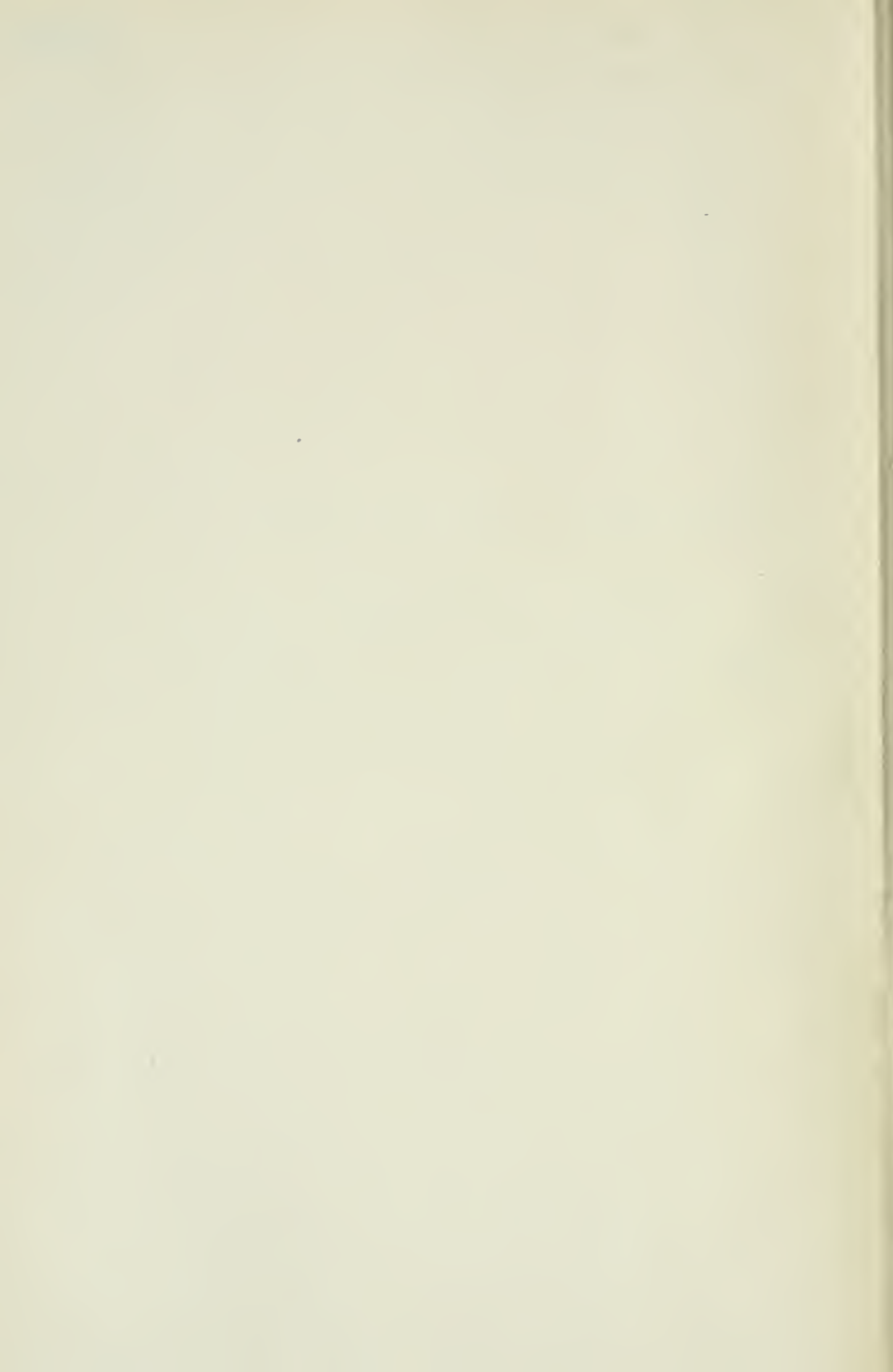


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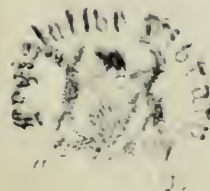


SEVENTH SESSION OF THE TWELFTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1917



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LIST OF SESSIONAL PAPERS

Arranged in Numerical Order, with their titles at full length; the dates when Ordered and when Presented to the Houses of Parliament; the Names of the Senator or Member who moved for each Sessional Paper, and whether it is ordered to be Printed or not Printed.

CONTENTS OF VOLUME 1.

(This volume is bound in three parts.)

1. Report of the Auditor General for the year ended 31st March, 1916, Volume I, Parts a b and A to K; Volume II, Parts L to U; Volume III, Parts V to Z; Volume IV, Part ZZ. Presented by Sir George Foster April 19, 1917.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. The Public Accounts of Canada, for the fiscal year ended March 31, 1916. Presented by Sir Thomas White, February 1, 1917...*Printed for distribution and sessional papers.*
3. Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1918, and in accordance with the provisions of "The British North America Act, 1867," the Governor General recommends these Estimates to the House of Commons. Presented by Sir Thomas White, January 31, 1917.

Printed for distribution and sessional papers.

4. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1917, and, in accordance with the provisions of "The British North America Act, 1867," the Governor General recommends these Estimates to the House of Commons. Presented by Sir Thomas White, February 5, 1917.

Printed for distribution and sessional papers.

5. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1918. Presented by Sir Thomas White, August 17, 1917.

Printed for distribution and sessional papers.

6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1915. Presented by Sir Thomas White, January 25, 1917... ..*Not printed.*

7. Report on certified cheques, drafts or bills of exchange, dividends remaining unpaid and unclaimed balances in Chartered Banks of the Dominion of Canada, for five years and upwards prior to December 31, 1915. Presented by Sir Thomas White, January 25, 1917... ..*Not printed.*

CONTENTS OF VOLUME 3.

