

SUPPLEMENT NO. 1

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS

For the Year ended 30th June, 1890.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1890.



OTTAWA:

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1891.

CONTENTS.

	PAGES.
REPORT of B. H. Teakles for the Season of Navigation ended 31st December, 1890, with the following tables to page 46.....	i to xliv
	PAGE.
Tonnage of certain articles through all the Canals of New York.....	2
do do do the Welland Canal.....	4
do do cleared at Buffalo and Tonawanda through the Erie Canal.....	6
do do cleared at Oswego through the Erie Canal.....	7
do do cleared downwards on the Welland Canal.....	8
do do through the Welland Canal in transit between Ports in the United States.....	9
Tonnage of Vegetable Food carried on Welland and New York Canals and the two principal railways competing for the carrying trade to the tide-water.....	10
Statement of Freight passed down the Welland Canal in Canadian and United States Vessels.	11
Statement of large class of Vessels lightened at Port Colborne.....	14
Statement of Freight passed Eastward from Lake Erie to Montreal.....	20
Statement of Freight passed Westward from Montreal to Lake Erie.....	22
Statement of Freight passed Eastward through Welland Canal, from United States Ports to United States Ports.....	24
Statement of Vessels and their Cargoes of Grain from Ports west of Port Colborne to Montreal, quantity transhipped at Kingston and quantity taken to Montreal.....	26, 28
Statement of the quantity of Grain passed down Welland Canal to Kingston in Canadian and United States Vessels.....	29
Comparative Statement of quantity of Grain to Kingston for 1889 and 1890.....	31
Statement of the quantity of Oats arrived at Montreal <i>via</i> Canal and Railways; and shipments	31
Statement of quantity of Coal through the Welland Canal.....	32
Statement of quantity of Coal through the Welland Canal in Canadian and United States Vessels.....	32
Statement of quantity of Coal through the St. Lawrence Canals.....	32
Statement of quantity of Freight passed down the Welland Canal to Montreal, quantity to Ontario Ports, and quantity to United States Ports.....	33
Recapitulation.....	42
Summary Statement of Freight passed down the Welland Canal on which full Tolls were paid.	43
Comparative Statement of Revenue on all the Canals for 1889 and 1890.....	44
Comparative Statement of Vegetable Food and Lumber passed through all the Canals for 1889 and 1890.....	46
	PAGES.
Statistics of Canal Traffic.....	48 to 106
Tariff.....	107 to 119

	PAGE.
	NO. OF
STATEMENT.	PAGE.
6 Welland Canal, Details of Traffic arranged Alphabetically.....	48
7 do do Through Traffic arranged Alphabetically.....	52
8 do do Way do do	56
9 St. Lawrence Canals, Details of Traffic arranged Alphabetically.....	60
10 do do Through Traffic arranged Alphabetically.....	64
11 do do Way do do	68

NO. OF STATEMENT.		PAGE.
12	Ottawa Canals, Details of Traffic arranged Alphabetically.....	72
13	Chambly Canal do do do	76
14	Rideau Canal do do do	79
15	St. Peter's Canal do do do	82
16	Trent Valley Canals do do do	83
17	Murray Canal do do do	86
18	Statement of Traffic on the above mentioned Canals according to Classes	88
19	Summary Statement of Traffic on the above Canals.....	94
20	Statement of the amount of Tolls accrued each month on all the Canals.....	100
21	Statement of Number, Tonnage and Nationality of Vessels passed through all the Canals.....	102
21½	Comparative Statement of Grand Total Freight passed through all the Canals.....	106
22	Tariff.....	108

SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS.

DEPARTMENT OF RAILWAYS AND CANALS,
CANALS REVENUE BRANCH,
OTTAWA, 4th March, 1891.

SIR,—I have the honour to submit my report on the Canal Statistics for the season of 1890.

As the question of canal traffic is becoming of greater importance each year, and especially engaging the attention of forwarders at the present time, I have included certain information in reference to the traffic on the inland waters as compiled chiefly from the United States' Census Returns of 1890, which no doubt will be of interest in that regard.

It is to be regretted that data as complete, in regard to the Canadian Inland Marine, was not available.

REVENUE.

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

For 1888.....	\$ 321,433 93
1889.....	381,109 31
1890.....	348,059 51

By comparing the statistics of 1889 with 1890, it will be seen that the gross revenue has decreased \$33,049.80.

The several increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal.....	.....	\$ 24,799 46
" St. Lawrence Canals.....	\$ 3,997 12	.....
" Chamblly Canal.....	.....	2,549 37
" Rideau Canal.....	.....	951 00
" Ottawa Canals .....	.....	8,709 19
" St. Peter's Canal.....	.....	999 75
" Trent Valley Canals.....	216 66	.....
" Murray Canal.....	745 19	.....
Total.....	\$ 4,958 97	\$ 38,008 77
Total decrease.....	.....	\$ 33,049 80

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

There were refunded on grain in 1889, tolls to the amount of \$48,725.80, and in 1890, \$41,635.46, which makes the actual decrease of revenue for 1890, \$25,959.46.

In compliance with the renewed request of the forwarders and shippers of Montreal for a continuance of the reduction of tolls on grain, His Excellency the Governor General on the 26th February, 1890, authorized a reduction of tolls to 2 cents per ton on grain passing down the Welland and St. Lawrence Canals to Montreal or ports east of that point for the season of 1890, and no longer.

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

Of the quantity of 245,932 tons of grain passed down the Welland Canal to United States ports, 16,433 tons were transhipped at Ogdensburg, and passed down the St. Lawrence Canals to Montreal.

As this was a new departure in the transhipment of grain for Montreal, and not anticipated at the time of passing the order for the reduction of tolls on grain, it was not considered that the transhipment of grain at a United States port came under the Order in Council of 27th February, 1890. Upon the urgent request of the forwarders and others, His Excellency in Council, on the 22nd November, 1890, passed an Order in Council, authorizing a refund of tolls paid on the Welland and St. Lawrence Canals above 2 cents a ton on the quantity of grain so transhipped at Ogdensburg for Montreal.

Under authority of the above Order in Council, Welland Canal tolls to the amount of \$2,957.94, and St. Lawrence Canal tolls to the amount of \$232.04 were refunded on account of grain transhipped at Ogdensburg for Montreal.

REDUCTION OF TOLLS ON OATS.

During the years 1887, 1888 and 1889, oats were not included in the list of cereals entitled to a reduction of Welland Canal tolls, as it was considered that oats were not commonly an export article of through traffic. Upon the urgent request of the Board of Trade of Montreal, His Excellency the Governor in Council, on the 5th May, 1890, authorized the placing of oats for export from Montreal or other ports east of that point, in the list of articles entitled to a reduction of tolls on the Welland Canal to (2) two cents a ton for the season of 1890 only.

The results have not met the expectations of the shippers, as there were only two cargoes, with a total quantity of 51,706 bushels, passed down the canals for export in that season. The total receipts of oats at Montreal and shipments to Europe *via* River St. Lawrence for four years is as follows:—

	Receipts by Canal. Bushels.	Receipts by Canal and Railways. Bushels.	Shipments to Europe <i>via</i> River St. Lawrence. Bushels.
1887.....	341,568	794,316	403,360
1888.....	123,213	665,220	Nil.
1889.....	119,958	932,708	19,920
1890.....	200,896	1,649,083	210,000

These figures fully sustain the previous decision arrived at, which is further confirmed by the following statement in the report of the Montreal Board of Trade for 1890 :

" The export business in grain, while not quite so large as last year, has been " much more profitable to those engaged in it. In the Province of Quebec the " crops were not good, being smaller probably than for many years, the yield of " oats being so small that the Manitoba produce is coming in to supply the deficiency, " receipts from them having so far been very large."

The quantity of oats passed down the Welland Canal, from United States ports to United States ports (Oswego and Ogdensburg), for the past seven years, is as follows:—

	Bushels.
For 1884.....	574,643
1885.....	51,882
1886.....	281,761
1887.....	708,823
1888.....	1,559,411
1889.....	1,617,176
1890.....	1,590,000

QUANTITY OF GRAIN PASSED DOWN THE WELLAND CANAL.

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

QUANTITY PASSED DOWN TO MONTREAL ON WHICH A REFUND OF TOLLS WAS ALLOWED.	QUANTITY ON WHICH FULL TOLL WERE PAID.		
	To Ports in Ontario.	Quantity from U. S. Ports to U. S. Ports.	
	Tons.	Tons.	Tons.
1880.....	333,806	.....	47,029
1881.....	146,127	.....	64,351
1882.....	180,634	.....	63,881
1883.....	186,814	10,650	121,876
1884.....	142,194	12,153	104,537
1885.....	96,569	11,909	117,346
1886.....	203,940	9,881	151,551
1887.....	185,034	11,838	134,868
1888.....	160,358	25,599	169,664
1889.....	267,769	19,075	213,766
1890.....	228,513	16,899	245,932

* A refund of 10 cents per ton was allowed on grain passed down the Welland and St. Lawrence Canals to Montreal for 1884 and to June, 1885, and 18 cents per ton from 1st July, 1885, to December, 1890.

From the foregoing figures it will be seen that the quantity of grain passed down the Welland Canal from United States ports to United States ports has steadily increased each year from 47,029 tons in 1880 to 245,932 tons in 1890, being an increase of 198,903 tons, and an increase over the previous year of 32,166 tons. The quantity to Montreal shows a decrease of 39,256 tons for 1890 from the previous year, and 104,293 tons less than in 1880.

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

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

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

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

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain passed down the whole length of the St. Lawrence Canals to Montreal, is as follows :—

	Tons.
For 1889.....	275,414
1890.....	242,571
Showing a decrease of	<u>32,843</u>

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

	Tons.
For 1889.....	94,943
1890.....	119,208
Showing an increase of	<u>24,265</u>

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

	Tons.
For 1889	1,242,804
1890.....	1,131,289
Showing a decrease of	<u>111,615</u>

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

	Tons.
For 1889.....	2,481,501
1890.	3,045,302
Showing an increase of.....	563,801
	=====

The increases and decreases for 1890, as compared with 1889, on the several routes competing for the carrying trade to the seaboard, is as follows:—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence Canals.....		32,843		11.92
do Canadian Pacific and Grand Trunk Railways.....	24,265		25.55	
do New York canals.....		111,615		8.94
do New York railways.....	563,801		22.72	

TRANSHIPMENT OF GRAIN.

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

In Canadian vessels, there were in—

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

In United States vessels, there were in—

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

Two Canadian vessels took their cargoes of 1,064 tons of grain through to Montreal intact in 1888, against 1 in 1889, with 425 tons, and three in 1890 with 1,281 tons.

Thirty-nine Canadian vessels lightened their cargoes at Kingston in 1888 against 54 in 1889 and 63 in 1890.

Two hundred and one vessels discharged the whole of their cargoes at Kingston in 1888, against 267 in 1889 and 172 in 1890.

The quantity of grain transhipped at Port Colborne in 1890 and three previous years is given below.

The total number of grain-laden vessels lightened at the Port in 1890 was 83, against 47 in the previous year.

The number unladen without entering the canal was nil, against 3 in 1889.

The quantity of grain lightered was as follows :—

	1887.	1888.	1889.	1890.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	83,850	11,440	37,222	4,310
Corn.....	263,277	133,014	254,690	773,687
Barley.....	Nil.	Nil.	Nil.	Nil.
Oats.....	do	do	8,218	44,294

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

	1887.	1888.	1889.	1890.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	Nil.	72,592	8,608	Nil.
Corn.....	do	23,575	Nil.	do
Barley.....	do	Nil.	do	do
Oats.....	do	do	do	do

Notwithstanding the enlargement of the Welland Canal, the number of vessels having to lighter a portion of their cargoes from 80 to 45 tons each, has reached 83, the highest number for any one year since 1880.

It will be seen by reference to Appendix J, page 14, that of these 81 are United States steam and 2 United States sail.

REDUCTION OF TOLLS ON COAL.

Upon the urgent request of the forwarders and others interested in the coal trade, His Excellency the Governor General in Council on the 11th April, 1890, authorized a reduction of tolls on soft coal passing down or eastward through the Welland Canal, from 20 to 10 cents a ton for the season of navigation only.

The results have not been such as were anticipated ; the quantity passed down during the season of 1890 being 3,659 tons less than in 1889, and 31,728 less than in 1886.

Of the quantity of coal, 23,396 tons, passed eastward through the Welland Canal during 1890, Canadian vessels carried 22,781 tons and United States vessels 615 tons.

For a series of years See page 32.

EAST AND WEST BOUND TRAFFIC IN CANADIAN AND UNITED STATES VESSELS, THROUGH THE WELLAND CANAL.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1890 was 978,692 tons.

Of this quantity 290,066 tons was west-bound freight, and 688,626 tons east-bound.

Of the east-bound freight, Canadian vessels carried 326,149 tons, and United States vessels carried 362,477 tons; and of west-bound freight, Canadian vessels carried 72,340 tons, and United States vessels carried 217,726 tons.

Of the east and west bound freight, Canadian vessels carried 398,479 tons, and United States vessels carried 580,203 tons.

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

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

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

FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

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

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

It will thus be seen that the quantity of freight passed eastward through the Welland Canal, from United States ports to United States ports, shows a very marked increase, having increased from 96,266 tons in 1881, to 318,259 tons in 1890, and which is an increase of 20,906 tons over the previous year.

* Allowed to pass through the 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, 1886, 1887, 1888, 1889 and 1890.

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

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

By reference to Statement II, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York Canals was 1,167,901 tons in 1890, against 1,296,896 in 1889, and 2,371,090 in 1880.

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

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

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

	Canals.	Railways.	Total.	Proportions by Canals.
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	2,205,580	4,055,787	.456
1872.....	1,674,329	1,870,614	3,544,934	.472
1873.....	1,745,171	2,036,992	3,782,163	.461
1874.....	1,767,598	2,791,517	4,559,115	.387
1875.....	1,305,550	2,343,241	3,648,791	.357
1876.....	1,064,293	2,875,803	3,940,096	.270
1877.....	1,498,984	2,493,683	3,992,667	.375
1878.....	1,912,731	3,695,764	5,608,498	.341
1879.....	1,833,399	4,353,617	6,187,016	.296
1880.....	2,371,090	4,732,385	7,103,475	.333
1881.....	1,116,561	4,983,722	6,100,283	.183
1882.....	1,118,776	3,885,557	5,004,333	.223
1883.....	1,379,000	4,422,461	5,801,461	.237
1884.....	1,236,986	3,639,805	4,876,791	.253
1885.....	1,063,310	4,105,594	5,168,904	.205
1886.....	1,489,886	3,802,262	5,292,148	.281
1887.....	1,539,403	3,847,766	5,387,169	.285
1888.....	1,166,958	3,197,734	4,364,692	.267
1889.....	1,296,896	3,654,984	4,951,880	.262
1890.....	1,167,901	4,336,199	5,504,100	.212

* Flour and grain only.

The total quantity of freight passed through the several divisions of the canals during the season of 1890 is as follows:—

Canals.	Farm Stock.	Forest, Produce of Wood.	Manufactures.	Merchandise	Agricultural Products.	Total Tons.
Welland	49	169,960	27,895	296,040	522,221	1,016,165
St. Lawrence	1,197	124,130	76,185	332,671	319,670	853,853
Chambly	259	90,629	4,921	103,434	3,764	202,407
Ottawa	1,168	633,982	862	9,724	5,619	651,355
Rideau	36	87,559	2,334	20,979	2,666	113,574
St. Peter's		2,567		20,032	9,632	39,231
Murray	42	8,321	1,558	5,756	3,106	18,783
Trent Valley		24,921	27	588	43	24,679

Of the total quantity of freight moved on the Welland Canal, agricultural products comprised more than one-half.

On the St. Lawrence canals, the total quantity of freight moved was 853,853 tons, of which 319,670 tons were agricultural products, and 332,671 tons merchandise.

On the Ottawa Canals, the total quantity moved was 651,355 tons, of which 633,982 tons was the produce of the forest.

The Canadian Pacific and Canada Atlantic Railways have become formidable competitors to the Ottawa Canals for the carrying of lumber from the Ottawa district. The quantity carried from Ottawa and Hull by these two railways for 1889 and 1890 is reported as follows:—

	1889.	1890.
Sawn lumber, ft. B. M.	125,937,719	.....
Shingles . . . . .	.....	.....

Lumber of all kinds exported from Ottawa and Hull to the United States during the year 1890 is reported to be as follows:—

By Railroad, to the value of	\$2,019,212 00
“ Vessels do	1,009,788 00

Quantity carried by the Ottawa Canals for the same period is as follows:—

	1889.	1890.
Sawn lumber, ft. B. M.	368,910,600	318,456,600
Shingles	5,184,000	4,992,000

The quantity of grain exported from Chicago to Canada by lake during the season of 1890 is reported to be 3,477,642 bushels, and the quantity in transit 4,695,221 bushels.

The total value of freight exported from Chicago to Canada is reported to be \$1,887,758.22; of which amount Canadian vessels carried \$1,149,771.54, the details of which are as follows:—

SHIPMENTS OF GRAIN ("IN TRANSIT" AND "EXPORT") FROM CHICAGO, BY LAKE, 1890.

Shipped to	CORN.			OATS.			WHEAT.	RYE.	Total Shipments.	
	Transit.	Export.	Total.	Transit.	Export.	Total.	Export.	Export.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
Montreal.....		371,046	371,046		29,823	29,823	233,670		634,529	
Prescott		113,267	113,267						113,267	
Kingston.....		1,821,246	1,821,246		25,573	25,573	401,626	40,028	2,288,473	
Walkerville.....		32,836	32,836						32,836	
Toronto.....		75,076	75,076						75,076	
Port Edward.....		217,886	217,886	134,333		134,333			352,219	
Collingwood		721,351	24,300	742,651	841,917		841,917		1,584,568	
Midland.....		940,299	203,563	1,143,862	469,097		469,097		1,642,959	
Owen Sound.....		139,940		139,940	191,052	108,588	209,640		439,580	
Sarnia.....		543,219		543,219	496,127		496,127		1,039,346	
Total.....		2,562,695	2,638,334	5,201,029	2,132,526	163,984	2,206,510	635,296	40,028	8,172,863

QUANTITY and Value of Exports from Chicago to Canada, by Lake, 1890.

ARTICLES.		UNITED STATES VESSELS.		CANADIAN VESSELS.		TOTAL.	
		Quantity.	Value. \$ ets.	Quantity.	Value. \$ ets.	Quantity.	Value. \$ ets.
Corn.	Bush.	1,349,492	577,583 06	1,289,142	543,166 94	2,638,334	1,120,750 00
Wheat.	"	111,179	100,568 00	524,117	524,048 30	635,296	624,616 30
Oats.	"	134,161	42,382 62	29,823	12,537 50	163,984	54,920 12
Rye.	"			40,028	20,140 00	40,028	20,140 00
Grass Seed.	"			780	1,450 00	780	1,450 00
Flour.	Brls.	6	38 25	3,601	11,948 80	3,607	11,987 05
Corn Meal.	"			2,057	6,613 50	2,057	6,613 50
Oil Cake.	Lbs.			8,000	85 00	8,000	85 00
Pork.	"			282,600	18,766 00	282,600	18,766 00
Beef.	"			4,000	275 00	4,000	275 00
Cured Meats.	Brls.			550	66 00	550	66 00
Tallow.	Lbs.			218,975	9,718 00	218,975	9,718 00
Steel Rails.	Tons.	501	17,239 75			501	17,239 75
General Merchandise.	Pkgs.			372	956 50	372	956 50
Total Value.			737,811 68		1,149,771 54		1,887,583 22

The United States traffic on the great Lakes, as given by the United States Census Bulletin, 31st January, 1891, shows the aggregate quantity transported for the season of 1889 to be 27,460,260 tons, of which agricultural products comprised 4,506,554 tons, products of the mines 14,448,551, animal products 64,728 tons, lumber 6,857,257 tons and manufactures and miscellaneous articles, 1,583,170 tons.

The details are given as follows:—

CARGO TONNAGE on the Lakes for the season of 1889—Canadian coastwise trade excluded.

Commodities.	Amount in tons.
Aggregate.....	27,460,260
<i>Class I—Products of Agriculture—</i>	
Wheat.....	969,150
Corn.....	1,929,614
Other grain.....	593,117
Mill products.....	992,066
All other farm products.....	112,607
Total.....	4,506,554
<i>Class II—Products of Mines and Quarries—</i>	
Coal.....	6,105,799
Iron ore.....	7,677,107
Stone (all kinds).....	311,015
Salt.....	296,513
Other products of Mines and Quarries.....	58,117
Total.....	14,448,551
<i>Class III—Other Products—</i>	
Animal products.....	64,728
Lumber.....	6,857,257
Total.....	6,921,985
<i>Class IV—</i>	
Manufactures, miscellaneous merchandise, &c., &c.....	1,583,170

The cargo tonnage of the Great Lakes as exhibited above was compiled from returns of 107 ports.

Of the United States transportation equipment on the Great Lakes, Mr. Keep, Secretary of the Lake Carriers' Association of Buffalo, states as follows:—

" In 1890 the United States lake business fleet consists of 2,055 vessels of 826,360 " net registered tons, and of the value of \$58,128,500. Of these vessels, 1,153 are " steam, with a tonnage of 523,702 tons, and a valuation of \$48,434,350. Nine hundred " and two are sail, with a tonnage of 302,658 tons, and a valuation of \$9,694,150. Of " the steamers, 232 are steamers of over 1,000 net registered tons, 110 are steamers of " over 1,500 net registered tons. It is interesting to note that during the past year " the steam tonnage of the lakes has become greater than the United States steam " tonnage of the entire Atlantic coast. The report of the Supervising Inspector " General of steam vessels, just issued, shows that during the year 1889, the steam " tonnage inspected on the great lakes was 515,418·97 tons; on the Atlantic coast, " 506,863·42 tons; and on the Pacific and Gulf coasts and western rivers combined, " 368,102·16 tons. More wonderful than the size and value of the lake fleet, is its rate " of growth. The Inland Lloyd's Register for 1886 shows a total valuation for lake " vessels of \$30,597,450 against \$58,128,500 in 1890. *The lake fleet has nearly doubled*

"in value in four years. Even more remarkable is the change in the type of vessels used. In 1886 there were 21 steamers over 1,500 net registered tons; in 1890 there are 110 such steamers. In 1886 there were six steel vessels on the lakes, valued at \$694,000; in 1890 there are 68 steel vessels, valued at \$11,964,500." * * * *

"The carrying business of the lakes has increased even more rapidly than the vessel tonnage. The great increase in the speed of vessels, due to the general introduction on the larger vessels of triple-expansion engines of high power, and the great improvements in the facilities for loading and unloading coal and ore, have largely increased the season carrying capacity of the lake fleet."

"The official report of the St. Mary's Falls Canal for the season of 1889 shows that 7,516,022 tons of cargo passed the canal, and that the value of such cargo was \$83,532,527.15. The freight passing this canal is thoroughly representative of the entire lake traffic. Using the same average value per ton, the value of the entire cargo carried on the lakes last season was \$305,432,041.72."

The total quantity of freight passed through the "Soo" Canal for the season of 1890 is reported as follows:—

	Tons.
East bound freight.....	6,428,838
West ".....	2,612,375
Total.....	9,041,213

valued at \$102,214,048.70.

The following details of the floating equipment of the great lakes are compiled from the last United States census returns:—

Classification of Vessels.	Number of Vessels.		Tonnage.		Valuation.	
	Increase compared with 1889.	Decrease compared with 1889.	Increase compared with 1889.	Decrease compared with 1889.	Increase compared with 1889.	Decrease compared with 1889.
<i>"A"—Structure.</i>						
Side wheel steamers.....	42	3	16,949	506	2,209,500	46,500
Propellers under 1,000 tons.....	431	22	154,232	4,439	13,905,600	1,252,800
Propellers between 1,000 and 1,500 tons.....	122	6	155,611	7,098	11,804,000	425,000
Propellers over 1,500 tons.....	110	35	188,390	58,155	17,737,000	5,035,000
Tugs.....	448	22	12,520	197	2,778,250	74,500
Schooners.....	577	3	158,620	5,665	4,726,150	221,350
Barges.....	325	23	144,038	7,811	4,958,000	658,500
<i>"B"—Material.</i>						
Steel.....	68	27	99,457	49,673	11,964,500	4,640,000
Iron.....	39	5	24,673	223	2,638,000	29,500
Composite.....	13	4	13,554	3,508	1,465,000	386,000
Wood.....	1,935	72	688,676	19,087	42,061,000	3,115,450
<i>"C"—Sail or steam.</i>						
Steam vessels.....	1,153	88	523,702	70,395	48,434,350	7,733,800
Sailing vessels.....	902	20	302,658	2,146	9,694,150	437,150
Totals.....	2,055	108	826,360	72,541	58,128,500	8,170,950

The struggle between the railways and the Inland Marine for the transportation of freight from the west to the seaboard continues to be very keen, and perhaps never more so than during the last season, as is shown by the following extract from the report of Mr. John King, president of the New York, Lake Erie and Western Railroad Company, for the year ended 30th of September, 1890, and submitted to the Board and shareholders, 25th November, 1890, in which he says:—

"The increased business necessitated the purchase of 500 drop-bottom cars, at a cost of \$217,933.20, in addition to 1,000 cars provided for by the Wyoming Car Trust for the coal traffic of the Pennsylvania Coal Company; also 130 elevator grain line box cars of a capacity of 1,000 bushels of grain each, through the Erie Elevator Company, making a total equipment of 500 of these cars." * * *

"It will be noted that, in common with nearly all the leading lines in the United States, your company made a very large increase in the gross earnings, but the net results were much less satisfactory. These results have been caused by various circumstances, the leading one being the very low rates for the transportation of traffic, especially through freight. Your company was obliged to adopt the same rates upon through business as established by competing lines, although those rates were reduced to an unremunerative point, and much lower than was necessary, in view of the immense amount of freight offered. Some of the leading western lines insisted upon very low rates east bound, in order to attract the business to the rail lines which otherwise would go by lake.

"The results expected by these companies were not realized; more business than usual went by the lakes, and it was shown to be an absurdity to attempt to force even the lower classes of freight by a reduction of rates from the lakes, and put it upon the rail lines as long as navigation is open. This effort has been made repeatedly in years past, and uniformly without success.

"In addition to these difficulties, the competition in service has increased the cost of operation largely in excess of the advantages gained. Not many years ago the average speed of freight trains rarely exceeded ten miles per hour; now, upon your road they run at the average rate of twenty-five miles per hour. At that time the engines hauling freight trains weighed 30 tons; now they weigh 60 tons. The rails in the track weighed 56-pounds to the yard; now your company puts in steel rails weighing 80-pounds."

"There were laid upon the main line of the Erie proper last year last 18,497 tons of steel rails, of which 13,883 were of the 80-pound pattern, and steel rails of lighter description were taken out; these, in turn were placed in the branch roads, until finally the point is reached when all the main tracks, the branch roads and nearly all the sidings are laid with steel. But, it must be borne in mind that by this process the main line of the roads is being laid with very heavy steel rails, against which old iron or old steel is ultimately taken from the tracks, the difference in weight and price which is very great, being charged to operating expenses.

"The great increase in the power and weight of the modern locomotive engines and in the carrying capacity of the rolling stock, together with the high speed at which freight trains are now being run, to meet the demands of commerce, have all contributed to the necessity of large expenditures in the virtual reconstruction of the roadbed of all the principal lines of the railroad."

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

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

The quantity of freight carried by the canals and railways was greater in 1890 by 2,158,157 tons than the quantity carried in 1889, and an increase of 25,171,024 tons over 1869.

The quantities carried were as follows :—

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

Mr. P. Bird Price, chief inspector of grain for the city of Chicago, reports the quantity of grain inspected for the season of 1890, and the average contents of each car for a series of years to be as follows:—

	Bushels.
Inspection on arrival.....	204,506,701
Out—Inspection	85,744,408
Total quantity inspected for 1890.....	<u>290,251,109</u>

The receipts show an increase of 2,432 cars and 65,610,333 bushels over the year 1880, and of 23,073 cars and 30,836,254 bushels over 1889.

The average contents of each car was:—

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

FREIGHT RATES.

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

For 1887.....	4 $\frac{6}{10}$	cents per bushel.
1888.....	3 $\frac{1}{10}$	do do
1889.....	4 $\frac{8}{10}$	do do
1890.....	3 $\frac{8}{10}$	do do

The highest rate for the season of 1890 was 4 $\frac{6}{10}$ cents per bushel.

From Chicago to Buffalo, by lake, 1 $\frac{1}{2}$ to 3 $\frac{1}{2}$ cents per bushel.

Chicago to Kingston or Ogdensburg, 3 to 5 cents per bushel.

Chicago to Montreal, by lake and canal, 5 $\frac{1}{2}$ to 6 $\frac{3}{4}$ cents per bushel.

It will be seen by the accompanying statements that the freight rates by rail are very much higher than those by water, notwithstanding this, the railways have been able to attract the largest portion of the east bound traffic.

IN-TRANSIT TRADE OF THE UNITED STATES.

Of the total value of the in-transit trade of the United States for 1890, \$16,002,-384 was received from British North America; of this amount \$12,450,246, came from the Provinces of Quebec, Ontario, Manitoba and the North-West Territory, and \$3,552,138 from other British possessions.

Of the in-transit shipments from the United States \$27,335,678, were destined for British North America, of which \$21,140,198 was shipped to the Provinces of Quebec, Ontario, Manitoba and the North-West Territory.

Details of freight rates by lake and canal for 1889 and 1890; by rail for 1889; and in-transit trade of the United States, together with a copy of the circular of July, 1885, by D. Manning, Secretary, Treasury Department, Washington, and instructions to customs officers at Duluth will be found in the accompanying statements.

If the rebate of Welland canal tolls is allowed on grain transhipped at Ogdensburg to Montreal, similar arrangements would be necessary at Ogdensburg and Cornwall, as are at present at Duluth and Kingston, respectively.

I would call reattention to the special kindness of the chief of the Bureau of Statistics, Treasury Department, Washington; Mr. Keep, Secretary, Lake Carrier's Association, Buffalo; Mr. King, President N. Y. L. E. & W. Railroad Co., Board of Trade, Chicago and Detroit, Chamber of Commerce, Duluth, and others for information.

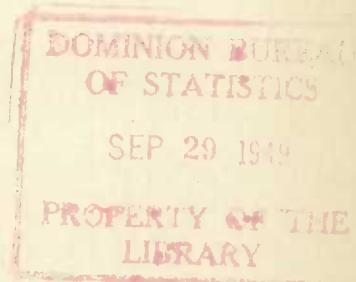
I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES,

Chief Clerk, Canals Revenue.

A. P. BRADLEY, Esq., Secretary,
Department of Railways and Canals, }
Ottawa.



GRAIN FREIGHTS BY LAKE FROM CHICAGO, FOR SEASON OF 1890.

Week Ending.	To Buffalo.		To Ogdensburg or Kingston.		To Montreal. (Steam.)	
	Wheat, per bush.	Corn, per bush.	Wheat, per bush.	Corn, per bush.	Wheat, per bush.	Corn, per bush.
	cts.	cts.	cts.	cts.	cts.	cts.
April, 5.....	3 $\frac{1}{2}$	3 $\frac{1}{2}$				
do 12.....	2 $\frac{3}{4}$	2 $\frac{1}{2}$				
do 19.....	2 $\frac{1}{4}$ & 2 $\frac{1}{2}$	2		4 $\frac{1}{2}$ & 5		
do 26.....	2	1 $\frac{1}{2}$		4 $\frac{1}{2}$		
May, 3.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$				
do 10.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$		4		
do 17.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$				
do 24.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$		3 $\frac{1}{2}$		5 $\frac{1}{2}$
do 31.....	2	1 $\frac{1}{2}$				
June, 7.....	2	1 $\frac{1}{2}$				
do 14.....	2 $\frac{1}{2}$	2		3 $\frac{1}{2}$		5 $\frac{1}{2}$
do 21.....	2 $\frac{1}{2}$	2				6 $\frac{1}{2}$
do 28.....	2 $\frac{1}{2}$	2 $\frac{1}{2}$		3 $\frac{3}{4}$		6 $\frac{1}{4}$
July, 5.....	2 $\frac{1}{2}$	2 $\frac{1}{2}$		4		
do 12.....	2 $\frac{1}{2}$	2		3 $\frac{1}{2}$		
do 19.....	2 $\frac{1}{2}$	2				
do 26.....	2 $\frac{1}{2}$	1 $\frac{1}{2}$				
Aug., 2.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$		3 $\frac{1}{2}$		
do 9.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$				5 $\frac{1}{2}$
do 16.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$				
do 23.....	1 $\frac{1}{2}$ & 1 $\frac{1}{2}$	1 $\frac{1}{2}$		3		5 $\frac{1}{2}$
do 30.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$		3 $\frac{1}{2}$		6
Sept., 6.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$				6 $\frac{1}{2}$
do 13.....	2	1 $\frac{1}{2}$		3 $\frac{1}{2}$		
do 20.....	2	1 $\frac{1}{2}$				
do 27.....	2	1 $\frac{1}{2}$				
Oct., 4.....	2 $\frac{1}{2}$	2	4 $\frac{1}{2}$			
do 11.....	2 $\frac{1}{2}$ & 2 $\frac{1}{2}$	1 $\frac{1}{2}$				6 $\frac{1}{2}$
do 18.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$				6 $\frac{1}{2}$
do 25.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$				
Nov., 1.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$				
do 8.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$				
do 15.....	1 $\frac{1}{2}$ & 2	1 $\frac{1}{2}$				
do 22.....	2	2			5	
do 29.....	3	3				

GRAIN FREIGHTS BY LAKE AND ERIE CANAL.

STATEMENT showing the Current Rates of Freight on Wheat and Corn from Chicago to Buffalo, Oswego or Kingston (sail), and to Montreal (steam), also to New York by lake and Erie Canal, for each week during the Season of Navigation in 1889.

