine Canal :—

Kinds of Timber.	For receiving Timber, &c., to include use of Basin or Wharf for one month.	For each succeeding month during the season of navigation.	For wintering in Basin or on Wharf.
	Cents.	Cents.	Cents.
Timber, Square or Round of all kinds, above 12x12, per M. Cubic Feet.	25	20	35
Timber, Round or Flatted, of all kinds, under 12x12, per M. lineal feet.....	20	15	30
Plank and Boards to include all kinds of sawed lumber in Rafts, per M. Feet. Board measure...	3	2	3
Saw Logs, 12 feet long, if longer in same proportion per log.....	1	$\frac{1}{2}$	2
Floats, per 100.....	10	5	10
Traverses, per 100.....	10	5	10
Fence Posts and Rails, per M.....	10	5	10
Staves, Barrel, per M....	8	4	8
do Pipe do	8	4	8
do West India, per M.	8	4	8
Firewood on bank of Canal between Lock No 3 and Lock No. 5, and also on Wharves in Canal Basin at Lachine.....	3	3	3

2. No allowance to be made for fractional parts of a month or winter season.

3. The Firewood to be corded across the bank while being delivered from the Boat in such a manner and at such points as the Superintendent may direct.

4. The Rates on Timber to take effect upon the completion of the Booms in Lachine Basin.

ARTICLE 17.

Charges for repairing Vessels on the Bank of Lachine, Beauharnois and Chambly Canals.

PRIVY COUNCIL OFFICE,
OTTAWA, 5th March, 1880.

1. I hereby certify that by order of His Excellency the Governor General in Council, passed on the seventh day of February last,

authority was given for the enforcement of a rule by which persons using the banks of the Lachine Canal as a site for the repair of their vessels, shall be subject to a charge of four dollars (\$4) payable in advance, for each vessel; the period during which such site may be occupied, under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing canal regulations.

2. It is further declared by the said Order in Council that in the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels, may be sold under the 16th clause of the Regulations of the Canal.

(Signed) J. O. COTÉ,
Clerk Privy Council.

GOVERNMENT HOUSE,
OTTAWA, 6th August, 1881.

Present :

THE HONORABLE THE DEPUTY OF HIS EXCELLENCY THE GOVERNOR
GENERAL IN COUNCIL.

The Deputy Governor, on the recommendation of the Honorable the Acting Minister of Railways and Canals, has been pleased to adopt the following rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

1st. Repairs shall only be executed at such points as may be indicated and approved by the Superintendent.

2nd. For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining for one month, a further sum of one dollar being charged for each additional month or fraction of a month the vessel may remain.

In cases, however, where a vessel hauled up for repairs upon the Canal bank remains there throughout the winter, a charge of \$4 only shall be made (in addition to the ordinary winterage dues) the period covered being from the 1st of November to the 1st of June inclusive.

3rd. Any vessel remaining on the Canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

4th. Any vessel remaining more than one year on the bank of the Canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month, or fraction of a month throughout the whole year.

5th. All charges shall be payable at the Collector's Office in advance on the first day of each month.

6th. These rules shall be understood as applying to all cases where the Canal bank is used in any manner for the repairs of vessels, whether such vessels are actually hauled up or not.

(Signed) J. O. COTÉ,
Clerk Privy Council.

ARTICLE 18.

**Rideau Canal—Regulations Relative to Firewood
Landed at Basin, Ottawa.**

Notice is hereby given, that in accordance with the 28th Chap. Con. Stat. of Canada, His Excellency the Governor General in Council has been pleased to approve of the following additional Regulations to ensure the proper using, management and protection of the Canals of the Dominion of Canada.

By command,

(Signed)

WM. H. LEE,

Clerk Privy Council.

PRIVY COUNCIL OFFICE,

OTTAWA, 14th October, 1867.

REGULATIONS in pursuance of the 28th Chap. Con. Stat. of Canada, for landing Firewood on the line of the Rideau Canal, in the City of Ottawa, and in addition to the Regulations for the management and protection of the Provincial Canals which were authorized by the Governor in Council, 20th May, 1857. Sections 14 and following, and were made applicable to the Rideau Canal, under the order of His Excellency in Council of the 2nd of June, 1860.

1st. No Firewood to be landed on the easterly side of the Basin from Sappers Bridge to the line of Little Sussex Street.

2nd. Firewood may be landed between the line of Little Sussex Street and the By-wash or waste weir, but must be removed within twenty-four hours after having been placed there; a fine of three cents per cord will be charged for every day the wood remains on the wharf after such notice has been given.