(This volume is bound in two parts.)

8. Report of the Superintendent of Insurance for the year 1916. Presented by Sir Thomas White, July 27, 1917... ..*Printed for distribution and sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada for the year ended December 31, 1916. Presented by Sir Thomas White, May 2, 1917.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 4.

10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1916: Part I.—Canadian Trade (Imports in and Exports from Canada). Presented by Sir George Foster, April 19, 1917... *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 5.

- 10a. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1916:—Part II.—Canadian Trade with France, Germany, the United Kingdom and the United States. Presented by Sir George Foster, January 25, 1917.
Printed for distribution and sessional papers.
- 10b. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1916:—Part III.—Canadian Trade with British and Foreign Countries (except France, Germany, United Kingdom and United States). Presented by Sir George Foster, April 19, 1917... *Printed for distribution and sessional papers.*
- 10c. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1916 (Part IV, Miscellaneous Information). Presented by Sir George Foster, June 4, 1917... *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 6.

- 10d. Report of the Department of Trade and Commerce, Part V—Grain Statistics, compiled by the Inspection Branch of the Department, Ottawa, for the fiscal year ended March 31, 1916, the crop year ended August 31, 1916, and the season of navigation ended December 14, 1916; and Report of the Board of Grain Commissioners. Presented by Sir George Foster, June 8, 1917... *Printed for distribution and sessional papers.*
- 10e. Report of the Department of Trade and Commerce, for the fiscal year ending March 31, 1916 (Part VI.—Subsidized Steamship Services, with Statistics showing Steamship Traffic to December 31, 1916, and Estimates for fiscal year 1917-1918). Presented by Sir George Foster, May 3, 1917... *Printed for distribution and sessional papers.*
- 10f. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1916: Part VII—Trade of Foreign Countries, Treaties and Conventions. Presented by Sir George Foster, 1917... *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 7.

11. Report of the Department of Customs for the year ended March 31, 1916. Presented by Hon. Mr. Reid, January 29, 1917... *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 8.

- 12, 13, 14. Reports, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended March 31, 1916. Part I.—Excise. Part II.—Weights and Measures, Gas and Electricity. Part III.—Adulteration of Food. Presented by Sir James Loughheed, January 26, 1917... *Printed for distribution and sessional papers.*
15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended March 31, 1916. Presented by Hon. Mr. Burrell, January 26, 1917.
Printed for distribution and sessional papers.
- 15a. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending March 31, 1916 (Dairying, Fruit, Extension of Markets and Cold Storage.) Presented by Hon. Mr. Burrell, 1917... *Not printed.*

CONTENTS OF VOLUME 8—*Concluded.*

- 15b.** Report of the Veterinary Director General for the year ending March 31, 1916. Presented by Hon. Mr. Burrell, 1917... ..*Printed for distribution and sessional papers.*
- 15c.** Report on "The Agricultural Instruction Act," 1915-16, pursuant to Section 8, Chapter 5 of 3-4 George V. Presented by Hon. Mr. Patenaude, January 31, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 9.

(This volume is bound in two parts.)

- 16.** Report of the Director and Officers of the Experimental Farms for the year ending 31st March, 1916.—Volumes I, II and III. Presented by Sir George Foster, August 13, 1917.
Printed for distribution and sessional papers.
- 17.** Criminal Statistics for the year ended September, 1915. (Appendix to the Report of the Minister of Trade and Commerce for the year 1915.) Presented by Sir George Foster, 1917.*Printed for distribution and sessional papers.*
- 18.** Return of By-elections for the House of Commons of Canada held during the year 1916. Presented by Hon. Mr. Speaker, 1917... ..*Not printed.*

CONTENTS OF VOLUME 10.

- 19.** Report of the Minister of Public Works on the works under his control for the fiscal year ended March 31, 1916. Presented by Hon. Mr. Rogers, January 26, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 11.

- 20.** Annual Report of the Department of Railways and Canals, for the fiscal year from April 1, 1915, to March 31, 1916. Presented by Hon. Mr. Cochrane, April 19, 1917.
Printed for distribution and sessional papers.
- 20a.** Canal Statistics for the season of Navigation, 1916. Presented by Hon. Mr. Reid, May 7, 1917... ..*Printed for distribution and sessional papers.*
- 20b.** Railway Statistics of the Dominion of Canada, for the year ended 30th June, 1916. Presented by Hon. Mr. Cochrane, April 21, 1917.
Printed for distribution and sessional papers.

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- 20c.** Eleventh Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1916. Presented by Hon. Mr. Cochrane, January 23, 1917.
Printed for distribution and sessional papers.
- 20d.** Telephone Statistics of the Dominion of Canada, for the year ended June 30, 1916. Presented by Hon. Mr. Cochrane, April 19, 1917.
Printed for distribution and sessional papers.
- 20e.** Express Statistics of the Dominion of Canada, for the year ended June 30, 1916. Presented by Hon. Mr. Cochrane, April 23, 1917.
Printed for distribution and sessional papers.
- 20f.** Telegraph Statistics of the Dominion of Canada, for the year ended June 30, 1916. Presented by Hon. Mr. Cochrane, April 19, 1917.
Printed for distribution and sessional papers.
- 20g.** Report of the Royal Commission appointed to consider the general problem of transportation in Canada, comprising:—Report of Sir H. F. Drayton and Mr. W. M. Acworth; Report of Mr. A. H. Smith; and, Appendices A and B, being Report of Appraisal of Canadian Northern Railway System and Grand Trunk Pacific Railway, by Mr. Geo. F. Swain, C.E. Presented by Sir Thomas White, May 2, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 13.