Week Ending	To Buffalo.		To Oswego or Kingston.		To Montreal (Steam).		Erie Canal Buffalo to New York.		Chicago to New York, Lake and Canal, including Buffalo Charges.	
	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
April 13.	2½ at 2 ³ / ₄	2½ at 2 ³ / ₄								
do 20.	2½ at 2 ³ / ₄	2½ at 2 ³ / ₄								
do 27.	2½	2½								
May 4.	2½ at 2 ³ / ₄	2½					4	3½	7½ at 7 ⁵ / ₈	6½
do 11.	2½ at 2 ³ / ₄	2 at 2 ¹ / ₂	2	2			4	3½	7½ at 7 ⁵ / ₈	6½ at 6½
do 18.	2½	2					4	3½	7½ at 7 ⁵ / ₈	6½
do 25.	2 at 2 ¹ / ₂	1 ¹ / ₂ at 1 ¹ / ₂					4	3½	6½ at 7	6½ at 6½
June 1.	2 ¹ / ₂	2					4	3½	7 ¹ / ₂	6½
do 8.	2 ¹ / ₂	2					4	3½	7 ¹ / ₂	6½
do 15.	2 ¹ / ₂	2					6	3½	3½	6½
do 22.	2 at 2 ¹ / ₂	1 ¹ / _{2 at 2}					3½	3½	6½ at 6 ⁵ / ₈	6 at 6 ¹ / ₂
do 29.	2	1 ¹ / ₂					3½	3½	6½	6
July 6.	2	1 ¹ / ₂					3½	3½	6½	6
do 13.	2 at 2 ¹ / ₂	1 ¹ / _{2 at 2}					4	3½	6½ at 6 ⁵ / ₈	6 at 6 ¹ / ₂
do 20.	2 ¹ / ₂	2					4	3½	7 ¹ / ₂	6½
do 27.	2	1 ¹ / ₂					4	3½	6½	6½
Aug. 3.	2 at 2 ¹ / ₂	1 ¹ / _{2 at 2}					7	4	6½ at 7 ⁵ / ₈	6½ at 6 ¹ / ₂
do 10.	2 ¹ / ₂	2 ¹ / ₂					4	3½	7 ¹ / ₂	6½
do 17.	2½ at 2 ³ / ₄	2½ at 2 ³ / ₄					7 ¹ / ₂	3½	7 ¹ / ₂ at 7 ⁵ / ₈	6½ at 7 ¹ / ₂
do 24.	2 ¹ / ₂ at 3	2 ¹ / ₂ at 2 ³ / ₄					4 ¹ / ₂	3 ¹ / ₂	7 ¹ / ₂ at 7 ⁵ / ₈	7 ¹ / ₂ at 7 ¹ / ₂
do 31.	3 ¹ / ₂	2 ¹ / ₂ at 3					4 ¹ / ₂	4	7 ¹ / ₂ at 7 ⁵ / ₈	7 ¹ / ₂ at 7 ¹ / ₂
Sept. 7.	3 ¹ / _{2 at 3¹/₂}	2 ¹ / ₂ at 3					4 ¹ / ₂	4	8½ at 8 ⁵ / ₈	7 ¹ / ₂ at 7 ⁵ / ₈
do 14.	3 ¹ / ₂	2 ¹ / ₂					5	4 ¹ / ₂	8½ at 8 ⁵ / ₈	8
do 21.	2 ¹ / ₂ at 3	2 ¹ / ₂ at 2 ³ / ₄					5	4 ¹ / ₂	8½ at 8 ⁵ / ₈	8 at 8 ¹ / ₂
do 28.	3	2 ¹ / ₂					5	4 ¹ / ₂	8½ at 8 ⁵ / ₈	8 at 8 ¹ / ₂
Oct. 5.	2 ¹ / ₂ at 3	2 ¹ / ₂ at 2 ³ / ₄					5	4 ¹ / ₂	8½ at 8 ⁵ / ₈	8 at 8 ¹ / ₂
do 12.	3 at 3 ¹ / ₂	2 ¹ / ₂ at 2 ³ / ₄					5	4 ¹ / ₂	8½ at 9	8½ at 8½
do 19.	3 ¹ / ₂ at 3 ¹ / ₂	2 ¹ / ₂ at 2 ³ / ₄					5	4 ¹ / ₂	9 at 9½	8½ at 8½
do 26.	3	2 ¹ / ₂					5	4 ¹ / ₂	9½ at 9½	8½ at 8½
Nov. 2.	3	2 ¹ / ₂ at 2 ³ / ₄					5	4 ¹ / ₂	8½	8½ at 8½
do 9.	2 ¹ / ₂	2					5	4 ¹ / ₂	8½	8½ at 8½
do 16.	2 ¹ / ₂	1 ¹ / _{2 at 2}					5	4 ¹ / ₂	8	7½ at 7 ¹ / ₂
do 23.	3 ¹ / ₂	2 ¹ / ₂ at 3					5	4 ¹ / ₂	9½	7½ at 8 ¹ / ₂

No business was transacted on any regular line.

LAKE (STEAM) AND RAIL FREIGHTS, SEASON OF 1889.

STATEMENT showing the weekly range of freights on Flour, Wheat and Corn by steam, Chicago to Buffalo or Erie, and thence by rail.

Week ending.	To Buffalo.			To New York.			To Boston.			To Philadelphia.			To Baltimore.		
	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.												
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
April 13.....	20	21	21	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	12	11 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 20.....	20	21	21	40	8 $\frac{1}{2}$	8	50	11 $\frac{1}{2}$	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 27.....	20	21	21	40	8 $\frac{1}{2}$	8	50	11 $\frac{1}{2}$	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
May 4.....	20	21	21	40	8 $\frac{1}{2}$	8	50	11 $\frac{1}{2}$	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 11.....	20	21	21	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 18.....	20	21	21	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 25.....	20	21	21	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
June 1.....	20	21	21	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 8.....	20	21	21	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 15.....	20	21	21	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 22.....	20	21	21	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 29.....	20	21	21	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
July 6.....	20	21	1 $\frac{1}{2}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	6 $\frac{1}{2}$	6 $\frac{1}{2}$	34	6 $\frac{1}{2}$	6 $\frac{1}{2}$
" 13.....	20	21	2	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	6 $\frac{1}{2}$	6 $\frac{1}{2}$	34	6 $\frac{1}{2}$	6 $\frac{1}{2}$
" 20.....	20	21	2	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	6 $\frac{1}{2}$	6 $\frac{1}{2}$	34	6 $\frac{1}{2}$	6 $\frac{1}{2}$
" 27.....	20	21	2	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	10 $\frac{1}{2}$	10	36	6 $\frac{1}{2}$	6 $\frac{1}{2}$	34	6 $\frac{1}{2}$	6 $\frac{1}{2}$
Aug. 3.....	20	21	1 $\frac{1}{2}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	10 $\frac{1}{2}$	10	36	8 $\frac{1}{2}$	8 $\frac{1}{2}$	34	8 $\frac{1}{2}$	8 $\frac{1}{2}$
" 10.....	20	21	2 $\frac{1}{2}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	10 $\frac{1}{2}$	10	36	8 $\frac{1}{2}$	8 $\frac{1}{2}$	34	8 $\frac{1}{2}$	8 $\frac{1}{2}$
" 17.....	20	21	2 $\frac{1}{2}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	8 $\frac{1}{2}$	8 $\frac{1}{2}$	34	8 $\frac{1}{2}$	8 $\frac{1}{2}$
" 24.....	20	21	2 $\frac{1}{2}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11	10 $\frac{1}{2}$	36	8 $\frac{1}{2}$	8 $\frac{1}{2}$	34	8 $\frac{1}{2}$	8 $\frac{1}{2}$
" 31.....	20	21	2 $\frac{1}{2}$	40	9	8 $\frac{1}{2}$	50	11 $\frac{1}{2}$	11	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Sept. 7.....	20	3 $\frac{1}{2}$	3	40	9	8 $\frac{1}{2}$	50	11 $\frac{1}{2}$	11	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 14.....	20	3	2 $\frac{1}{2}$	40	9	8 $\frac{1}{2}$	50	11 $\frac{1}{2}$	11	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 21.....	20	3	2 $\frac{1}{2}$	40	9	8 $\frac{1}{2}$	50	11 $\frac{1}{2}$	11	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 28.....	20	3	2 $\frac{1}{2}$	40	9	8 $\frac{1}{2}$	50	11 $\frac{1}{2}$	11	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Oct. 5.....	20	3	2 $\frac{1}{2}$	40	9	8 $\frac{1}{2}$	50	11 $\frac{1}{2}$	11	36	8 $\frac{1}{2}$	8 $\frac{1}{2}$	34	8 $\frac{1}{2}$	8 $\frac{1}{2}$
" 12.....	20	3	2 $\frac{1}{2}$	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	12	11 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 19.....	20	3	2 $\frac{1}{2}$	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	12	11 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
" 26.....	20	3	2 $\frac{1}{2}$	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	12	11 $\frac{1}{2}$	36	7 $\frac{1}{2}$	7 $\frac{1}{2}$	34	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Nov. 2.....	20	3	2 $\frac{1}{2}$	40	10 $\frac{1}{2}$	9 $\frac{1}{2}$	50	12	11 $\frac{1}{2}$	36	7	7	34	7	7
" 9.....	20	3	2 $\frac{1}{2}$	40	10 $\frac{1}{2}$	9 $\frac{1}{2}$	50	12	11 $\frac{1}{2}$	36	7	7	34	7	7
" 16.....	20	2 $\frac{1}{2}$	2	40	9 $\frac{1}{2}$	8 $\frac{1}{2}$	50	11	11	36	7	7	34	7	7
" 23.....	20	2 $\frac{1}{2}$	2 $\frac{1}{2}$	40	8 $\frac{1}{2}$	7 $\frac{1}{2}$	50	11 $\frac{1}{2}$	10 $\frac{1}{2}$	36	7	7	34	7	7

AVERAGE Freight Charges per Bushel for the transportation of Wheat and Corn from Chicago to New York, for the Years 1858 to 1889 inclusive.

AVERAGE RATE PER BUSHEL.

CALENDAR YEAR.	Corn.			Wheat.		
	By Lake and Canal,	By Lake and Rail.	By all Rail.	By Lake and Canal,	By Lake and Rail.	By all Rail.
1858	127		3619	1550		3861
1859.	1570		3248	1663		3480
1860.	* 0833		3248	* 095		3480
1861.	* 1062		3881	* 1210		4158
1862.	* 0957		4480	* 1062		4800
1863.	* 063		4592	* 072		4920
1864.	* 09		5600	* 0952		60
1865.	* 0864		4188	* 0894		4488
1866.	* 1075		4312	* 1377		4620
1867.	* 0511		4176	* 08		4475
1868.	* 0604		3532	* 0802		3784
1869.	* 0584	2355	3320	* 0651	2520	3557
1870.	* 06	2220	28	* 0677	2250	30
1871.	* 0754	2372	2968	* 0687	2542	3180
1872.	* 1072	2560	3266	* 1110	2950	3499
1873.	* 0816	2298	2893	* 0917	2461	3102
1874.	* 0382	1388	2450	* 0400	1709	2625
1875.	* 034	1303	2240	* 0378	1389	2400
1876.	+ 0875	1079	1574	+ 0982	1136	1686
1877.	+ 0959	1406	1890	+ 1109	1546	2050
1878.	+ 0883	1053	1652	+ 0996	1209	1770
1879.	+ 1049	1220	1456	+ 1187	1313	1774
1880.	+ 1341	1443	1748	+ 1313	1580	1980
1881.	+ 0777	0942	1340	+ 0867	1049	1440
1882.	+ 0672	1028	1350	+ 0723	1091	1447
1883.	+ 0803	11	1512	+ 0901	1163	1620
1884.	+ 0655	085	1232	+ 07	10	1320
1885.	+ 063	0801	1232	+ 0654	0902	1320
1886.	+ 0845	1120	14	+ 0910	12	1500
1887.	+ 0850	1120	1470	+ 0950	12	1575
1888.	+ 0671	1026	1354	+ 0705	1114	1450
1889.	+ 0632	0819	126	+ 0692	0897	1500

* To Buffalo only.

+ Including Buffalo charges and tolls.

ALL RAIL FREIGHTS EASTWARD.

STATEMENT showing the published tariff rates for freight on the commodities enumerated, from Chicago to the several points named, in carload lots, during 1889.

From Chicago to the following
points—

		New York, N.Y.		Philadelphia, Pa.	Baltimore, Md.	Boston, Mass.	Hartford, Conn.	Providence, R.I.	Portland, Me.	Montreal, Can.	Prescott, Can.	Toronto, Can.	Suspension Bridge, N.Y.	Buffalo, N.Y.	Albany and Troy, N.Y.	Pittsburg, P.	Wheeling, W. Va.	Bellire, O.	Harrisburg, Pa.	Scranton, P.	Wilmington, Del.	
		Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	
	Flour, per bbl.	50	46	44	60	60	60	60	60	50	50	30	30	30	48	30	30	30	44	46	46	
January 1	Grain, per 100 lbs.	25	23	22	30	30	30	30	30	25	25	15	15	15	24	15	15	15	22	23	23	
	Provisions, per 100 lbs.	30	28	27	35	35	35	35	35	30	30	17½	17½	17½	28	17½	17½	17½	27	28	28	
July 13,	Corn, per 100 lbs.	20	18	17	25	25	25	25	25	20	20	12½	12½	12½	20	12½	12½	12½	17	18	18	
Nov. 27	do do 	20	18	17	25	25	25	25	25	20	20	12½	12½	12½	20	12½	12½	12½	17	18	18	

THE following Statement shows the average Lake and Erie Canal rates on Wheat and Corn since 1880.

Year.	Freight, Buffalo to New York.			Tolls.			Freight not including Tolls.			Lake Freight.		
	C.	M.	Fr.	C.	M.	Fr.	C.	M.	Fr.	C.	M.	Fr.
1880.												
Wheat.....	6	5	0	1	0	3	5	4	7	5	7	0
Corn.....	6	0	0	0	9	6	5	0	4	5	0	0
1881.												
Wheat.....	4	8	8	1	0	3	3	8	5	3	4	0
Corn.....	4	3	7	0	9	6	3	4	1	2	9	2
1882.												
Wheat.....	5	3	8	1	0	3	4	3	5	2	6	1
Corn.....	4	8	7	0	9	6	3	9	1	2	2	1
1883.												
Wheat.....	4	8	8	Free.						3	4	7
Corn.....	4	4	7	do						3	1	1
1884.												
Wheat.....	4	2	0	Free.						2	0	7
Corn.....	3	7	6	do						1	8	4
1885.												
Wheat.....	3	8	1	Free.						3	0	6
Corn.....	3	4	8	do						1	7	1
1886.												
Wheat.....	5	0	3	Free.						3	6	1
Corn.....	4	5	5	do						3	3	7
1887.												
Wheat.....	4	4	4	Free.						4	0	3
Corn.....	4	0	4	do						3	7	7
1888.												
Wheat.....	3	4	1	Free.						2	4	9
Corn.....	3	0	1	do						2	3	3
1889.												
Wheat.....	4	3	7	Free.						2	5	3
Corn.....	3	9	4	do						2	2	5

THE following Statement shows the ruling rates of Lake Freight for the Years
1887 to 1890.

Year.	From Toledo		
	To Ogdensburg.	To Kingston.	To Montreal.
1887.	Cts.	Cts.	Cts.
Wheat	6 and 7 {	3½	6½
Corn			5 to 6½
1888.			
Wheat	4½ to 6	3½	5½
Corn	5		5½ to 6
1889.			
Wheat	5 to 5½	3	No shipments re-
Corn			ported.

The following shows the value of in-transit and transhipment trade of the United States as given in the Annual Report of the Chief of the Bureau of Statistics of the Treasury Department, Washington, for the year ended 30th June, 1890, on the foreign commerce of the United States:

"IN-TRANSIT AND TRANSHIPMENT TRADE, 1868-90.

"Commodities which are brought into the United States for immediate transit across our territory, or for immediate transhipment in our ports to foreign countries, are not considered or treated in the statistical accounts as imports. The transportation of these commodities, however, forms a very important and valuable branch of our carrying trade. Prior to 1868 the receipts of these commodities were in the statistical accounts included in the imports, and the shipments thereof were embraced in the exports."

The following table shows the values of merchandise received from foreign countries for immediate transit across United States territory, or for immediate transhipment in ports of the United States to other foreign countries.

**TOTAL VALUES of Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across
United States Territory or for Immediate Transhipment in Ports of the United States to other Foreign Countries,
and so Shipped, for each Year from 1868 to 1890, inclusive.**

Year ending June 30-	Countries from which Received.						Countries to which Shipped.						Total Value of Merchandise Received and Shipped.	
	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.		
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1868.....	10,664,576	132,074	4,864,209	14,967	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,515,604	
1869.....	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,037	2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984	
1870.....	10,210,455	362,806	7,215,973	163,971	3,309,227	2,049,422	2,916,053	2,116,249	16,689,037	321,331	135,915	983,275	23,191,860	
1871.....	13,473,915	322,110	7,954,060	344,179	1,367,573	1,913,200	4,031,319	1,033,307	18,406,475	346,872	345,224	1,211,840	25,375,037	
1872.....	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,404	2,263,819	24,042,790	358,151	179,579	1,797,496	31,385,320	
1873.....	19,144,815	250,704	13,394,693	286,601	5,737,904	1,284,462	5,144,175	5,622,325	26,784,184	235,113	319,771	1,393,617	40,099,185	
1874.....	18,832,900	211,907	14,163,690	151,920	4,563,869	926,390	5,391,201	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676	
1875.....	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947	7,229,912	1,405,285	20,800,295	1,155,004	248,358	757,429	10,686,283	
1876.....	14,304,197	290,489	22,501,302	226,315	2,902,963	1,686,789	11,791,200	2,958,558	24,419,888	1,129,440	600,061	1,163,508	42,062,655	
1877.....	13,732,085	337,897	12,471,605	158,852	1,095,451	1,460,793	7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773	
1878.....	10,084,510	378,768	12,204,058	146,822	3,041,957	1,481,033	9,577,050	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148	
1879.....	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,133	8,175,951	2,252,572	12,889,587	330,968	174,757	1,272,032	25,095,867	
1880.....	10,314,139	620,704	17,134,747	239,055	3,606,099	1,942,405	10,856,579	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749	
1881.....	14,898,052	721,844	17,002,046	217,444	2,642,550	2,222,122	9,122,079	2,729,246	23,356,264	671,008	177,340	1,648,121	37,704,048	
1882.....	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,361	37,595,484	800,025	319,257	2,421,526	58,065,459	
1883.....	20,242,222	1,149,195	29,802,820	281,309	3,126,069	4,276,712	11,089,865	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327	
1884.....	14,036,694	948,901	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,960,488	29,939,385	2,748,434	221,061	2,656,635	36,814,392	
1885.....	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544	7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,435,538	
1886.....	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229	8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264	
1887.....	17,977,200	1,070,952	11,504,721	111,635	6,780,853	4,720,760	10,052,219	4,353,992	22,187,955	2,002,476	608,121	3,561,358	42,766,121	
1888.....	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298	6,853,195	2,551,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209	
1889.....	19,080,647	2,582,456	11,336,123	296,664	9,054,736	5,052,610	9,233,659	4,581,064	22,146,975	4,781,110	892,158	5,768,287	47,403,253	
1890.....	20,664,427	2,735,546	16,002,384	639,050	9,759,256	5,898,763	10,656,465	5,097,434	27,335,678	4,944,149	1,215,399	6,450,301	55,699,426	

The in-transit and transhipment transactions of 1890 were distributed as to countries and ports as follows:—

Of the value of merchandise received from British North America, amounting to \$16,002,384, \$12,450,246 came from the Provinces of Quebec, Ontario, Manitoba and the North-West Territory, and \$3,552,138 from other British Possessions. The receipts from Europe amounted to \$26,370,676, of which \$20,664,427 came from the United Kingdom, and \$5,706,249 from other Europe. The receipts from the West Indies were valued at \$10,464,177, of which those from Cuba amounted to \$9,757,256. Merchandise valued at \$1,054,050 was received from Asia and Oceanica.

Of the in-transit shipments from the United States, \$27,335,678 were destined for British North America, of which \$21,140,198 was shipped to the Provinces of Quebec, Ontario, Manitoba and the North-West Territory. The shipments to Europe amounted to \$17,707,261, of which \$10,656,465 were destined for the United Kingdom. The shipments to Mexico amounted to \$4,944,149, and to the West Indies to \$4,124,025.

The value of receipts of in-transit merchandise at leading ports of entry were as follows:—At New York, \$28,661,236; Portland, Me., \$7,938,397; Boston, \$4,750,611; New Orleans, \$2,378,218; San Francisco, \$1,163,557; Galveston, \$741,571; and at Northern Border and Lake ports, \$8,451,389.

THE CARRYING TRADE IN UNITED STATES VESSELS AND ITS DECLINE.

The value of merchandise transported in the carrying trade of the United States during the year ending June 30, 1890, is shown as follows:

Carried in—	Imports.	Exports.			In transit and tranship- ment trade.	Total Foreign Commerce.	Per cent.
		Domestic.	Foreign.	Total.			
Cars and other land vehicles.	\$ 40,621,361	\$ 30,317,946	\$ 2,631,956	\$ 32,949,902	\$ 41,764,719	\$ 115,335,982	6·56
American vessels—							
Steam	70,252,005	36,908,779	1,172,959	38,081,738	16,400,948	124,734,691	7·09
Sail	54,636,943	38,472,079	947,721	39,420,400	538,346	94,655,689	5·38
Total	124,888,948	75,381,458	2,120,680	77,502,138	16,939,294	219,390,380	12·47
Foreign vessels—							
Steam	571,445,994	644,577,783	6,883,471	651,461,254	44,737,902	1,267,645,150	72·09
Sail.....	52,294,106	95,016,641	898,749	95,915,390	851,685	149,061,181	8·48
Total	623,740,100	739,594,424	7,782,220	747,376,644	45,589,587	1,416,706,331	80·57
Nationality and mo- tive power of vessels not known.....	*						
Grand Total ...	789,310,409	845,293,828	12,534,856	857,828,684	111,398,852	1,758,537,945	100·00

" Received and shipped.

"Of the entire value of our foreign commerce, including that of the in-transit trade, during the last fiscal year, amounting to \$1,758,537,945, 6·56 per cent, was carried in cars and other land vehicles; 7·09 per cent in American steam vessels; 5·38 per cent, in American sail vessels; 72·09 per cent. in foreign steam vessels; 8·48 per cent. in foreign sail vessels and 40 per cent. in vessels of which the nationality and motive power were unknown.

"Our foreign commerce, carried in home vessels, measured by its value, has declined from its highest point, 75 per cent., 1856, to 12·49 per cent. during the last fiscal year, while 80·57 per cent. was carried in foreign vessels. Only 7·09 per cent. of our foreign trade was conducted in steamers bearing our national flag, while 72·09 per cent. of that trade, with all its profits from the employment of capital and labour, was conducted in alien steam vessels. The constant and rapid decline of our share of the transportation of the commodities exchanged between this and foreign countries will be seen by the following:"—

FOREIGN CARRYING TRADE.

VALUES of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels, and in foreign vessels during each Fiscal Year, from 1857 to 1890, inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879, inclusive, as method of transportation of specie and merchandise cannot be separately stated).

Year ending June 30.	IMPORTS.			EXPORTS.			TOTAL IMPORTS AND EXPORTS.			Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1857	259,116,170	101,773,971	—	251,214,857	111,745,825	—	510,331,027	213,519,796	723,850,823	70·5
1858	203,700,016	78,913,134	—	243,491,288	81,153,133	—	447,191,304	160,066,267	607,257,571	73·7
1859	216,123,428	122,644,702	—	249,617,953	107,171,509	—	465,741,381	229,816,211	695,567,592	66·9
1860	228,164,855	134,001,339	—	279,082,902	121,039,394	—	507,247,757	255,040,793	762,288,550	66·5
1861	201,544,055	134,106,098	—	179,972,733	69,372,180	—	381,516,788	203,478,278	584,995,066	65·2
1862	92,274,100	113,497,629	—	125,421,318	104,517,667	—	217,635,418	218,015,286	435,710,714	50·0
1863	109,744,580	143,175,340	—	132,127,891	109,880,691	—	241,872,471	343,056,031	584,928,502	41·4
1864	81,212,077	248,350,818	—	102,849,469	237,442,730	—	184,061,486	485,793,548	669,855,034	27·5
1865	74,385,116	174,170,336	—	93,017,756	262,839,588	—	167,402,872	437,010,124	604,412,996	27·7
1866	112,040,305	333,471,763	—	213,671,466	351,754,928	—	325,711,804	685,226,601	1,010,938,552	32·2
1867	117,209,536	300,622,035	—	180,625,368	280,708,368	—	297,834,904	581,330,403	879,165,307	33·9
1868	122,965,225	248,659,583	—	175,106,348	301,886,491	—	297,981,573	550,546,074	848,527,647	35·1
1869	136,802,024	300,512,231	—	153,154,748	285,979,781	—	280,956,772	586,492,012	876,448,784	33·1
1870	153,237,077	309,140,510	—	199,732,324	329,786,978	—	352,969,401	638,927,488	991,890,889	35·6
1871	15,187,354	163,285,710	363,020,644	7,798,156	190,378,462	392,801,932	22,985,510	353,664,172	755,822,576	1,132,472,258
1872	17,635,681	177,286,302	445,416,783	10,015,089	188,044,799	393,929,579	27,650,770	345,341,101	839,346,362	1,212,328,233
1873	17,070,548	174,739,834	471,806,765	10,799,430	171,566,758	494,915,886	27,869,978	346,306,592	906,728,651	1,340,899,221
1874	14,513,335	170,027,778	405,320,135	8,509,205	174,424,216	533,885,971	23,022,540	350,451,994	939,206,106	1,312,680,640
1875	13,083,859	157,872,726	382,949,568	7,304,356	156,385,036	501,838,949	20,388,235	314,257,792	884,788,517	1,119,434,544
1876	12,148,667	143,389,704	321,139,600	6,324,487	167,686,467	492,215,487	311,076,171	813,354,987	1,142,904,312	27·2
1877	10,637,649	151,834,067	329,565,833	6,707,170	164,826,214	530,374,703	17,464,810	316,660,281	850,920,536	1,194,045,627
1878	12,965,999	146,499,282	307,407,565	7,511,365	166,551,624	569,583,564	20,477,364	313,050,906	876,991,129	1,210,519,309
1879	11,983,823	143,590,353	310,409,599	7,439,862	128,425,339	600,769,633	19,423,682	272,015,692	911,269,232	1,202,708,609
1880	15,142,465	149,317,368	503,494,913	5,838,928	109,029,200	720,770,521	20,981,393	258,346,577	1,224,265,434	1,503,593,404
1881	17,193,213	133,631,146	491,840,269	8,259,308	116,955,324	777,162,714	25,452,521	250,586,470	1,261,002,983	1,545,041,974
1882	22,854,046	130,266,820	571,517,802	12,118,371	96,962,919	641,460,967	34,973,317	227,229,745	1,212,978,769	1,475,181,831
1883	23,063,048	136,002,290	564,175,576	25,089,844	104,418,210	694,331,348	48,092,892	240,420,500	1,258,506,024	1,547,020,316
1884	20,140,294	135,046,207	512,511,192	26,573,774	98,652,828	615,287,007	46,714,068	233,699,035	1,127,798,199	1,408,211,302
1885	21,149,476	112,864,052	443,513,801	24,183,299	82,001,691	636,004,765	45,332,775	194,865,743	1,079,518,566	1,319,717,084
1886	24,555,683	118,942,847	491,937,636	19,144,667	78,406,680	581,973,477	43,700,350	197,349,503	1,073,911,113	1,314,960,966
1887	27,562,059	121,365,493	543,392,216	21,389,656	72,991,253	621,802,292	48,951,726	194,356,746	1,165,194,508	1,408,502,979
1888	32,209,459	123,525,298	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,473	1,174,697,321	1,419,911,621
1889	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,942,660	66,664,378	203,805,108	1,217,063,541	1,487,533,027
1890	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,093

COMPARATIVE STATEMENT showing the values of Merchandise imported into the United States from the Dominion of Canada and imported into the Dominion of Canada from the United States; the percentages of Merchandise imported free of duty into each, and the excess of the imports into the United States or the Dominion of Canada, during each year ending June 30, from 1875 to 1889, inclusive.

Year ending June 30.	IMPORTS OF MERCHANDISE INTO THE UNITED STATES FROM THE DOMINION OF CANADA.				IMPORTS OF MERCHANDISE INTO THE DOMINION OF CANADA FROM THE UNITED STATES.				EXCESS OF	
	Free of Duty.	Dutiable.	Total.	Per cent. of free.	Free of Duty.	Dutiable.	Total, ^a	Per cent. of free.	Imports into the United States.	Imports into the Dominion of Canada.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1875....	7,178,336	20,689,279	27,867,615	25·76	26,617,812	22,023,665	48,641,477	54·72	.....	20,773,862
1876....	6,970,557	21,835,407	28,805,964	24·20	22,758,460	21,334,613	44,093,073	51·61	.....	15,287,109
1877....	6,699,336	17,465,419	24,164,755	27·72	25,865,162	23,510,846	49,376,008	52·36	.....	25,211,253
1878....	7,109,597	17,935,204	25,044,801	28·39	24,538,371	23,464,503	48,002,874	51·12	.....	22,055,073
1879....	7,171,375	18,548,396	25,719,771	27·88	18,366,849	23,693,359	42,060,208	43·67	.....	16,340,437
1880....	9,294,619	23,693,945	32,988,564	28·18	8,627,216	19,566,567	28,193,783	30·60	4,794,781	.....
1881....	10,584,047	27,100,054	37,684,101	28·99	10,706,388	25,632,313	36,338,701	29·44	1,345,400	.....
1882....	12,427,036	33,348,345	50,775,581	24·47	14,111,874	32,041,061	47,052,935	20·96	3,722,646	.....
1883....	13,756,715	30,537,443	44,294,158	31·05	16,495,198	38,652,045	55,147,243	29·91	.....	10,853,085
1884....	14,624,500	23,775,335	38,399,835	38·08	13,989,491	35,796,697	49,785,888	28·10	.....	11,386,053
1885....	12,643,118	24,052,567	36,695,685	34·45	14,344,563	31,231,947	45,576,510	31·47	.....	8,880,825
1886....	12,006,533	25,298,503	37,304,036	32·18	13,158,775	29,059,876	42,818,651	30·73	.....	5,514,615
1887....	11,850,164	25,997,113	37,847,277	34·31	14,225,299	30,570,609	44,795,908	31·75	.....	6,948,631
1888....	12,882,186	30,042,368	42,924,554	30·01	19,342,616	27,007,680	46,440,296	41·65	.....	3,515,742
1889....	13,453,269	29,284,805	42,738,074	31·48	21,047,130	28,982,283	50,029,419	42·07	.....	7,291,345

^a The values given as imports into the Dominion of Canada are the values of such imports entered for consumption, which latter represent about 95 per cent. of the value of the gross imports.

STATEMENT showing the total values of Merchandise imported into the United States from the British North American possessions, and of Merchandise imported from the United States into, and entered for consumption in the British North American possessions, during each year from 1850 to 1889, inclusive (see note 4.)

YEARS.	Imports into the United States from the British North American Possessions.	Imports into the British North American Possessions from the United States.	Excess of imports into the United States.	Excess of imports into the British North American Possessions.
	\$	\$	\$	\$
1850.	5,179,500	11,608,641		6,429,141
1851.	5,279,718	14,263,751		8,984,033
1852.	5,469,445	13,993,570		8,524,125
1853.	6,527,559	19,445,478		12,917,919
1854.	8,784,412	26,115,132		17,330,720
1855.	15,118,289	34,362,188		19,243,899
1856.	21,276,614	35,764,980		14,488,366
1857.	22,108,916	27,788,238		5,679,322
1858.	15,784,836	22,210,837		6,426,001
1859.	19,287,565	26,761,518		7,474,053
1860.	23,572,796	25,871,399		2,298,603
1861.	22,724,489	28,520,735		5,796,246
1862.	18,515,685	30,373,212		11,857,527
1863.	17,191,217	29,680,955		12,489,738
1864.	29,608,736	7,952,401		
1865.	33,264,403	27,269,158	5,995,245	
1866.	48,528,628	27,905,984	20,622,644	
1867.	25,044,005	25,239,459		195,454
1868.	26,261,378	22,644,235	3,617,143	
1869.	29,293,766	21,680,062	7,613,704	
1870.	36,265,328	21,869,447	14,396,881	
1871.	32,542,137	27,185,586	5,356,551	
1872.	36,346,930	33,741,995	2,604,935	
1873.	37,649,532	47,225,171		9,573,639
1874.	34,365,961	53,430,424		19,061,463
1875.	28,270,926	50,319,993		22,049,067
1876.	29,010,251	45,502,201		16,491,950
1877.	24,277,378	53,524,029		29,246,651
1878.	25,357,802	50,324,123		24,966,321
1879.	26,133,554	45,196,601		19,063,047
1880.	33,214,340	41,926,563		8,712,223
1881.	38,041,947	50,955,925		12,913,978
1882.	51,113,475	55,270,580		4,157,105
1883.	44,740,876	65,018,933		20,278,057
1884.	39,015,840	59,845,968		20,830,128
1885.	36,960,541	53,307,608		16,437,067
1886.	37,496,338	49,773,232		12,276,894
1887.	38,015,584	51,937,950		13,921,466
1888.	43,084,123	54,706,161		11,622,038
1889.	43,009,473	57,412,887		14,403,414

NOTES.

1. All of the above data are given for years ending June 30, except that the imports into the British Possessions from 1850 to 1863 are for calendar years, and those for 1864 are for the six months ending June 30.

2. The imports into the British Possessions from 1850 to 1867 comprise the imports into the Provinces of Quebec and Ontario, as taken from the Canadian accounts, plus the exports to the other provinces of the present Dominion, as taken from the United States accounts; the imports into the British Possessions for the remaining years are taken exclusively from the Canadian accounts, with the following additions from the United States accounts, viz.: 1868, exports to British Columbia, \$1,178,813; 1869, exports from Minnesota, \$182,682; 1870, exports from Minnesota, \$172,219; 1873 to 1887, exports from the United States to Newfoundland and Labrador. The accounts of these exports, which were exclusively by water, are reliable.

3. The imports into the United States for 1864 and from 1868 to 1889 include the imports from all British North American Possessions.

4. The imports into the British North American Possessions from 1850 to 1875, inclusive, are the imports entered for consumption, and those from 1876 to 1889, inclusive, are the general imports of merchandise.

FOREIGN COMMERCE OF THE UNITED STATES.

STATEMENTS showing the Total Value of Imports and Exports of Merchandise and of Gold and Silver Coin and Bullion into and from the United States, by Countries and Customs Districts, during the Year ending 30th June, 1890.

No. 29.—IMPORTS AND EXPORTS OF MERCHANDISE BY COUNTRIES.

Order by magnitude of total imports and exports.	COUNTRIES.	IMPORTS.			DOMESTIC EXPORTS.			FOREIGN EXPORTS.			TOTAL IMPORTS AND EXPORTS.		
		Value.	Per cent. of total of group.	Per cent. of total of imports.	Value.	Per cent. of total of group.	Per cent. of total of domestic exports.	Value.	Per cent. of total of group.	Per cent. of total of foreign exports.	Value.	Per cent. of total of group.	Per cent. of total of imports and exports.
EUROPE.													
1	Great Britain and Ireland :	\$			\$			\$			\$		
	England	157,686,501	35·04	19·98	383,110,693	56·57	45·32	3,311,431	51·32	26·43	544,108,625	48·00	33·04
	Scotland	19,617,302	4·36	2·48	38,566,619	5·69	4·56	123,704	1·92	·98	58,307,625	5·14	3·54
	Ireland	9,185,153	2·04	1·17	22,781,697	3·36	2·70	1,518	·02	·01	31,968,368	2·82	1·94
	Total.	186,488,956	41·44	23·63	444,459,009	65·62	52·58	3,436,653	53·26	27·42	634,384,618	55·96	38·52
BRITISH NORTH AMERICAN POSSESSIONS.													
1	Quebec, Ontario, Manitoba and the North-West Territories	31,110,593	78·97	3·94	31,454,337	81·61	3·72	2,490,642	84·17	19·87	65,055,572	80·41	3·95
2	Nova Scotia, New Brunswick and P. E. Island	5,485,970	13·92	·70	4,190,520	10·87	·50	258,833	8·74	2·07	9,935,323	12·28	·60
3	British Columbia	2,446,414	6·21	·31	1,683,166	4·37	·20	204,670	6·92	1·63	4,334,190	5·36	·26
4	Newfoundland and Labrador	354,003	·90	·04	1,216,491	3·15	·14	5,213	·17	·04	1,575,707	1·95	·10
	Total.	39,396,980	100·00	4·99	38,544,454	100·00	4·56	2,959,358	100·00	23·61	80,900,792	100·00	4·91

STATEMENT showing by Customs Districts and Countries, the Values of Merchandise Imported into the United States in Cars and other Land Vehicles, from Foreign Countries through the Dominion of Canada, during the Year ending 30th June, 1890.

CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	COUNTRIES FROM WHICH IMPORTED.														TOTAL.	
	China.	France.	French Posse- sions, all other.	Ger- many.	Eng- land.	Scot- land.	Ireland	Hong- Kong.	British Posse- sions in Austral- asia.	Italy.	Japan.	Nether- lands.	Spain.	Turkey in Asia.		
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Aroostook, Me.					50											50
Buffalo Creek, N.Y.																8,092
Chicago, Ill.	216,459	3,616		356	474,955	4,258	20,085	1,819			415,480	4,038	401	998	1,142,405	8,092
Detroit, Mich.		108,471			85,819	69,337	4,755									268,382
Duluth, Minn.			195													195
Huron, Mich.					6,744	130										6,874
Indianapolis, Ind.						5,465										5,465
Kansas City, Mo.						21,781										22,849
Milwaukee, Wis.						12,168										12,168
Minnesota, Minn.						23,879										47,237
Mobile, Ala.				30												30
Omaha, Nebr.																124
Oswegatchie, N.Y.		32			309											341
New York, N.Y.	523,007		10		5	73,776		1,012	41,288	1,146	2	1,237,794		936		1,804,191
Saint Louis, Mo.																74,807
Total...	739,498	112,097	195	700	704,637	73,725	25,862	43,107	1,146	2	1,685,938	4,038	1,357	998	3,393,290	

STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, Exported from the United States, through British Columbia, *via* the Canadian Pacific Railway, to China and Japan during the Year ending June 30, 1890.

[Prepared from reports by the United States Inspector of Customs at Vancouver, British Columbia.]

Articles.	Weight. Lbs.	Ports from which shipped into Canada.	Weight. Lbs.
Advertising signs.....	1,600	Portland, Oreg.....	10,115,029
Baby carriages.....	1,441	New York, N.Y.....	7,476,169
Books and other printed matter.....	41,360	Richford, Vt.....	5,717,356
Brass manufactures.....	150	Ogdensburg, N.Y.....	762,464
Bricks.....	24,969	Chicago, Ill.....	163,568
Butter.....	1,300	Boston, Mass.....	91,113
Carbons.....	9,600	Neche, N. Dak.....	79,850
Cars, street railway.....	24,000		
Cartridges.....	916		
Celluloid.....	748		
Chemicals, &c.—			
Ginseng.....	47,105		
Potash.....	1,250		
Other drugs.....	2,514		
Chinaware.....	580		
Clocks.....	1,163		
Cotton, raw.....	343,520		
Cotton manufactures.....	12,637,137		
Dynamos and attachments.....	40,009		
Electric supplies.....	19,897		
Fish.....	3,750		
Flour.....	10,106,079		
Glass.....	1,039		
Hoofs.....	83,140		
Iron manufactures—			
Castings.....	13,033		
Firearms.....	2,323		
Hardware.....	73,684		
Machinery.....	756,329		
Wire rope.....	9,285		
Lamps.....	1,224		
Leather manufactures.....	2,064		
Merchandise, not described.....	36,423		
Missionary goods.....	14,065		
Musical instruments.....	1,130		
Oil, lubricating.....	6,620		
Paints.....	1,035		
Paperware.....	150		
Phonograms.....	300		
Sugar, maple.....	100		
Tale.....	27,260		
Telegraph wire.....	61,481		
Tobacco manufactures—			
Tobacco.....	1,020		
Cigarettes.....	2,000		
Snuff.....	420		
Tricycle.....	100		
Wood manufactures.....	1,736		
Total.....	24,405,549	Total.....	24,405,549

STATEMENT showing the Kinds and Weights of Commodities, imported into the United States, through British Columbia *via* the Canadian Pacific Railway from China and Japan during the Year ending June 30, 1890.

[Prepared from reports by the United States Inspector of Customs at Vancouver, British Columbia.]

Articles.	Quantities.	Ports into which imported.	Quantities.
	Lbs.		Lbs.
Art works.....	160	Baltimore, Md.....	22,014
Bamboo.....	3,960	Billings, Mont.....	645
Birds, stuffed.....	110	Boston, Mass.....	36,850
Curios.....	191,200	Buffalo, N.Y.....	10,280
Fans.....	30	Chicago, Ill.....	641,565
Fire crackers and fireworks.....	159,530	Detroit, Mich.....	10,160
Matting.....	47,529	Duluth, Minn.....	2,475
Merchandise, not described.....	681,564	Helena, Mont.....	574
Paper.....	1,960	Minneapolis, Minn.....	62,241
Personal effects.....	8,680	Neche, N. Dak.....	2,339,709
Rice.....	22,640	New York, N.Y.....	1,603,629
Silk and manufactures—		Ogdensburg, N.Y.....	6,095,646
Cocoons.....	22,118	Philadelphia, Pa.....	15,290
Raw silk.....	1,245,950	Richford, Vt.....	138,442
Waste silk.....	27,920	Rochester, N.Y.....	6,226
Manufactures of		St. Paul, Minn.....	52,918
Skins of animals.....	110	Toledo, Ohio.....	6,510
Straw braid.....	82,376		
Sugar.....	410		
Tea.....	8,549,320		
Tobacco.....	1,946		
Total.....	11,060,037	Total.....	11,060,037

STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, shipped from Neeche, N. Dak., and Ogdensburgh, N.Y., for the Transportation *via* the Canadian Pacific Railway, to ports on the United States Pacific Coast, during the Year ending June 30, 1890.

Articles.	Weight.	Articles.	Weight.
Lbs.		Lbs.	
From Neeche, N. Dak.—		From Neeche, N. Dak.— <i>Continued.</i>	
Six months ending 31st December, 1889.	15,076,619	Six months ending 30th June, 1890—	
Agricultural implements	5,145	<i>Continued.</i>	
Books and other printed matter	57,510	Malt liquors, in bottles	75,000
Brass and manufactures of	5,720	Marble and stone and manufactures of	59,380
Breadstuffs	90,635	Musical instruments	46,034
Brooms and brushes	25,245	Oil, linseed	795,100
Chemicals, drugs, &c.	170,815	Ores	20,380
Copper, manufactures of	41,442	Paper and manufactures of	1,178,726
Cotton do	294,151	Provisions comprising meat and dairy products—	
Earthenware	6,795	Bacon	57,100
Electrical supplies	26,060	Hams	180,410
Fancy articles	5,333	Lard and pork	102,920
Flax and hemp and manufactures of	6,882	Meat	111,130
Fruits, including nuts	84,480	Butter	11,600
Glass and glassware	114,154	Milk, condensed	388,710
Glucose	545,970	All other, including canned goods	181,830
Hats	32,120	Paints	25,600
Hoops	27,400	Plated ware	15,640
Household goods	60,238	Soap	55,160
Ink	22,570	Spices, including coffee	7,660
Iron and steel, manufactures of—		Spirits	59,660
Band and hoop iron	195,010	Starch	70,350
Bars of iron	260,747	Syrup	66,510
Bars of steel	67,810	Tinware	34,450
Castings	1,228,310	Tobacco and manufactures of	118,215
Hardware	376,600	Wearing apparel	27,182
Machinery	164,280	Wood and manufactures of	676,836
Nails	205,155	Wool	27,348
Plates and sheets of iron	186,748	All other articles	244,777
do do steel	58,050	Total	25,352,339
Rails	229,878	From Ogdensburgh, N.Y.	7,786,012
Wire	169,437	Total shipped west	33,138,351
All other	624,463		
Leather and manufactures of	54,919		
Shipped for transportation to—		Pounds.	
San Francisco, Cal.		27,065,011	
Seattle, Wash.		3,336,417	
Port Townsend, Wash.		1,273,453	
Portland, Oreg.		401,596	
Tacoma, Wash.		275,126	
Sacramento, Cal.		64,345	
All other points		722,403	
Total		33,138,351	

STATEMENT of the Quantity and Value of Merchandise received at Neche, N. Dak., and Ogdensburg, N.Y., from United States ports on the Pacific Coast, and of Merchandise Shipped from San Francisco, Cal., and Port Townsend, Wash., for eastern ports of the United States, over the Canadian Pacific Railway, for the Year ending 30th June, 1890.

Articles.	Shipped from San Francisco, Cal.		Shipped from Port Townsend, Wash.		Received at Neche, N. Dak.		Received at Ogdensburg, N.Y.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$		\$		\$		\$
Beans Bush	5,054	7,792						420
Bones, horns, &c. . . .		2,075						2,075
Chemicals—								
Barks Lbs.					67,071	5,085		
Borax do					237,716	17,606		13,943
Glue stock. . . . do					21,420			
All other.		36,814			460	93		
Clothing.					555,155	159		
Fruits, canned. . . . Lbs.		110,916			10,000	28,330	749,883	69,683
do other. do							1,000	35
Ghee. do	1,670	162						
Hides and skins. . . .		936						
Household effects. . . .						105		
Leather boots.						9		
do splits.		8,204						
Nuts.		2,068						
Ores. Lbs.							20,000	1,000
Salmon, canned. . . do	683,795	69,679			117,450			
Salmon, other. . . do		7,895			92,930	8,245	814,613	67,488
Shingles. M.			925	2,581		796	2,702	
Sugar, refined. . . . Lbs.	295,980	22,274			316,030	23,771		
Vegetables, canned. . . do		1,610			24,680	1,185	56,840	4,110
Wine. Doz.	425	1,982					300	1,412
Wire. Lbs.			150	25				
Wool, raw. do	2,494,827	858,643			34,845	9,000	241,164	81,801
Total.		1,131,050		2,606		97,293		241,936

NOTE.—There were received at Plattsburg, N.Y., during the year, 319 barrels of salmon, no value given.

STATEMENT showing the Total Values of Foreign Merchandise transported in the In-transit and Transhipment Trade of the United States with the British North-American Possessions during the Year ended 30th June, 1890.

CUSTOMS DISTRICTS INTO WHICH RECEIVED.	COUNTRIES FROM WHICH RECEIVED.						CUSTOMS DISTRICTS FROM WHICH SHIPPED.	COUNTRIES TO WHICH SHIPPED.				
	Nova Scotia, New Brunswick and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-West Territories.	British Columbia	Newfoundland and Labrador.	British West Indies.			Nova Scotia, New Brunswick and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-West Territories.	British Columbia	Newfoundland and Labrador.	British West Indies.
<i>Received into—</i>	\$	\$	\$	\$	\$	\$	<i>Shipped from—</i>	\$	\$	\$	\$	\$
Alaska, Alaska.....			5,793				Alaska, Alaska.....			5,793		
Baltimore, Md.....		99,038					Baltimore, Md.....		6,886			
Bangor, Me.....	1,150,304						Bangor, Me.....		1,149,860			
Boston and Charlestown, Mass.....	1,055,445	160,880					Boston and Charlestown, Mass.....	423,324	3,962,847		115	15,710
Buffalo Creek, N.Y.....		265,619					Buffalo Creek, N.Y.....	11,366	60,970			8
Cape Vincent, N.Y.....		1,825					Cape Vincent, N.Y.....					
Detroit, Mich.....		21,283					Detroit, Mich.....		17,721	3,562		
Duluth, Minn.....		680,910					Duluth, Minn.....		117,157	563,753		
Galveston, Tex.....							Galveston, Tex.....					
Huron, Mich.....		679,268					Huron, Mich.....		460,846	218,422		
Minnesota, Minn.....		170,545					Minnesota, Minn.....		170,545			
New Orleans, La.....							New Orleans, La.....					
New York, N.Y.....	710,780	22,659		174,584	569,816		New York, N.Y.....	93,979	10,512,743	101,506	4,575	1,275,375
Niagara, N.Y.....		1,393,821					Niagara, N.Y.....	489,693	6,034			21,836
Oswegatchie, N.Y.....		51,033					Oswegatchie, N.Y.....					1,721
Passamaquoddy, Me.....	154,093						Passamaquoddy, Me.....		149,972			
Philadelphia, Pa.....							Philadelphia, Pa.....		5,956			150
Portland and Falmouth, Me.....	35	3,716,280					Portland and Falmouth, Me.....	3,122,915	4,218,722			1,379
Puget Sound, Wash.....			5,480				Puget Sound, Wash.....		155,986			
San Diego, Cal.....			289,849				San Diego, Cal.....					
San Francisco, Cal.....		5,187,085					San Francisco, Cal.....		143,053	20,544		11,015
Vermont, Vt.....			5,775				Vermont, Vt.....	1,130,158				
Willamette, Oregon.....							Willamette, Oregon.....	5,775				
Total.....	3,070,657	12,450,246	306,897	174,584	569,816		Total.....	5,277,210	21,140,198	913,580	4,690	1,327,194

VICTORIA, 12th April, 1890.

To the Officers of Canadian Customs, on Special Duty, United States Port of Duluth, Min.

SIR,—As I am at present unable to see you personally to give you verbal instructions on your duties, I will try and make it clear to you just what you may do, and the way in which your duties are to be performed.

The Northern Pacific Railway will furnish you with suitable desk-room, either in an office by yourselves, or in the General Freight Office of the Freight Department, at Duluth; in either case, your papers, and books, and seals and seal-press, are to be kept under lock and key.

As you are stationed at Duluth for the protection of Canadian revenue, but in the interest of the trade of the Northern Pacific Railway, you will only seal and manifest such goods on points west or east of Duluth as the agent of that road may designate for your action; by that I mean, that goods coming into Duluth over other roads or lines of steamers than those connecting with the Northern Pacific Railway have no right to ask for or expect to benefit by your services.

Goods arriving at Duluth from another Canadian port by a Canadian steamer or vessel will come to you covered by a certificate issued by a Canadian Customs officer at the point of shipment, as to the goods as described being either free or in bond.

Should any goods from Canada arrive at Duluth not so covered by this certificate, you will, after the car has been loaded and after it has been sealed by the United States Customs officers (you having been present at the time of loading, as to personally know the contents of the car), also seal the car with your seal, and sign a special car manifest, Form A., No. 11; but being most careful to state that the goods came to you not covered by any certificate to establish that they were free or in bond. In this way the goods are not detained on the road, and the collector at the point of destination takes other means, slower, but in a measure sure, to satisfy himself as to the goods in question.

When goods come to you properly covered by a certificate that they are either free or in bond you will sign the special car manifest—A. No. 11—and be most careful to state opposite each line whether they are free or in bond.

Each car has a separate manifest made out for it, and it is made out in triplicate; you holding one copy as your record, sending one copy with the way bills with the goods in the conductor's hands, and sending the other copy by railway mail (if the goods are for Manitoba) to the collector of Customs at Emerson—N.P.R.R., West Lynne Station.

This copy will go to Emerson, no matter what part of Manitoba the goods are for, and the collector there will then deal with the goods according to his instructions.

Should, however, the goods be for any part of the Province of British Columbia, you will send your third copy by railway mail to our officer, Robertson, at Tacoma, care of M.P.R.R. Freight Agent at that point. Robertson will then deal with them as he is ordered.

Such manifests as you make on British Columbia will be of one series, commencing with your first manifest and car No. 1, and so on in rotation.

Such manifests as you may make on the outport of Emerson for goods destined for Emerson, or points north of Emerson, but south of Winnipeg, will be of another series, also commencing at No. 1, and so on in rotation.

Such manifests as you make on the Port of Winnipeg for goods destined for there or for other points, but to be released at Winnipeg, will be of another series, also commencing at No. 1, and so on in rotation.

Should it be desired to make manifests on Portage la Praire, or Brandon direct, you may do so, giving each place a separate series of numbers, commencing at No. 1 in each new series.

It may be arranged by the railway and the collector of Customs at Winnipeg to have all goods for points past Winnipeg manifested on either Emerson or Winnipeg; if so, you will do as requested by the collector at Winnipeg on this point.

This system, if put in use, will give the railway possession of the goods after the seals and papers have been examined and verified at either Emerson or Winnipeg, and they may then be transported without any Customs supervision.

But failing such a request, you will manifest on Brandon or Portage la Prairie all goods for those places, but still send the papers on to Emerson, in the first instance, for the action of the officers there, according to the regulations in force.

Untill I see you personally you need not open any proper books; merely keep correct memos of all that you do and your office copy of the ship's papers that come to you, and of the manifests that you send forward.

On any subject on which you are in doubt write at once to the collector at Winnipeg. I will see you as soon as possible.

I send you this day by express the two books that Robertson used while in Duluth, and some of the letters that he received from me on the subject of his work. From a reading of them you may also get some light on points not mentioned in this letter.

The one book deals with the wheat that is in the bonded bins of the elevator at Duluth, and that went to Duluth from the Province of Manitoba last fall by rail, on consignment to points east.

You will as soon as possible verify the seals on the cords or ropes that control the openings of the elevator bins, and if still correct and intact, you may, on application, grant a certificate on each lot that is shipped to Eastern Canada that the same is the produce of Manitoba. The forms you will find in the office at Duluth, as supplied by the N.P.R.R., and approved by me. You will use no other, or sign anything else *in re* that wheat. From Robertson's wheat book you will see just how much remains in the bonded bins of this Manitoba wheat, and to that extent, and no more—less the cleanings—you will, when requested, manifest it on any Eastern Canadian Customs port, certifying on the ship's paper, or the form to be supplied you, that it is of Manitoba growth.

In sealing your cars, or in removing seals, always act in connection with and after the United States Customs officer has acted; when at all possible, help him all that you can, and use every endeavour to keep on good terms with them and the railway men and the officers in Duluth, but holding strictly to the letter of your instructions.

I have the honour to be, Sir,

Your obedient servant,

(Signed) GEO. H. YOUNG,

Inspector of Ports.

7,002.

TERMINATION OF CERTAIN ARTICLES OF THE TREATY OF WASHINGTON.

TREASURY DEPARTMENT, 2nd July, 1885.

Notice having been given by the Proclamation of the President, dated 31st January, 1885, of the abrogation of Articles 18 to 25, and Article 30, of the Treaty of Washington, collectors of Customs are hereby notified that Article 844 of the Customs Regulations of 1884, which is identical with Article 19 of the Regulations of 30th March, 1875, made pursuant to Article 30 of said treaty, will cease to be in force from and after this date.

Shipments of merchandise in transit from one port or place within the territory of the United States to another, by a route, a part of which is by land carriage through the Dominion of Canada and a part by the great lakes and rivers connecting the same, or by the River St. Lawrence, in either British or American vessels, from

ports on the northern frontier of the United States to ports on the Canadian frontier, for transhipment to railway cars, and from points on the Canadian frontier, at the termini of railway transportation, to ports on the northern frontier of the United States, will hereafter be treated in all respects as ordinary importations from foreign contiguous territory.

(Signed) DANIEL MANNING,
Secretary.

Collectors of Customs.

7,039.

TRANSIT OF MERCHANDISE THROUGH THE DOMINION OF CANADA.

TREASURY DEPARTMENT, 24th July, 1885.

Under the authority contained in section 3006 of the Revised Statutes, imported merchandise, in bond or duty-paid, and products and manufacturers of the United States, may, with the consent of the proper authorities of the British Provinces, be transported from one port in the United States to another port therein over the territory of such Provinces, by such routes and under such rules, regulations and conditions as the Secretary of the Treasury may prescribe.

Therefore so much of Circular No. 102 of this Department, dated the 2nd instant, as rescinded Article 844 of the Customs Regulations of 1884 is revoked, and said article is hereby amended, in such manner as to restrict the transportation therein referred to, to American vessels. Customs officers will be governed accordingly.

The salaries of officers stationed in Canada to supervise transhipment from vessels to cars, and *vice versa*, must be reimbursed to the Government by the transportation companies interested.

(Signed) DANIEL MANNING,
Secretary.

Collectors and other Officers of Customs.

Art. 844.—Goods, wares and merchandise in transit from one port or place within the territory of the United States to another by a route a part of which is by land carriage through the Dominion of Canada, and a part by the Great Lake and the rivers connecting the same, or by the River St. Lawrence, may be transported by water in American vessels from ports on the northern frontier of the United States to ports on the Canadian frontier for transhipment to railway cars, and from points on the Canadian frontier, at the termini of railway transportation, to ports on the northern frontier of the United States in American vessels.

If the goods are subject to duty they must be shipped under the ordinary transportation entry and bond, and, if the character of the goods will admit of it, must be duly corded and sealed.

Special manifest in triplicate shall be prepared at the port of shipment for merchandise forwarded in this manner, describing the merchandise and setting forth the route over which it is to pass, one copy of which shall accompany the merchandise and to be kept in the custody of the master of the vessel or conductor of the car, as the case may be, one copy retained by the Customs officer at the port or place of shipment, and the third copy forwarded to the Customs officer at the port or place when the merchandise shall be returned to the United States.

See Department Circular No. 102, dated July 2th, 1885, says Art. 844 no longer in force. Treaty of Washington, Art. 30, having terminated, Sec., S. S. 7039, dated July 24th, 1885. Art. 844 restored except as to British Vessels.

T A B L E S
SHOWING THE
TONNAGE ON THE CANALS.

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

Years.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	20,134	772,163	510,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	906,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,065	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123

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

HEAVY GOODS.

Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,910	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,599	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,001	283,219	1,819,063
1,064,293	11,691	69,450	114,970	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	94,613	189,993	144,487	959,342	370,884	1,769,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	201,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,260	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,523,358
1,167,901	5,800	26,084	93,181	830,154	202,072	1,157,291

D.—TABLE showing the Tonnage of the undermentioned Articles, moved
December,

VEGETABLE FOOD.

YEAR.	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	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876

*Fisc.

through the Welland Canal, during a series of Twenty Years ended 31st 1890.

HEAVY GOODS.

Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full Tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	68,064	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	423,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	543,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,679
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349

E.—TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of twenty-two years.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436	.....	.....
1870.....	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2'05	.....
1871.....	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67'59	.....
1872.....	330,032	866,169	41,515	73,572	5,900	88	1,317,276	67'50	.....	.....
1873.....	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82'10	.....
1874.....	650,161	459,728	3,192	44,079	112	237	1,157,509	47'18	.....	.....
1875.....	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29'38	.....
1876.....	231	377,317	356,064	6,334	26,488	12,205	4,691	783,331	.....	0'39
1877.....	1,710	398,416	700,723	26,351	52,559	27,365	4,976	1,223,100	55'52	.....
1878.....	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109'08	.....
1879.....	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99'07	.....
1880.....	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162'06	.....
1881.....	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11'75	.....
1882.....	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9'96	.....
1883.....	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51'06	.....
1884.....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37'18	.....
1885.....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14'36	.....
1886.....	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72'11	.....
1887.....	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85'64	.....
1888.....	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33'87	.....
1889.....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46'88	.....
1890.....	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21'23	.....

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

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815	.....	.....
1870.....	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	.....	11'06
1871.....	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11'05	.....
1872.....	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818	.....	36'59
1873.....	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765	.....	50'80
1874.....	108,288	46,127	77,007	1,103	7,053	3,747	243,325	.....	9'14	.....
1875.....	1,728	32,690	3,034	75,083	3,308	4,989	5,931	126,763	.....	52'67
1876.....	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62'67
1877.....	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52'61
1878.....	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	.....	65'21
1879.....	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52'51
1880.....	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49'43
1881.....	758	25,352	8,064	62,793	200	14,444	4,027	115,638	.....	56'82
1882.....	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52'65
1883.....	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73'00
1884.....	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73'43
1885.....	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77'62
1886.....	737	9,579	154	42,261	.....	1,671	4,814	59,216	.....	77'88
1887.....	790	675	2	44,580	.....	716	1,370	48,133	.....	82'02
1888.....	384	2,206	168	6,237	.....	.....	2,196	11,191	.....	95'82
1889.....	473	8,902	8,950	40,096	16	1,405	1,003	59,945	.....	77'61
1890.....	545	10,378	10,408	26,639	8	4,635	2,356	54,969	.....	79'47

F.—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty Years, ended 31st December, 1890.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	2,693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	2,643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	144,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,571	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983

* Fiscal.

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Twenty Years, ended 31st December, 1890.

Year.	VEGETABLE FOOD.							HEAVY GOODS.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
1869.....	Tons. 30,684	Tons. 211,085	Tons. 91,449	Tons. 2,942	Tons.	Tons. 667	Tons. 1,000	Tons. 337,530	Tons. 68,064	Tons. 14,334	Tons. 89,086	Tons. 28,566	Tons. 35,942	Tons. 235,962
1872.....	10,482	124,695	89,761	1,391	7,400	....	608	234,387	24,040	13,239	49,843	95,741	59,401	242,264
1873.....	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874.....	8,230	229,053	125,627	....	5,948	....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875.....	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876.....	5,187	96,247	58,138	....	1,905	525	403	162,405	....	5,531	29,395	167,110	25,808	227,844
1877.....	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878.....	1,316	65,542	60,026	859	277	....	341	128,361	....	10,713	3,892	150,583	13,535	178,723
1879.....	159	53,791	33,401	....	464	....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880.....	30,611	16,122	1,551	296	....	....	....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881.....	34,320	30,031	924	....	....	....	10	65,285	1,313	5,570	....	83,858	6,464	97,205
1882.....	107	30,227	32,433	537	....	684	14	64,002	....	4,076	....	158,552	14,533	177,161
1883.....	2,041	54,382	66,128	735	731	....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884.....	1,715	40,956	53,707	....	9,874	....	8,170	114,422	698	529	....	210,790	15,100	227,187
1885.....	124	53,235	63,229	732	882	....	1	118,203	....	1,594	....	198,416	15,029	215,030
1886.....	7,591	53,258	94,048	....	4,790	....	13,201	172,888	156	5,328	1	180,964	11,364	206,813
1887.....	11,780	37,678	83,431	1,732	12,050	....	10,859	157,530	15	4,406	....	82,780	627	87,828
1888.....	8,563	39,999	102,974	2	26,510	179	11,598	180,825	63	1,601	56	173,259	2,309	177,288
1889.....	5,017	39,229	147,045	....	27,492	....	17,225	236,208	....	1,587	896	227,476	1,204	231,163
1890.....	9,204	31,527	180,842	6,519	27,030	....	20,497	275,619	....	504	208	162,231	1,620	164,563

H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals, and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Twenty Years, ended 31st December, 1890.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*,	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872.	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873.	1,745,171	579,880	2,036,992	1,482,174	131,765	243,366
1874.	1,767,598	647,397	2,791,517	1,157,509	243,325	374,226
1875.	1,305,550	417,936	2,343,241	1,017,559	126,763	177,908
1876.	1,064,293	409,788	2,875,803	783,331	90,975	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	4,333,617	1,565,543	127,168	87,826
1880.	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881.	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882.	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883.	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884.	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885.	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886.	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887.	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888.	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889.	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890.	1,167,901	519,291	4,336,199	953,397	54,969	275,619

* Fiscal.

I—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889 and 1890.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
174	62,665	432	121,150	41	17,482	329	97,257	976	298,554	
	Tons.		Tons.		Tons.		Tons.		Tons.	
1882.										
Wheat.....		60,735		46,201		5,203		87,213		199,152
Corn.....		7,431		6,075		3,468		38,360		55,334
Rye.....								1,954		1,954
Coal.....		1,673		51,127		112		27,968		80,880
Miscellaneous merchandise		2,939		3,744		1,553		2,605		10,841
Lumber.....Ft. B. M.	1,021,957		1,943,568		3,969,790		17,327,483		24,262,798	
Timber.....Cub. ft.	125,960		2,874,066				13,500		3,013,526	
Staves.....No.	59,600		1,065,233				104,000		1,228,833	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1883.	180	68,850	468	130,844	111	68,609	417	127,616	1176	395,929
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat.....		32,761		29,385		5,928		76,715		144,789
Corn.....		25,651		21,073		36,146		99,272		182,142
Barley.....								735		735
Rye.....								518		518
Oats.....						731				731
Coal.....		8,398		48,329		835		40,388		97,950
Miscellaneous merchandise		5,238		3,590		13,195		2,299		24,322
Lumber.....Ft. B. M.	2,102,292		3,455,590		5,287,386		15,143,274		25,988,542	
Timber.....Cub. ft.	83,700		3,514,944				70,500		3,669,144	
Staves.....No.	32,876		1,038,349				90,000		1,161,225	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1884.	173	68,250	285	73,057	99	67,637	364	97,794	921	306,738
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat.....		38,859		11,618		5,461		75,474		131,412
Corn.....		10,841		13,609		26,452		67,909		118,811
Barley.....		90								90
Rye.....		477								477
Oats.....		872				7,963		1,911		10,746
Coal.....		497		28,275		301		10,154		39,227
Shingles, firewood and woodenware.....		548		2,538		49		30		3,165
Miscellaneous merchandise		2,073		3,804		11,793		428		18,103
Lumber.....Ft. B. M.	3,303,351		1,680,976		8,987,558		18,126,215		32,188,100	
Timber.....Cub. ft.	437,356		2,107,780				159,647		2,704,783	
Staves.....No.			75,000		33,741		301,267		410,068	

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

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	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		882	
Pease.	11								11	
Rye.										
Coal.	1,005		20,318				18,560		39,883	
Miscellaneous merchandise.	1,941		3,689		1,111		1,086		7,827	
Shingles, woodenware, &c.	223		9		53		58		343	
Sawed Lumber...Ft. B.M.	7,725,105		8,681,081		9,381,654		20,935,270		46,723,110	
Square Timber...Cub. Ft.	601,516		2,849,526		20,692		113,682		3,585,416	
Staves....No.	104,000		44,000		83,500				231,500	
Firewood	Cords		783							783
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	261	95,928	426	123,297	118	86,937	358	108,344	1163	414,506
1886.										
	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.	38,984		30,834		2,937		70,019		142,774	
Corn.	48,547		33,315		36,852		99,644		218,358	
Barley.									572	
Oats.	6		41		4,331		459		4,837	
Pease.	450		158						608	
Rye.										
Coal.	4,007		45,018				11,647		60,672	
Miscellaneous merchandise.	2,926		6,728		23,687		281		33,622	
Shingles, woodenware, &c.	329				252		215		1,152	
Sawed Lumber...Ft. B.M.	6,915,390		15,719,631		8,953,478		18,405,961		49,994,460	
Square Timber...Cub. Ft.	564,827		2,335,205				35,500		2,935,532	
Staves....No.	221,280		697,933						919,213	
Firewood	Cords		390							390
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	250	86,344	372	101,745	107	94,029	163	46,152	892	328,270
1887.										
	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.	80,757		81,652		200		46,186		208,796	
Corn.	12,341		14,775		65,981		20,582		113,679	
Barley.					9		575		584	
Oats.			1,376		11,098		279		12,753	
Pease.			362						362	
Rye.										
Coal.	1,436		25,165				2,108		28,709	
Miscellaneous merchandise.	2,179		4,609		24,395		415		31,598	
Shingles, woodenware, &c.	1,716		1,081		26				2,823	
Sawed Lumber...Ft. B.M.	2,894,767		12,329,728		4,161,349		15,091,355		34,477,199	
Square Timber...Cub. Ft.	498,770		1,285,594						1,784,364	
Staves....No.			266,697						266,697	
Firewood	Cords		299		466					765

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.
	242	86,838	339	93,450	114	104,505	219	60,500	914	345,293
		Tons.		Tons.		Tons.		Tons.		Tons.
1888.										
Wheat.		45,481		60,379		1,353		40,779		147,992
Corn.		38,620		14,231		71,988		71,175		196,024
Barley										
Oats.		672		54		24,967		1,311		26,950
Pease.						57				111
Rye.						71		632		703
Coal.		1,603		20,064				4,208		25,875
Miscellaneous merchandise		2,165		3,291		22,719		3,722		31,897
Shingles, Woodenware, &c.		66		84		141		6		297
Sawed Lumber... Ft. B. M.	5,262,700		11,977,905		4,451,360		12,539,672		34,230,637	
Square Timber... Cub. Ft.	687,728		1,555,307		19,000				2,262,035	
Staves.... No.	106,972		211,436					34,000		352,408
Firewood.... Cords	179		201							380
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	317	106,048	427	118,071	208	172,873	268	92,442	1220	489,434
		Tons.		Tons.		Tons.		Tons.		Tons.
1889.										
Wheat.		38,127		28,054		1,679		46,767		114,627
Corn.		60,218		43,819		152,858		96,700		353,595
Barley										
Oats.		320				25,347		2,145		27,812
Pease.										
Rye.		948		634		336				1,918
Coal.		3,976		21,148		712		1,664		27,500
Miscellaneous merchandise		6,339		5,749		25,082		3,030		40,200
Shingles, Woodenware, &c.				1				51		52
Sawed Lumber... Ft. B. M.	5,789,226		11,632,830		11,792,850		21,026,211		50,240,617	
Square Timber... Cub. Ft.	924,645		2,934,089						3,859,634	
Staves.... No.	35,700		194,649						220,349	
Firewood.... Cords			46							46
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	342	110,056	443	117,400	202	204,542	142	50,622	1129	482,620
		Tons.		Tons.		Tons.		Tons.		Tons.
1890.										
Wheat.		43,308		35,633		7,514		32,239		118,694
Corn.		63,095		51,439		172,756		40,104		327,394
Barley						3,304		3,215		6,519
Oats.		479		73		27,030				27,582
Pease.						14				14
Rye.		1,121								1,121
Coal.		1,049		21,732				615		23,396
Miscellaneous merchandise		3,146		5,683		32,194		2,510		43,533
Shingles, Woodenware, &c.		15		1,266		8				1,289
Sawed Lumber... Ft. B. M.	5,921,240		5,167,201		10,274,335		14,290,800		35,653,576	
Square Timber... Cub. Ft.	1,141,194		3,395,832						4,537,026	
Staves.... No.	12,255		19,947						32,202	
Firewood.... Cords	15		566							581

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 1890.

UNITED STATES STEAM VESSELS.