3rd. Firewood may be landed and piled around the Basin on Government Land within forty feet of the water, leaving a roadway of at least fifteen feet between every four piles of Firewood, which roadway must be as near as practicable at right angles to the margin of the Canal; this wood must also be removed within twenty-four hours after the owner or person in charge has been notified to that effect, and in default, a fine of three cents per cord will be levied upon it for every day it remains thereafter.

4th. Two cents per cord will be charged as wharfage or ground rent upon Firewood placed on any part of the Government Canal Reserve.

5th. No Firewood may be landed without a permit having been first obtained from the Lock Master or Collector, and the Let-Pass must be given up to this Officer before the wood is unloaded, under a penalty of forty dollars.

ARTICLE 19.

Regulations for the Management of the Rideau Canal Basin, Ottawa.

GOVERNMENT HOUSE,

OTTAWA, 14th May, 1875.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Regulations
of Rideau
Canal Basin.

ON the recommendation of the Honorable the Minister of Public Works and under the provisions of the 65th and 66th sections of the Act passed in the Session of the Parliament of Canada, held in the 31st year of Her Majesty's reign, chaptered 12, and intituled: "An Act respecting the Public Works of Canada," His Excellency, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order and it is hereby ordered, that the following Regulations for the management, proper use and protection of the wharves around the Rideau Canal basin and the approaches thereto in the City of Ottawa, be and the same are hereby adopted and established, and that such Regulations shall apply to that portion of the Canal from and including the first Lock to the Bridge known as the Maria Street Bridge.

REGULATIONS.

SECTION I.

Wharfinger
shall assign
Berth to
vessel.

The Wharfinger shall, according to his discretion, assign to each vessel, steamer or barge the berth it shall occupy, giving procedure when practicable to a vessel or barge with cargo, over a vessel or barge taking in cargo, and shall have power to change such berth from time to time as he may see fit; and such assignment of a berth may be made by verbal notice to the master or person in charge of such vessel or barge, either on each trip or for the whole business season, and no vessel or barge shall take up or occupy any berth in the said basin or the approaches unless such berth shall have been assigned to her by the Wharfinger; provided always that the Wharfinger assigns a berth within twelve hours after her arrival, but if the wharves are full, such vessel shall lie where indicated until a berth has been assigned by the Wharfinger.

Vessel not to
occupy berth
unless
assigned.
Proviso.

SECTION II.

Vessel under
control of
Wharfinger.

All vessels or barges in the said Canal Basin and its approaches shall be under the control of the Wharfinger, so far as regards their position, mooring, fastening, removal and extent of accommodation, the masters or persons in charge thereof may require from each other, and no other person on board or in charge of any vessel or barge in said Basin shall disregard or disobey the orders of the Wharfinger in such respect; and in the event of such refusal or disregard of the orders of the Wharfinger, it shall be lawful for such Wharfinger to cast off or cut away the hawsers or other fastenings of such vessels or barges, or cut away any ring or post to which such

Refusal to
obey; liable
for damages.

bawseis or other fastenings may be attached; and in such event, in addition to the penalty hereinafter provided for the masters or persons in charge of each vessel shall be bound to pay to the Department of Public Works of Canada the damage (if any, caused to the wharf by the cutting away of such ring or post; and the Wharfinger shall have power to hold any vessel disobeying his order and causing damages, until such damages be paid.

SECTION III.

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

Resistance to orders, Wharfinger power to force removal.

SECTION IV.

No raft, crib, floats, or floating timber shall be or remain attached or secured to any wharf in said Basin or its approaches, without the express permission of the Wharfinger, and irrespective of the penalty hereafter provided for, and the Wharfinger shall have the power, without any notice to any person whomever to cut adrift any raft, crib or timber, or hire tugs to remove, or may otherwise remove the same, which shall be so attached or secured without his permission, and such raft, crib or timber, so cut adrift or towed out, shall thereafter continue to be and remain at the proper risk of the owner thereof respectively, and the owner shall be liable for all costs connected with towing or cutting adrift or otherwise removing such raft, crib, or timber, and no raft shall enter the Deep Cut without the permission of the Wharfinger being first had; no vessel or barge shall lay within the limits of said Basin or its approaches in such a place or position as to prevent a free and unobstructed passage for all other vessels or barges in the said Basin to any wharf in the said Basin.