21. Forty-ninth Annual Report of the Department of Marine and Fisheries, for the year 1915-16—Marine. Presented by Hon. Mr. Hazen, January 23, 1917.
Printed for distribution and sessional papers.
22. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the Registry Books of the Dominion of Canada, on the 31st day of December, 1916. Presented by Hon. Mr. Hazen, September 4, 1917.
Printed for distribution and sessional papers.
23. Supplement to the Forty-ninth Annual Report of the Department of Marine and Fisheries for the fiscal year 1915-16. (Marine)—Steamboat Inspection Report. Presented by Hon. Mr. Hazen, April 19, 1917... *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 14.

24. Report of the Postmaster General for the year ended 31st March, 1916. Presented by Hon. Mr. Blondin, February 1, 1917... *Printed for distribution and sessional papers.*
25. Annual Report of the Department of the Interior, for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Roche, January 22, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 15.

- 25b. Annual Report of the Topographical Surveys Branch of the Department of Interior, 1915-16. Presented by Hon. Mr. Roche, June 19, 1917.
Printed for distribution and sessional papers.
- 25c. Report of Hydrometric Surveys (Stream Measurements), for the calendar year 1915. Presented by Hon. Mr. Roche, April 19, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 16.

- 25d. Fifteenth Report of the Geographic Board of Canada for year ended March 31, 1916. Presented, 1917... *Not printed.*
- 25e. Report of the British Columbia Hydrometric Survey for the calendar year 1915 (Water Resources Paper No. 18 of the Dominion Water Power Branch, Department of the Interior). Presented by Hon. Mr. Roche, July 5, 1917.
Printed for distribution and sessional papers.
- 25f. Progress Report of the Manitoba Hydrometric Survey for the calendar year 1915 (Water Resources Paper No. 19 of the Dominion Water Power Branch, Department of the Interior). Presented by Hon. Mr. Roche, July 7, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 17.

26. Summary Report of the operations of the Geological Survey, Department of Mines, for the calendar year, 1916. Presented by Hon. Mr. Melghen, August 28, 1917.
Printed for distribution and sessional papers.
- 26a. Summary Report of the Mines Branch of the Department of Mines, for the calendar year ending 31st December, 1915. Presented by Hon. Mr. Patenaude, April 19, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 18.

27. Report of the Department of Indian Affairs for the year ended March 31, 1916. Presented by Hon. Mr. Roche, January 22, 1917.
Printed for distribution and sessional papers.
28. Report of the Royal Northwest Mounted Police, 1916. Presented by Sir Robert Borden, April 19, 1917.*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 19.

29. Report of the Secretary of State of Canada for the year ended March 31, 1916. Presented by Hon. Mr. Roche, August 18, 1917.*Printed for distribution and sessional papers.*
30. The Civil Service List of Canada for the year 1916. Presented 1917.
Printed for distribution and sessional papers.
31. Eighth Annual Report of the Civil Service Commission of Canada for the year ended August 31, 1916. Presented by Hon. Mr. Patenaude, April 19, 1917.
Printed for distribution and sessional papers.
32. Annual Report of the Department of Public Printing and Stationery for the fiscal year ended March 31, 1916. Presented by Sir Robert Borden, July 31, 1917.
Printed for distribution and sessional papers.
33. Report of the Secretary of State for External Affairs for the year ended March 31, 1917. Presented 1917.*Printed for distribution and sessional papers.*

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34. Report of the Minister of Justice as to the Penitentiaries of Canada for the fiscal year ending March 31, 1916. Presented 1917.*Printed for distribution and sessional papers.*
35. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending March 31, 1916. Presented by Sir A. E. Kemp, February 3, 1917.
Printed for distribution and sessional papers.
36. Report of the Department of Labour for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Crothers, January 22, 1917.
Printed for distribution and sessional papers.
- 36^a. Ninth Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Crothers, January 22, 1917.
Printed for distribution and sessional papers.
37. Twelfth Annual Report of the Commissioners of the Transcontinental Railway, for the year ended March 31, 1916. Presented by Hon. Mr. Cochrane, April 19, 1917.
Printed for distribution and sessional papers.

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38. Report of the Department of the Naval Service, for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Hazen, January 22, 1917.
Printed for distribution and sessional papers.
- 38^a. Supplement to the Sixth Annual Report of the Department of Naval Service, Fisheries Branch,—Contributions to Canadian Biology, being studies from the biological stations of Canada, 1915-1916. Presented by Hon. Mr. Hazen, June 4, 1917.
Printed for distribution and sessional papers.
- 38^c. Lobster Conservation in Canada, by A. P. Knight, M.A.
Printed for distribution and sessional papers.
39. Forty-ninth Annual Report of the Fisheries Branch of the Department of the Naval Service, 1915-16. Presented by Hon. Mr. Hazen, January 22, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 21—*Continued.*