Date of Arrival.	Name of Vessels.	Registered tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over the 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	
1890.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	
April 18	J. R. Langdon.....	1,550	240	42	0	16	8	14	0	14	9	66,742	49	6,090	171				
do 19	Gov. Smith.....	1,547	240	42	0	16	8	14	5	14	11	65,091	112	8,370	234				
do 24	W. J. Averill.....	1,425	265	36	6	16	5	14	7	15	1	59,752	117	8,649	243				
do 28	A. McVittie.....	1,553	240	42	0	16	8	13	10	14	6	31,231	45,726	169	3,945	110			
do 30	W. A. Haskill.....	1,441	265	37	0	16	6	14	0	14	11	62,802	14	7,276	204				
May 4	J. N. Langdon.....	1,550	240	42	0	16	8	14	3	14	7	66,340	94	6,642	186				
do 6	Gov. Smith.....	1,547	240	42	0	16	8	15	0	15	3	68,926	147	12,464	349				
do 17	A. McVittie.....	1,553	240	42	0	16	8	14	8	14	9	68,451	16	7,391	213				
do 19	W. A. Haskill.....	1,441	265	37	0	16	6	14	8	15	0	59,284	143	8,515	238				
do 20	J. R. Langdon.....	1,550	240	42	0	16	8	13	4	15	4	50,881	25,039	81	6,629	186			
do 21	D. C. Whitney.....	1,013	246	40	6	14	0	14	3	14	2	51,889	4,310		128				
do 24	Gov. Smith.....	1,547	240	42	0	16	8	14	3	14	8	51,149	15,123	361	9,697	272			
do 26	John Ringee.....	950	216	35	0	18	0	15	4	15	0	60,000			8,967	251			
June 1	A. McVittie.....	1,553	240	42	0	16	8	14	6	14	9	47,635	25,000	210	8,065	226			
do 4	W. A. Haskill.....	1,441	265	37	0	16	6	14	0	14	7	28,730	58,591		10,844		174		
do 7	J. R. Langdon.....	1,550	240	42	0	16	8	15	0	15	0	68,116	152	12,159	340				
do 7	F. H. Prince.....	1,548	240	42	0	16	8	15	1	14	11	49,124	36,668		11,057	310			
do 16	Gov. Smith.....	1,547	240	42	0	16	8	14	9	14	9	17,275	82,520	139	4,838	5,305	136	85	
do 16	W. J. Averill.....	1,425	265	36	6	16	8	12	0	14	7	38,306	23,344	8	2,854		80		
do 17	A. McVittie.....	1,553	240	42	0	16	0	15	1	14	10	66,000		168	9,970		279		
do 19	W. A. Haskill.....	1,441	265	37	0	16	8	13	5	14	7	39,499	24,447	94	2,688		75		
do 20	J. R. Langdon.....	1,550	240	42	0	16	8	14	7	14	10	69,021		22	9,799		274		
do 22	Gov. Smith.....	1,547	240	42	0	16	8	14	7	15	0	51,035	33,068	23	9,063		254		
do 25	F. H. Prince.....	1,548	240	42	0	16	8	15	2	15	6	70,040		133	14,118		395		
July 2	Ino Pidgeon, jr.....	1,037	247	36	0	14	0	14	7	14	4	51,244		128	3,505		98		
do 3	W. J. Averill.....	1,425	265	36	6	16	5	14	8	14	8	30,235	35,829	262	7,760		217		
do 9	W. A. Haskill.....	1,441	265	37	0	16	0	14	6	15	0	54,124		276	7,657		214		

do	10 J. R. Langdon	1,550	240	42	0	16	8	14	8	15	1		63,727	248	11,974	335
do	11 A. McVittie	1,553	240	42	0	16	8	14	10	15	0		50,954	20,657	9,769	273
do	12 Gov. Smith	1,547	240	42	0	16	8	15	1	15	6		48,407	37,921	14,393	403
do	17 F. H. Prince	1,548	240	42	0	16	8	15	3	15	0		53,602	20,122	12,154	340
do	19 J. Pridgeon, jr.	1,037	247	36	0	6	0	14	6	14	8		50,088	209	4,624	129
do	22 W. J. Averill	1,425	265	36	6	16	0	14	11	15	0		30,000	46,103	212	14,888
do	23 W. A. Haskill	1,441	265	37	0	16	5	14	5	15	0		57,358	172	7,945	197
do	27 A. McVittie	1,553	240	42	0	16	8	15	3	15	3		68,876	129	12,066	338
do	28 J. R. Langdon	1,550	240	42	0	16	8	14	6	15	6		68,639	192	12,189	341
do	29 Gov. Smith	1,547	240	42	0	16	8	15	0	15	7		70,293	156	14,082	394
Aug.	3 H. R. James	1,553	240	42	0	16	8	15	6	15	8		64,846	316	15,669	438
do	5 F. H. Prince	1,548	240	42	0	16	8	15	3	15	4		49,264	748	16,045	449
do	9 W. J. Averill	1,425	265	36	6	16	0	14	11	15	2		53,778	323	9,905	277
do	12 Jno. Pridgeon, jr.	1,037	247	36	0	14	0	13	7	14	8		45,216	261	1,268	35
	A. McVittie	1,553	240	42	6	16	8	15	5	15	3		55,229	580	13,343	374
do	13 W. A. Haskill	1,441	265	37	0	16	5	14	0	15	3		56,438	195	7,072	198
Aug.	15 Gov. Smith	1,547	240	42	0	16	8	15	2	15	10		65,955	319	15,316	429
	J. R. Langdon	1,550	240	42	0	16	8	15	1	15	6		67,323	245	14,939	418
do	20 H. R. James	1,553	240	42	0	16	8	15	6	15	4		70,000	150	16,054	451
do	23 F. H. Prince	1,548	240	42	0	16	8	15	7	15	2		68,624	226	15,927	446
do	26 W. J. Averill	1,425	265	36	6	16	5	14	9	15	0		34,699	959	8,329	233
do	29 Denver	1,029	222	37	0	19	0	14	9	15	0		64,000		13,215	370
do	30 A. McVittie	1,553	240	42	0	16	8	15	3	15	4		26,000	39,358	489	5,015
Sept.	2 Omaha	940	215	34	2	18	0	15	0	15	0		61,900		10,841	304
	W. A. Haskill	1,441	265	37	0	16	0	14	4	14	7		29,539	23,529	535	5,853
do	2 J. R. Langdon	1,550	240	42	0	16	8	14	5	15	2		38,376	28,235	444	10,007
do	8 Gov. Smith	1,547	240	42	0	16	8	14	3	15	4		49,332	21,157	391	12,852
	Samoa	837	205-8	34	5	17	0	15	5	15	0		52,696		9,308	261
do	9 Iona	1,123	209-2	38	1	18	0	14	10	15	0		60,571		12,978	338
	H. R. James	1,553	240	42	6	16	8	15	4	15	6		66,893		16,217	454
do	11 F. H. Prince	1,548	240	42	0	16	8	14	3	15	6		44,001	20,189	418	7,931
do	12 Jno. Rugee	950	216	35	0	18	0	15	4	15	1		62,000		10,917	306
	S. E. Peck	1,180	230	38	0	18	0	15	2	15	8		75,467		12,361	346
do	13 W. J. Averill	1,425	265	36	6	16	5	14	11	15	2		50,020		374	9,854
do	17 A. McVittie	1,553	240	42	0	16	8	15	7	15	8		64,297		370	17,726
do	21 Wm. A. Haskill	1,441	265	37	0	16	6	14	0	15	0		14,840	15,669	518	4,574
do	23 J. R. Langdon	1,550	240	42	0	16	8	13	7	15	3		31,000	41,688	339	6,143
do	27 Gov. Smith	1,547	240	42	0	16	8	14	9	15	3		32,976	37,647	515	11,369
Oct.	1 H. R. James	1,553	240	42	0	16	8	15	2	15	3		51,057	610	12,696	355
do	6 W. J. Averill	1,425	265	36	6	16	5	14	6	14	8		15,040	46,884	440	4,458
do	8 F. H. Prince	1,548	240	42	0	16	8	15	0	15	3		49,333		698	12,611
do	9 A. McVittie	1,553	240	42	0	16	8	15	4	15	7		63,566		326	14,441
do	13 Wm. A. Haskill	1,441	265	37	0	16	6	14	7	15	0		49,272		437	8,100
do	15 J. R. Langdon	1,550	240	42	0	16	8	14	1	15	2		50,680		592	8,029
do	18 Gov. Smith	1,547	240	42	0	16	8	14	8	15	8		44,617	24,136	469	12,070
do	21 H. R. James	1,553	240	42	0	16	8	14	11	15	3		65,787		188	12,776
do	26 W. J. Averill	1,425	265	36	6	16	5	14	10	14	11		55,773		197	9,750
Nov.	4 J. R. Langdon	1,550	240	42	0	16	8	14	3	15	6		69,197		131	11,730
do	5 W. A. Haskill	1,341	265	37	0	16	6	14	3	15	0		58,550		126	6,645
do	7 A. McVittie	1,553	240	42	0	16	8	14	10	15	8		63,778		298	13,013

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 1890.

UNITED STATES STEAM VESSELS.

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through Welland Canal.										Destination.			Cost of lightening per bushel.	Time occupied in light- ering.	
		Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.	Rolling freight	Total Cargo through Canal.	Ft. in.	From	To					
1890.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.						cts.	H. M.
April 18	J. R. Langdon	60,652				1,639			49	1,748	13 9	Chicago		Ogdensburg		2	3 0
do 19	Gov. Smith	56,721				1,589			112	1,701	13 7	do		do		2	3 30
do 24	W. J. Averill	51,103				1,431			117	1,548	13 16	do		do		2	4 0
do 28	A. McVittie	27,286	45,726			761	732		169	1,665	13 10	do		do		2	6 0
do 30	W. A. Haskill	55,526				1,535			14	1,569	13 0	do		do		2	3 0
May 4	J. R. Langdon	50,638				1,673			94	1,767	13 9	do		do		2	3 30
do 6	Gov. Smith	56,462				1,581			147	1,728	13 10	do		do		2	4 30
do 17	A. McVittie	60,860				1,705			16	1,721	13 10	do		do		2	3 20
do 19	W. A. Haskill	50,769				1,422			143	1,565	13 10	do		do		2	3 0
do 20	J. R. Langdon	44,252	25,039			1,240	401		81	1,722	13 7	do		do		2	2 40
do 21	D. C. Whitney	47,579			1,428					1,428	13 8	Duluth		Kingston		2	3 30
do 24	Gov. Smith	41,452	15,123			1,161	242		361	1,764	13 0	Chicago		Ogdensburg		3	0
do 26	John Rugee	51,033				1,429				1,429	13 0	do		do		2	4 0
June 1	A. McVittie	39,570	25,000			1,108	400		210	1,718	13 0	do		do		2	3 30
do 4	W. A. Haskill	28,737	47,747			805	764			1,569	14 0	do		do		2	3 30
do 5	J. R. Langdon	55,957				1,567			152	1,719	13 8	do		do		2	5 30
do 7	E. H. Prince	38,067	36,668			1,066	587			1,653	13 10	do		do		2	4 15
do 12	Gov. Smith	12,437	77,215			349	1,236		139	1,724	13 10	do		do		2	3 0
do 16	W. J. Averill	35,152	23,344			993	374		8	1,375	12 6	do		do		2	1 10
do 17	A. McVittie	56,030				1,560			168	1,737	13 0	do		do		2	3 20
do 19	W. A. Haskill	36,811	24,447			1,031	392		94	1,517	13 10	do		do		2	2 10
do 20	J. R. Langdon	60,122				1,684			22	1,706	13 9	do		do		2	3 0
do 22	Gov. Smith	41,972	33,068			1,176	530		23	1,729	13 0	do		do		2	3 0
do 25	E. H. Prince	55,922				1,566			133	1,699	13 0	do		do		2	6 0
July 2	Jno. Pridgeon, jr	47,739				1,337			128	1,465	14 0	do		do		2	4 0
do 3	W. J. Averill	22,475	35,829			630	610		262	1,502	13 0	do		do		2	2 30
do 9	W. A. Haskill	46,467				1,302			276	1,578	13 0	do		do		2	3 0

do	10	J. R. Langdon	51,753	1,450	248	1,698	13	8	do	do	2	3	30		
do	11	A. McVittie	41,185	20,657	1,154	221	1,727	13	0	do	do	2	3	10	
do	12	Gov. Smith	31,014	37,921	953	645	157	1,735	13	10	do	do	2	5	15
do	17	F. H. Prince	41,448	20,122	1,161	343	249	1,744	13	0	do	do	2	4	30
do	19	J. Pridgeon, jr.	45,474	1,274	209	1,483	13	0	do	do	2	4	15		
do	22	W. J. Averill	30,000	31,215	840	531	212	1,583	13	0	do	do	2	4	10
do	23	W. A. Haskell	50,313	1,409	172	1,581	13	0	do	do	2	3	0		
do	27	A. McVittie	56,810	1,591	129	1,720	14	0	do	do	2	3	0		
do	28	J. R. Langdon	56,450	1,581	192	1,773	13	4	do	do	2	6	0		
do	29	Gov. Smith	56,211	1,574	156	1,730	13	9	do	do	2	4	30		
Aug.	3	H. R. James	49,177	1,377	316	1,693	13	10	do	do	2	5	0		
do	5	F. H. Prince	33,219	931	748	1,679	13	9	do	do	2	5	0		
do	9	W. J. Averill	43,873	1,229	323	1,552	13	0	do	do	2	3	15		
do	12	Jno. Pridgeon, jr.	43,948	1,231	261	1,492	14	0	do	do	2	2	30		
do	13	A. McVittie	41,886	1,153	580	1,753	13	0	do	do	2	4	15		
do	13	W. A. Haskell	49,366	1,383	195	1,578	13	10	do	do	2	3	25		
Aug.	15	Gov. Smith	50,639	1,418	319	1,737	13	11	do	do	2	4	30		
do	15	J. R. Langdon	52,384	1,467	245	1,712	13	7	do	do	2	5	0		
do	20	H. R. James	53,946	1,511	150	1,601	13	9	do	do	2	4	30		
do	23	F. H. Prince	52,694	1,476	226	1,702	13	10	do	do	2	4	30		
do	26	W. J. Averill	26,370	739	959	1,698	13	11	do	do	2	3	15		
do	29	Denver	50,785	1,422	1,422	1,422	13	10	do	do	2	6	30		
do	30	A. McVittie	19,985	37,261	560	634	489	1,683	13	11	do	do	2	3	0
Sept.	2	Omaha	51,059	1,430	1,430	1,430	13	6	do	do	2	4	0		
do	2	W. A. Haskell	23,686	23,529	664	400	335	1,599	13	10	do	do	2	3	30
do	3	J. R. Langdon	28,339	28,235	795	480	444	1,719	13	8	do	do	2	3	30
do	8	Gov. Smith	36,480	21,157	1,022	360	391	1,773	13	11	do	do	2	3	30
do	8	Samoa	43,388	1,215	1,215	1,215	13	10	do	do	2	8	0		
do	9	Iona	48,493	1,358	1,358	1,358	13	6	do	Kingston	2	3	45		
do	9	H. R. James	50,676	1,419	257	1,676	13	8	do	Ogdensburg	2	6	0		
do	11	F. H. Prince	36,070	17,224	1,010	293	418	1,721	13	10	do	do	2	4	10
do	12	Jno. Rugee	51,083	1,431	1,431	1,431	14	0	do	do	2	3	0		
do	12	S. E. Peck	63,106	1,767	1,767	1,767	13	11	do	Kingston	2	7	0		
do	13	W. J. Averill	40,166	1,125	374	1,499	13	11	do	Ogdensburg	2	3	30		
do	17	A. McVittie	46,571	1,304	379	1,674	13	11	do	do	2	5	30		
do	21	Wm. A. Haskell	10,266	44,280	288	777	518	1,583	13	10	do	do	2	3	15
do	23	J. R. Langdon	24,857	40,144	683	697	339	1,719	13	8	do	do	2	2	15
do	27	Gov. Smith	21,607	37,647	605	640	515	1,760	13	10	do	do	2	4	0
Oct.	1	H. R. James	38,361	1,075	610	1,685	13	10	do	do	2	4	0		
do	6	W. J. Averill	10,582	43,639	297	742	440	1,479	13	11	do	do	2	2	10
do	8	F. H. Prince	36,742	1,029	698	1,727	13	10	do	do	2	4	30		
do	9	A. McVittie	49,115	1,376	326	1,702	13	11	do	do	2	4	30		
do	13	Wm. A. Haskell	41,172	1,153	437	1,590	13	10	do	do	2	3	0		
do	15	J. R. Langdon	42,651	1,195	592	1,787	13	9	do	do	2	3	0		
do	18	Gov. Smith	32,547	24,136	912	411	469	1,792	13	11	do	do	2	4	0
do	22	H. R. James	53,011	1,485	188	1,673	13	10	do	do	2	4	0		
do	26	W. J. Averill	46,023	1,289	197	1,486	13	9	do	do	2	4	15		
Nov.	4	J. R. Langdon	57,467	1,610	131	1,741	13	9	do	do	2	3	15		
do	5	W. A. Haskell	51,905	1,454	126	1,580	13	10	do	do	2	2	45		
do	7	A. McVittie	50,765	1,422	298	1,720	13	11	do	do	2	4	30		

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

UNITED STATES STEAM VESSELS—*Continued.*

Date of Arrival.	Name of Vessels.	Registered tonnage.	Dimensions.				Depth of Water on Arrival.	Original Cargo to Canad.				Lighterage over the 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.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1890.																			
Nov. 10	Gov. Smith.....	1,547	240	42 0	16 8	14 6	15 0	.....	60,326	.....	302	.....	8,914	.....	250	.....	.....	.....
do 14	H. R. James.....	1,553	240	42 0	16 8	14 5	14 10	.....	29,507	42,644	352	.....	5,637	2,014	158	34	.....	.....
do 23	Whitney	1,013	246	40 6	14 0	15 8	15 1	.....	66,224	.....	12,779	.....	358	.....	.....	.....	.....	.....
do 26	J. L. Langdon.....	1,550	240	42 0	16 8	12 4	14 8	.....	54,443	.....	205	3,535	99	.....	.....	.....	.....	.....
									51,889	4,255,333	901,294	19,179	4,310	763,976	44,294	129	21,389	739	

UNITED STATES SAILING VESSELS.

Sept. 8	Vance.....	736	206 7	33 6	14 0	14 10	15 5	.....	50,949	.....	.....	7,186	.....	201	.....	.....	.....	.....
Nov. 23	Wayne.....	917	186 5	34 2	13 0	14 2	14 6	.....	50,500	.....	.....	2,525	.....	71	.....	.....	.....	.....
		1,653	.....	.....	.....	.....	.....	.....	101,449	.....	.....	9,711	.....	272	.....	.....	.....	.....

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

UNITED STATES STEAM VESSELS—Concluded.

46-VOL

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through Welland Canal.									Destination.		Cost of lighterage, per bushel.	Time occupied in light- erage.
		Wheat.	Corn.	Oats.	Wheat.	Corn.	Oats.	Rolling freight	Total Cargo through the Canal.	Depth Water through Canal midship.	From	To		
1890.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			cts.	H. M.
Nov. 10	Gov. Smith.....	51,412			1,440			302	1,742	13 10	Chicago	Ogdensburg	2	3 0
do 14	H. R. James.....	23,870	40,630		669	691		352	1,712	13 11	do	do	2	2 30
do 23	Whitney.....	53,445			1,497			1,497	13 10	do	do	do	2	6 00
do 26	J. R. Langdon.....	50,908			1,426			205	1,631	13 5	do	do	2	1 30
		47,579	3,491,327	857,100	1,328	97,781	14,264	19,197	132,670	.....			

UNITED STATES SAILING VESSELS.

Sept. 8	Vance.....		43,763			1,226			1,226	14 0	Chicago	Ogdensburg		10 45
Nov. 23	Wayne.....		47,975			1,344			1,344	13 11	do	do		8 0
			91,738			2,570			2,570					

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

Articles,	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>										
Iron, pig.....	858	459								
do all other.....		9	5		7	15		418		
Stone for cutting.....	233	2								
Apples.....		1			513	49	33			
Barley.....		259		38						
Corn.....	69,066	17,474	109,191	55,552	44,401	116,517	24,609	66,443	195,350	139,798
Flour.....	4,476	5,920	5,089	9,659	2,874	2,934	6,140	3,865	6,841	3,065
Meal, all kinds.....				1,188		16	125	87	100	148
Oats.....					872				320	479
Pease.....			726	433		11	608	362		
Rye.....		1,269	518	477					1,284	1,120
Seeds, all kinds.....		37	2			42	33		12	3
Tobacco, raw.....		1					25			2
Wheat.....	77,061	161,692	76,379	84,822	52,157	86,815	160,063	93,915	70,815	75,515
All other agricultural products, vegetable.....		1			1		17		798	3
Hides, skins, horns and hoofs.....			77							
Horses.....		1			2	1	1	2	2	3
Lard and lard oil.....	361	206	6			22		54		
Pork.....	5,141	278	212	318	30	936	418	265	1,220	221
All other agricultural products, animal.....					4	68	29	39	32	117
Total, Class 3.....	157,196	187,609	193,393	152,171	100,058	208,148	191,759	165,113	276,813	220,545
<i>Class 4.</i>										
Ashes.....	13	10	3	36	97	44	113	85	107	70
Furniture.....	4	12	6	10	5	6	9	2		1
Glass, all kinds.....	47	6	1					3		1
Molasses.....		18	43			28				
Nails.....				1			1			
Oil.....	425		78	7	6	14		4		6
Paint.....	4				1					
Pitch and tar.....		1								

Sugar.....		2					15				
Stone, wrought.....	291	484	269	317			12				
Turpentine.....		2		1							
Whiskey, beer and other spirits.....		25	35			8		3	20	26	
Merchandise not enumerated.....	60	105	53	37	29	100	72	105	193	142	
Total, Class 4.....	415	1,092	412	480	138	193	236	198	324	246	
<i>Class 5.</i>											
Barrels, empty.....	1	3		37	128	6	88	40			
Sawed lumber.....	2,849	3,639	6,311	7,531	19,945	18,707	7,004	5,175	6,118	3,579	
Staves, pipe and barrel.....	1,001	2,359	2,024	200	856	332	184	139			
do West India and pipe.....	1,198	1,130	451	863		287	131	1,623	270		
Timber, square, in vessels.....	3,227	1,574	290		639	1,330					
do rafts.....	3,250	1,149	2,314	7,365	11,128	15,410	14,390	11,586	9,302		
Woodenware.....	76	205	199	68	76	101	45	25		1	
Total, Class 5.....	11,602	10,059	11,589	16,064	32,772	36,173	21,839	18,588	15,690	3,580	
<i>Special Class.</i>											
Coal.....			75							10	
Kryolite.....											817
Grand total.....	169,213	198,835	205,394	168,715	132,968	244,514	213,834	183,899	203,197	225,188	12

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

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.										
Bricks.....	81	96	78	200	44	66	3	187	81	252
Cement and water lime.....	38	533	508	219	117	498	1,740	1,177	823	62
Clay, lime and sand.....	121	56	56	.....	1	134	95	3	8	.....
Fish.....	18	406	.....	.....	1	95	1	80	26	.....
Gypsum.....	.....	.....	.....	13	.....	.....	.....	.....	.....	.....
Iron, Railway.....	16,476	11,246	8,725	2,031	12,356	6,629	153	9,148	15,513	20,003
do Pig.....	8,131	3,575	2,460	43	23	10	368	573	250	20
do all other.....	900	686	528	366	290	76	1,997	297	200	584
Salt.....	5,175	1,820	5,324	802	1,574	5,609	4,197	3,599	4,216	7,440
Stone for cutting.....	5	.....	.....	7	.....	.....	.....	.....	.....	12
Flour.....	.....	21	.....	.....	.....	.....	.....	.....	.....	48
Meals.....	.....	5	.....	.....	.....	.....	.....	31	.....	.....
Oats.....	.....	264	.....	.....	.....	.....	.....	.....	.....	.....
Potatoes.....	359	23	.....	.....	.....	.....	4	.....	.....	.....
Seeds, all kinds.....	65	14	.....	.....	.....	.....	.....	24	215	100
Agricultural Products not enumerated, vegetables.....	2	.....	25	1	1	.....	.....	35	19	.....
Houses.....	.....	2	.....	.....	.....	.....	.....	.....	2	.....
Lard and lard oil.....	.....	.....	.....	45	3	.....	3	.....	.....	72
Pork.....	.....	.....	.....	45	.....	.....	.....	.....	.....	33
Wood.....	.....	3	.....	.....	.....	.....	4	77	.....	13
All other articles not enumerated.....	.....	.....	.....	.....	6	4	77	.....	.....	1
Total Class 3.....	31,371	18,460	17,994	3,707	14,428	12,896	8,702	15,244	21,495	28,674
Class 4.										
Ashes, pot and pearl.....	.....	.....	.....	.....	226	20	.....	.....	.....	10
Crockery and earthenware.....	24	116	137	47	10	40	164	336	112	11
Dye woods, &c.....	.....	.....	2	.....	.....	1	4	.....	.....	.....
Furniture.....	3	4	4	1	.....	9	1	1	.....	.....
Glass, all kinds.....	97	359	156	160	32	30	53	77	71	23
Manilla.....	.....	5	5	17	.....	7	5	1	.....	.....
Molasses.....	14	58	3	.....	23	1	1	56	.....	.....

Nails	258	576	1,085	160	205	389	147	578	736	453
Oil in barrels	54	119	122	80	10	82	28	22	9	11
Paint	47	124	103	161	24	36	80	59	49	24
Pitch and tar	1		50	1		5	1			13
Rosin			11	21						1
Soda, ash	3,144	1,040	1,801	1,427	164	975	1,116	1,196	766	554
Steel	29		3	142		1	423	3	3	1
Stone wrought			2							55
Sugar	5	465	375	290	64	316	207	98	7	551
Tin	950	641	1,669	1,832	10	549	2,225	198	480	40
Turpentine			1	1		1	1	1	1	2
White lead		14		3		3	4	2	4	19
Whiting	10	5	19		9		7		33	34
Whiskey, beer, &c.	91	564	791	364	259	174	287	228	124	350
Merchandise not enumerated	984	1,992	2,608	1,001	712	1,008	619	1,259	1,422	1,180
Total Class 4	5,753	6,093	8,957	5,687	1,725	3,678	5,373	4,066	3,873	3,277

Class 5.

Barrels, empty	40	130	179			227				2
Lumber, sawn, in vessels		175	318							
Woodenware	26	23		3	2					
Total Class 5	66	328	497	3	2	227				2
<i>Special Class.</i>										
Coal			40	28						
Grand Total	37,190	24,881	27,488	9,425	16,155	16,801	14,075	19,310	25,379	31,951

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

ARTICLES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>											
Bricks	22		3				41				4
Cement and water lime		2					31		4		
Fish			1					2			
Iron, railway			142								
do all other	79	114	90	40		45			520		1
Salt			8				1				
Stone for cutting	258		38	16							
Apples		1	8								
Barley			537	75							
Corn	16,122	30,031	32,433	66,128	53,707	63,229	93,503	83,431	102,974	147,045	180,842
Flour			107	2,041	1,715	124	7,591	11,780	8,563	5,017	9,204
Hay, pressed					13						
Mead, all kinds			5	8,579	8,170		13,201	10,726	11,598	17,224	20,482
Oil cake				1							
Oats	296			731	9,874	882	4,790	12,050	26,510	27,492	27,030
Potatoes			1							1	1
Rye			684						179		
Seeds, all kinds		16		662	511		236	44	48	151	135
Wheat	30,611	34,320	30,227	54,282	40,956	53,235	53,258	37,078	39,999	39,229	31,527
Agricultural products, vegetable			5	3			2	2			14
Hides and skins, &c			60	73			414	170	39		
Horses		1	6	6			1	2		1	1
Lard and lard oil, &c			5	7			13	14	19	32	30
Meats, other than pork			1	12	4		1	18	14	3	15
Pork		1	163				106	108	19	21	88
Sheep				95		1					
Wool							1,125	86	18	452	
Total, Class 3	47,309	64,447	64,129	133,782	115,092	117,470	174,359	157,820	189,986	237,188	275,893
<i>Class 4.</i>											
Agricultural implements			3		1			9			

Crockery and earthenware.....		4	1	1	16		21	24	1	1		
Furniture.....			15	25			21	24	30	30	21	
Glass, all kinds.....			66		1		2					
Nails.....	102		7	51	26		4					
Oil, in barrels.....		995		206	256		6	8			3	
Paint.....			3	6								
Soda, ash.....			7						3			
Steel.....			1							2		
Stone, wrought.....	192	29	33	87	7		38				1	
White lead.....		2	6	5								
Whiskey, beer and all other spirits.....	14		12	156	26		21	63	151	190	228	
Merchandise, not enumerated.....	1	49	91	941	484	2	824	469	1,453	1,679	1,822	
Total, Class 4.....		207	189	1,237	1,479	812	2	916	573	1,638	1,902	2,075
<i>Class 5.</i>												
Lumber, sawn, in vessels.....	33,555	30,462	34,182	34,189	43,713	44,668	43,776	29,845	28,333	55,074	38,030	
Hoops.....				26								
Shingles.....	9		9	9	76	111	463			6	51	
Staves, barrel.....				25						82		
Woodenware, &c.....	1	4	43	30	11		2	26	141	333	8	
Total, Class 5.....		33,565	30,466	34,234	34,279	43,800	44,779	44,241	29,871	28,562	55,458	38,038
<i>Special Class.</i>												
Coal.....	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	1,124	615	
Stone not suitable for cutting.....										1,081	18	
Kryolite.....											1,620	
Total, Special Class.....		871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	2,805	2,253
Grand Total.....	81,952	96,266	110,286	174,912	163,997	167,225	224,916	189,427	221,064	297,353	318,259	

N.—STATEMENT showing the number of Vessels and their Cargoes of Wheat from Ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1890.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
			Tons.
Canadian steamer "Acadia"	510	.....	510
do " do	615	130	485
do " do	615	141	474
do " do	600	123	477
do " Ahua Munro"	645	242	403
do " do	574	266	308
do " Canada"	555	233	322
do " do	555	240	315
do " do	560	238	317
do " do	560	225	330
do " do	560	239	316
do " do	525	210	315
do " do	537	225	312
do " Cuba"	660	255	405
do " do	615	179	436
do " do	580	246	334
do " do	574	180	304
do " Celtic"	519	219	300
do " do	510	210	300
do " do	519	219	300
do " do	508	208	300
do " Glengarry"	645	264	381
do " Lake Michigan"	525	209	316
do " do	526	205	321
do " do	220	.....	220
do " do	301	.....	301
do " St. Magnus"	1,050	691	359
do " do	959	600	359
Canadian sailing vessel "John Gaskin"	1,110	465	645
do " Glenora"	1,410	750	660
do " Kildonan"	1,033	204	829
Total	19,669	7,616	12,053

Number of cargoes of wheat	31
Quantity through Welland Canal to Kingston	19,669 tons.
do transhipped at Kingston	7,616 "
do taken to Montreal in vessels in which it arrived at Kingston	12,053 "

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn from Ports west of Port Colborne to Montreal; the quantity transhipped at Kingston and the quantity of each cargo through the St. Lawrence Canals during the Season of Navigation, 1890.

Name of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Alma Munro"	588	241	347
do do	588	242	346
do do	616	256	360
do do	664	246	418
do do	644	165	396
do do	633	239	394
do do	546	145	346
do " Acadia "	560	113	447
do do	586	93	493
do do	597	112	485
do do	600	112	488
do " Celtic "	476	182	294
do do	476	182	294
do " Cuba "	630	260	370
do do	644	225	419
do do	600	225	375
do " Lake Michigan "	504	196	308
do do	504	190	314
do do	504	189	315
do do	504	170	334
do do	504	200	304
do " St. Magnus "	980	574	406
do do	980	574	406
do do	980	585	395
do do	932	578	374
do do	913	518	395
Canadian sailing vessels "Jennie"	926	315	611
do do	933	317	616
do do	933	311	622
do do	927	311	616
do " Kildonan "	1,151	311	840
do " Regina "	846	230	616
do do	845	229	616
do do	838	224	614
Quantity for Kingston	24,172	9,060	14,974
		138	
		9,198	

Number of cargoes of corn	34
Quantity through Welland Canal to Kingston	24,172 Tons.
do transhipped at Kingston	9,060 do
do taken to Montreal in vessels in which it arrived at Kingston	14,974 do

**RECAPITULATION of the Number of Vessels passed down Welland Canal with
Cargoes of Grain to Kingston, the quantity transhipped and quantity
taken to Montreal for Season 1890.**

		Number of Cargoes.	Total.
Wheat.....		31	
Corn.....		34	
Oats.....		1	
Total.....		66	
Quantity of wheat through the Welland Canal bound for Montreal.....		Tons.	Tons.
do corn	do	19,659	
do oats	do	24,172	
		470	
Total through Welland Canal.....			44,311
Quantity of the above cargoes transhipped at Kingston, viz :—			
Wheat.....		7,616	
Corn.....		9,560	
Total transhipped.....			16,676
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz :—			
Wheat.....		12,053	
Corn.....		14,974	
Oats.....		470	
Total quantity to Montreal.....			27,497
Quantity remaining at Kingston.....			128
Total.....			44,311

O.—STATEMENT showing the quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels entering the Canal at Port Colborne, during the Season of Navigation in 1890.

P.—TOTAL quantity of grain arrived at Kingston in vessels which passed down the Welland Canal during the Season of Navigation, 1890.

Summary.	Tons.	Total Tons.
Canadian steam vessels, 121 cargoes of grain.....	105,190	
do sail vessels 82 do	79,085	
Total Canadian vessels.....		184,275
United States steam vessels, 20 cargoes of grain	23,903	
do sail vessels 15 do	11,657	
Total United States vessels.....		35,560
Total in Canadian and United States vessels.....		219,835
Distributed as follows:		
3 cargoes taken to Montreal in Canadian vessels without breaking bulk.....		1,281
63 cargoes arrived at Kingston in Canadian vessels with an aggregate quantity of.....	43,030	
Transhipped.....	16,814	
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		26,216
Vessels arrived at Kingston and discharged all of their cargo as follows:		
137 cargoes in Canadian vessels.....	139,964	
35 do United States vessels.....	35,560	
Aggregate quantity discharged.....	175,524	
Transhipped in Canadian vessels to Montreal.....	168,356	
do via G. T. Railway.....	972	
Quantity transhipped to Montreal.....	169,328	
Total quantity transhipped to Montreal.....		186,142
Transhipped to Cardinal.....	5,107	
Remaining at Kingston.....	1,089	
Total		6,196
Quantity transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal.....		219,835
		16,433 Tons.

Q.—COMPARATIVE Statement of the quantity of grain passed down the Welland Canal to Kingston for the Seasons of 1889 and 1890.

	1889.		1890.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels.....	208	165,117	203	184,275
do do United States vessels.....	114	108,358	35	35,560
Total.....	322	273,475	238	219,835
Quantity transhipped at Kingston in Canadian vessels for Montreal.....		243,287		185,170
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		24,482		27,497
Quantity transferred in cars and taken to Montreal by rail.....		638		372
do remaining at Kingston.....		5,068		1,089
do transhipped to Cardinal.....				5,107
Total.....		273,475		219,835

3 Vessels took cargoes through to Montreal intact in 1890 against 1 in 1889.

63 Vessels lightened their cargoes at Kingston in 1890 against 54 in 1889.

172 Vessels discharged the whole of their cargoes at Kingston in 1890 against 267 in 1889.

R.—STATEMENT showing the Quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1890, inclusive, and the total shipments for the same period.