No Raft shall be secured to wharf without permission.

Nor enter Deep Cut without permission.

SECTION V.

Lessees of Lots facing the Basin shall have the first privilege of unloading or loading vessels or barges opposites their respective lots; but the Wharfinger may, if he sees fit, allow any vessel or barge to discharge on the wharves although fronting on Private lots.

Lessees first privilege.

SECTION VI.

Rafts or cribs, floats barges or vessels loaded with cordwood, boards, lumber, ties, brick, cedar posts, stone or other freight shall not be permitted to remain in the berths assigned to them, unless the unloading of the cargo thereof be commenced immediately and diligently and continually proceed with; and when unloading firewood alongside any wharf at the rate of not less than twenty-five

Vessel assigned berth, unloading to commence immediately.

cords a day, and all cordwood, lumber, ties, posts, bricks, stone or other freight must be carted clear of the Canal lands unless special permission to deposit the same on the Canal lands be given beforehand by the Wharfinger.

SECTION VII.

Time allowed
for unloading.

Vessels or barges arriving in the Canal Basin or its approaches shall be allowed for unloading as follows:—Two working days for 50 tons of cargo, or less than 50 tons; three working days for over fifty tons and not exceeding 100 tons, and one working day for every fifty tons of cargo exceeding 100 tons. Cordwood not less than 25 cords a day.

For loading.

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

SECTION VIII.

Freight landed not allowed to remain on wharf.

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

SECTION IX.

Freight for shipment time allowed to remain.

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

SECTION X.

No goods allowed to obstruct thoroughfare.

No goods shall be placed on the wharves in said Basin or the Canal Lands so as to obstruct the thoroughfare therein under the penalty provided for the breach of any by-law, and if so placed shall be removed forthwith by the owner or person in charge thereof upon the orders of the Wharfinger to that effect under a further like penalty.

SECTION XI.

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

Breach of by-law. Wharf-
inger power
to remove
goods.

Costs a lien
on the goods.

Goods at risk
of owners.

Effect may be
sold.

SECTION XII.

No person shall make or dress any timbers or do any repairs on any of the wharves or Canal lands except with the express permission of the Wharfinger previously obtained, and at such places as he shall have designated.

Repairs.

SECTION XIII.

No rubbish or thing whatsoever shall be thrown from any vessel, barge, raft, or from the wharves into the water of the Canal Basin, and no person shall place, pile or deposit any dirt, rubbish, snow, ice or other thing upon said wharves.

No rubbish
to be thrown
into Basin.

SECTION XIV.

The Wharfinger shall have power under the direction of the Superintendent to allot, let or lease, any space or vacant ground adjoining the Canal Basin for piling thereon cordwood, lumber, etc., subject to such rate of charges and for such time and times as from time to time may be fixed by the Minister of Public Works.

Lease of
piling
ground.

FINES AND PENALTIES AND THEIR COLLECTION.

SECTION XV.

Every person in whatsoever capacity he may be acting, who shall violate or infringe any of the By-laws hereinbefore contained and passed this day, shall be subject to a fine of five dollars currency.

Fine for
violation.

SECTION XVI.

Penalty for
neglect to
obey.

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

SECTION XVII.

Master, &c.
neglect to
obey, &c.,
subject to a
fine.

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

SECTION XVIII.

Owner of
cargo landed
liable.

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

SECTION XIX.

Owner of
goods for
shipment
liable.

The owner or person in charge of any goods, lumber or other effects deposited for shipment on any wharf or elsewhere on the said Basin, or its approaches, in respect of which goods, lumber or effects there shall be any violation or infringement of, or disobedience to, any one of the aforesaid By-laws, or of or to any part of any one of them, shall be subject to a penalty of five dollars.

INTERPRETATION.

Vessel.

Raft.

Working
days.

Owner.
Wharfinger

goods.

The word "Vessel," when made use of in the foregoing regulations, is to be understood as comprehending and including Vessels, Boats and Barges, whether propelled by steam or otherwise, Scows, Pontoons or other floating conveyances of freight or for the purposes of transport. The word "Rafts," when made use of in the foregoing regulations, is to be taken as including Rafts or Cribs of Timber of every description, whether manufactured or unmanufactured, Lumber, Logs, floating Timber, Rafting Materials, Ties and Wood, or of material used for conveyance of freight or for purposes of transport. The words "Working days" are to be understood as comprehending and meaning days on which work can be legally performed. The word "Owner" shall comprehend or mean a part owner or owners. The word "Wharfinger" shall comprehend the person appointed to act by the Minister of Public Works of Canada. The word "Goods" shall be understood as comprehending Coal, Ore and other mineral products, Lumber, Firewood, Cordwood, Ties, Staves, Laths, Brick, Stone, Sand or Earth, or any goods, wares or merchandise of any description or nature whatsoever. When more

persons than one are hereinbefore made subject to a penalty, the Minister of Public Works shall have the option of proceeding for such penalty against such one of such persons as he may see fit.