- 40.** The Report of the Joint Librarians of Parliament. Presented by Hon. Mr. Speaker, January 19, 1917... ..*Not printed.*
- 41.** Copies of Orders in Council, as follows:—
P.C. 1917, dated the 15th day of July, 1916, respecting the appointment of a Parliamentary Under Secretary of State for External Affairs during the continuance of the war.
P.C. 2576, dated the 21st day of October, 1916, respecting the appointment of Hugh Clark, Member of the House of Commons for the Electoral District of North Bruce, to the position of Parliamentary Under Secretary for External Affairs, during the continuance of the present war.
P.C. 1720, dated the 15th day of July, 1916, respecting the appointment of a Parliamentary Secretary of the Department of Militia and Defence, during the continuance of the present war.
P.C. 1730, dated the 19th day of July, 1916, respecting the appointment of Fleming Blanchard McCurdy, Member of the House of Commons for the Electoral District of Shelburne and Queens, to the position of Parliamentary Secretary of the Department of Militia and Defence, during the continuance of the present war.
P.C. 2651, dated the 28th day of October, 1916, respecting the establishment of a ministry in London charged with the administration of the overseas forces of Canada, and the direction and control of the expenditures abroad in connection therewith.
P.C. 2656, dated the 31st day of October, 1916, respecting the appointment of Honourable Sir George Halsey Perley, to the position of Minister of Overseas Military Forces from Canada in the United Kingdom. Presented by Sir Robert Borden, January 18, 1917... ..*Printed for sessional papers only.*
- 42.** Papers relating to the Imperial War Conference, 1917. Presented by Sir Robert Borden, January 22, 1917... ..*Printed for sessional papers only.*
- 42a.** Copy of a Parliamentary Paper (Cd. 8566), containing extracts from the Minutes of the Proceedings of the Imperial War Conference, 1917, and Papers laid before the Conference. Presented by Sir Robert Borden, June 15, 1917.
Printed for distribution and sessional papers.
- 43.** Copies of Orders in Council, as follows:—
P.C. 64-15-25, dated the 29th June, 1916, authorizing the superannuation of Mr. Silas Blair Kent, a clerk in Sub-division "B" of the First Division, employed as chief fishing bounty officer of the Naval Service Department.
P.C. 3192, dated 30th December, 1916, Regulations governing the payment of Separation Allowance in the Royal Canadian Navy and Royal Naval Canadian Volunteer Reserve.
P.C. 3108, dated 19th September, 1916, Regulations governing payment of "Command Money" to officers on "Special Service," etc., in the Royal Canadian Navy.
P.C. 2942, dated 29th November, 1916, Regulations governing payment of "Hard-lyng Money" in the Royal Canadian Navy.
P.C. 2442, dated 11th October, 1916, Amendment to Order in Council P.C. 1334, dated 3rd June, 1916, establishing Rates of Pensions for the Military and Naval Forces of Canada.
P.C. 2130, dated 9th September, 1916, Regulations for enrolment of men in the Royal Canadian Volunteer Reserve for service in the Royal Navy.
P.C. 1939, dated 18th August, 1916, Order made under War Measures Act, 1914, to reduce risk of persons of enemy nationality landing in Canada under guise of neutrals. Presented by Hon. Mr. Hazen, January 22, 1917... ..*Not printed.*
- 43a.** Copy of extract from Order in Council No. P.C. 942, dated 5th April, 1917, with reference to Regulations governing the Payment of Separation Allowance in the Royal Canadian Navy. Presented by Hon. Mr. Hazen, June 11, 1917... ..*Not printed.*
- 43b.** Copy of extract from Order in Council No. P.C. 1397, dated 21st May, 1917: Rules and Regulations to apply to persons who are employed in or who are in or in the vicinity of any store, wharf, etc., in or upon which any ammunition, etc., is handled. Presented by Hon. Mr. Hazen, June 14, 1917... ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

- 43c. Copy of Extract from Order in Council No. P.C. 1576, dated 11th June, 1917: Regulations instituting the rank of Chief Skipper and Skipper in the Royal Canadian Navy. Presented by Hon. Mr. Hazen, June 20, 1917... *Not printed.*
- 43d. Copy of Order in Council, P.C. 69/1774, dated 28th June, 1917, containing Regulations for the Payment of Specialist Allowance to R.N.C.V.R. and R.N.C.V.R. Overseas Division. Presented by Hon. Mr. Hazen, July 9, 1917... *Not printed.*
- 43e. Copy Extract from Order in Council, P.C. No. 1783, dated 29th June, 1917:—Rules and Regulations governing the issue of Pay, Allowances and Pensions, Department of the Naval Service—Copy Extract from Order in Council, P.C. No. 1871, dated 6th July, 1917;—Amendment to the Regulations for the payment of Separation Allowance to the dependents of those on Active Service under the Naval Service Department. Presented by Sir James Lougheed, July 12, 1917. (Senate)... *Not printed.*
- 43f. Extract from Order in Council, P.C. 1993 of the 17th July, 1917: Scale of Subsistence Allowances to Officers and men of the Naval Service when travelling on duty.—And also,—Extract from Order in Council, P.C. 1994 of the 17th July, 1917: Scale of Allowances in lieu of lodging, provisions, fuel and light, for Officers and men of the Naval Service. Presented by Hon. Mr. Hazen, August 6, 1917... *Not printed.*
- 43g. Extract from Order in Council, P.C. 2105, dated 9th August, 1917: Amendments to regulations for the issue of pay, allowances and pensions to officers, warrant officers and men invalided, etc., from the Naval Service. Presented by Hon. Mr. Hazen, August 27, 1917... *Not printed.*
- 43h. Extract from Order in Council ("Defence of Canada Order"), P.C. No. 2277, dated the 17th August, 1917:—Amendments respecting Naval Service. The Senate... *Not printed.*
- 43i. Extract from Order in Council, No. P.C. 2433, dated 1st September, 1917:—Regulations re Pay and Allowances to Officers and Men after discharge from the Canadian Naval Service. The Senate... *Not printed.*
44. Correspondence relating to the withdrawal of the Ross Rifle from the Canadian Army Corps. Presented by Sir Robert Borden, January 22, 1917.
Printed for sessional papers only.
45. Report of the War Purchasing Commission, covering period from its appointment on May 8, 1915, to December 31, 1916. Presented by Hon. Mr. Kemp, January 23, 1917.
Not printed.
46. Copies of Orders in Council respecting the establishment of a National Service Board of Canada, and appointments thereto, under the provisions of the War Measures Act, 1914. Presented by Sir Robert Borden, January 23, 1917.
Printed for sessional papers only.
47. Copy of Agreement between His Majesty the King and The Acadia Coal Company, Ltd., concerning the lease of the Vale Railway. Presented by Hon. Mr. Cochrane, January 23, 1917... *Not printed.*
48. Copy of Agreement between His Majesty the King and The Quebec and Saguenay Railway Co., The Quebec Railway Light, and Power Co. The Lotbinière and Megantic Railway Co., and The Quebec Railway Light Heat and Power Co., respecting the acquisition by the Government of the said railways. Presented by Hon. Mr. Cochrane, January 23, 1917... *Not printed.*
- 48a. Return to an Order of the House, of the 23rd April, 1917, for a copy of all proceedings in the Exchequer Court of Canada, and judgment of Mr. Justice Cassels concerning the reference of the Quebec and Saguenay Railway, the Quebec and Montmorency Railway and the Lotbinière and Megantic Railway. Presented June 21, 1917. Mr. Lomieux.
Not printed.