Years.	Receipts <i>via</i> Lachine Canal.	Receipts <i>via</i> C. P. R. and G. T. R. is reported as follows.	Total Receipts at Montreal.	Shipments <i>via</i> River St. Lawrence and G. T. R.
1884.....	Bushels.	Bushels.	Bushels.	Bushels.
1885.....	297,326	528,032	825,358	246,643
1886.....	678,866	550,425	1,229,291	1,463,932
1887.....	650,916	595,756	1,246,666	2,033,098
1888.....	341,568	452,748	794,316	509,010
1889.....	123,213	542,007	665,220	70,808
1890.....	119,958	812,750	932,708	88,910
	200,896	1,448,187	1,649,083	244,380

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1890 inclusive, and the amount of Tolls Collected thereon, is as follows :—

Year.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls Paid. — Rate, 20 cents a ton.
		Up.	Up.	Down.	Up.		
	Tons.	Tons.	Tons.	Tons.	Tons.		\$ cts.
1885.....		193,442	4,974	10,321	31,350	240,087	48,017 40
1886.....		184,564	5,490	22,187	49,724	261,875	52,375 00
1887.....		81,617	1,163	26,775	25,968	135,523	27,104 60
1888.....		172,381	878	17,365	27,183	217,807	43,561 40
1889.....		226,352	1,124	12,036	25,931	265,443	53,188 60
1890.....	80	116,616	615	17,280	22,781	202,372	38,222 30

NOTE.—Tolls on Soft Coal passed down the Welland Canal, during the Season of 1890, were reduced from 20 to 10 cents a ton, per O. C., 11th May, 1890.

THE Quantity of Coal passed down (or eastward) through the Welland Canal in Canadian and United States Vessels for the Years 1885 to 1890, is as follows :—

Year.	Quantity Carried in Canadian Vessels.		Quantity Carried in United States Vessels.		Total Quantity Carried in Canadian and United States Vessels.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.	
1885.....	17,764	3,552 80	18,560	3,712 00	36,324	7,264 80
1886.....	43,477	8,695 40	11,647	2,320 40	55,124	11,024 80
1887.....	25,023	5,004 60	2,108	421 60	27,131	5,426 20
1888.....	23,853	4,770 60	4,208	841 60	28,061	5,612 20
1889.....	24,679	4,935 80	2,376	475 20	27,055	5,411 00
1890.....	22,781	2,365 60	615	61 50	23,396	2,427 10

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1890 inclusive.

Years.	Quantity passed up Free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls on Quantity passed down to Montreal.
	Tons.	Tons.	Tons.	\$ cts.
1885.....	5,635	122,829	127,864	18,424 35
1886.....	3,301	118,802	122,103	17,820 70
1887.....	7,579	121,618	129,197	18,242 70
1888.....	8,341	123,050	131,391	18,423 90
1889.....	5,360	124,290	129,650	18,604 90
1890.....	6,538	135,168	141,706	20,275 20

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Years 1883 to 1890, inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.		Quantity passed down to United States Ports.
		Tons.	Tons.	
1883.				
Ashes, pot and pearl.....	3	2		3
Agricultural products, not enumerated, vegetable.....		3		3
do do animal.....		6		
Agricultural implements.....				1
Barley.....				735
Coal.....		89,344		5,372
Corn.....	109,191	6,815		66,128
Crockery and earthenware.....				1
Fish.....				1
Flour.....	5,089			2,041
Furniture.....	6	8		25
Glass.....	1	9		
Horses.....				6
Hides and skins.....	77	26		60
Iron, railway.....				142
do all other.....	5	39		90
Lard and lard oil.....	6	1		5
Meal, all kinds.....	1,188	138		8,579
Meats, other than pork.....		2		12
Mauilla.....				4
Molasses.....	43	4		1
Nails.....				51
Oats.....				731
Oil, in barrels.....		300		206
Oil cake.....				1
Pease.....	726			
Pork.....	212	13		163
Paint.....				6
Rags.....				271
Rye.....	518			
Salt.....				8
Stone, intended for cutting.....		2,584		38
do wrought.....	269	333		87
Seeds, all kinds.....	2			602
Steel.....	1			
Sugar.....	2			
Spirits, beer, &c.....	35	98		156
Tolgeeo, raw.....		5		
Tallow.....		2		
Wheat.....	76,379	3,835		54,282
White lead.....				5
Wool.....				95
All other merchandise, not enumerated.....	52	109		665
Barrels, empty.....		4		
Firewood, in vessels.....		930		26
Hoops.....				26
Lumber, sawn, in vessels.....	6,311	792		34,732
Staves and headings, barrel.....		31		
do pipe.....	2,024	2,738		
do West India.....	451	1,946		
Staves, salt barrel.....				25
Shingles.....				9
Split posts and fence rails, in vessels.....		1		
Timber, square.....	2,604	74,329		
Woodenware and wood, partly manufactured.....	199	35		30
Total.....	205,394	184,502		175,455

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
		Tons.	
1884.			
Ashes, pot and pearl.....	36	10	
Agricultural products, not enumerated, vegetable.....		7	
do do animal.....		2	
Agricultural implements.....		9	
Barley.....	38	52	
Coal.....		32,598	4,293
Corn.....	55,552	9,562	53,707
Cattle.....		1	
Fish.....		13	
Flour.....	9,659		1,715
Furniture.....	10	17	16
Glass, all kinds.....		10	1
Hay, pressed.....			13
Horses.....		2	6
Hides, horns and hoofs.....			73
Iron, all other.....		8	40
Kryolite and chemical ore, and other ore, except iron.....		10	
Lard and lard oil.....		2	7
Meat, all kinds.....		5	8,170
Meats other than pork.....		28	4
Marble.....			1
Nails.....	1		26
Oats.....	872		9,874
Oil, in barrels.....	78	354	255
Pease.....	433		
Pork.....	318		
Rye.....	477		
Salt.....		364	
Stone, intended for cutting.....		2,059	15
do wrought.....	317	190	7
Seeds, all kinds.....		111	511
Sheep.....			1
Spirits, beer, &c.....		11	26
Turpentine.....	1		
Wheat.....	84,822	2,549	40,975
All other goods and merchandise not enumerated.....	37	104	480
Barrels, empty.....	37	3	1
Firewood, in vessels.....		930	
Lumber, sawn do.....	7,531	85	45,239
Staves and headings, barreled.....		22	
do pipe.....	200	487	
do West India.....	863	406	
Shingles.....		7	76
Timber, square.....	7,305	50,414	
Woodenware and wood, partly manufactured.....	68	3	11
Total.....	168,715	100,425	165,543

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

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
	Tons.	Tons.	Tons.
1885.			
Ashes, pot and pearl.....	97		
Apples.....	513		
Agricultural products not enumerated, vegetable.....	1		
do do animal.....	2		
Barley.....			228
Coal.....		31,350	4,974
Corn.....	44,401	9,906	63,229
Crockery and earthenware.....	1		
Flour.....	2,874		124
Furniture.....	5	11	
Horses.....	2	1	
Iron, pig.....		100	
do all other.....	7		
Iron ore.....			987
Lard and lard oil.....		2	
Meal, all kinds.....	16		882
Oats.....			
Oil, in barrels.....	7	568	
Pease.....	11		
Paint.....		68	
Pork.....	30		
Salt.....		407	
Stone, for cutting.....		3,749	
do wrought.....		8	
Seeds, all kinds.....	42	10	
Spirits, beer, &c.....		25	
Tallow.....	2	4	
Wheat.....	52,157	2,003	53,235
All other merchandise not enumerated.....	28	8	2
Barrels, empty.....	128	8	
Firewood, in vessels.....		540	
Lumber, sawn.....	19,045	6,774	49,561
Staves and headings.....	856	604	
Shingles.....	11,767	69,616	111
Timber, square.....	76		
Woodenware.....			
Total.....	132,968	125,762	173,333

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

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Ontario Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1886.	Tons.	Tons.	Tons.
Ashes, pot and pearl.	44	10	11
Apples.	49		
Agricultural products, not enumerated, vegetable.		1	1
Bricks.			41
Cement and water lime.			26
Coal.		49,724	5,400
Corn.	116,517	8,871	93,503
Flour.	2,934		7,591
Furniture.	6	15	21
Glass, all kinds.			2
Horses.	1		1
Hides and skins, &c.			414
Iron, pig.		617	43
do all other.	15	12	1
Lard and lard oil.	22	9	13
Meat, all kinds.	125	18	13,201
Meats, other than pork.	67	64	1
Marble.		2	
Molasses.	28	7	
Nails.			4
Oats.		41	4,790
Oil.	6	28	6
Pease.	608		
Pork.	936	407	106
Paint.	1	1	
Rags.			13
Salt.		29	1
Stone for cutting.		4,314	
do wrought.		105	38
Seed, all kinds.	33	3	236
Sugar.			3
Spirits, beer, &c.	8	12	21
Tobacco, raw.	25		
Tallow.	1	2	1
Wheat.	86,815	969	53,258
Wool.			1,125
Merchandise, not enumerated.	100	46	793
Barrels, empty.	6	2	
Floats.		20	
Lumber, sawn, in vessels.	18,707	7,546	53,124
Masts, spars, &c.		22	
Staves and headings, barrel.		57	
do do pipe.	332	339	
do do West India.	287	444	
Shingles.		12	463
Timber, square.	16,740	44,335	
Woodenware, &c.	101	45	2
Total.	244,514	118,127	234,254

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

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1887.	Tons.	Tons.	Tons.
Ashes, pot and pearl	113		
Apples	33		
Agricultural Products not enumerated, vegetable.			2
Agricultural Implements			9
Barley			1,709
Coal		25,968	1,163
Corn	24,609	6,898	83,431
Fish			2
Flour	6,140		11,780
Furniture	9	9	24
Horses	1	1	2
Hides, skins, &c			170
Iron, pig		1,137	
do all other		7	
Lard and lard oil		6	14
Meal, all kinds	87	42	10,726
Meats, other than pork	29	15	18
Nails	1		
Oats			12,050
Oil	14	190	8
Oil cake	17		
Pease	362		
Pork	418	86	108
Stone, for cutting		3,531	
do wrought	12	543	
Seeds		4	44
Sugar	15	99	1
Spirits			63
Wheat	160,063	4,940	37,678
Wool			86
All other merchandise not enumerated	72	123	468
Barrels, empty	88		24
Lumber, sawn	7,001	1,816	44,733
Staves and headings, barrel		27	
do pipe	184		
do West India	131	838	
Timber, square	14,390	21,351	
Woodenware and wood partly manufactured	45	1	2
Total	213,834	67,632	204,315

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

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports, between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1888.	Tons.	Tons.	Tons.
Ashes, pot and pearl	85	45	
Apples			2
Barley			4
Cement and water lime			
Coal	66,443	27,183	878
Corn		25,469	102,974
Crockery and earthenware		4	1
Flour	3,865		8,563
Furniture	2	1	30
Glass, all kinds	3	2	
Hay, pressed		20	
Horses	2		
Hides and skins			39
Iron, pig		549	
do all other	418	490	
Lard and lard oil		54	18
Meat, all kinds	100		11,598
Meats, other than pork	39	6	14
Oats			26,510
Oil		3	
Pease		54	
Pork	265	61	19
Rags			14
Rye		632	179
Stone, for cutting		6,535	
do wrought		126	
Seeds, all kinds	12	1	48
Steel			3
Sugar		2	4
Spirits	3	2	151
Tallow			1
Wheat	93,915	14,365	39,999
Wool			18
All other goods and merchandise not enumerated	105	34	1,435
Barrels, empty	40		133
Lumber, sawn	5,174	4,515	45,818
Staves and headings, barrel	15	7	
do pipe	124		
do West Indies	1,623	13	
do salt barrel	1	1	6
Shingles			
Timber, square, in vessels	11,586	33,669	
Woodenware	25		8
Total	183,899	113,801	238,467

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

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1889.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	107	5	.....
Coal.....	25,931	1,124	.....
Corn.....	195,350	11,200	147,945
Crockery and earthenware.....	.....	1	1
Fish.....	.....	5	.....
Flour.....	6,841	.....	5,017
Furniture.....	.....	4	30
Horses.....	2	.....	1
Iron, pig.....	.....	613	.....
do all other.....	.....	.....	520
Lard and lard oil.....	.....	5	19
Meal, all kinds.....	148	.....	17,224
Meats other than pork.....	32	2	3
Molasses.....	.....	.....	88
Oats.....	320	.....	27,492
Oil, in barrels.....	4	2	.....
Oil cake.....	798	.....	.....
Potatoes.....	.....	.....	1
Pork.....	1,220	114	21
Rye.....	1,284	634	.....
Salt.....	.....	316	.....
Stone, for cutting.....	.....	6,784	.....
do wrought.....	.....	11	2
do not suitable for cutting.....	.....	375	1,681
Seeds, all kinds.....	3	.....	151
Spirits, beer, &c.....	20	8	190
Tallow.....	.....	.....	13
Wheat.....	70,815	7,241	39,229
Wool.....	.....	.....	452
Merchandise.....	193	129	1,591
Barrels, empty.....	.....	.....	173
Lumber, sawn.....	6,118	4,669	71,055
Masts, spars, &c.....	.....	220	.....
Railway ties.....	.....	852	.....
Saw logs.....	.....	.....	158
Staves and headings, barrel.....	.....	4	.....
do pipe.....	202	304	.....
do West India.....	68	559	.....
Shingles.....	.....	.....	51
Split posts, &c.....	.....	17	.....
Timber, square.....	9,302	70,579	240
Woodenware, &c.....	.....	.....	2
Total.....	292,827	130,584	313,574

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

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1890.	Tons.	Tons.	Tons.
Ashes.....	70	.....	.....
All other products, animal.....	14	.....	.....
" " vegetable.....	1	.....	.....
Barley.....	.....	.....	6,519
Bricks.....	.....	.....	4
Coal.....	.....	22,781	615
Corn.....	134,966	11,584	180,842
Fish.....	49	.....	.....
Flour.....	3,065	.....	9,204
Furniture.....	1	1	21
Glass, all kinds.....	1	.....	.....
Horses.....	3	.....	1
Iron, all other.....	.....	.....	1
Kryolite.....	.....	1,280	1,620
Lard and lard oil.....	.....	5	30
Meals.....	222	.....	20,482
Meats.....	.....	.....	15
Oats.....	479	73	27,030
Oil, in barrels.....	6	.....	.....
Oil cake.....	2	.....	3
Paint.....	.....	.....	14
Pease.....	.....	19	88
Pork.....	221	.....	1
Potatoes.....	.....	.....	.....
Rye.....	1,120	1	.....
Salt.....	.....	701	.....
Stone, for cutting.....	.....	5,761	.....
do wrought.....	.....	639	18
Seeds, all kinds.....	2	.....	135
Spirits, &c.....	26	.....	228
Tallow.....	54	.....	.....
Wheat.....	75,515	5,241	31,527
White lead.....	.....	.....	1
Merchandise.....	142	32	1,822
Barrels, empty.....	.....	.....	7
Firewood, in vessels.....	.....	1,398	.....
Lumber, sawn, in vessels.....	3,195	3,767	47,590
do rafts.....	384	.....	.....
Staves and headings, pipe.....	.....	187	.....
do West Indies.....	.....	36	14
Shingles.....	.....	.....	.....
Square timber, in vessels.....	.....	73,112	.....
do rafts.....	.....	17,683	.....
Woodenware.....	1	.....	1
Corn.....	16,033	219,539	144,300
Oats.....	400	.....	327,833
Total.....	.....	16,433	*16,433
	.....	235,972	144,300
	.....	.....	311,400

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

STATEMENT showing the quantity of freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION.

Articles.	Quantity passed to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the South Side of Lake Ontario.
1883.	Tons.	Tons.	Tons.
Barley.....			735
Corn.....	109,191	6,815	66,128
Oats.....			731
Rye.....	518		
Wheat.....	76,379	3,835	54,282
Total Grain.....	186,088	10,650	121,876
Other Articles.....	19,306	173,852	53,579
Total.....	205,394	184,502	175,455
1884.			
Barley.....	38	52	
Corn.....	53,552	9,552	53,707
Oats.....	872		9,874
Rye.....	477		
Wheat.....	84,822	2,549	40,975
Total Grain.....	141,761	12,153	104,556
Other Articles.....	26,954	88,272	60,987
Total.....	168,715	100,425	165,543
1885.			
Barley.....			228
Corn.....	44,401	9,906	63,229
Oats.....			882
Pease.....	11		
Rye.....			
Wheat.....	52,157	2,003	53,235
Total Grain.....	96,569	11,909	117,574
Other Articles.....	36,399	113,853	55,459
Total.....	132,968	125,762	173,333
1886.			
Barley.....			
Corn.....	116,517	8,871	93,503
Oats.....		41	4,790
Pease.....	608		
Rye.....			
Wheat.....	86,815	969	53,258
Total Grain.....	203,940	9,881	151,551
Other Articles.....	40,574	108,246	82,703
Total.....	244,514	118,127	234,254

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

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
		Tons.	Tons.
1887.			
Barley.....			1,709
Corn.....	24,609	6,898	83,431
*Oats.....			12,050
Pease.....	362		
Rye.....			
Wheat.....	160,963	4,940	37,678
Total Grain.....	185,034	11,838	134,868
Other Articles.....	28,800	55,794	69,447
Total.....	213,834	67,632	204,315
1888.			
Barley.....			2
Corn.....	66,443	25,469	102,974
Oats.....			26,510
Pease.....		54	
Rye.....		632	179
Wheat.....	93,915	14,365	39,999
Total Grain.....	160,358	440,520	169,664
Other Articles.....	23,541	73,281	68,803
Total.....	183,899	113,801	238,467
1889.			
Barley.....			
Corn.....	195,350	11,200	147,045
Oats.....	320		27,492
Pease.....			
Rye.....	1,284	634	
Wheat.....	70,815	7,241	39,229
Total Grain.....	267,769	19,075	213,766
Other Articles.....	25,158	111,500	99,808
Total.....	292,927	130,584	313,574
1890.			
Barley.....			6,519
Corn.....	150,999	11,584	180,842
Oats.....	879	73	27,030
Pease.....			14
Rye.....	1,120	1	
Wheat.....	75,515	5,241	31,527
Total Grain.....	228,513	16,899	245,932
Other Articles.....	7,459	127,401	81,901
Total.....	235,972	144,300	327,833

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

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

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

	Quantity passed down to Canadian Ports : Toronto, Hamilton, Kingston, Cornwall, &c.	Quantity passed down to United States Ports : Oswego, Ogdens- burg, &c., on south side of Lake Ontario.
	Tons.	Tons.
1883.		
Grain	10,650	121,876
Other Articles	173,852	53,579
Total.....	184,502	175,455
1884.		
Grain	12,153	104,556
Other Articles	88,272	60,987
Total.....	100,425	165,543
1885.		
Grain	11,909	117,574
Other Articles	113,853	55,759
Total.....	125,762	173,333
1886.		
Grain	9,881	151,551
Other Articles	108,246	82,703
Total.....	118,127	234,254
1887.		
Grain	11,838	134,868
Other Articles	55,794	69,447
Total.....	67,632	204,315
1888.		
Grain	25,599	169,664
Other Articles	73,281	68,803
Total.....	98,880	238,467
1889.		
Grain	19,075	213,766
Other Articles	111,509	99,808
Total.....	130,584	313,574
1890.		
Grain	16,899	245,932
Other Articles	127,401	81,901
Total.....	144,300	327,833

CANAL
COMPARATIVE Statement for Years ended

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1889.....				17,061 73	23,791 75
do 1890.....				17,294 68	27,935 15
Increase				232 95	4,143 40
Decrease					
St. Lawrence Canals, 1889.....				1,471 78	9,134 72
do 1890.....	52 60			667 03	8,103 19
Increase	52 60			804 75	1,031 53
Decrease					
Chambly Canal, 1889.....				30 46	3,550 36
do 1890.....				7 45	1,140 30
Increase				23 01	2,410 06
Decrease					
Rideau Canal, 1889.....				222 43	996 75
do 1890.....	2 00				896 36
Increase	2 00			222 43	100 39
Decrease					
Ottawa Canals, 1889.....				1,425 13	10,071 16
do 1890.....				570 00	8,676 26
Increase				855 13	1,394 90
Decrease					
St. Peter's Canal, 1889.....	1 96		9 98	150 50	457 71
do 1890.....	3 79			60 17	275 37
Increase	1 83		9 98	90 33	182 34
Decrease					
Trent Canal, 1889.....					21 42
do 1890.....				10 61	51 06
Increase				10 61	29 64
Decrease					
Murray Canal, 1889.....					106 64
do 1890.....					
Increase					106 64
Decrease					
Total increase.....	56 43		9 98	1,752 09	839 54
Total decrease.....					

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1889, \$48,725.80; actual revenue, \$332,333.51.

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

REVENUE.

31st December, 1889 and 1890.

June.	July.	August.	September.	October.	November.	December.	Total.
S cts.	S cts.	S cts.	S cts.	S cts.	S cts.	S cts.	S cts.
29,024 36	27,981 74	38,022 03	34,429 54	28,047 61	20,623 14	486 48	219,468 38
25,323 04	29,219 82	25,407 30	27,792 97	21,998 15	19,682 69	15 12	194,668 92
	1,238 08						
3,701 32		12,614 73	6,636 57	6,049 46	940 45	471 36	24,799 46
11,446 53	14,280 85	12,104 21	10,388 30	8,578 97	5,833 39	54 79	73,293 54
10,541 08	12,570 66	14,050 70	12,741 35	11,611 53	6,882 11	70 41	77,290 66
905 45		1,946 49	2,353 05	3,032 56	1,048 72	15 62	3,997 12
1,710 19							
3,784 91	3,401 38	3,439 48	2,494 65	2,545 89	1,486 99		20,734 12
3,186 29	2,422 48	2,843 64	3,533 65	3,423 79	1,627 15		18,184 75
598 62	978 90	595 84	1,039 00	877 90	140 16		2,549 37
1,176 33	1,632 35	1,295 14	858 41	729 51	327 61	1 24	7,239 77
1,039 30	1,229 55	934 90	886 50	868 18	430 82	1 16	6,288 77
137 03	402 80	360 24	28 09	138 67	103 21	0 08	951 00
9,019 91	8,849 94	9,180 84	7,275 21	7,864 20	3,275 16		56,961 55
7,402 31	8,939 14	7,131 95	5,307 41	6,072 30	4,062 99		48,252 36
89 20					787 83		
1,617 60		2,048 89	1,877 80	1,791 90			8,709 19
356 00	333 10	412 09	438 35	380 35	306 84	72 79	2,919 67
170 40	203 26	203 18	440 84	301 75	217 51	43 65	1,919 92
185 60	129 84	208 91	2 49	78 60	89 33	29 14	999 75
51 20	69 66	107 79	121 34	82 81	38 06		492 28
110 34	124 96	132 90	123 45	113 62	42 00		708 94
59 14	55 30	25 11	2 11	30 81	3 94		216 66
131 57	107 93	152 86	84 52	77 17	46 34	38 16	745 19
131 57	107 93	152 86	84 52	77 17	46 34	38 16	745 19
6,954 91	1,731 22	13,704 15	5,005 11	3,762 85	1,100 42	446 80	33,049 80

Total for year 1889..... \$281,109 31

Total for year 1890..... 348,059 51

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1889 and 1890.

		VEGETABLE FOOD.							Lumber.	Total.
		Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	* All other.		
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
Welland Canal, 1889		7,981	126,664	353,595	4,272	28,356	2,673	18,552	84,868	626,911
do 1890		14,509	118,002	327,394	10,830	27,728	1,549	20,876	60,398	581,286
Increase		6,578			6,558			2,324		
Decrease			8,662	26,201		628	1,124		24,470	45,625
St. Lawrence Canals, 1889		8,324	99,045	201,563	2,811	1,703	1,292	22,844	60,713	398,295
do 1890		6,865	101,420	161,720	1,569	4,507	4,376	31,418	43,437	355,342
Increase			2,375			2,804	3,084	8,604		
Decrease		1,459		39,843	1,242				17,276	42,953
Chambly Canal, 1889		252	3		1,078	1,370		433	81,665	84,801
do 1890		207	45	7	496	632			562	85,132
Increase			42		7			129	1,518	331
Decrease		45			582	738				
Rideau Canal, 1889		366	311	52	270	13	23	210	59,803	61,048
do 1890		487	191	35	101	91	107	342	38,651	40,005
Increase		121				78	84	132		
Decrease			120	17	169				21,152	21,043
Ottawa Canals, 1889		19	70	2	300	855	1	1,699	614,851	617,887
do 1890		19	44		119	1,378	20	2,139	531,076	534,795

* Comprises apples, meals, pease and potatoes.

SUPPLEMENTARY APPENDIX A.

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected, during the Season of Navigation in 1890.

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.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.		
Ashes, Pot and Pearl.....	2	1							68	1	70	71	0 15	11 00	14 15
Apples.....	118	32							32	118	150	4 80	2 99	7 79	
Agricultural Products not enumerated, Vegetable.....	1	18	200						1	18	202	220	2 70	10 23	12 93
Agricultural Products not enumerated, Animal.....									14		14	14		2 80	2 80
Agricultural Implements.....															
Barley.....			4,311						4,311	6,519	10,830	646 65	1,303 80	1,950 45	
Bricks.....	108	144			79	4			187	148	335	21 58	13 85	35 43	
Bones.....	1								1		1	0 02		0 02	
Brimstone.....					736				736		736	110 40		110 40	
Cement and Water Lime.....	3		32		52				87		87	11 82		11 82	
Clay, Lime and Sand.....	50	422			161,616	615	17,280	22,781	178,988	23,396	202,384	35,795 50	2,427 10	38,222 60	
Coal.....	92						180,842		146,502		327,394	327,394		65,478 60	65,478 60
Corn.....									1		1	0 02		0 02	
Cattl.....	1														
Cotton, raw.....															
Crockery and Earthenware.....			1						1		1	0 15		0 15	
Dye Wood and Dye Stuffs.....															
Fish.....	51	2			170				172	51	223	25 80	9 85	35 65	
Flax and Hemp.....															
Flour.....	4,854		8				9,204		403		14,461	14,461		2,042 79	2,042 79
Furniture.....		4					21		2	8	27	35	1 20	4 90	6 10
Gypsum.....					205						205	205		2 56	2 56
Glass, all kinds.....	2		17		6				1	25	1	26	3 75	0 20	3 95
Hay, pressed.....															
Hogs.....															
Horses.....	29	10	4		1	1			3	34	14	48	1 33	1 05	2 38
Hides and Skins, Horns and Hoofs.....							55			55		55	8 25		8 25
Ice.....			450	15,143		9,475			24,618	450	25,068	1,230 90	2 82	1,233 72	

Iron, Railway	6		30				36		36	4 62			4 62
" Pig	81	4	128		503	1		712	5	717	105 04	0 45	105 49
" all other				5,238				5,238		5,238	261 90		261 90
Iron Ore													
Kryolite, Chemical Ore and other Ore, excepted					1,620		1,280		2,900	2,900		145 00	145 00
Lard and Lard Oil		2			30		5	2	35	37	0 30	7 00	7 30
Meal, all kinds	1		4			20,482		221	5	20,703	20,708	0 75	4,140 60
Meats, other than Pork					15				15	15		3 00	3 00
Marble				4,437				4,437		4,437	665 55		665 55
Manilla					162			162		162	24 30		24 30
Molasses		1			116			117		117	17 55		17 55
Nails	56		4				60		60	1 95		1 95	
Oats		219				27,030		479		27,728	27,728		5,533 80
Oil, in barrels	6						77	6	83	89	2 75	1 20	3 95
Oil Cake								2		2		0 40	0 40
Pease				14					14	14		2 80	2 80
Potatoes	3				1			3	1	4	0 06	0 20	0 26
Pork					88		240		328	328		65 60	65 60
Paint				34	3			34	3	37	5 10	0 60	5 70
Pitch and Tar	45	596		222				818	45	863	122 70	1 13	123 83
Rags													
Rye	428						1,121	428	1,121	1,549	64 20	224 20	288 40
Rosin													
Salt	14	701	104		208				326	701	1,027	47 33	140 20
Stone intended for Cutting		971						4,790		5,761	5,761		1,152 20
" wrought	195					18		639	195	657	852	3 66	131 40
" not suitable for Cutting, unwrought	339	121			5,084			5,423	121	5,544	526 88	1 78	528 66
Seeds, all kinds					18	135		2	18	137	155	2 70	27 40
Sheep					993			993		993	148 95		148 95
Soda Ash													
Steel													
Sugar	149		54		723			926		926	120 58		120 58
Spirits, Beer, &c.	12	2				228		26	14	254	268	2 10	50 80
Tobacco, Raw	2		3					5		5	0 75		0 75
Tallow					68			54	68	54	122	10 20	10 80
Tin	1							1		1	0 62		0 02
Turpentine													
Wheat	3,078	12,527				31,527		70,870	3,078	111,924	118,002	65 50	22,830 44
White Lead						1			1	1	1	0 20	0 20
Whiting	1									1	0 15		0 15
Wool													
All other Goods and Mer- chandise not enumerated	787	203	203		29,322	1,822	1	189	30,313	2,214	32,527	4,454 00	406 44
Bark													
Barrels, empty					99	77	7			77	106	183	14 63
Boat Knees												3 79	18 42
Floats													
Firewood, in vessels	3,264	10,608	300						3,564	10,608	14,172	98 63	504 22
													602 25

No. (A) 6.—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.		Amount of Tolls.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Hop poles.....														
Lumber, sawn, in Vessels.....	760	7,013		9,560		38,030		5,020	760	59,623	60,383	18 22	10,352 80	10,371 02
" Rafts.....		15								15	15		2 03	2 03
Masts, Spars and Telegraph Poles in Vessels.....			1								1	1		
Masts, Spars and Telegraph Poles in Rafts.....	23	3			47				23	3	26	58	25	83
Railway Ties, in Vessels.....		10		47						57	57		1 69	1 69
" Rafts.....														
Saw Logs.....	60	3,626		158					60	3,784	3,844	2 10	204 28	206 38
Staves and Headings, barrel.....		218								218	218		17 40	17 40
" " pipe.....								187		187	187		34 80	34 80
" " West India Staves, salt barrel.....								36		36	36		6 75	6 75
Shingles.....				14						14	14		9 60	9 60
Split Posts and Fence Rails in Vessels.....														
Split Posts and Fence Rails in Rafts.....														
Timber, square, in Vessels.....	1	12,260						60,843	1	73,112	73,113		15 11,073 67	11,073 82
" in Rafts.....	6	1,725						15,963	6	17,688	17,694		25 2,651 71	2,651 96
Traverses.....														
Woodenware and Wood partly manufactured.....					26	1		1	26	2	28	10 40	80	11 20
Total Freight paying Tolls	9,539	56,335	26,238	10,283	214,183	318,259	17,358	331,799	267,338	716,676	984,014	44,669 91	131,103 47	175,773 38
<i>Articles having paid full Tolls on the St. Lawrence Canals, Free.</i>														
Ashes, Pot and Pearl.....				10						10		10		
Bricks.....				103		149				252		252		
Cement and Water Lime.....	8			54						62		62		
Clay Lime and Sand.....	2			6						8		8		

Crockery and Earthenware			3		8		11		11		
Fish			26				26		26		
Flour			48				48		48		
Glass, all kinds		2		21			23		23		
Iron, Railway	19,942		61			20,003		20,003			
" Pig	20					20		20			
" all other	488		96			584		584			
Lard and Lard Oil				72			72		72		
Nails	42		411			453		453			
Oils, in Barrels	6		5			11		11			
Pork			33			33		33			
Paint	7		17			24		24			
Pitch and Tar	1		12			13		13			
Rosin	1					1		1			
Salt	118		6,486		836		7,440		7,440		
Stone for Cutting			12			12		12			
Seeds, all kinds			100			100		100			
Soda, ash			194		360		554		554		
Steel			1			1		1			
Sugar			551			551		551			
Spirits, Beer, &c.	20		330			350		350			
Tobacco, raw			1			1		1			
Tin			40			40		40			
Turpentine	1		1			2		2			
White Lead	8		11			19		19			
Whiting	3		31			34		34			
Wool			13			13		13			
All other Goods and Merchandise not enumerated	46		1,044		90		1,180		1,180		
Timber passed Free from Welland to Port Robinson		200					200		200		
Grand Total Freight	30,274	56,535	35,959	10,283	215,698	318,259	17,358	331,799	299,289	716,876	1,016,165

Total Tolls on Vessels			8,938	38	9,016	12	17,954	50	
" " Passengers			176	26	185	39	361	65	
" " Free Goods									
Fines and Damages								579 39	
Total Revenue, exclusive of Hydraulic Rents							53,784 55	140,304 98	194,668 92

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

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected thereon, during the Season of Navigation in 1890.

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.		Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.			
											\$ cts.	\$ cts.	\$ cts.			
Ashes, Pot and Pearl.....	2	1							68	1	70	71	0 15	14 00	14 15	
Apples.....		32							32		32	4 80		4 80		
Agricultural products not enumerated, Vegetable.....		18							1	18	1	19	2 70	0 20	2 90	
Agricultural products not enumerated, Animal.....									14		14	14		2 80	2 80	
Agricultural Implements.....			4,311		6,519				4,311	6,519	10,830	646 65	1,303 80	1,950 45		
Barley.....				79	4				129	4	133	19 35		0 80	20 15	
Bricks.....	50															
Bones.....					736				736		736	110 40			110 40	
Brimstone.....					52				69		69	10 35			10 35	
Cement and Water Lime.....		17														
Clay, Lime and Sand.....																
Coal.....	80				101,616	615	17,280	22,781	178,976	23,396	202,372	35,795 20	2,427 10	38,222 30		
Corn.....						180,842		146,550		327,392	327,392		65,478 40		65,478 40	
Cattle.....																
Cotton, raw.....																
Crockery and Earthenware.....			1						1		1	0 15			0 15	
Dye Wood and Dye Stuffs.....																
Fish.....		49	2		170				172	49	221	25 80	9 80		35 60	
Flax and Hemp.....						9,204		403		9,607	9,607		1,921 40		1,921 40	
Flour.....							21	2	8	23	31	1 20	4 60		5 80	
Furniture.....																
Gypsum.....																
Glass, all kinds.....	2		17		6				1	25	1	26	3 75	0 20	3 95	
Hay, pressed.....																
Hogs.....																
Horses.....			4		1	1		3	5	4	9	0 75	0 80		1 55	
Hides and Skins, Horns and Hoofs.....						55				55		55	8 25		8 25	

Ice.....		15,143		9,475			24,618		24,618	1,230 90		1,230 90
Iron, Railway.....												
" Pig.....		30					30		30	4 50		4 50
" all other.....	65	128		503	1		696	1	697	104 40	0 20	104 60
Iron Ore.....				5,238			5,238		5,238	261 90		261 90
Kryolite, Chemical Ore and other Ore, except Iron.....					1,620		1,280		2,900	2,900		145 00
Lard and Lard Oil.....		2			30		5	2	35	37	0 30	7 00
Meal, all kinds.....	1		4		20,482		221	5	20,703	20,708	0 75	4,140 60
Meats, other than Pork.....					15				15	15		3 00
Marble.....				4,437			4,437		4,437	605 55		605 55
Manilla.....				162			162		162	24 30		24 30
Molasses.....		1		116			117		117	17 55		17 55
Nails.....	2		4				6		6	0 90		0 90
Oats.....			73		27,030		479		27,582	27,582		5,516 40
Oil, in barrels.....					6			6	6	1 20		1 20
Oil Cake.....					2			2	2		0 40	
Pease.....				14			14		14		2 80	2 80
Potatoes.....				1				1	1		0 20	0 20
Pork.....				88		240		328	328		65 60	65 60
Paint.....				34	3			34	3	37	5 10	0 60
Pitch and Tar.....			596		222			818	818	122 70		122 70
Rags.....												
Rye.....		428					1,121	428	1,121	1,549	64 20	224 20
Rosin.....											288 40	
Salt.....	2	701	104		208			314	701	1,015	47 10	140 20
Stone intended for Cutting.....			971				4,790		5,761	5,761		1,152 20
" wrought.....					18		639		657	657		131 40
" not suitable for Cutting, unwrought.....					5,084			5,084	5,084	508 40		508 40
Seeds, all kinds.....					18	135	2	18	137	155	2 70	27 40
Sheep.....					993			993		993	148 95	
Soda Ash.....												148 95
Steel.....												
Sugar.....	9		54		723			786		786	117 90	
Spirits, Beer, &c.....	12		2			228		26	14	254	268 2 10	52 90
Tobacco, Raw.....	2		3					5		5	0 75	0 75
Tallow.....					68			54	68	51	122 10 20	10 80
Tin.....												21 00
Turpentine.....												
Wheat.....		10,317			31,527		70,439		112,283	112,283		22,456 60
White Lead.....					1			1	1		0 20	0 20
Whiting.....		1						1		1	0 15	0 15
Wool.....												
All other Goods and Merchandise not enumerated.....	74	8	203		29,322	1,822	1	166	29,600	1,996	31,596	4,440 00
Bark.....											399 20	4,839 20
Barrels, Empty.....					77	7			77	7	84	14 63
Boat Knees.....										1 32		15 95
Floats.....												