His Excellency has been further pleased to order that all previous Orders in Council or Regulations inconsistent with the Regulations hereby adopted be and the same are hereby cancelled.

W. A. HIMSWORTH,
Clerk of Privy Council.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

CERTIFIED COPY of a report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 19th March, 1887.

On a memorandum dated 18th March, 1887, from the Minister of Railways and Canals, recommending that the winterage dues for vessels wintering in the Canal Basin, at Ottawa, or other points along the line of the Rideau Canal, be fixed as under :

In Canal Basin, Ottawa, Steamers, per season.....	\$ 8 00
“ “ “ Barges “	4 00
Inside Locks, “ Steamers “	50 00
“ other stations “ “	15 00

and further, that if he deems it advisable that authority be granted to take security from parties wintering their vessels in Locks against damage to Government property by fire.

The Committee submit the same for Your Excellency's approval.

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

PROCLAMATIONS respecting Tolls and Regulations *re* Canals of the Dominion of Canada.

	Name of Canals.	When and where Proclamation of His Excellency the Governor General in Council is published in the Canada Gazette, respecting the same.							
		Year.	Page.	Year.	Page.	Year.	Page.	Year.	Page.
Tolls.....	Canals (in general).....	1846	3104	1851	10429	1852	{ 12143 12360 }	1853	{ 622 1043 }
do	do	1875	179	1877	{ 1703 119 }	1883	4	.....	.....
Regulations.	do	1846	2182	1846	{ 3114 8769 }	1857	1252	1860	1572
Tolls	Lachine Canal.....	1845	1750	1846	{ 2955 3104 }	1847	4488	1848	5401
do	do Basin.....	1846	3113	1847	4366	.....	.....	.....	.....
do	do Sheds.....	1846	2955	1847	3717	.....	.....	.....	.....
do	Beauharnois Canal.....	1846	{ 2955 3104 }	1848	{ 5401 5504 }	.....	.....	1879	1647
do	Cornwall Canal.....	.....	{ 2955 3104 }	.....	.....	.....	.....	.....	.....
do	St. Lawrence Canals.....	1849	{ 5465 5385 }	1849	6411	1850	8296	1851	10430
do	do	1877	{ 119 1703 }	1881	1418	1882	782	1883	4
do	Rideau and Ottawa, or Ordinance Canals.....	1842	{ 258 258 }	1846	2654	1851	11243	1860	1159
Regulations.	do	1846	1919	1847	4629	1857	1252	1867	3127
Tolls.....	Ste. Anne's Lock.....	1843	1036	1845	1757	1846	3110	1850	{ 8296 8769 }
do	St. Ours Lock.....	1846	3110	1849	7052	1850	{ 8239 8574 8296 }	1851	10430
do	Chambly Canal.....	1843	780	1845	1750	1846	3104	1847	4221
do	do	1857	1252	1869	{ 820 843 }	1873	1159	1873	.....
Regulations.	do	1843	779	1857	1252	.....	.....	.....	.....
Tolls.....	Burlington Bay Canal....	1843	928	1845	1750	1846	3104	1848	{ 5241 5385 }
Regulations.	do	1855	1283	1857	1252	.....	.....	.....	.....
Tolls	Welland Canal.....	1845	1754	1846	{ 2839 3104 }	1847	4851	1848	{ 5385 5465 }
do	do	1862	1857	1863	1510	1864	1083	1865	1307
do	do	1882	782	1883	4	1884	1915	1885	2121
Regulations.	do	1847	4851	1857	1252	1860	2350	1879	70
Tolls.....	Newcastle District Locks	1845	1757	1846	3110	1874	{ 213 263 }	1876	350
Regulations.	do	1860	1575	1874	{ 212 325 }	.....	.....	.....	.....
Tolls.....	St. Peter's.....	1871	17	1872	1115	.....	.....	1883	4

PROCLAMATIONS respecting Tolls and Regulations *re* Canals of the Dominion of Canada—*Continued.*