CONTENTS OF VOLUME 21—Continued.

- 48b.** Return to an Order of the House, of the 14th May, 1917, for a copy of the judgment delivered by Mr. Justice Cassels on the 24th day of January, 1917, in the matter of fixing the price to be paid by the Government for the Quebec, Montmorency and Charlevoix Railway, the Quebec and Saguenay Railway, and the Lotbinière and Megantic Railway, under the statute of last session, Chapter 22, 6-7 George V. Presented June 27, 1917. Mr. Graham. *Not printed.*
- 49.** Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1916-17. Presented by Sir Thomas White, January 25, 1917. *Not printed.*
- 49a.** Statement of Governor General's Warrants issued since the adjournment of Parliament on February 7, 1917. Presented by Sir Thomas White, April 24, 1917. *Not printed.*
- 50.** Copy of Amendments to the Radiotelegraph Regulations since the 1st August, 1914. Presented by Hon. Mr. Hazen, January 25, 1917. *Not printed.*
- 50a.** Copy of Amendment to subsection (d) of section 104 of the Radiotelegraph Regulations; Operation of ship stations within a Canadian harbour. Presented by Hon. Mr. Hazen, January 29, 1917. *Not printed.*
- 50b.** Copy of Amendment to Radiotelegraph Regulations issued by the Minister of the Naval Service, under Section 11, Chapter 43, of the Radiotelegraph Act, 3-4 George V. Presented by Hon. Mr. Hazen, April 19, 1917. *Not printed.*
- 51.** Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1916, to the 18th January, 1917, in accordance with the Appropriation Act of 1916. Presented by Sir Thomas White, January 25, 1917. *Not printed.*
- 52.** Statement of Temporary Loans issued since April 1, 1916, to 18th January, 1917. Presented by Sir Thomas White, January 25, 1917. *Not printed.*
- 53.** Report and Statement of Receipts and Expenditures of the Ottawa Improvement Commission to March 31, 1916. Presented by Sir Thomas White, January 25, 1917. *Not printed.*
- 54.** Statement of the Receipts and Expenditures of the Royal Society of Canada, for the year ended April 30, 1916. Presented by Sir Thomas White, January 25, 1917. *Not printed.*
- 55.** Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1916. Presented by Sir Thomas White, January 25, 1917. *Not printed.*
- 56.** Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1916, showing name, rank, salary, service allowance and cause of retirement of each person superannuated or retired, also whether vacancy has been filled by promotion, or by appointment, and the salary of any new appointee. Presented by Sir Thomas White, January 25, 1917. *Not printed.*
- 57.** Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending March 31, 1916. Presented by Sir Thomas White, January 25, 1917. *Not printed.*
- 58.** Regulations under "The Destructive Insect and Pest Act," pursuant to Section 9, Chapter 31 of 9-10 Edward VII. Presented by Hon. Mr. Burrell, January 26, 1917. *Not printed.*
- 59.** Account of the average number of men employed on the Dominion Police Force during each month of the year 1916, and of their pay and travelling expenses, pursuant to Chapter 92, Section 6, Subsection 2, of the Revised Statutes of Canada. Presented by Hon. Mr. Doherty, January 26, 1917. *Not printed.*
- 60.** Copy of the evidence taken before the Hon. Sir Charles Davidson, Kt., Commissioner appointed to inquire into the purchase by and on behalf of the Government of the Dominion of Canada, of Arms, Munitions, Implements, Materials, Horses, Supplies, and other things for the purpose of the present war, and as to the expenditures and payments made or agreed to be made therefor; together with the Report of the said Commissioner concerning the sale of Small Arms Ammunition; purchase of Submarines, and Military Cloth (Auburn Woollen Mills Co.). Presented by Hon. Mr. Meighen, January 30, 1917. *Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