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

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.	
Firewood, in Vessels.....		1,398									1,398	1,398	93 20	93 20
" Rafts.....														
Hoops.....														
Hop Poles.....														
Lumber, sawn, in Vessels.....		1,942		9,560		38,030		5,020		54,552	54,552		9,811 94	9,811 94
" " 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.....														
" " W. India.....														
Staves, Salt Barrel.....														
Shingles.....														
Split Posts and Fence Rails, in Vessels.....														
Split Posts and Fence Rails, in Rafts.....														
Timber, Square, in Vessels.....		12,269												
" " Rafts.....		1,720												
Traverses.....														
Woodenware and Wood partly manufactured.....														
Total Freight paying Tolls	728	29,450	25,923	9,574	214,183	318,259	17,281	331,343	258,115	688,626	946,741	44,435 83	129,323 44	173,759 27
<i>Articles having paid full Tolls on the St. Lawrence Canals, Free:</i>														
Ashes, Pot and Pearl.....														
				10										

55

Bricks		103		149			252		252		
Cement and Water Lime	8	54					62		62		
Clay, Lime and Sand	2	6					8		8		
Crockery and Earthenware		3		8			11		11		
Fish		26					26		26		
Flour		48					48		48		
Glass, all kinds	2	21					23		23		
Iron, Railway	19,942	61					20,003		20,003		
" Pig	20						20		20		
" All other	488	96		72			584		584		
Lard and Lard Oil							72		72		
Nails	42	411					453		453		
Oil, in Barrels	6	5					11		11		
Pork		33					33		33		
Paint		17					24		24		
Pitch and Tar	1	12					13		13		
Rosin	1						1		1		
Salt	118	6,486		836			7,440		7,440		
Stone for Cutting		12					12		12		
Seeds, all kinds		100					100		100		
Soda Ash		194		360			554		554		
Steel		1					1		1		
Sugar		551					551		551		
Spirits, Beer, &c	20	330					350		350		
Tobacco, Raw		1					1		1		
Tin		40					40		40		
Turpentine	1	1					2		2		
White Lead	8	11					19		19		
Whiting	3	31					34		34		
Wool		13					13		13		
All other Goods and Merchandise, not enumerated	46	1044		90			1,180		1,180		
Grand Total, Freight	21,443	29,451	35,644	9,574	215,698	318,259	17,281	331,342	290,066	688,626	978,692

Total Tolls on Vessels							8,470	46	8,603	66	17,073	52
" Passengers							42	00	50	55	92	55
" Free Goods									\$4,792	65		

Total Through Tolls							52,948	29	137,977	05	190,925	34
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B. H. TEAKLES,

Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Revenue collected thereon during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, Pot and Pearl.....														
Apples.....		118									118	118		2 99
Agricultural Products, not en- umerated, Vegetable.....		1		200							201	201		10 03
Agricultural Products, not en- umerated, Animal.....														
Agricultural Implements.....														
Barley.....														
Bricks.....	58	144							58	144	202	2 23	13 65	15 28
Bones.....	1								1		1	0 02		0 02
Brimstone.....														
Cement and Water Lime.....	3		15						18		18	1 47		1 47
Clay, Lime and Sand.....	50	422							50	422	472	94	44 25	45 19
Coal.....	12								12		12	30		0 30
Corn.....									2		2		0 20	0 20
Cattle.....	1								1		1	0 02		0 02
Cotton, Raw.....														
Crockery and Earthenware.....														
Dye Wood and Dye Stuffs.....														
Fish.....		2									2	2		0 05
Flax and Hemp.....														
Flour.....		4,854							4,854		4,854		121 39	121 39
Furniture.....		4							4		4		0 30	0 30
Gypsum.....			205						205		205		2 56	2 56
Glass, all kinds.....														
Hay, pressed.....														
Hogs.....														
Horses.....	29	10							29	10	39	0 58	0 25	0 83
Hides and Skins, Horns and Hoofs.....														
Ice.....		450							450		450		2 82	2 82

Iron, Railway					6	6	12	0 12
" Pig	6				6	6	12	0 12
" all other	16	4			16	4	0 61	0 25
Iron Ore								
Kryolite, Chemical Ore and other Ore, except Iron.								
Lard and Lard Oil								
Meal, all kinds								
Meats, other than Pork								
Marble								
Manilla								
Molasses								
Nails	54				54	54	1 05	1 05
Oats		146			146	146	17 40	17 40
Oil, in Barrels	6			77	83	83	2 75	2 75
Oil Cake								
Pease								
Potatoes	3				3	3	0 06	0 06
Pork								
Paint								
Pitch and Tar		45				45	45	1 13
Rags								
Rye								
Rosin								
Salt	12				12	12	0 23	0 23
Stone intended for Cutting								
" wrought	195				195	195	3 66	3 66
" not suitable for Cutting, unwrought	339	121			339	121	18 48	20 26
Seeds, all kinds								
Sheep								
Soda Ash								
Steel								
Sugar	140				140	140	2 68	2 68
Spirits, Beer, &c.								
Tobacco, Raw								
Tallow								
Tin	1				1	1	0 02	0 02
Turpentine								
Wheat	3,078	2,210			431	3,078	2,641	5,719
White Lead							65 50	373 84
Whiting								
Wool								
All other Goods and Merchandise not enumerated	713	195			23	713	218	931
Bark				99				
Barrels, Empty			99			99	99	2 47
Boat Knees								
Floats								
Fire Wood, in Vessels	3,264	9,210	300		3,564	9,210	12,774	98 03
							111 02	509 05

No. (A) 8.—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.	Amount of Tolls Down.	Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					
" Rafts															
Hoops															
Hop Poles															
Lumber, Sawn, in Vessels	760	5,071							760	5,071	5,831	18 22	540 86	559 08	
" Rafts		15								15	15		2 03	2 03	
Masts, Spars, and Telegraph Poles, in Vessels			1								1	1		0 25	0 25
Masts, Spars, and Telegraph Poles, in Rafts	23	3			47				23	3	26	0 58	0 25	0 83	
Railway Ties, in Vessels		10								57	57		1 69	1 69	
" Rafts															
Saw Logs	60	3,626		158					60	3,784	3,844	2 10	204 28	206 38	
Staves and Headings, barrel,		218								218	218		17 40	17 40	
" " pipe															
Staves and Headings, West India															
Staves, salt barrel															
Shingles															
Split Posts and Fence Rails, in Vessels															
Split Posts and Fence Rails, in Rafts															
Timber, Square, in Vessels	1								1		1	0 15		0 15	
" Rafts	6	5							6	5	11	0 25	0 25	0 50	
Traverses															
Woodenware and Wood partly manufactured															
Total Freight paying Tolls	8,831	26,883	315	709			77	456	9,223	28,050	37,273	234 08	1,780 03	2,014 11	
Timber passed free from Wel- land to Port Robinson		200								200	200				
Grand Total Freight	8,831	27,085	315	709			77	456	9,223	28,250	37,473				

Total Way Tolls on Vessels.....	467 92	413 06	880 98
" Passengers	134 26	134 84	269 10
" Free Goods.....	\$10 50		
Total Way Tolls.....	836 26	2,327 93	3,164 19

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

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1890.

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	58	10			10				20	58	78	3 00	11 60	14 60
Apples	43	2,515	22	3					46	2,537	2,583	4 46	364 39	368 85
Agricultural Products, not en- umerated, Vegetable	1,366	964							1,366	964	2,330	78 08	100 99	179 07
Agricultural Products, not en- umerated, Animal	117	471					20		137	471	608	10 88	44 45	55 33
Agricultural Implements	101	12							101	12	113	14 47	1 85	16 32
Barley	157	1,411			1				158	1,411	1,569	3 76	29 52	33 28
Bricks	10,142	331	815		202		161		11,320	331	11,651	476 34	23 30	499 64
Bones		90		164						254			34 01	
Brimstone	200						88		288		288	22 83		22 83
Cement and Water Lime	2,505	243	54						2,559	243	2,802	350 09	23 72	373 81
Clay, Lime and Sand	17,290	7,465	155				3,541		20,986	7,465	28,451	789 87	418 46	1,208 33
Coal		75,595					1,017		80,571		157,183			21,830 57
Corn	32	3,139			23	452			12,769	55	16,760	16,815	3 31	363 41
Cattle	40	522							40	522	562	2 32	40 34	42 66
Cotton, Raw														
Crockery and Earthenware	204	26	3						207	26	233	38 69	5 20	43 89
Dye Wood and Dye Stuffs	38						203		241		241	14 25	1 60	15 85
Fish	337	45	26						363	45	408	38 66	3 14	41 80
Flax and Hemp	2	166							2	166	168	0 20	6 45	6 65
Flour	891	2,733	48			128			939	2,861	3,800	69 43	417 96	487 39
Furniture	194	464							194	464	658	28 66	87 75	116 41
Gypsum	649	160							649	160	809	10 12	6 07	16 19
Glass, all kinds	518	82	18				13		549	82	631	105 98	15 25	121 23
Hay, Pressed	412	459			26				438	459	897	17 48	29 18	46 66
Hogs	2	49							2	49	51	0 08	6 62	6 70
Horses	118	295			1	2			119	297	416	8 75	21 84	30 59
Hides and Skins, Horns and Hoofs		14								14	14		1 23	1 23

Ice		1,467							1,467	1,467		206 65	206 65
Iron, Railway	19,986	151	241					20,227	151	20,378	3,016 04	11 33	3,027 37
" Pig	3,178	5	66					3,244	5	3,249	470 27	0 19	470 46
" all other	11,436	2,732	109			57		11,602	2,732	14,334	733 41	112 32	845 73
Iron Ore													
Kryolite, Chemical Ore and other Ore, except Iron		3,542							3,542	3,542		177 10	177 10
Lard and Lard Oil	160	84						160	84	244	19 67	3 56	23 23
Meat, all kinds	110	1,276				3		110	1,279	1,389	7 17	89 89	97 06
Meats, other than Pork	20	21						20	21	41	1 73	1 26	2 99
Marble	34	1						34	1	35	6 66	0 20	6 86
Manilla	21	3						21	3	24	4 10	0 60	4 70
Molasses	739	19				481		1,220	19	1,239	182 17	0 95	153 12
Nails	2,915	964	180					3,095	964	4,059	600 57	48 35	648 92
Oats	599	2,644					785	599	3,429	4,028	22 66	98 00	120 66
Oil, in Barrels	1,034	291	41		6	119	160	41	1,241	451	1,692	171 80	63 70
Oil Cake	8							8		8	0 75		0 75
Pease	1,168	25,903						1,168	25,993	27,161	25 43	519 94	545 37
Potatoes	10	72	2			9		21	72	93	1 66	6 51	8 17
Pork	326	283	33			8		359	291	650	36 21	27 07	63 28
Paint	264	199	7					23	291	199	493	51 26	73 96
Pitch and Tar	74	107	12					179	265	107	372	21 33	5 35
Rags	2	122						2	122	124	0 40	23 05	23 45
Rye	3	3,253						3	3,253	3,256	0 24	65 06	65 30
Rosin	10	121						2,153	2,163	121	2,284	108 94	6 05
Salt	5,492	138	6,056			21	3	5	11,551	164	11,715	1,547 67	7 49
Stone intended for Cutting	547	339						2,122	2,668	2,669	3,007	5,076	103 22
" wrought	153	1						47		200	1	201	10 60
" not suitable for Cutting, unwrought	60	10,945							60	10,945	11,005	1 20	258 00
Seeds, all kinds	1,709	275	100						1,809	275	2,084	85 43	15 26
Sheep	1	164							1	164	165	0 06	13 14
Soda Ash	588	44	916						1,555	44	1,599	297 62	2 35
Steel	146	22	1						147	22	169	21 72	22 59
Sugar	4,133	14	255					1,597	5,985	14	5,999	929 27	1 90
Spirits, Beer, &c.	499	279	297						796	279	1,075	145 01	53 70
Tobacco, Raw	21		1						3	25	25	2 29	2 29
Tallow	93	1							14	107	1	108	14 43
Tim	460	93	10							470	93	563	88 51
Turpentine	8	18	1						102	111	18	129	6 88
Wheat	21,809	4,006							21,829	4,006	25,905	438 65	80 12
White Lead	136	1	6						6	148	1	149	28 49
Whiting	670	2	29							699	2	701	139 59
Wood	21	5								21	5	26	3 15
All other Goods and Merchandise not enumerated	6,838	3,805	991	270	686	300	5	68	8,520	4,443	12,963	1,385 04	671 93
Bark													2,056 97
Barrels, Empty	239	29	2						2	308	46	354	30 14
Boat Knees												5 96	36 10
Floats	800	4,361								800	4,364	5,164	1 40
												76 37	77 77

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

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in Vessels.....	5,832	6,331	.....	600	.....	.....	114	5,832	7,045	12,877	108 75	172 42	281 17	
" Rafts.....														
Hoops.....						1			1		1	0 10		0 10
Hop Poles.....														
Lumber, Sawn, in Vessels.....	20,557	16,243	547	2,197	.....	.....			21,104	18,440	39,544	570 59	695 70	1,266 29
" Rafts.....			176						176	176		7 88	7 88	
Masts, Spars and Telegraph Poles, in Vessels.....														
Masts, Spars and Telegraph Poles, in Rafts.....		17,088										427 20	427 20	
Railway Ties, in Vessels.....	1,929								1,929		1,929	38 49		38 49
" Rafts.....														
Saw Logs.....	42	20,715							42	20,715	20,757	1 00	472 90	473 90
Shingles.....	20	24							20	24	44	4 88	4 13	9 01
Split Posts and Fence Rails, in Vessels.....														
Split Posts and Fence Rails, in Rafts.....	10								10		10	0 25		0 25
Timber, Square, in Vessels.....	198	1,254							198	1,254	1,452	4 36	18 19	22 55
" " Rafts.....	1,011	9,646							1,011	9,646	10,657	25 50	244 25	269 75
Traverses.....		10,354								10,354	10,354		26 95	26 95
Woodenware and Wood partly manufactured.....	105	27							105	27	132	35 00	6 00	41 00
Total Freight paying Tolls	151,672	247,462	11,032	3,253	1,035	2,065	11,029	97,023	174,768	349,803	524,571	13,616 47	29,101 99	42,718 46
<i>Free Articles bearing paid Full Tolls on Welland Canal:</i>														
All other Products, Animal.....	14										14	14		
" " Vegetable.....	1										1	1		
Ashes.....	66							4			70	70		
Cement and Water Lime.....	932										932	932		
Corn.....	139,073								5,232		144,905	144,905		

Fish	49								49	49	
Flour	3,065								3,065	3,065	
Furniture	1								1	1	
Glass	1								1	1	
Horses	3								3	3	
Iron, all other	2								2	2	
Iron Ore	3							3		3	
Meals, all kinds	222							222	222		
Oats	479							479	479		
Oil	6							6	6		
Oil Cake	2							2	2		
Pork	221							221	221		
Rye	1,120							1,120	1,120		
Seeds, all kinds	2							2	2		
Tallow	54							54	54		
Wheat	75,515							75,515	75,515		
Whiskey and other Spirits	21						5		26	26	
Merchandise	143								143	143	
Lumber, in Vessels	64	3,269						64	3,269	3,333	
" Rafts	384								384	384	
Square Timber, in Rafts	360								360	360	
Woodenware	1								1	1	
Coal, Free, per Order in Council	63,416	385	20	80	30,242		93,758	385	94,143		
Clay, Lime and Sand, Free, per Order in Council	502				80		582		582		
Stone, for Cutting, Free, per Order in Council	900						900		900		
Stone, Unwrought, Free, per Order in Council	1,926							1,926	1,926		
Kryolite, Free, having paid Full Toll on Rideau Canal	817							817	817		
Grand Total, Freight	216,557	476,196	11,052	3,253	1,115	2,065	41,351	102,264	270,075	583,778	853,853
Total Tolls on Vessels									8,847 00	6,050 17	14,897 17
" Passengers									715 85	2,388 82	3,114 07
" Free Goods									\$11,058 63		
Fines and Damages											336 50
Wharfage and Storage											4,711 50
Other Receipts											11,522 36
Total Revenue, exclusive of Hydraulic Rents									23,179 32	37,540 98	77,290 66

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

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

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1890.

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.....	58	10							10	58	68	2 00	11 60	13 60
Apples.....	2,363		22						2,385	2,385			357 75	357 75
Agricultural products not en- umerated, Vegetable.....	222	576							222	576	798	33 30	86 40	119 70
Agricultural products not en- umerated, Animal.....	231								231	231			34 65	34 65
Agricultural Implements.....	8								8	8			1 60	1 60
Barley.....	916								916	916			19 62	19 62
Bricks.....	326	95							421	421	63 15			63 15
Bones.....	65								65	65			9 75	9 75
Brimstone.....														
Cement and Water Lime.....	1,855	1	54						1,909	1	1,910	286 35	0 15	286 50
Clay, Lime and Sand.....	9	1,213	7						16	1,213	1,229	2 40	181 95	184 35
Coal.....	74,037								61,131	135,168	135,168		20,275 20	20,275 20
Corn.....		685							12,225	12,910	12,910		258 20	258 20
Cattle.....	28								28	28			4 20	4 20
Cotton, Raw.....														
Crockery and Earthenware.....	131	26	3						134	26	160	26 80	5 20	32 00
Dye Wood and Dye Stuffs.....	19								19		19	3 80		3 80
Fish.....	116	1	26						142	1	143	21 30	0 15	21 45
Flax and Hemp.....		2								2	2		0 30	0 30
Flour.....	1	2,711	48						49	2,711	2,760	7 35	406 65	414 00
Furniture.....	60	423							60	423	483	12 00	84 60	96 60
Gypsum.....														
Glass, all kinds.....	422	74	18						440	74	514	88 00	14 80	102 80
Hay, pressed.....														
Hogs.....		39								39	39		5 85	5 85
Horses.....	11	35							11	35	46	1 65	5 25	6 90
Hides and Skins, Horns and Hoofs.....			5							5	5		0 75	0 75

Ice											
Iron, Railway	19,806		241				20,047	20,047	3,007 05		3,007 05
" Pig	2,937		66				3,003	3,003	450 19		450 19
" all other	2,243	57	94				2,337	57	2,394	350 55	8 55
Iron Ore											
Kryolite, Chemical Ore and other Ore, except Iron		3,463					3,463	3,463		173 15	173 15
Lard and Lard Oil	78	3					78	3	81	11 70	12 15
Mead, all kinds	9	343					9	343	352	1 35	51 45
Meats, other than Pork		4						4			0 60
Marble	20	1					20	1	21	4 00	0 20
Manilla	20	3					20	3	23	4 00	0 60
Molasses	282						282		282	56 40	56 40
Nails	2,350	1	180				2,530	1	2,531	505 97	0 20
Oats		465				785		1,250	1,250		25 13
Oil, in Barrels	543	221	2				545	221	766	109 00	44 20
Oil Cake											
Pease		5,317						5,317	5,317		106 34
Potatoes	3	17						3	17	20	2 55
Pork	28	134	33					61	134	195	7 84
Paint	236	65	7					243	65	308	48 60
Pitch and Tar	12		12					24		24	4 80
Rags	2	112						2	112	114	0 40
Rye		1,829						1,829	1,829		36 58
Rosin	2							2		2	0 40
Salt	2,595	8	6,050					8,651	3	8,654	1,297 65
Stone intended for Cutting	24	339						2,668	24	3,007	3,031
" wrought	4	1							4	1	5
" not suitable for Cutting										0 80	0 20
unwrought		619							619	619	
Seeds, all kinds	46	43	100						146	43	189
Sheep		10							10	10	
Soda Ash	509	1	916						1,425	1	1,426
Steel		135	1						136		136
Sugar	3,308	8	255						3,563	8	3,571
Spirits, Beer, &c.	179	265	297						476	265	741
Tobacco, Raw			1						1	1	0 15
Tallow	92	1							92	1	93
Tin	337	37	10						347	37	384
Turpentine	6		1						7	7	1 40
Wheat		3,437							3,437	3,437	
White Lead	124	1	6						130	1	131
Whiting	865		29						687		687
Wool	21	5							21	5	26
All other Goods and Merchandise not enumerated	3,923	2,565	989				3	4,912	2,568	7,480	982 35
Bark											513 60
Barrels, Empty	55	19							55	19	74
Boat Knees										9 88	3 66
Floats											13 54

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight 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.					
														S. cts.	
Fire Wood, in Vessels.															
" Rafts															
Hoops															
Hop Poles															
Lumber, Sawn, in Vessels.	82	25	228	1,600											
" 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.															
" " W. India															
Staves, Salt Barrel.															
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.	66	7													
Total Freight paying Tolls.	43,907	102,918	9,785	1,622					76,812	53,692	181,352	235,044	8,846 30	23,675 67	32,521 97
<i>Free Articles having paid Full Tolls on the Welland Canal:</i>															
Agricult. Products, Animal.			14												
" Vegetable.			1												

Ashes	66				4	70	70				
Corn	134,960				4,832	139,798	139,798				
Fish	49					49	49				
Flour	3,065					3,065	3,065				
Furniture	1					1	1				
Glass	1					1	1				
Horses	3					3	3				
Lumber, Sawn, in Vessels	3,195					3,195	3,195				
" " Rafts	384					384	384				
Meal, all kinds	221					221	221				
Merchandise	142					142	142				
Oats	479					479	479				
Oil Cake	2					2	2				
Oil, in Barrels	6					6	6				
Pork	221					221	221				
Rye	1,120					1,120	1,120				
Seeds, all kinds	2					2	2				
Tallow	54					54	54				
Wheat	75,515					75,515	75,515				
Whiskey, &c.	21				5	26	26				
Woodenware	1					1	1				
Coal, Free, per Order in Coun. Kryolite, having paid full toll on the Rideau Canal, free..	6,538	20				6,538	6,538				
Grand Total, Freight..	50,445	323,265	9,805	1,622		81,633	60,250	406,540	466,790		

Total Through Tolls on Vessels						4,481	37	4,487	80	8,969	17
" " Passengers..						295	50	1,717	95	2,013	45
" " Free Goods..						86,318	99				
Total Through Tolls..						13,623	17	29,881	42	43,504	59

B. H. TEAKLES,

Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation, 1890.

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.....					10				10		10	1 00		1 00
Apples.....	43	152			3				46	152	198	4 46	6 64	11 10
Agricultural Products, not en- umerated, Vegetable.....	1,144	388							1,144	388	1,532	44 78	14 59	59 37
Agricultural Products, not en- umerated, Animal.....	117	240					20		137	240	377	10 88	9 80	20 68
Agricultural Implements.....	101	4							101	4	105	14 47	0 25	14 72
Barley.....	157	495		1					158	495	653	3 76	9 90	13 66
Bricks.....	9,816	331	720		202		161		10,899	331	11,230	413 19	23 30	436 49
Bones.....		25		164					189	189			24 26	24 26
Brimstone.....	200					88			288		288	22 83		22 83
Cement and Water Lime.....	650	242							650	242	892	63 74	23 57	87 31
Clay, Lime and Sand.....	17,281	6,252	148				3,541		20,970	6,252	27,222	787 47	236 51	1,023 98
Coal.....		1,558					1,017		19,440		22,015	22,015		1,555 37
Corn.....	32	2,854			23	452			544		3,850	3,905	3 31	105 21
Cattle.....	40	494							40	494	534	2 32	36 14	38 46
Cotton, Raw.....														
Crockery and Earthenware.....	73								73		73	11 89		11 89
Dye Wood and Dye Stuffs.....	19						203		222		222	12 05		12 05
Fish.....	221	44							221	44	265	17 36	2 99	20 35
Flax and Hemp.....	2	164							2	164	166	0 20	6 15	6 35
Flour.....	890	22			128				890	150	1,040	62 08	11 31	73 39
Furniture.....	134	41							134	41	175	16 66	3 15	19 81
Gypsum.....	649	160							649	160	809	10 12	6 07	16 19
Glass, all kinds.....	96	8				13			109	8	117	17 98	0 45	18 43
Hay, Pressed.....	412	459			26				438	459	897	17 48	29 18	46 66
Hogs.....	2	10							2	10	12	0 08	0 77	0 85
Horses.....	197	260			1	2			168	262	370	7 10	16 59	23 69
Hides and Skins, Horns and Hoofs.....		9								9	9		0 48	0 48
Ice.....		1,407								1,407	1,407		206 65	206 65

Iron, Railway	180	151						180	151	331	8 99	11 33	20 32	
" Pig	241	5						241	5	246	20 08	0 19	20 27	
" all other	9,193	2,675	15			57		9,265	2,675	11,940	382 86	103 77	486 63	
Iron Ore														
Kryolite Chemical Ore and other Ore, except Iron			79						79	79		3 95	3 95	
Lard and Lard Oil	82	81						82	81	163	7 97	3 11	11 08	
Meat, all kinds	101	933			3			101	936	1,037	5 82	38 44	44 26	
Meats, other than Pork	20	17						20	17	37	1 73	0 66	2 39	
Marble	14							14		14	2 66		2 66	
Manilla	1							1		1	0 10		0 10	
Molasses	457	19				481		938	19	957	95 77	0 95	96 72	
Nails	565	963						565	963	1,528	94 60	48 15	142 75	
Oats	599	2,179						599	2,179	2,778	22 66	72 87	95 53	
Oil, in barrels	491	70	39		6	119	160	41	696	230	926	62 80	19 50	
Oil Cake	8							8		8	0 75		0 75	
Pease	1,168	20,676						1,168	20,676	21,844	25 43	413 60	439 03	
Potatoes	7	55	2		9			18	55	73	1 21	3 96	5 17	
Pork	298	149			8			298	157	455	28 37	6 22	34 59	
Paint	28	134				23		51	134	185	5 66	6 70	12 36	
Pitch and Tar	62	107				179		241	107	348	16 53	5 35	21 88	
Rags	10							10		10		0 65	0 65	
Rye	3	1,424						3	1,424	1,427	0 24	28 48	28 72	
Rosin	8	121				2,153		2,161	121	2,282	108 54	6 05	114 59	
Salt	2,897	135			21	3	5	2,900	161	3,061	250 02	7 04	257 06	
Stone intended for Cutting	523					2,122		2,645		2,646	99 62		99 62	
" wrought	149					47		196		196	9 80		9 80	
" not suitable for Cutting														
unwrought	60	10,326						60	10,326	10,386	1 20	205 40	207 60	
Seeds, all kinds	1,663	232						1,663	232	1,895	63 53	8 81	72 34	
Sheep	1	154						1	154	155	0 06	11 64	11 70	
Soda Ash	79	43				51		130	43	173	12 63	2 45	14 78	
Steel	11	22						11	22	33	1 27	0 87	2 14	
Sugar	825	6				1,597		2,422	6	2,428	216 69	0 30	216 99	
Spirits, Beer, &c	320	14						320	14	334	49 81	0 70	50 51	
Tobacco, raw	21					3		24		24	2 14		2 14	
Tallow	1					14		15		15	0 63		0 63	
Tin	123	56						123	56	179	19 11	2 80	21 91	
Turpentine	2	18					102	104	18	122	5 48	0 90	6 38	
Wheat	21,899	569						21,899	569	22,468	438 65	11 38	450 03	
White Lead	12					6		18		18	2 49		2 49	
Whiting	12	2						12	2	14	2 19	0 10	2 29	
Wool														
All other Goods and Merchandise not enumerated	2,915	1,240	2	270	686	300	5	65	3,608	1,875	5,483	402 69	158 33	561 02
Bark														
Barrels, Empty	184	10	2		67	15		2	253	27	280	20 26	2 30	22 56
Boat Knees														
Floats	800	4,364						800	4,364	5,164	1 40	76 37	77 77	
Firewood, in Vessels	5,832	6,331		600				114	5,832	7,045	12,877	108 75	172 42	281 17

No. (A) 11.—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.	Amount of Tolls Down.	Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					
Firewood, in Rafts.												\$	cts.	\$	cts.
Hoops.															
Hop Poles.															
Lumber, Sawn, in Vessels.	20,475	16,218	319	597								20,794	16,815	37,609	542 99
" " Rafts.		176										176	176	176	453 45
Masts, Spars and Telegraph Poles, in Vessels.															
Masts, Spars and Telegraph Poles, in Rafts.		17,088													
Railway Ties, in Vessels.	1,929											1,929	1,929	1,929	38 49
" " Rafts.															
Saw Logs.	42	20,715										42	20,715	20,757	1 00
Staves and Headings, Barrel.															
" " Pipe.															
" " W. Indi.															
Staves, Salt Barred.	20	24										20	24	44	4 88
Shingles.															
Split Posts and Fence Rails, in Vessels.															
Split Posts and Fence Rails, in Rafts.	10											10	10	0 25	0 25
Timber, Square, in Vessels.	198	1,254										198	1,254	1,452	4 36
" " Rafts.	1,011	9,646										1,011	9,646	10,657	25 50
Traverses.		10,354													
Woodenware and Wood partly manufactured.	39	20										39	20	59	7 80
Total Freight paying Tolls.	107,765	144,544	1,247	1,631	1,035	2,065	11,029	20,211	121,076	168,451	289,527	4,733 28	5,463 21	10,196 49	
<i>Free Articles having paid Full Tolls on the Welland Canal:</i>															
Corn.		4,707													
Coal, Free, per Order in Council	56,878											80	30,242	400	5,107

Free Articles for Canal construction, per Order in Council, 1884:-

Cement and Water Lime.....	932									932	932		
Coal.....	385									385	385		
Clay, Lime and Sand.....	502						80		582		582		
Iron, all other.....		2								2	2		
Merchandise.....		1								1	1		
Stone, unm wrought.....		1,926								1,926	1,926		
Timber, Square, in Vessels.....		360								360	360		
Lumber, Sawn.....	64	74							64	74	138		
Stone, for cutting.....	900								900		900		
Iron Ore, Free, having paid full Toll on Rideau Canal.....	3								3		3		
Freight—Grand Total...	166,112	152,931	1,247	1,631	1,115	2,065	41,351	20,611	209,825	177,238	387,063		

Total Way Tolls on Vessels.....										4,365	63	1,562	37	5,928	00
" " Passengers.....										420	35	670	87	1,091	22
" " Free Goods.....										\$4,739	64				
Total Way Tolls.....										9,519	26	7,696	45	17,215	71

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

B. H. TEAKLES,
Chief Clerk, Canal's Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals and the Amount of Revenue collected during the Season of Navigation in 1890.

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. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, Pot and Pearl.....		11								11	11	2 09
Apples.....	16	78							15	78	93	5 20
Agricultural products not enumerated, Vegetable.....	15	61							13	61	74	4 72
“ “ Animal.....	33	1,253							33	1,253	1,286	105 12
Agricultural Implements.....		18								18	18	2 74
Barley.....		119								119	119	10 22
Bricks.....		120								120	120	6 90
Bones.....		23								23	23	2 04
Brimstone.....												
Cement and Water Lime.....		62								62	62	6 06
Clay, Lime and Sand.....		7,652								7,652	7,652	203 99
Coal.....		40								40	40	2 00
Corn.....												
Cattle.....	1	648							1	648	649	42 02
Cotton, raw.....												
Crockery and Earthenware.....	3	7							3	7	10	1 48
Dye Wood and Dye Stuffs.....												
Fish.....		4								4	4	0 04
Flax and Hemp.....												
Flour.....	9	10							9	10	19	1 40
Furniture.....		20	8						8	20	28	3 64
Gypsum.....												
Glass, all kinds.....	4	3							4	3	7	0 77
Hay, pressed.....		413								413	413	38 01
Hogs.....		12								12	12	0 72
Horses.....	15	167							15	167	182	10 97
Hides and Skins, Horns and Hoofs.....		27								27	27	2 55
Ice.....												
Iron, Railway.....												
“ Pig.....												