	Name of Canals.	When and where Proclamation of His Excellency the Governor General in Council is published in the Canada Gazette, respecting the same.							
		Year.	Page.	Year.	Page.	Year.	Page.	Year.	Page.
Tolls.....	Canals (in general).....	1856	1367	1857	2854	{ 1860 1522 } Abolished.		1863	{ 2901 1152 1510 }
do	do	1867	3127	1873	1313	1878	66	1879	37
Regulations...	do	1860	{ 1573 2350 }	1862	916	1878	216	1879	283
Tolls.....	Lachine Canal.....	1860	{ 1573 2350 }	1862	916	1878	216	1879	283
do	do Basin.....	1878	216	1881	83	.....	.....	.....	.....
do	do Sheds.....	1880	1747	.....	.....	.....	.....	.....	.....
do	Beauharnois Canal.....	1879	{ 5 103 }	.....	.....	1881	197	.....	.....
do	Cornwall Canal.....	1852	12360	1853	432	1859	1479	1860	1572
do	St. Lawrence Canals.....	1884	1921	1885	.....	.....	.....	.....	.....
do	do	1884	1921	1885	.....	.....	.....	.....	.....
do	Rideau and Ottawa, or Ordnance Canals.....	1863	1510	1865	1307	1869	{ 820 843 }	1873	1159
Regulations...	do	1871	116	1875	1488	.....	.....	.....	.....
Tolls.....	Ste. Anne's Lock.....	1863	1510	1869	{ 820 843 }	1873	1159	1873	.....
do	St. Ours Lock	1852	12360	1853	432	1859	1479	1869	{ 820 843 }
do	Chambly Canal.....	1848	5395	1849	{ 6411 6906 }	1850	{ 8239 8572 8296 }	1851	10430
do	do	1877	{ 119 1703 }	1881	197	1883	4	.....	.....
Regulations...	do .....	.....	.....	.....	.....	.....	.....	.....	.....
Tolls.....	Burlington Bay Canal...	1863	{ 1310 2512 }	.....	.....	1869	{ 820 843 }	1873	1158
Regulations...	do .....	.....	.....	.....	.....	.....	.....	.....	.....
Tolls.....	Welland Canal.....	1840	6411	1850	{ 8296 8572 }	1851	10430	1852	12360
do	do	1869	711	1869	820	1870	864	1873	1159
do	do .....	.....	.....	.....	.....	.....	.....	.....	.....
Regulations...	do	1882	1081	.....	.....	.....	.....	.....	.....
Tolls.....	Newcastle District Locks	1877	.....	1883	4	.....	.....	.....	.....

PROCLAMATIONS respecting Tolls and Regulations *re* Canals of the Dominion of Canada—*Concluded.*

	Name of Canals.	When and where Proclamation of His Excellency the Governor General in Council is published in the Canada Gazette, respecting the same.							
		Year.	Page.	Year.	Page.	Year.	Page.	Year.	Page.
Tolls.....	Canals (in general).....	1864	1137	1866	2153	1873	1159	1873	1205
do	do			1869	{ 865 820 }				
Regulations...	do	1881	{ 8 473 1830 }						
Tolls.....	Lachine Canal.....	1880	{ 1073 1245 }	1881	{ 257 83 197 }	1884	1958	1885	2121
do	do Basin.....								
do	do Sheds								
do	Beauharnois Canal.....								
do	Cornwall Canal.....								
do	St. Lawrence Canals.....	1863	{ 1153 1510 }	1869	{ 820 843 }	1873	1159	1873	
do	do								
do	Rideau and Ottawa, or Ordinance Canals.....	1873	1205	1877	{ 119 1703 }	1883	4		
Regulations...	do								
Tolls.....	Ste. Anne's Lock.....	1877	{ 119 1703 }	1883	4	1884	1958	1885	2121
do	St. Ours Lock	1877	1703	1883	4				
do	Chambly Canal.....	1852	12360	1853	431	1859	1479	1863	1510
do	do								
Regulations...	do								
Tolls.....	Burlington Bay Canal....	1873	1159	1877	{ 119 1703 }	1883	4		
Regulations...	do								
Tolls.....	Welland Canal.....	1853	432	1859	1479	1860	1024	1861	932
do	do	1873		1874	1731	1877	{ 1703 119 }	1881	1415
do	do								
Regulations...	do								

ERRATA.

On page 67, section 16, 8th line,

For "Canada Harbor" read "Canal or Harbor."