61. Report submitted by the officer in charge of the Canadian Records Office, London, Eng., to The Right Honourable Sir Robert Borden, G.C.M.G., M.P., Prime Minister of Canada, on the work of the Canadian War Records Office since the date of its foundation to the 11th January, 1917. Presented by Sir Robert Borden, January 21, 1917.
Not printed.
62. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Patenaude, January 31, 1917...*Not printed.*
63. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (22nd January, 1916) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Blondin, January 31, 1917...*Not printed.*
64. Return of Orders in Council which have been published in the *Canada Gazette*, between the 1st January, 1916, and the 31st December, 1916, in accordance with the provisions of Section 5 of "The Dominion Lands Survey Act," Chapter 21, 7-8 Edward VII. Presented by Hon. Mr. Roche, February 1, 1917...*Not printed.*
65. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st January, 1916, and the 31st December, 1916, in accordance with the provisions of "The Forest Reserves and Park Act," Section 19, of Chapter 16, 1-2 George V. Presented by Hon. Mr. Roche, February 1, 1917...*Not printed.*
66. Return of Orders in Council which have been published in the *Canada Gazette*, between the 1st January, 1916, and the 31st December, 1916, in accordance with the provisions of Chapter 47, 2 George V, entitled "The Railway Belt Water Act." Presented by Hon. Mr. Roche, February 1, 1917...*Not printed.*
67. Return of Orders in Council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st January, 1916, and the 31st December, 1916, in accordance with provisions of Subsection (d) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented by Hon. Mr. Roche, February 1, 1917...*Not printed.*
68. Return showing all lands sold by the Canadian Pacific Railway Company during the year, from the 1st October, 1915, to 30th September, 1916, together with the names of the purchasers, in accordance with the Statutes of Canada, 1886, Chapter 9, Section 8. Presented by Hon. Mr. Roche, February 1, 1917...*Not printed.*
69. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st January, 1916, and the 31st December, 1916, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20, 7-8 Edward VII. Presented by Hon. Mr. Roche, February 1, 1917...*Not printed.*
70. Certified copies of Reports of the Committee of the Privy Council, approved by His Excellency the Governor General on the 29th November, 1916, giving authority for the cancellation on and from the 1st January, 1917, of the agreements between the Government of Canada and the Governments of Manitoba, Saskatchewan and Alberta, respectively, respecting the services of the Royal North West Mounted Police in those provinces. Presented by Sir Robert Borden, February 1, 1917.
Printed for sessional papers only
- 70a. Return to an Address to His Excellency the Governor General, of the 31st January, 1917, for a copy of all documents, letters, messages, correspondence, etc., respecting the termination of the agreements between the Government of Canada and the Governments of the Provinces of Saskatchewan and Alberta in reference to the Royal North West Mounted Police. Presented June 1, 1917. Mr. McCraney...*Not printed.*
71. Return to an Order of the House, of the 20th March, 1916, for a copy of all telegrams, letters and correspondence concerning the appointment of Mr. Alfred Gravel, Harbour Commissioner of Quebec, and concerning all other candidates for the position of Commissioner on the Harbour Board of Quebec, to represent the South Shore. Presented February 2, 1917. Mr. Bourassa...*Not printed.*

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72. Return to an Address to His Royal Highness the Governor General, of the 2nd February, 1914, for a copy of all Orders in Council, correspondence, petitions, telegrams and other papers or documents bearing date between the years 1885 and 1914 in any way relating to the prohibition of the export of Sockeye Salmon from the Province of British Columbia. Presented February 2, 1917.—*Mr. Sinclair*. *Not printed.*
73. Seventh Annual Report of the Commission of Conservation for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Hazen, February 5, 1917. *Not printed.*
74. Copy of correspondence between Sir Robert Borden and Sir Wilfrid Laurier respecting proposals for the extension of the term of Parliament, November 3, 1915, to January 3, 1917. Presented by Sir Robert Borden, May 23, 1917.
Printed for sessional papers only.
75. Detailed Statement of Customs Duties and the Refund thereof, under Section 92, Consolidated Revenue Act, for the year ended March 31, 1916. (Senate). *Not printed.*
- 75a. Detailed Statement of all Remissions and Refunds of the Tolls or duties for the fiscal year ending March 31, 1916.—Also,—Supplementary statement of the Remissions and Refunds of Tolls and Duties from the Department of Marine and Fisheries. Presented by Hon. Mr. Patenaude, April 19, 1917. *Not printed.*
76. Ordinances of the Yukon Territory, passed by the Yukon Council in 1916. (Senate).
Not printed.
- 76a. Return of Orders in Council passed under the provisions of Section 13, of Chapter 63, Revised Statutes of Canada, "An Act to provide for the Government of the Yukon Territory." Presented by Hon. Mr. Patenaude, April 19, 1917. *Not printed.*
- 76b. Return of Orders in Council passed in the year 1917, under the provisions of Section 18, of Chapter 63, Revised Statutes of Canada, "An Act to provide for the Government of the Yukon Territory." Presented by Hon. Mr. Sevigny, July 5, 1917.
Not printed.
77. Copy of extract from Order in Council No. P.C. 43,263, dated 27th January, 1917, authorizing Regulations governing the payment of Allowance for the Accountant Officers in the Royal Canadian Navy of Receiving Ships and Depot Ships, in accordance with the provisions of Section 47, Chapter 43, 9-10 Edward VII. Presented by Hon. Mr. Hazen, February 6, 1917. *Not printed.*
78. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence respecting the appointment of a Commission to investigate the financial and economic condition of Canadian railways, showing the names of the Commissioners, the rate of their remuneration, along with the names of the secretaries and engineers appointed by them, or by the Commission, and the rate of their remuneration. Presented February 6, 1917.—*Sir Wilfrid Laurier*. *Not printed.*
79. Return to an Order of the House of the 31st January, 1917, for a copy of all papers, letters, telegrams and other documents relative to the removal of Mr. H. D. McKenzie as mechanical foreman at Stellarton on the Canadian Government Railways, and the appointment of his successor. Presented February 6, 1917.—*Mr. Macdonald*.
Not printed.
80. Return to an Order of the House of the 31st January, 1917, for a return showing the quantity of freight carried over the Grand Trunk Pacific Railway between Lévis and Moncton since that portion of said railway has been operated by the Canadian Government Railways System. Presented February 6, 1917.—*Mr. Copp*. *Not printed.*
81. Return to an Order of the House of the 12th April, 1916, for a Return showing:—1. How many clerks there are in the Interior Department who belong to and are paid from the outside service vote and who work in the inside service? 2. The names of said clerks? 3. Salary paid to each? 4. How long each has been in the service of the Department? 5. If all or any of these clerks have passed any examination. If so, what examination and on what date or dates? Presented February 6, 1917.—*Mr. Turriff*. *Not printed.*