	12	23			12	23	35	241
" all other								
Iron Ore								
Kryolite, Chemical Ore and other Ore, except Iron.		1,505				1,505	1,505	75 25
Lard and Lard Oil	2	7			2	7	9	0 53
Meal, all kinds	4	13			4	13	17	1 30
Meats, other than Pork	2	10			2	10	12	1 02
Marble								
Manilla								
Molasses	17	8			17	8	25	2 52
Nails	19	12			19	12	31	2 92
Oats	2	1,376			2	1,376	1,378	102 57
Oil, in barrels	29	5			29	5	34	2 50
Oil Cake								
Pease		1,363						
Potatoes	11	655				1,363	1,363	99 45
Pork	30	6				11	655	666
Paint	1	1				30	6	1 00
Pitch and Tar						1	1	0 24
Rags		3					3	
Rye		20					20	0 57
Resin							20	1 48
Salt	5					5		
Stone intended for cutting							5	0 21
" wrought		3					3	
" not suitable for cutting, unwrought							3	0 57
Seeds, all kinds		19						
Sheep		325					19	1 86
Soda Ash		1					325	325
Steel	1						1	0 19
Sugar	25	28					1	0 05
Spirits, Beer, &c.	21	1					25	4 39
Tobacco, raw							21	1 43
Tallow		1					1	
Tin	9	3					1	0 10
Turpentine	1						9	0 79
Wheat		44					1	0 05
White Lead							44	4 32
Whiting	3						44	
Wool							3	0 15
All other Goods and Merchandise not enumerated	93	419			93	419	512	71 76
Bark		15					15	1 47
Barrels, empty		91					91	11 50
Bone Kneec								
Floats	20	9,170			20	9,170	9,190	84 16
Firewood, in Vessels	105	45,805	657		105	46,462	46,567	1,899 16
" Rafts		486				480	480	25 47
Hoops		32				32	32	2 87
Hop Poles								
Lumber, sawn, in Vessels	14	418,495	112,266		14	530,761	530,775	40,126 91
" Rafts		301				301	301	5 03

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Masts, Spars and Telegraph Poles, in Vessels		321									321	321	10 71	
" Rafts														
Railway Ties, in Vessels		995		595							1,590	1,590	337 63	
" Rafts														
Saw Logs														
Staves and Headings, Barrel														
" Pipe														
" " West India														
Staves, Salt Barred		2	367		49						2	416	418	299 41
Shingles											1	1	1 76	
Split Posts and Fence Rails, in Vessels			1											
" Rafts														
Timber, square, in Vessels		290									290	290	7 85	
" Rafts		1,370									1,370	1,370	23 63	
Traverses		200									200	200	1 08	
Woodenware and Wood partly manufactured		6	49								6	56	45 49	
Total Freight paying Tolls		527	494,581	8	113,567						535	608,148	608,683	43,791 37
<i>Free per Order in Council.</i>														
Firewood			10,150								10,150	10,150		
Floats			11,126								11,126	11,126		
Lumber, sawn, in Rafts			1,273								1,273	1,273		
Masts and Spars			10								10	10		
Railway Ties, in Rafts			3,525								3,525	3,525		
Saw Logs			13,872								13,872	13,872		
Shingles			6								6	6		
Split Posts, &c., in Rafts			10								10	10		
Timber, square			2,460								2,460	2,460		
Woodenware			240								240	240		
Grand Total Freight		527	537,253	8	113,567						535	650,820	651,355	

Total Tolls on Vessels.....	4,262 48
" " Passengers.....	172 51
" " Free Goods.....	\$732 55
Wharfage and Storage.....	8 00
Fines and Damages.....	18 00
Other Receipts.....	
Total Revenue, exclusive of Hydraulic Rents.....	48,252 36

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

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue collected during the Season of Navigation in 1890.

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. \$ ets.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Ashes, Pot and Pearl.....			333						67		420	420	37 74
Apples.....													
Agricultural products not enumerated, Vegetable.....													
" Animal.....													
Agricultural Implements.....	2									2	2	0 20	
Barley.....	146		350						350	146	496	28 21	
Bricks.....	28								157	28	157	16 84	
Bones.....													
Brimstone.....									188	188	188	33 62	
Cement and Water Lime.....									105	105	105	10 50	
Clay, Lime and Sand.....	56								4,941	56	4,941	4,997	518 14
Coal.....	32	203		130					81,567	32	81,900	81,932	8,035 69
Corn.....		7								7	7	0 24	
Cattle.....		80								80	80	2 58	
Cotton, Raw.....										10	10	1 00	
Crockery and Earthenware.....		10								95	95	9 50	
Dye Wood and Dye Stuffs.....													
Fish.....													
Flax and Hemp.....										207		207	6 90
Flour.....	207												
Furniture.....													
Gypsum.....													
Glass, all kinds.....													
Hay, Pressed.....	218	1,438	155						373	1,438	1,811	77 75	
Hogs.....			23								23	23	0 83
Horses.....													
Hides and Skins, Horns and Hoofs.....													
Ice.....		410	403	5,935					1,515	403	7,880	8,283	561 80
Iron, Railway.....													
" Pig.....													

" all other						129	129	129	12 90
Iron Ore									
Kryolite, Chemical Ore and other Ore, except Iron.									
Lard and Lard Oil		48							
Meal, all kinds							48	48	1 60
Meats, other than Pork									
Marble									
Manilla						645	645	645	64 50
Molasses									
Nails							632	632	21 11
Oats			632						
Oil, in Barrels		4				164	168	168	15 37
Oil Cake									
Pease			89						
Potatoes		2	3					2	2 30
Pork									
Paint						16	16	16	1 60
Pitch and Tar						257	257	257	25 70
Rags									
Rye									
Rosin						2,226	2,226	2,226	220 31
Salt		409				294	409	294	66 58
Stone intended for Cutting		63				2,116	63	2,116	2,179 213 76
" wrought						139	139	139	13 90
" not suitable for Cutting, unwrought						276	276	276	27 60
Seeds, all kinds			156					156	156 5 20
Sheep									
Soda Ash									
Steel									
Sugar						1,203	1,203	1,203	120 30
Spirits, Beer, &c		1					1	1	0 04
Tobacco, Raw						4	4	4	0 27
Tallow									
Tin									
Turpentine						103	103	103	10 30
Wheat			45					45	45 1 50
White Lead									
Whiting									
Wool									
All other Goods and Merchandise not enumerated	842	296	171			2,660	1,013	2,956	3,969 312 22
Bark									
Barrels, Empty									
Bont Knees									
Floats									
Firewood, in Vessels		48	123	4,982				5,030	123 5,153 185 87
" Rafts									
Hoops									
Hop Poles									
Lumber, sawn, in Vessels	4,776		78,357				83,133	83,133	4,875 65
" " Rafts		50					50	50	4 00

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

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ ets.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, Spars, and Telegraph Poles, in Vessels " Rafts...												
Railway Ties, in Vessels " Rafts...	910		648						1,558		1,558	124 32
Saw Logs												
Staves and Headings, Barrel " Pipe, " West India												
Staves, Salt Barrel.												
Shingles.	88		47						135		135	35 44
Total Freight paying Tolls.	7,680	4,118	85,113	6,085				98,867	92,793	109,070	201,863	15,703 90
Coal, Free, per Order in Council.	544								544		544	
Grand Total, Freight.	8,224	4,118	85,113	6,085				98,867	93,337	109,070	202,407	
Total Tolls on Vessels												2,406 79
" Passengers.												60 31
" Free Goods.												\$48.84
Fines and Damages.												13 75
Total Revenue, exclusive of Hydraulic Rents.												18,184 75

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1890.

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

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Season of Navigation in 1890.

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.	1	20							1	20	21	3 03
Apples.	41	65							41	65	106	2 50
Agricultural products not enumerated, Vegetable.	25	32							25	32	57	1 84
do do Animal.	144	335							144	335	479	13 96
Agricultural Implements.	51	138							51	138	189	20 18
Barley.	101								101		101	2 37
Bricks.	24	17							24	17	41	1 51
Bones.	2	31							2	31	33	1 27
Brimstone.												
Cement and Water Lime.	85	17							85	17	102	3 01
Clay, Lime and Sand.	419	2							419	2	421	9 96
Coal.		10,916								10,916	12,916	463 98
Corn.	1	34							1	34	35	1 08
Cattle.	4	7							4	7	11	0 33
Cotton, Raw.												
Crockery and Earthenware.	31	20							31	20	51	4 93
Dye Wood and Dye Stuffs.		1								1	1	0 09
Fish.	113								113		113	2 76
Flax and Hemp.												
Flour.	79	408							79	408	487	13 22
Furniture.	26	40							26	40	66	6 56
Gypsum.												
Glass, all kinds.	46	2							46	2	48	4 43
Hay, pressed.	497	5							497	5	502	11 89
Hogs.		1								1	1	0 03
Horses.	10	7							10	7	17	0 50
Hides and Skins, Horns and Hoofs.	3								3		3	0 09
Ice.												
Iron, Railway.												
" Pig.		92								92	92	2 29

No. (A) 14.—GENERAL STATEMENT showing the Quantity of Each Article Transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, all other.....	297	43							297	43	340	\$ 10 24
Iron Ore.....												
Kryelite, Chemical Ore and other Ore, excepted Iron	745	2,312							745	2,312	3,057	152 50
Lard and Lard Oil.....	25								25		25	0 82
Meal, all kinds.....	28	20							28	20	48	1 38
Meats, other than Pork.....	15	5							15	5	20	0 55
Marble.....												
Manilla.....												
Molasses.....	116	13							116	13	129	11 42
Nails.....	292	3							292	3	295	26 62
Oats.....	30	61							30	61	91	2 81
Oil, in barrels.....	84	135							84	135	219	19 92
Oil Cake.....	5								5		5	0 13
Pease.....	61	15							61	15	76	1 83
Potatoes.....	45	67							45	67	112	3 15
Pork.....	137	35							137	35	172	4 72
Paint.....	22								22		22	2 24
Pith and Tar.....	25	1							25	1	26	2 28
Rags.....	2	5							2	5	7	0 81
Rye.....	101	6							101	6	107	2 64
Rosin.....	1								1		1	0 09
Salt.....	958	110							958	110	1,068	31 14
Stone, intended for Cutting.....	17	77							17	77	94	4 22
" wrought.....	1	1							1	1	2	0 27
" not suitable for Cutting, unwrought.....												
Seeds, all kinds.....	5	9							5	9	14	0 38
Sheep.....	5	2							5	2	7	0 20
Soda Ash.....	25								25		25	2 31
Steel.....	28								28		28	1 49
Sugar.....	250	71							250	71	321	31 66
Spirits, Beer, &c.....	102	54							102	54	156	17 26
Tobacco Raw.....	1								1		1	0 07
Tallow.....	2								2		2	0 06
Tin.....	19								19		19	1 79
Turpentine.....	1								1		1	0 09

Wheat ..	7	184						7	184	191	4 69
White Lead ..	18	1						18	1	19	1 80
Whiting ..	28							28		28	2 67
Wool ..	2	2						2	2	4	0 14
All other Goods and Merchandise not enumerated ..	547	380						547	380	927	98 48
Barrels, Empty ..	40	45						40	45	85	6 21
Boat Knees ..											
Floats ..	2,118	360						2,118	360	2,478	43 93
Firewood, in Vessels ..	11,520	704						11,520	704	12,224	207 88
" Rafts ..											
Hoops ..											
Hop Poles ..											
Lumber, Sawn, in Vessels ..	26,326	6,206	6,027					32,353	6,206	38,559	2,147 40
" Rafts ..	88	4						88	4	92	9 53
Masts, Spars, and Telegraph Poles, in Vessels ..											
" Rafts ..	94							94		94	10 00
Railway Ties, in Vessels ..	5,399							5,399		5,399	623 67
" Rafts ..	1,211							1,211		1,211	128 62
Saw Logs ..	199	167						199	167	366	8 61
Shingles ..	128	48	39					167	48	215	93 18
Split Posts and Fence Rails, in Vessels ..	30							30		30	4 61
" Rafts ..	1							1		1	0 13
Timber, Square, in Vessels ..	20	20						20	20	40	0 76
" Rafts ..	500	20						500	20	520	28 75
Traverses ..	1,205							1,205		1,205	28 22
Woodenware and Wood partly manufactured ..		5							5	5	0 80
Total Freight Paying Tolls ..	54,721	23,289	6,066					60,787	23,289	84,076	4,356 98
Coal, free per Order in Council ..	4,373							4,373		4,373	
Firewood, free per Order in Council ..	22,125	3,000						22,125	3,000	25,125	
Grand Total Freight ..	81,219	26,289	6,066					87,285	26,289	113,574	

Total Tolls on Vessels ..		1,676 89
" Passengers ..		111 34
" Free Coal, \$116.76; Firewood ..	\$418 75	
Wharfage and Storage ..		115 78
Fines and Damages ..		6 50
Other Receipts ..		21 28
Total Revenue, exclusive of Hydraulic Rents ..		6,288 77

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

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A.—*Continued.*

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish.....	140	674							140	674	814	8 14
Flour	1,126	503							1,126	503	1,629	16 29
Coal	1,181	17,172							1,181	17,172	18,353	183 53
Lumber.....	1,086	1,481							1,086	1,481	2,567	25 67
Other Agricultural Products.....	1,816	6,187							1,816	6,187	8,003	80 03
Other Merchandise.....	540	325							540	325	865	8 65
Total Freight paying tolls	5,889	26,342							5,889	26,342	32,231	322 31
Tolls on Vessels.....											1,419 70	
Other Receipts.....											177 91	
Total Revenue.....												1,919 92

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

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1890.

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

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, all other												
Iron Ore												
Kryolite, Chemical Ore and other Ore, except Iron												
Lard and Lard Oil												
Meal, all kinds												
Meats, Other than Pork												
Marble												
Manilla												
Molasses												
Nails												
Oats												
Oil, in Barrels												
Oil Cake												
Pease												
Potatoes												
Pork												
Paint												
Pitch and Tar												
Rags												
Rye												
Rosin												
Salt												
Stone intended for Cutting												
" wrought												
" not suitable for Cutting, unwrought	420											
Seeds, all kinds												
Sheep												
Soda Ash												
Steel												
Sugar												
Spirits, Beer, &c.												
Tobacco, Raw												
Tallow												
Tin												

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

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue collected during the Season of Navigation in 1890.

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. \$ cts.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Ashes, Pot and Pearl	5								5		5	0 15	
Apples	600	108	269						869	108	977	17 82	
Agricultural Products, not enumerated, Vegetable.,	5	11							5	11	16	0 32	
“ “ Animal.	4								4		4	0 08	
Barley	378		692						1,070		1,070	20 08	
Cement and Water Lime	6								6		6	0 12	
Clay, Lime and Sand	2	25							2	25	27	0 50	
Cotton, Raw		1							2	1	1	0 02	
Crockery and Earthenware	6								3	6	3	0 24	
Fish	22								22		22	0 43	
Flour	8	52							8	52	60	1 15	
Furniture	12	19	4						2	16	21	1 08	
Glass, all kinds	17	1							17	1	18	0 46	
Horses	17	6	17						2	34	8	0 86	
Hides and Skins, Horns and Hoofs		2								2	2	0 04	
Ice		60	4,293						4,293	60	4,353	108 85	
Iron, Railway		280								280	280	5 25	
“ Pig	84								84		84	1 58	
“ all other	246	6							246	7	253	4 78	
Lard and Lard Oil	1								5	1	5	0 12	
Meal, all kinds	1									1		0 02	
Marble	4									4		0 10	
Manilla	3								3		3	0 08	
Nails	304								304		304	7 63	
Oil, in Barrels	17	80	12						73	29	153	4 56	
Pease		65	49							49	65	114	2 15
Pork	1	3								1	3	4 0 08	
Paint	26									26		26	0 67
Rags		6								6		6	0 15
Rye	400	54							400	54	454	8 47	
Salt	257								257		257	4 82	

Stone intended for Cutting	181						181	181	181	3 40	
" wrought.	181						181	181	181	1 81	
Seeds, all kinds	1						1	1	1	0 02	
Soda Ash	50						50	50	50	1 26	
Sugar	122						122	122	122	3 07	
Spirits, Beer, &c.	52	6					52	58	58	1 50	
Tobacco, Raw						3		3	3	0 06	
Tin	8						8		8	0 22	
Wheat		384						384	384	0 97	
White Lead	32						32		32	0 81	
Whiting	77						77		77	1 93	
Wool	2	4					2	4	6	0 12	
All other Goods and Merchandise not enumerated	586	92	45			2	631	94	725	18 29	
Barrels, Empty		6						6	6	0 25	
Firewood, in Vessels	744		195				939		939	7 84	
Lumber, sawn, in Vessels	64	116	441				505	116	621	6 95	
" " Rafts											
Masts, Spars and Telegraph Poles, in Vessels	28							28	28	0 18	
" " Rafts											
Railway Ties, in Vessels			153					153	153	1 53	
" Rafts											
Saw Logs											
Staves and Headings, barrel											
" " pipe											
" " West India		8						8	8	0 15	
Staves, Salt Barrel											
Shingles	12		13					25	25	1 93	
Split Posts and Fence Rails, in Vessels											
" " Rafts			7					7	7	0 33	
Timber, Square, in Vessels											
" " Rafts		40	6,500					40	6,500	6,540	81 75
Traverses											
Woodenware and Wood partly manufactured			1						1	1	0 05
Total Freight paying Tolls	4,606	7,896	6,190				91	10,798	7,985	18,783	327 08
Total Tolls on Vessels											245 98
" Passengers											133 97
Damages											38 16
Total Revenue, exclusive of Hydraulic Rents											745 19

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

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY

No. (A) 18.—STATEMENT OF TRAFFIC on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>						
Canadian Vessels, steam.....	340,703	4,041 47	731,967	4,184 96	77,722	234 57
United States Vessels, steam.....	401,406	6,024 17	20,017	140 35	1,973	25 93
Canadian Vessels, sail.....	275,118	5,530 18	926,601	10,118 61	56,776	930 23
United States, sail.....	105,242	2,358 68	62,862	453 25	95,276	1,216 06
Total, Class No. 1.....	1,122,469	17,954 50	1,741,447	14,897 17	231,747	2,406 79
<i>Class No. 2.</i>						
Passengers.....	No. 23,704	361 65	No. 61,707	3,104 67	No. 3,598	60 31
<i>Class No. 3.</i>						
Bricks.....	Tons. 335	35 43	Tons. 11,651	Tons. 499 64	Tons. 185	Tons. 16 84
Brimstone.....	736	110 40	288	22 83	188	33 62
Cement and Water Lime.....	87	11 82	2,802	373 81	105	10 50
Clay, Lime and Sand.....	472	45 19	28,451	1,208 33	4,997	518 14
Fish.....	223	35 65	408	41 80	...	...
Gypsum.....			809	16 19	...	...
Iron, Railway.....			20,378	3,027 37	...	...
" Pig.....	36	4 62	3,249	470 46	...	...
" all other.....	717	105 49	14,334	845 73	...	...
Salt.....	1,027	187 53	11,715	1,555 16	703	66 58
Steel.....			169	22 59	...	...
Stone for Cutting.....	5,761	1,152 20	5,676	554 27	2,179	213 76
Apples.....	150	7 79	2,583	368 85	420	37 74
Barley.....	10,830	1,950 45	1,569	33 28	496	28 21
Corn.....	327,394	65,478 60	16,815	366 72	7	0 24
Cotton, Raw.....			168	6 65	...	...
Flax and Hemp.....			3,800	487 39	207	6 90
Flour.....	14,461	2,042 79	897	46 66	1,811	77 75
Hay, Pressed.....			1,389	97 06	48	1 60
Meats, all kinds.....	20,708	4,141 35	8	0 75	...	...
Oil Cake.....	2	0 40	4,028	120 66	632	21 11
Oats.....	27,728	5,533 80	545 37	89	2 99	...
Pease.....	14	2 80	27,161	8 17	5	0 30
Potatoes.....	4	0 26	93	...	...	...
Rye.....	1,549	288 40	3,256	65 30	...	...
Seeds, all kinds.....	155	30 10	2,084	100 69	...	...
Tobacco, Raw.....	5	0 75	25	2 29	4	0 27
Wheat.....	118,002	22,895 94	25,905	518 77	45	1 50
All other Agricultural Products, Vegetable.....	220	12 93	2,330	179 07	...	...
Bones.....	1	0 02	254	34 01	...	...
Cattle.....	1	0 02	562	42 66	80	2 58
Hogs.....			51	6 70	...	...
Hides and Skins, Horns and Hoofs.....	55	8 25	14	1 23	...	...
Horses.....	48	2 38	416	30 50	23	0 83
Lard and Lard Oil.....	37	7 30	244	23 23	...	...
Meats, other than Pork.....	15	3 00	41	2 99	...	...
Pork.....	328	65 60	650	63 28	...	...
Sheep.....			165	13 20	156	5 20
Tallow.....	122	21 00	108	14 58	...	...
Wool.....			26	3 90	...	...
All other Agricultural Products, Animal.....	14	2 80	608	55 33	...	...
Total, Class No. 3.....	531,237	104,185 06	195,180	11,877 56	12,380	1,046 66

APPENDIX A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1890.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
88,288	202 44	173,448	698 14	62,150	591 52	10,454	209 08	24,419	202 00
85	0 50	231	2 37	1,057	17 51				
12,877	39 76	198,303	2,897 98	72,734	1,009 32	60,531	1,210 62	27,381	144 10
254	3 28	28,257	663 99	4,737	58 54				
101,504	245 98	400,239	4,262 48	140,678	1,676 89	70,985	1,419 70	51,800	346 10
No. 12,589	133 97	No. 13,298	172 51	No. 3,921	111 34	No.		No. 8,318	81 08
Tons.	Tons.	120	6 90	Tons.	41	1 51	Tons.	Tons.	27
6	0 12	62	6 06	102	3 01				
27	0 50	7,652	203 99	421	9 96				
22	0 43	4	0 40	113	2 76	814	8 14		
280	5 25								
84	1 58			92	2 29				
253	4 78	35	2 41	340	10 24				
257	4 82	5	0 21	1,068	31 14				
		1	0 05	28	1 49				
181	3 40			94	4 42				
977	17 82	93	5 20	106	2 50				
1,070	20 08	119	10 22	101	2 37				
				35	1 08				
1	0 02								
60	1 15	19	1 04	487	13 22	1,629	16 29	43	0 43
		413	38 01	502	11 89				
1	0 02	17	1 30	48	1 38				
				5	0 13				
114	2 15	1,378	102 57	91	2 81				
		1,363	99 49	76	1 83				
		666	51 62	112	3 15				
454	8 47	20	1 48	107	2 64				
1	0 02	19	1 86	14	0 38				
3	0 06			1	0 07				
384	0 97	44	4 32	191	4 69				
16	0 32	74	4 72	57	1 84	8,003	80 03		
		23	2 04	33	1 27				
		649	42 02	11	0 33				
		12	0 72	1	0 03				
2	0 04	27	2 55	3	0 09				
42	0 86	182	10 97	17	0 50				
6	0 12	9	0 53	25	0 82				
		12	1 02	20	0 55				
4	0 08	36	1 00	172	4 72				
		325	23 27	7	0 20				
		1	0 10	2	0 06				
6	0 12			4	0 14				
4	0 08	1,286	105 12	479	13 96				
4,255	73 26	14,666	731 19	5,006	139 27	10,446	104 46	70	1 19

No. (A) 18.—STATEMENT OF TRAFFIC on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chamby Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>						
Ashes, Pot and Pearl.	71	14 15	78	14 60	2	0 20
Agricultural Implements.			113	16 32		
Crockery and Earthenware.	1	0 15	233	43 89	10	1 00
Dye Woods and Dye Stuffs.			241	15 85	95	9 50
Furniture.	35	6 10	658	116 41		
Glass, all kinds.	26	3 95	631	121 23		
Marble.	4,437	665 55	35	6 86		
Mamilla.	162	24 30	24	4 70		
Molasses.	117	17 55	1,239	153 12	645	64 50
Nails.	60	1 95	4,059	648 92		
Oil, in Barrels.	89	3 95	1,692	235 50	168	15 37
Paint.	37	5 70	493	73 96	16	1 60
Pitch and Tar.	863	123 83	372	26 68	257	25 70
Rags.			124	23 45		
Rosin.			2,284	114 99	2,226	220 34
Soda Ash.	993	148 95	1,599	299 97		
Sugar.	926	129 58	5,999	931 17	1,203	120 30
Stone, wrought.	852	135 06	201	10 80	139	13 90
Tin.	1	0 02	563	98 71		
Turpentine.			129	7 78	103	10 30
White Lead.	1	0 20	149	28 69		
Whiting.	1	0 15	701	139 69		
Whiskey and all other spirits.	268	52 90	1,075	198 71	1	0 04
Merchandise, not enumerated.	32,527	4,860 44	12,963	2,056 97	3,969	312 22
Total, Class No. 4	41,467	6,185 48	35,655	5,388 97	8,834	794 97
<i>Class No. 5.</i>						
Bark.						
Barrels, empty.	183	18 42	354	36 10		
Boat Knees.						
Floats.			5,164	77 77		
Firewood, in Vessels.	14,172	602 25	12,877	281 17	5,153	185 87
" in Rafts.						
Lumber, Sawn, in Vessels	60,383	10,371 02	39,544	1,266 29	83,133	4,875 65
" in Rafts.	15	2 03	176	7 88	50	4 00
Hoops.				1	0 10	
Railway Ties, in Vessels	57	1 69	1,929	38 49	1,558	124 32
" in Rafts.						
Masts, Spars and Telegraph Poles, in Vessels	1	25				
Masts, Spars and Telegraph Poles, in Rafts.	26	0 83	17,688	427 20		
Square Timber, in Vessels	73,113	11,073 82	1,452	22 55		
" in Rafts.	17,694	2,651 96	10,657	269 75		
Woodenware and Wood, partly manufactured.	28	11 20	132	41 00		
Shingles.	14	9 60	44	9 01	135	34 44
Split Posts and Fence Rails, in Vessels			10	0 25		
" " in Rafts.						
Saw-logs.	3,844	206 38	20,757	473 90		
Staves and Headings, Barrel	218	17 40				
" Pipe	187	34 80				
" West India	36	6 75				
Staves, Salt Barrel.						
Traverses.			10,354	26 95		
Hop Poles.						
Total, Class No. 5	169,971	25,008 40	120,539	2,978 41	90,029	5,224 28

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

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
5	0 15	11	2 09	21	3 03				
		18	2 74	189	20 18				
9	0 24	10	1 48	51	4 93				
				1	0 09				
37	1 08	28	3 64	66	6 56				
18	0 46	7	0 77	48	4 43				
4	0 10								
3	0 08								
		25	2 52	129	11 42				
304	7 63	31	2 92	295	26 62				
182	4 56	34	2 50	219	19 92				
26	0 67	2	0 24	22	2 24				
				26	2 28				
6	0 15	3	0 57	7	0 81				
				1	0 09				
50	1 26	1	0 19	25	2 31				
122	3 07	53	4 39	321	31 66				
		3	0 57	2	0 27				
8	0 22	12	0 79	19	1 79				
		1	0 05	1	0 09				
32	0 81			19	1 80				
77	1 93	3	0 15	28	2 67				
58	1 50	22	1 43	156	17 26				
725	18 29	512	71 76	927	98 48	865	8 65	168	5 02
1,666	42 20	776	98 80	2,573	258 93	865	8 65	168	5 02
6	0 25	15	1 47	85	6 21			34	1 31
		91	11 50						
939	7 84	9,190	84 16	2,478	43 93			260	3 13
		46,367	1,899 16	12,224	207 88			17,853	180 13
		480	25 47						
621	6 95	530,775	40,126 91	38,559	2,147 40	2,567	25 67	347	5 93
		301	5 03	92	9 53				
		32	2 87						
153	1 53	1,590	337 63	5,399	623 67			113	4 50
				1,211	128 62			250	9 34
28	0 18	321	10 71					434	4 90
				94	10 00			34	3 61
6,540	81 75	290	7 85	40	0 76			1,950	21 25
		1,370	23 63	520	28 75				
1	0 05	55	45 49	5	0 80				
25	1 93	418	299 41	215	93 18			215	18 70
		1	1 76	30	4 61			5	0 38
7	0 33			1	0 13			2,126	18 41
				366	8 61				
8	0 15								
		200	1 08	1,205	28 22			400	2 00
8,328	100 96	591,696	42,884 13	62,524	3,342 30	2,567	25 67	24,021	273 59

No. (A) 18.—STATEMENT OF TRAFFIC in the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>						
Coal..	202,384	38,222 60	157,183	21,830 57	81,932	8,035 69
Kryolite or Chemical Ore ..	2,900	145 00	3,542	177 10	.....	.....
Gypsum ..	205	2 56	.....	.....	.....	.....
Iron Ore ..	5,238	261 90	.....	.....	129	12 90
Stone, unwrought, not suitable for cutting ..	5,544	528 66	11,005	259 20	276	27 60
Ice ..	25,068	1,233 72	1,467	206 65	8,283	561 80
Total, Special Class ..	241,339	40,394 44	173,197	22,473 52	90,620	8,637 99
Total Freight and Tolls ..	984,014	194,089 53	524,571	60,720 30	201,863	18,171 00
Timber and other Wood, Free ..	200	10 50	4,078	369 78	.....	.....
Wheat, Corn, Flour, Iron, Salt, Coal, etc., Free ..	31,951	4,792 65	325,204	10,688 85	544	48 84
Grand Totals, Passengers and Ton- nage of Vessels not included ..	1,016,165	198,892 68	858,833	71,778 93	202,407	18,219 84

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

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

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		40	2 00	10,916	463 98	18,353	183 53		
		1,505	75 25	3,057	152 50				
181	1 81							420	1 96
4,353	108 85								
4,534	110 66	1,545	77 25	13,973	616 48	18,353	183 53	420	1 96
18,783	707 03	608,683	48,226 36	84,076	6,145 21	32,231	1,742 01	24,679	708 94
		42,672	732 55	25,125	618 75				
				4,373	116 76				
18,783	707 03	651,355	48,958 91	113,574	6,880 72	32,231	1,742 01	24,679	708 94

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

SUPPLEMENTARY

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals
Total Quantity of each description of Property passed

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds	1,122,469	17,954 50	1,741,447	14,897 17	231,747	2,406 79
Passengers	No. 23,704	361 65	No. 61,707	3,104 67	No. 3,598	60 31
<i>Forest—Produce of Wood.</i>						
Bark			Tons.		Tons.	
Boat Knees					5,164	77 77
Floats						
Free..						
Fire-wood	14,172	602 25	12,877	281 17	5,153	185 87
Free..						
Hoops and Hop Poles				1		19
Lumber, Sawed	60,398	10,373 05	39,720	1,274 17	83,183	4,879 65
Free..				3,717		
Masts, Spars, &c.	27	1 08	17,088	427 20		
Free..						
Railway Ties	57	1 69	1,929	38 49	1,558	124 32
Free..						
Saw Logs	3,844	206 38	20,757	473 90		
Free..						
Staves, all kinds	441	58 95				
Shingles	14	9 60	44	9 01	135	34 44
Free..						
Split Posts and Rails				10		25
Free..						
Timber, Square	90,807	13,725 78	12,109	292 30		
Free..	200		360			
Traverses			10,354	26 95		
Total	169,960	24,978 78	124,130	2,901 31	90,029	5,224 28
<i>Farm Stock.</i>						
Cattle	1	0 02	562	42 66	80	2 58
Hogs			51	6 70		
Horses	48	2 38	416	30 59	23	83
Free..			3			
Sheep			165	13 20	156	5 20
Total	49	2 40	1,197	93 15	259	8 61
<i>Produce of Animals.</i>						
Bones	1	0 02	254	34 01		
Horns and Hoofs, Hides and Skins, Raw	55	8 25	14	1 23		
Lard and Lard Oil	37	7 30	244	23 23		
Free..	72					
Meats other than Pork	15	3 00	41	2 99		
Pork	328	65 60	650	63 28		
Free..	33		221			
Tallow	122	21 00	108	14 58		
Free..			54			

APPENDIX A—*Continued.*

during the Season of Navigation ended 31st December, 1890, showing the through and the Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		8 cts.		8 cts.		8 cts.		8 cts.	
101,504	245 98	400,239	4,262 48	140,678	1,676 89	70,985	1,419 70	51,800	346 10
No. 12,589	133 97	No. 13,298	172 51	No. 3,921	111 34	No.		No. 8,318	81 08
Tons.		Tons.		Tons.		Tons.		Tons.	
		15	1 47					34	1 31
		9,190	84 16	2,478	43 98			260	3 13
		11,126							
939	7 84	47,047	1,924 63	12,224	207 88			17,853	180 13
		10,150		25,125					
		32	287						
621	6 95	531,076	40,131 94	38,651	2,156 93	2,567	25 67	347	5 93
		1,273							
28	0 18	321	10 71	94	10 00			468	8 51
		10							
153	1 53	1,590	337 63	6,610	752 29			363	13 84
		3,525							
		13,872		366	8 61			2,126	18 41
8	15								
25	1 93	418	299 41	215	93 18			215	18 70
		6							
7	0 33	1	1 76	31	4 74			5	0 38
		10							
6,540	81 75	1,660	31 48	560	29 51			1,950	21 25
		2,460							
		200	1 08	1,205	28 22			400	2 00
8,321	100 66	633,982	42,827 14	87,559	3,335 29	2,567	25 67	24,021	273 59
		649	42 02	11	0 33				
		12	0 72	1	0 03				
42	0 86	182	10 97	17	0 50				
		325	23 27	7	0 20				
42	0 86	1,168	76 98	36	1 06				
		23	2 04	33	1 27				
2	0 04	27	2 55	3	0 09				
6	0 12	9	0 53	25	0 82				
		12	1 02	20	0 55				
4	0 08	36	1 00	172	4 72				
		1	0 10	2	0 06				

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

Articles.	Welland Canal.		St. Lawrence Canals.		Chamby Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Wool.....			26	3 90		
Free.....	13					
Agricultural Products not enumerated,						
Animal.....	14	2 80	608	55 33		
Free.....			14			
Total.....	690	107 97	2,234	198 55		
<i>Agricultural Products.</i>						
Agricultural Products not enumerated,						
Vegetable.....	220	12 93	2,330	179 07		
Free.....			1			
Apples.....	150	7 79	2,583	368 85	420	37 74
Barley.....	10,830	1,950 45	1,509	33 28	496	28 21
Cotton, Raw.....						
Corn.....	327,394	65,478 60	16,815	366 72	7	0 24
Free.....			144,905			
Flax and Hemp.....			168	6 65		
Flour.....	14,461	2,042 79	3,800	487 39	207	6 90
Free.....	48		3,065			
Hay, Pressed.....			897	46 66	1,811	77 75
Meals, all kinds.....	20,708	4,141 35	1,389	97 06	48	1 60
Free.....			222			
Manilla.....	162	24 30	24	4 70		
Oats.....	27,728	5,533 80	4,028	120 66	632	21 11
Free.....			479			
Pease.....	14	2 80	27,161	545 37	89	2 99
Potatoes.....	4	0 26	93	8 17	5	0 30
Rye.....	1,549	288 40	3,256	65 30		
Free.....			1,120			
Seeds—Flax, Clover and Grass.....	155	30 10	2,084	100 69		
Free.....	100		2			
Tobacco, Raw.....	5	0 75	25	2 29	4	0 27
Free.....	1					
Wheat.....	118,002	22,895 94	25,905	518 77	45	1 50
Free.....			75,615			
Total.....	521,531	102,410 26	317,436	2,951 63	3,764	178 61
<i>Manufactures.</i>						
Ashes, Pot and Pearl.....	71	14 15	78	14 60		
Free.....	10		70			
Agricultural Implements.....			113	16 32	2	0 20
Barrels, Empty.....	183	18 42	354	36 10		
Bricks.....	335	35 43	11,651	499 64	185	16 84
Free.....	252					
Cement and Water Lime.....	87	11 82	2,802	373 81	105	10 50
Free.....	62		932			
Crockery and Earthenware.....	1	0 15	233	43 89	10	1 00
Free.....	11		1			
Furniture.....	35	6 10	638	116 41		
Free.....			1			
Glass, all kinds.....	26	3 95	631	121 23		
Free.....	23		1			
Iron, Railway.....			20,378	3,027 37		
Free.....	20,003					
Iron, Pig.....	36	4 62	3,249	470 46		
Free.....	20					
Iron, all other.....	717	105 49	14,334	845 73		
Free.....	584		2			
Molasses.....	117	17 55	1,239	153 12	645	64 50

during the Season of Navigation ended 31st December, 1890, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
6	0 12			4	0 14				
4	0 08	1,286	105 12	479	13 96				
22	0 44	1,394	112 36	738	21 61				
16	0 32	74	4 72	57	1 84	8,003	80 03		
977	17 82	93	5 20	106	2 50				
1,070	20 08	119	10 22	101	2 37				
1	0 02			35	1 08				
60	1 15	19	1 04	487	13 22	1,629	16 29	43	0 43
1	0 02	413	38 01	502	11 89				
		17	1 30	48	1 38				
3	0 08								
		1,378	102 57	91	2 81				
114	2 15	1,363	99 49	76	1 83				
		666	51 62	112	3 15				
454	8 47	20	1 48	107	2 64				
1	0 02	19	1 86	14	0 38				
3	0 06								
384	0 97	44	4 32	191	4 69				
3,084	51 16	4,225	321 83	1,928	49 85	9,632	96 32	43	0 43
5	0 15	11	2 09	21	3 03				
		18	2 74	189	20 18				
6	0 25	91	11 50	85	6 21				
		120	6 90	41	1 51			27	0 76
6	0 12	62	6 06	102	3 01				
9	0 24	10	1 48	51	4 93				
37	1 08	28	3 64	66	6 56				
18	0 46	7	0 77	48	4 43				
280	5 25								
84	1 58			92	2 29				
253	4 78	35	2 41	340	10 24				
		25	2 52	129	11 42				