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82. Return to an Order of the House of the 15th March, 1916, for a copy of all correspondence between the Government and the Provinces, regarding increased co-operation in the promotion of immigration and land settlement, commencing with a letter of the Minister of the Interior to the Provincial Prime Ministers, in November, 1911. Presented February 6, 1917.—*Sir Wilfrid Laurier*... ..*Not printed.*
83. Return to an Order of the House of the 27th March, 1916, for a Return showing:—1. The names and salaries of the persons employed in the Immigration Service in the City of Montreal; their respective salaries when appointed and what they receive at the present time? 2. Which of such employees are given travelling or other expenses, and how much has been paid to each on that account since their respective appointments. Presented February 6, 1917.—*Mr. Lachance*... ..*Not printed.*
84. Return to an Order of the House of the 31st January, 1917, for a return showing the quantities of timber cut, and the sum paid therefor, to date, under the lease or sale of timber made by the Indian Department to Mr. Arthur Webber from lands situated near Ship Harbour Lake, Halifax County, together with the name or names of all surveyors of the timber cut from the said Indian lands under the above-mentioned sale or lease, and copies of all reports made in connection therewith by said surveyors. Presented February 6, 1917.—*Mr. McLean (Halifax)*... ..*Not printed.*
85. A copy of the Special Report made by the Royal Commission on Indian Affairs on the Kitsilano Indian Reserve, together with the Order in Council passed on the 28th March, 1916, and all other papers and correspondence relating to the Report. (Senate).
Not printed.
86. Return to an Address to His Excellency the Governor General, of the 31st January, 1917, for a copy of all correspondence exchanged between the Dominion Government and the Provincial Governments inviting them to a conference on the subject of making provisions for returned soldiers, including a copy of the proceedings of the conference which took place on the 10th of January at Ottawa on the same subject. Presented February 7, 1917.—*Sir Wilfrid Laurier*... ..*Printed for sessional papers only.*
87. Return to an Order of the House, of the 31st January, 1917, for a copy of all correspondence between any Member of the Government and Sir Thomas Tait referring to his appointment to, and resignation from, the National Service Board. Presented February 7, 1917.—*Mr. Graham*... ..*Printed for sessional papers only.*
- 87a. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence between Mr. Murray, Secretary of the Manufacturers' Association, and any Member of the Government, or Sir Thomas Tait, as head of the National Service Board, concerning his suggested appointment as Secretary of the National Service Board. Presented June 1, 1917.—*Mr. Graham*... ..*Not printed.*
88. Correspondence between the Prime Minister and the Leader of the Opposition concerning the formation of a Parliamentary National Service Commission. Presented by Sir Robert Borden, February 7, 1917... ..*Printed for sessional papers only.*
89. Return to an Order of the House, of the 5th February, 1917, for a copy of all petitions, letters, telegrams, reports and other documents relative to the closing of the Canard and Splitlog Post Office and the opening of Loiselleville Post Office, in the County of Essex, together with a copy of all petitions and documents relative to the establishment of rural mail routes from the Loiselleville Post Office. Presented February 7, 1917.—*Mr. Wilcox*... ..*Not printed.*
90. Report on the Canadian Army Medical Service, by Colonel Herbert A. Bruce, Special Inspector General, Medical Services, Canadian Expeditionary Force, dated at London, England, 20th September, 1916. Presented by Sir Robert Borden, February 7, 1917.
Not printed
- 90a. Report on the Canadian Army Medical Service, by a Board of Officers, presided over by Surgeon-General Sir William Babbie, K.C.M.G., C.B., V.C., dated at London, England, December 22, 1916. Presented by Sir Robert Borden, February 7, 1917..*Not printed.*

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- 90b. Copy of Interim Report of the Surgeon-General G. C. Jones, Director Medical Services. Canadians, in reply to the Report on the Canadian Army Medical Service by Colonel Herbert A. Bruce, Special Inspector-General, Medical Services, Canadian Expeditionary Force, dated London, September 28, 1916. Presented by Sir Edward Kemp, May 31, 1917. *Not printed.*
91. Return to an Order of the House, of the 7th February, 1917, for a copy of all letters, telegrams, papers and other documents relative to the closing of the Marine Agency at Pictou last autumn, and as to the re-opening of said agency. Presented April 19, 1917. —*Mr. Macdonald.* *Not printed.*
92. Return to an Order of the House of the 5th February, 1917, for a Return showing:—1. The number of horses that have been bought in Canada for war purposes in each of the years 1914, 1915 and 1916, respectively, (a) for the Canadian Army; (b) for Britain; and (c) for France and our other Allies. 2. The amount paid for the horses in each of the years for the different countries mentioned. Presented April 19, 1917.—*Mr. Edwards.* *Not printed.*
93. Return to an Order of the House of the 31st January, 1917, for a Return showing:—1. The names, home addresses and former occupations of all censors, decoders or other employees of the Government in the different cable stations in Nova Scotia during the calendar year 1916. 2. The name of the person who recommended each of the said censors, decoders or employees. 3. What salary was paid to each of said persons for the calendar year 1916. Presented April 19, 1917.—*Mr. Sinclair.* . . . *Not printed.*
94. Copies of General Orders promulgated to the Militia for the period between December 30, 1915, and February 8, 1917. Presented by Sir Edward Kemp, April 19, 1917. *Not printed.*
95. Return to an Order of the House of the 11th March, 1915, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Frank Dunlop, of Graves Point, at Sydney Mines, in the riding of North Cape Breton and Victoria, N.S., and the expenses of such investigation in detail. Presented April 19, 1917.—*Mr. McKensie.* *Not printed.*
96. Return to an Order of the House of the 3rd April, 1916, for a Return showing:—1. The names of the staff in the office of the High Commissioner for Canada in London? 2. Whether any of these officials are natives of Canada. If so which ones? 3. Whether it is true, as alleged, that Canada is the only British Dominion which employs none of its natives in its High Commissioner's Office. Presented April 19, 1917.—*Mr. Proulx.* *Not printed.*
97. Return to an Address to His Royal Highness the Governor General, of the 22nd February, 1915, for a copy of all Orders in Council, memoranda, correspondence or other documents in the possession of the Government, or any Department thereof, relating to the trade in dried fish and wines between Portugal and Canada. Presented April 19, 1917.—*Mr. Sinclair.* *Not printed.*
98. Return to an Order of the House of the 31st January, 1917, for a tabulated statement showing the number of divorces granted by the Parliament of Canada since 1867. Presented April 19, 1917.—*Mr. Lemieux.* *Not printed.*
99. Return to an Order of the House of the 3rd February, 1916, for a copy of all letters, telegrams and other documents, including tenders, relating to the mail contract from Tatamagouche to New Annan and Tatamagouche Mountain, in the County of Colchester. Presented April 19, 1917.—*Mr. Macdonald.* *Not printed.*
100. Copy of new Rule in substitution of Rule 236 of the General Rules and Orders now in force regulating the practice and procedure in the Exchequer Court of Canada, made on the 16th day of February, 1917. Presented by Hon. Mr. Patenaude, April 19, 1917. *Not printed.*