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

Articles.	Welland Canal.		St. Lawrence Canals.		Champlain Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Nails.....		8 cts.		8 cts.		8 cts.
do.....	60	1 95	4,059	648 92		
Oil.....	453					
do.....	89	3 95	1,692	235 50	168	15 37
Oil.....	11		6			
Oil Cake.....	2	0 40	8	0 75		
do.....			2			
Paint.....	37	5 70	493	73 96	16	1 60
do.....	24					
Pitch and Tar.....	863	123 83	372	26 68	257	25 70
do.....	13					
Resin.....			2,284	114 99	2,226	220 34
do.....	1					
Soda Ash.....	993	148 95	1,599	299 97		
do.....	554					
Spirits, Whiskey, &c.....	268	52 90	1,075	198 71	1	0 04
do.....	350		26			
Steel.....			169	22 59		
do.....	1					
Sugar.....	926	120 58	5,999	931 17	1,203	120 30
do.....	551					
Tin.....	1	0 02	563	98 71		
do.....	40					
Turpentine.....			129	7 78	103	10 30
do.....	2					
White Lead.....	1	20	149	28 69		
do.....	19					
Whiting.....			1	15	139 69	
do.....	34					
Woodenware.....			132	41 00		
do.....	28	11 20	1			
Total.....	27,895	687 51	76,185	8,587 79	4,921	486 69
<i>Merchandise.</i>						
Brimstone, Crude.....	736	110 40	288	22 83	188	33 62
Clay, Lime and Sand.....	472	45 19	28,451	1,208 33	4,997	518 14
do.....	8		582			
Coal.....	202,384	38,222 60	157,183	21,830 57	81,932	8,035 69
do.....			94,143		544	
Dye Woods and Dye Stuffs.....			241	15 85	95	9 50
Fish.....	223	35 65	408	41 80		
do.....	26		49			
Gypsum.....	205	2 56	809	16 19		
Ores, all kinds.....	8,138	406 90	3,542	177 10	129	12 90
do.....			820			
Marble.....	4,437	665 55	35	6 86		
Rags.....			124	23 45		
Salt.....	1,027	187 53	11,715	1,555 16	703	66 58
do.....	7,440					
Stone, all kinds.....	12,157	1,815 92	16,882	824 27	2,594	266 26
do.....	12		2,826			
All other Goods and Merchandise, not enumerated.....	57,595	6,094 16	14,430	2,263 62	12,252	874 02
do.....	1,180		143			
Total.....	206,040	47,586 46	332,671	27,986 03	103,434	9,805 71
Grand Totals, Passengers and Ton- nage of Vessels not included.....	1,016,165	194,089 53	853,853	60,720 30	202,407	18,171 00

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

during the Season of Navigation ended 31st December, 1890, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canad.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
304	8 ets. 7 63	31	8 ets. 2 92	295	8 ets. 26 62				
182	4 56	34	2 50	219	19 92				
				5	0 13				
26	0 67	2	0 24	22	2 24				
				26	2 28				
				1	0 09				
50	1 26	1	0 19	25	2 31				
58	1 50	22	1 43	156	17 26				
		1	0 05	28	1 49				
122	3 07	53	4 39	321	31 66				
8	0 22	12	0 79	19	1 79				
		1	0 05	1	0 09				
32	0 81			19	1 80				
77	1 93	3	0 15	28	2 67				
1	0 05	55	45 49	5	0 80				
		210							
1,558	35 61	862	98 31	2,334	184 96			27	0 76
27	0 50	7,652	203 99	421	9 96				
		40	2 00	10,916	463 98	18,353	183 53		
				4,373					
22	0 43	4	0 40	113	2 76	814	8 14		
		1,505	75 25	3,057	152 50				
4	0 10								
6	0 15	3	0 57	7	0 81				
257	4 82	5	0 21	1,068	31 14				
362	5 21	3	0 57	96	4 49			420	1 96
5,078	127 14	512	71 76	927	98 48	865	8 65	168	5 02
5,756	138 35	9,724	354 75	20,979	764 21	20,032	200 32	588	6 98
18,783	707 03	651,355	48,226 36	113,574	6,145 21	32,231	1,742 01	24,679	708 94

B. H. TEAKLES,
Chief Clerk Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 20.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation,
ended 31st December, 1890.

Canals and Offices.	January.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	\$ cts.
WELLAND CANAL.											
Chippawa		2 81	4 97	2 54	2 18	2 27	6 52	6 02	4 69	.....	32 00
Colborne	11,269 10	22,120 25	18,985 56	21,785 81	18,179 23	17,401 34	14,846 52	14,275 63	4 80	138,869 24	
Dalhousie	5,828 84	5,585 97	5,536 57	7,203 38	7,055 75	10,152 59	6,970 93	5,167 45	3 23	53,504 71	
Dumville	31 39	15 58	84 93	107 73	29 43	0 50	29 51	25 08	.....	.....	324 15
Maitland	8 43	23 17	0 50	4 00	2 36	1 00	0 50	1 50	.....	.....	41 46
Robinson	76 52	89 19	60 32	34 60	51 61	137 35	84 89	157 90	7 09	705 47	
St. Catharines	77 59	96 02	84 23	81 12	75 65	93 67	59 78	44 44	.....	.....	612 50
Total Welland Canal		17,294 68	27,935 15	24,754 65	29,219 82	25,402 30	27,792 97	21,998 15	19,676 69	15 12	194,089 53
ST. LAWRENCE CANALS.											
Beauharnois	5 90	40 21	42 08	413 75	91 52	50 29	188 18	182 92	.....	.....	714 85
Cardinal	5 90	72 87	79 68	219 02	60 97	77 74	73 48	68 34	14 38	.....	672 38
Cornwall	154 48	1,841 04	2,363 08	2,119 07	2,820 81	2,414 01	2,046 34	1,888 67	19 00	15,666 50	
Kingston	139 15	926 59	1,626 49	1,542 48	2,934 97	2,562 75	2,479 32	957 44	.....	.....	13,169 19
Lachine	37 03	237 55	276 78	354 29	686 57	590 63	483 34	187 65	.....	.....	2,847 84
Montreal	216 06	3,721 21	4,051 05	5,564 36	4,523 03	4,211 72	3,118 48	2,243 63	.....	.....	27,649 54
Total St. Lawrence Canals		558 52	6,839 47	8,433 16	9,912 97	11,117 87	9,907 14	8,389 14	5,528 65	33 38	60,720 30
CHAMBLY CANAL.											
Chambly		531 23	699 97	773 98	966 37	1,050 02	1,271 73	614 65	.....	.....	5,907 95
St. John's		550 60	2,421 40	1,577 74	1,803 77	2,410 40	2,067 37	938 74	.....	.....	11,770 02
St. Ours	7 45	58 47	57 92	70 76	67 50	72 48	84 69	73 76	.....	.....	493 03
Total Chambly Canal		7 45	1,140 30	3,179 29	2,422 48	2,837 64	3,532 90	3,423 79	1,627 15	.....	18,171 00

OTTAWA CANALS.

Ottawa.....	1 24	5,640 52	4,483 84	5,669 62	4,175 29	3,201 51	3,104 69	2,098 17	28,374 88
Carillon.....	8 23	13 82	33 19	20 90	38 48	11 46	36 11	32 22	194 41
Grenville.....	534 51	2,845 04	2,716 59	3,083 34	2,729 78	2,007 81	2,694 12	1,830 90	18,442 09
St. Anne's.....	18 02	158 88	168 69	165 28	188 40	176 63	237 38	101 70	1,214 98
Total Ottawa Canals.....	562 00	8,658 26	7,402 31	8,939 14	7,131 95	5,397 41	6,072 30	4,062 99	48,226 36

RIDEAU CANAL.

Kingston Mills.....	223 26	206 93	207 44	234 53	231 54	241 83	68 51	1,414 04
Ottawa.....	537 84	766 31	902 56	608 96	582 23	596 93	294 68	4,289 51
Smith's Falls.....	31 18	66 06	101 95	88 35	71 43	29 42	53 27	441 66
Total Rideau Canal.....	792 28	1,039 30	1,211 95	931 84	885 20	868 18	416 46	6,145 21

ST. PETER'S CANAL.

St. Peter's.....	3 79	60 17	275 37	170 40	203 26	203 18	262 93	301 75	217 51	43 65	1,742 01
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TRENT VALLEY CANALS.

Burleigh.....			18 00	12 00	16 75	8 00					54 75
Bolcaygean.....		26 53	50 73	66 82	63 34	78 76	66 79	11 12			364 09
Buckhorn.....				8 50	13 50				10 00		32 00
Fenton Falls.....	0 25	0 75	2 39	0 50	8 60	10 35	7 35	5 41			35 60
Hastings.....		4 46	1 50	4 50	4 20	1 50	11 75	1 00			28 91
Peterborough.....	10 36	19 32	37 72	32 64	26 51	24 84	27 73	14 47			193 59
Total Trent Valley Canals.....	10 61	51 06	110 34	124 96	132 90	123 45	113 62	42 00			708 94

MURRAY CANAL.

Brighton.....		106 64	131 57	107 93	152 86	84 52	77 17	46 34			707 03
Grand Total.....	3 79	18,493 43	45,798 53	45,221 02	52,142 51	47,910 54	47,986 72	41,244 10	31,617 79	92 15	330,510 38

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1890, 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...	1,439	84,941	75,480	78,564	2,356	929	.....	5,277	93,156	169,711	170,992	340,703	4,041 47
" sail....	996	49,851	35,581	80,036	3,656	.....	269	7,553	98,162	137,440	137,678	275,118	5,530 18
Total Canadian....	2,135	134,792	111,061	158,600	6,022	929	269	12,830	191,318	307,151	308,670	615,821	9,571 65
United States Vessels, steam...	436	.....	18	3,096	1,184	191,099	181,658	2,521	18,830	196,716	204,690	401,406	6,024 17
" sail....	312	241	.....	2,322	664	49,610	42,250	1,824	8,331	53,997	51,245	105,242	2,358 68
Total United States....	748	241	18	5,418	1,848	240,709	226,908	4,345	27,161	250,713	255,935	506,648	8,382 85
Grand Total, Welland Canal.	2,883	135,033	111,079	164,018	7,870	241,638	227,177	17,175	218,479	557,864	564,605	1,122,469	17,954 50
ST. LAWRENCE CANALS.													
Canadian Vessels, steam....	3,849	380,486	329,688	15,694	56	.....	67	581	5,305	396,761	335,206	731,967	4,184 96
" sail....	5,473	520,851	316,317	29,375	779	.....	15	119	59,145	550,345	376,256	926,601	10,118 61
Total Canadian....	9,322	901,337	646,005	45,069	835	.....	82	700	64,540	947,106	711,462	1,658,568	14,303 57
United States Vessels, steam...	483	645	549	1,416	123	6,650	6,921	90	3,623	8,801	11,216	20,017	140 35
" sail ...	693	753	10,974	4,010	6,549	1,050	899	34,981	3,637	40,803	22,059	62,862	453 25
Total United States....	1,176	1,398	11,523	5,426	6,672	7,709	7,820	35,071	7,260	41,604	33,275	82,879	593 60
Grand Total, St. Lawrence Canals....	10,498	902,735	657,528	50,495	7,507	7,709	7,902	35,771	71,800	996,710	744,737	1,741,447	14,897 17

CHAMBIY CANAL.

Canadian Vessels, steam.....	438	35,719	10,878	63					1,062	35,782	41,940	77,722	234 57
" " sail.....	662	6,858	6,918	11,825					31,145	18,683	38,093	56,776	930 23

Total Canadian.....	1,100	42,577	47,826	11,888					32,207	54,465	80,033	134,498	1,164 80
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United States Vessels, steam.....	27	39	99	2					1,838	41	1,932	1,973	25 93
" " sail.....	981	2,044	1,918	26,228	4,197				60,889	28,272	67,004	95,276	1,216 06

Total United States.....	1,008	2,083	2,017	26,230	4,197				62,722	28,313	68,936	97,249	1,241 99
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Grand Total, Chambly Canal	2,108	44,660	49,843	38,118	4,197				94,929	82,778	148,969	231,747	2,406 79
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MURRAY CANAL.

Canadian Vessels, steam.....	715	42,259	31,739	7,051					131	7,108	49,441	38,847	202 44
" " sail.....	135	1,998	4,533	4,499	2				312	1,503	6,839	6,038	39 76

Total Canadian.....	850	44,257	36,272	11,550	2				473	8,611	56,280	44,885	242 20
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United States Vessels, steam	2	49					36	49	36	85	0 50
" " sail.....	13	7	6	149				5	87	161	93	3 28

Total United States.....	15	7	6	198				5	123	210	129	339	3 78
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Grand Total, Murray Canal	865	44,264	36,278	11,748	2				478	8,734	56,490	45,014	101,504	245 98
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OTTAWA CANALS.

Canadian Vessels, steam.....	1,145	56,482	114,823	2,143	56,482	116,966	173,448	698 14
" " sail.....	1,389	9,856	164,540	23,907	9,856	188,447	198,303	2,897 98

Total Canadian.....	2,534	66,338	279,363	26,050	66,338	305,413	371,751	3,596 12
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United States Vessels, steam	4	187	44					187	44	231	2 37
" " sail.....	291	4,118	183	23,680				4,577	23,680	28,257	663 99

Total United States.....	295	4,305	44	183	23,680			4,764	23,724	28,488	666 36
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Grand Total, Ottawa Canals.....	2,829	70,643	279,407	183	49,730			276	71,102	329,137	400,239	4,262 48
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RIDEAU CANAL.

Canadian Vessels, steam.....	1,151	30,362	31,659	129				30,491	31,659	62,150	591 52
" " sail.....	965	31,871	38,621	2,242	34,113	38,621	72,734	1,009 32

Total Canadian.....	2,116	62,233	70,280	2,371				64,604	70,280	131,884	1,600 84
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No. (A) 21.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

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—Continued.													
United States Vessels, steam ..	58	443	520	94	.....	.....	.....	.....	.....	537	520	1,057	17 51
" " sail.....	64	1,913	2,217	607	.....	.....	.....	.....	.....	2,520	2,217	4,737	58 54
Total United States.....	122	2,356	2,737	701	.....	.....	.....	.....	.....	3,057	2,737	5,794	76 05
Grand Total, Rideau Canal....	2,238	64,589	73,017	3,072	.....	.....	.....	.....	.....	67,661	73,017	140,678	1,676 89
ST. PETER'S CANAL.													
Canadian Vessels, steam.....	44	4,398	6,056	.....	.....	.....	.....	.....	.....	4,398	6,056	10,454	209 08
" " sail.....	1,250	31,208	29,323	.....	.....	.....	.....	.....	.....	31,208	29,323	60,531	1,210 62
Grand Total, St. Peter's Canal.	1,294	35,606	35,379	.....	.....	.....	.....	.....	.....	35,606	35,379	70,985	1,419 70
TRENT VALLEY CANALS.													
Canadian Vessels, steam.....	739	12,738	11,681	.....	.....	.....	.....	.....	.....	12,738	11,681	24,419	202 00
" " sail.....	563	14,249	13,132	.....	.....	.....	.....	.....	.....	14,249	13,132	27,381	144 10
Total Canadian.....	1,304	26,987	24,813	.....	.....	.....	.....	.....	.....	26,987	24,813	51,800	346 10
Grand Total, Trent Valley Canals	1,304	26,987	24,813	.....	.....	.....	.....	.....	.....	26,987	24,813	51,800	346 10

SUPPLEMENTARY APPENDIX A—Continued.

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

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.			
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					
CANADIAN VESSELS.																
<i>Steam and Sail.</i>																
Welland	2,135	134,792	111,061	158,600	6,022	929	269	12,830	191,318	307,151	308,670	615,821	9,571 65			
St. Lawrence	9,322	901,337	646,005	45,069	835	...	82	700	64,540	917,106	711,462	1,658,568	14,303 57			
Chamby	1,100	42,577	47,826	11,888	...	...	...	...	32,207	54,465	80,033	134,498	1,164 80
Murray	850	44,257	36,272	11,550	2	...	...	473	8,611	56,280	44,885	101,165	242 20	
Ottawa	2,534	66,338	279,363	...	26,050	...	...	...	...	66,338	305,413	371,751	3,596 12
Rideau	2,116	62,233	70,280	2,371	...	...	...	...	...	64,604	70,280	134,884	1,600 84
St. Peter's	1,204	35,606	35,379	...	...	...	...	...	...	35,606	35,379	70,985	1,419 70
Trent Valley Canals	1,304	26,987	24,813	...	...	...	...	...	...	26,987	24,813	51,800	346 10
Total Canadian	20,655	1,314,127	1,250,900	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	32,244 98			
UNITED STATES VESSELS.																
<i>Steam and Sail.</i>																
Welland	748	241	18	5,418	1,848	240,709	226,908	4,345	27,161	250,713	255,935	506,648	8,382 85			
St. Lawrence	1,176	1,308	11,523	5,426	6,072	7,709	7,820	35,071	7,260	49,604	33,275	82,879	593 60			
Chamby	1,008	2,083	2,017	26,230	4,197	...	...	...	62,722	28,313	68,936	97,249	1,241 99
Murray	15	7	6	198	...	...	...	5	123	210	129	339	3 78
Ottawa	295	4,305	44	183	23,680	...	...	276	...	4,764	23,724	28,488	666 36	
Rideau	122	2,356	2,737	701	...	...	...	...	...	3,057	2,737	5,794	76 05
Total United States	3,364	10,300	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	10,964 63			
Grand Total, Canadian and United States	24,019	1,324,517	1,267,344	267,634	69,306	249,347	235,079	53,700	393,942	1,895,198	1,965,671	3,860,869	43,209 61			

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

B. H. TEAKLES,
Chief Clerk Canals Revenue.

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 212.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals, during the Seasons of Navigation of 1889 and 1890, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
	1889.												
Welland Canal	27,592	57,752	16,388	20,381	266,231	297,353	16,502	383,074	329,713	758,560	1,085,273	215,685 88	
St. Lawrence Canals	222,956	521,704	10,389	700	993	2,838	64,613	95,679	298,951	620,921	919,872	57,954 97	
Chambly Canal	8,975	3,582	83,164	—	—	2	—	124,558	92,439	128,142	220,281	20,708 12	
Rideau Canal	76,663	24,117	12,364	—	—	—	—	—	80,009	24,117	113,126	6,981 13	
Ottawa Canal	443	216,784	—	177,416	—	—	128	—	571	694,200	694,771	56,961 55	
St. Peter's Canal	23,180	32,263	—	—	—	—	—	—	23,180	32,263	55,443	2,919 67	
Trent Valley Canals	24,966	164	—	—	—	—	—	—	24,966	164	25,130	492 28	
1890.													
Welland Canal	30,274	56,535	35,959	10,283	215,698	318,259	17,358	331,799	299,289	716,876	1,016,165	194,089 53	
St. Lawrence Canals	216,557	476,196	11,052	3,253	1,115	2,065	41,351	102,264	270,075	583,778	853,853	60,720 30	
Chambly Canal	8,224	4,118	85,113	6,085	—	—	—	98,867	93,337	109,070	202,407	18,171 00	
Rideau Canal	81,219	26,289	6,066	—	—	—	—	—	87,285	26,289	113,574	6,145 21	
Ottawa Canal	527	557,253	8	113,567	—	—	—	—	535	650,820	651,355	48,226 36	
St. Peter's Canal	5,889	26,342	—	—	—	—	—	—	5,889	26,342	32,231	1,742 01	
Trent Valley Canals	22,297	2,382	—	—	—	—	—	—	22,297	2,382	24,679	708 94	
Murray Canal	4,606	7,896	6,190	—	—	—	—	—	91	10,798	7,985	18,783	707 03

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

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, February 27th, 1891.

RATES OF TOLLS.

No. 22.—RATES of Tolls on the Canals
WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS
(O. C., April 18, 1873.)

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

	Welland Canal, westward.		Welland Canal, eastward.		Lake Erie to Montreal.		St. Lawrence Canal, each way.	Chambly Canal and St. Ours Locks, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Locks, each way.	Ottawa to St. John's, each way.
<i>Class No. 1.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Vessels Steam	per ton.	0.01 $\frac{1}{2}$	0.01 $\frac{1}{2}$	0.02 $\frac{1}{4}$	0.00 $\frac{3}{4}$	0.00 $\frac{3}{4}$	0.01 $\frac{1}{2}$	0.01 $\frac{1}{2}$	0.00 $\frac{5}{6}$	0.00 $\frac{5}{6}$	0.01 $\frac{1}{2}$
do Sail and other.....	do	0.02 $\frac{1}{4}$	0.02 $\frac{1}{4}$	0.03 $\frac{3}{4}$	0.01 $\frac{1}{2}$	0.01 $\frac{1}{2}$	0.02 $\frac{1}{4}$	0.02 $\frac{1}{4}$	0.01	0.02 $\frac{1}{4}$	0.02 $\frac{1}{4}$
<i>Class No. 2.</i>											
Passengers, 21 years of age and upwards		0.10	0.10	0.20	0.10	0.05	0.08	0.02 $\frac{1}{4}$	0.02 $\frac{1}{4}$	0.09 $\frac{1}{2}$	0.09 $\frac{1}{2}$
Passengers, under 21 years each.....		0.05	0.05	0.10	0.05	0.02	0.04	0.01 $\frac{1}{4}$	0.01 $\frac{1}{4}$	0.04 $\frac{1}{2}$	0.04 $\frac{1}{2}$
<i>Class No. 3.</i>											
Bricks, Cement and Water Lime											
Clay, Lime and Sand											
Brunstone											
Corn											
Flour											
Iron, Railway											
do Pig											
do all other, including Steel (O. C., Feb. 1, 1888).											
Plaster, Gypsum		0.15	0.20	0.20	0.15	0.10	0.07	0.06	0.06	0.19 $\frac{1}{4}$	
Salt											
Salt Meats or Fish, in barrels or otherwise											
Agricultural Products, Vegetable, not enumerated											
Agricultural Products, Animals, not enumerated											
Stone, for cutting											
Wheat											
<i>Class No. 4.</i>											
All other articles, not enumerated.		0.15	0.20	0.20	0.20	0.10	0.26	0.14	0.20		

of the Dominion of Canada, 1890.

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

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0.00 ³ / ₅ 0.00 ¹ / ₄	0.00 ³ / ₅ 0.01	0.00 ³ / ₅ 0.00 ¹ / ₄			
0.01 0.00^{1}/_{2}	0.01 0.00^{1}/_{2}	0.01 0.00^{1}/_{2}	0.01 0.00 ¹ / ₂	0.04 0.02	0.01 0.00 ¹ / ₂
0.01	0.01	0.01	0.01	0.04	0.01
0.03	0.03	0.03	0.03	0.12	0.03

No. 22.—RATES of Tolls on the Canals

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

<i>Class No. 5.</i>	8 cts.	2 cts.	8 cts.	8 cts.	8 cts.	8 cts.	8 cts.	8 cts.
Welland Canal, westward.			Welland, eastward.		Lake Erie to Montreal.		St. Lawrence Canals, each way.	
							Chambly Canal and St. Ours Lock, each way.	
							Rideau Canal, each way.	
							Ottawa Canals and St. Anne's Lock, each way.	
								Ottawa to St. John's, each way.
Bark.....	0.20	0.20	0.20	0.15	0.10	0.07	0.06	0.19 ¹
Barrels, Empty, each.....	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.03 ¹
Boat Knees, each.....	0.05	0.05	0.05	0.02	0.02	0.02	0.01	0.03 ¹
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	0.30 ¹
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	0.13 ¹
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	0.22 ¹
Railway Ties, in Vessels, each.....	0.01	0.01	0.01	0.00 ¹	0.00 ¹	0.00 ¹	0.00 ¹	0.01 ¹
do Rafts, each.....	0.02	0.02	0.02	0.01	0.01	0.02	0.01	0.02 ¹
Sawed Stuff, Boards, Plank, Scantling and Sawed Timber, per M. foot, board measure, in Vessels.....	0.30	0.36	0.30	0.15	0.10	0.11 ¹	0.06 ¹	0.20
Sawed Stuff, Boards, Plank, Scantling, and Sawed Timber, per M. foot, board measure, in Rafts.....	0.60	0.60	0.60	0.30	0.20	0.19	0.09	0.36 ¹
Square Timber, per M. cubic feet, in Vessels.....	3.00	3.00	3.00	1.00	1.00	0.56	0.44	1.60
Square Timber, per M. cubic feet, in Rafts.....	4.50	4.50	4.50	2.00	2.00	1.12	0.63	3.13
Waggon Stuff, Woodenware and Wood, partly manufactured, per ton of 40 cubic feet.....	0.40	0.40	0.40	0.40	0.25	0.30	0.20	0.55
Shingles, per M.	0.06	0.06	0.06	0.06	0.04	0.04 ¹	0.02 ¹	0.08
Split Posts and Fence Rails, per M., in Vessels.....	0.40	0.40	0.40	0.40	0.20	0.23	0.12	0.42
Split Posts and Fence Rails, per M., in Rafts.....	0.80	0.80	0.80	0.80	0.40	0.38	0.17	0.77
Sawlogs, each standard log.....	0.08	0.08	0.08	0.08	0.05	0.06	0.06	0.13
Staves and Headings, Brl, per M.	0.40	0.40	0.40	0.20	0.15 ¹	0.15	0.10	0.30
do do Pipe do.....	1.50	1.50	1.50	1.00	1.00 ¹	0.75	0.50	1.75
do do W. India do.....	0.75	0.75	0.75	0.60	0.25	0.45	0.25	0.65
do do Salt Barrel, sawn or cut, per M.	0.08	0.08	0.08	0.04	0.03	0.03	0.02	0.06
Traverses, per 100 pieces.....	0.50	0.50	0.50	0.50	0.40	0.38	0.15	0.67 ¹
Hop Poles, per 1,000 pieces.....	2.00	2.00	2.00	2.00	1.50 ¹	1.50	0.65	2.65
<i>Special Class.</i>								
Gypsum, crude (per O. C., 28th Oct., 1882).....	0.15	0.05		0.05		West ward.....		
Coal.....	0.20	0.20	0.20	0.15	0.10	0.08	0.05	0.17 ¹
Stone, unwrought, corded and not suitable for cutting, per cord.....	0.75	0.75	0.75	0.60	0.37 ¹	0.28	0.24	0.77 ¹
Kryolite, Iron Ore 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					

of the Dominion—*Continued.*

TRENT VALLEY CANAL.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcageon.	Bobcageon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Charge- able at Fenelon Falls.	Tolls Charge- able to Bobcageon.	Tolls charge- able to Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Charge- able to Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0.61	0.01	0.01	0.01	0.04	0.01
0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.01	0.00 $\frac{1}{2}$
0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.01	0.00 $\frac{1}{2}$
0.13	0.13	0.13	0.13	0.52	0.13
0.03	0.03	0.03	0.03	0.10	0.03
0.04	0.04	0.04	0.04	0.14	0.04
0.02	0.02	0.02	0.02	0.08	0.02
0.02	0.02	0.02	0.02	0.08	0.02
0.01	0.01	0.01	0.01	0.64	0.01
0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$
0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.01	0.00 $\frac{1}{2}$
0.03	0.03	0.03	0.03	0.10	0.03
0.04	0.04	0.04	0.04	0.14	0.04
0.07	0.07*	0.07	0.07	0.28	0.07
0.14	0.14	0.14	0.14	0.56	0.14
0.04	0.04	0.04	0.04	0.16	0.04
0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.03	0.00 $\frac{1}{2}$
0.03	0.03	0.03	0.03	0.12	0.03
0.05	0.05	0.05	0.05	0.20	0.05
0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.03	0.00 $\frac{1}{2}$
0.02	0.02	0.02	0.02	0.08	0.02
0.10	0.10	0.10	0.10	0.40	0.10
0.05 $\frac{1}{2}$	0.05 $\frac{1}{2}$	0.05 $\frac{1}{2}$	0.05 $\frac{1}{2}$	0.22	0.05 $\frac{1}{2}$
0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.02	0.00 $\frac{1}{2}$
0.05	0.05	0.05	0.05	0.20	0.05
0.20	0.20	0.20	0.20	0.80	0.20
Free. 0.01	Free. 0.01	Free. 0.01	Free. 0.01	Free. 0.04	Free. 0.01
0.03 $\frac{1}{2}$	0.03 $\frac{1}{2}$	0.03 $\frac{1}{2}$	0.03 $\frac{1}{2}$	0.14	0.03 $\frac{1}{2}$
0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.00 $\frac{1}{2}$	0.03	0.00 $\frac{1}{2}$
Free.	Free.	Free.	Free.	Free.	Free.

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

Tons.	Tons.
2,000 lbs. avoirdupois	1
Per M. is per thousand feet	$\frac{7}{2}$
Per Mille is per thousand pieces	1
Green fruit, 9 barrels are	1
Ashes, 3 barrels are	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	$\frac{7}{2}$
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 W. India, 1 Mille	4
do Barred, 1 Mille	$\frac{2}{3}$
do Salt barrel, 1 Mille	$\frac{1}{2}$
Sawlogs, standard, 1	$\frac{1}{2}$
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 manu- factured 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, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

WAY RATES.

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

WELLAND CANAL.

	Rate.
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. From Port Robinson to St. Catharines or Port Dalhousie	$\frac{1}{2}$
9. From St. Catharines 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.

Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

CHAMBLY CANAL.

Sec. 79. Vessels and property passing from Sorel to Chambly, to pay

Vessels and property passing from Chambly to St. John's, to pay

OTTAWA CANALS.

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

RIDEAU CANAL.

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

GENERAL.

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

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

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

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

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

NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84:—

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

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

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

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

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

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

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

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

HARBOUR DUES.

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

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

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

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

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

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

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

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

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

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

Flour.

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

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

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

(d.) Any part of a day shall be considered as one day. O. C., May 31, 1856.

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

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

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

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

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

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

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

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

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

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

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

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

PHOSPHATES.

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

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

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

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

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

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

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

Sec. 99.—*Tonnage Dues.*

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

Sec. 100.—*Wharfage Dues.*

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

Note.

Sec. 101 (a). On all goods, wares and merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of $\frac{1}{3}$ of 1 per cent. on the value thereof.

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

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

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

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

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

O. C. April 1st, 1881.

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

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

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

NOTE.

O. C. 27th June, 1890.

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

Note.

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

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

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

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

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

In Canal Basin, Ottawa, Steamers, per season.....	\$ 8.00
do do Barges do	4.00
Inside Locks do Steamers do	50.00
do other stations do do	15.00

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

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

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

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

See, **107.** Rules with respect to the repairing of Vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly :—

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

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

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

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

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

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

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

ST. PETER'S CANAL.

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

ORDER IN COUNCIL.

12th December, 1889.

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

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

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

AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, 26th day of February, 1890.

PRESENT :

HIS EXCELLENCE THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is considered expedient that the special rate of toll, for passage through the Welland and St. Lawrence Canals of certain easterly bound food products, in force during the last season of navigation, should be continued during the forthcoming season.

His Excellency the Governor General, in pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the special rate of toll of two (2) cents per ton, in force last year for the passage through the Welland Canal and the St. Lawrence Canals of certain cereals, Wheat, Indian Corn, Pease, Barley and Rye, when shipped for Montreal, or for any port East of Montreal, be continued during the forthcoming season of navigation and no longer, such toll covering the Welland and the St. Lawrence Canals.

His Excellency has been further pleased to order, by and with the advice of the Queen's Privy Council for Canada, the continuance for the same period, only, of the arrangement under which the said food products, if they had paid the ordinary full tolls for passage through the Welland Canal, shall be entitled to exemption from payment of any further toll for passage through any portion of the St. Lawrence Canal System, even if not traversing the whole distance to Montreal.

O. C. 5th May, 1890.

His Excellency, in pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order, that oats, when shipped for export, shall be, and the same are hereby added to the list of cereals specified in the Order in Council of the 26th February, 1890, authorizing the continuance during the season of 1890 of the special rate of tolls of two (2) cents per ton, for the passage of such cereals through the Welland Canal and St. Lawrence Canals, when shipped for Montreal, or for any other port east of Montreal.

In carrying out the provisions of the above Order in Council the Collector of Canal Tolls, on the Welland Canal, will continue to charge the full rate of tolls, and the reduction will be paid by the Department as a refund upon evidence being furnished by the shippers that the conditions required by the Order in Council have been complied with.

O. C. 11th April, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes of Canada, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that for the forthcoming season of navigation only, the tolls for the passage of soft coal Eastwards through the Welland Canal, shall be and the same are hereby reduced from 20 cents to 10 cents per ton.

O. C. 16th May, 1890.

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

O. C. 20th May, 1890.

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

O. C. 22nd May, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 1st day of June, 1888, whereby steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, were charged for that season only one-half of the usual passenger tolls for passage through the Lachine Canal and St. Anne's Lock, shall be, and the same are hereby continued in force for the present season of 1890 only.

O. C. 30th June, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 22nd May, 1890, under which steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, are charged one-half the usual rates of passenger tolls through the Lachine Canal, and St. Anne's Lock for the current season, shall be, and they are hereby extended to the Welland Canal for the season of 1890 only, namely, on excursion parties leaving Toronto or Hamilton for St. Catharines, and returning the same day.

ORDER IN COUNCIL.

27th September, 1890.

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

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

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

ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

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

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

From Perth to Smith's Falls, 1 section, or $\frac{1}{3}$ of Rideau Canal rates.

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

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

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

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

O. C. 31st October, 1890.

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

For Vessels.	Wintering.	Per day.	Per week.
	\$	\$	\$
Over 15 tons	30	4	12
15 tons and under	20	3	10

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

DEPARTMENT OF RAILWAYS AND CANALS,
27th February, 1891.