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- 100a.** Copy of Rule 200 of the General Rules and Orders now in force regulating the practice and procedure in the Exchequer Court of Canada; also, Copy of General Order respecting fees and costs in the Exchequer Court in the exercise of its jurisdiction as a Court of Admiralty. Presented by Hon. Mr. Patenaude, May 3, 1917....*Not printed.*
- 101.** Return to an Order of the House of the 5th February, 1917, for a return showing a list of all persons employed during the year 1916 in the round-house of the Canadian Government Railways at Pirate Harbour, N.S., as brakemen, telegraphers, cleaners and labourers, showing the dates of their appointments and length of time employed respectively, and also the monthly rate of wages paid to each of said employees. Presented April 19, 1917.—*Mr. Sinclair*.....*Not printed.*
- 102.** Return to an Order of the House of the 31st January, 1917, for a copy of all letters, papers, telegrams and other documents relative to the application for, and the granting of, a Conciliation Board to the employees of the Acadia Coal Company in the spring of 1916, the proceedings of said Board, and all other papers in relation to the same. Presented April 19, 1917.—*Mr. Macdonald*.....*Not printed.*
- 103.** Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence, telegrams and documents of all kinds exchanged between any person or persons and the Department of Labour or any other Department of the Government relating to the labour trouble at Thetford Mines, P.Q., and also copies of all correspondence exchanged between the different Departments of the Government respecting the same question. Presented April 19, 1917.—*Mr. Verville*.....*Not printed.*
- 104.** Return to an Order of the House of the 31st January, 1917, for a copy of all letters, papers, telegrams and other documents relative to the application for, and the refusal to grant a Conciliation Board as petitioned for under the Industrial Disputes Investigation Act by the employees of the Canadian Government Railway at Pictou, who were members of the Longshoremen's Union at Pictou during the year 1916. Presented April 19, 1917.—*Mr. Macdonald*.....*Not printed.*
- 105.** Return to an Order of the House of the 7th February, 1917, for a copy of the contract between the Government and the P. Lyall & Sons Construction Company for the reconstruction of the Parliament Building. Presented April 20, 1917.—*Mr. Murphy.*
Printed for Sessional Papers only.
- 106.** Copy of Order in Council P.C. 1062, dated 16th April, 1917, ordering that wheat, wheat flour and semolina be transferred to the list of goods which may be imported into Canada free of duty of customs. Presented by Sir Thomas White, April 20, 1917.
Printed for Sessional Papers only.
- 107.** Return to an Order of the House of the 19th April, 1917, for a return showing:—1. Whether the Government is aware as to whether there are cases in the Military Service in which men after enlistment have been given leave on harvesting furlough, and during such leave have been injured by accident, and who have in consequence of such accident incurred hospital bills, and who having been treated in hospital have returned to military duty and been discharged on account of injuries so received. 2. If so, whether claims have been made for hospital care and treatment. 3. If such claims have been recognized by the Government. 4. If not, why not. 5. If so, what action has been taken in connection therewith. 6. Whether in such cases the enlisted person is not entitled to pay up to time of discharge, and also the payment of his hospital account. Presented April 20, 1917.—*Mr. MacNutt*.....*Not printed.*
- 108.** Copy of a communication from the Deputy Minister of Militia and Defence, relative to the total value of the Oliver equipment, so-called, supplied the Canadian soldiers who have crossed to England since the commencement of the present war. Presented by Sir Edward Kemp, April 20, 1917.....*Not printed.*
- 109.** Return to an Order of the House of the 19th April, 1917, for a return showing:—1. The names of the Members of Parliament who now belong, or who did belong to the Overseas

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Forces or the Militia Forces of Canada since the present war was declared. 2. Whether these Members or any of them were, or are in receipt of pay from the Militia Department and in receipt of their indemnity as Members at the same time. 3. Whether the wives of these Members, or any of them were, or are in receipt of separation allowance. Presented April 20, 1917.—*Mr. Hughes (Kings, P.E.I.)* *Not printed.*

- 109a. Supplementary return to an Order of the House of the 19th April, 1917, for a return showing:—1. The names of the Members of Parliament who now belong, or who did belong to the Overseas Forces or the Militia Forces of Canada since the present war was declared. 2. Whether these Members, or any of them were, or are in receipt of pay from the Militia Department and in receipt of their indemnity as Members at the same time. 3. Whether the wives of these Members, or any of them were, or are in receipt of separation allowance. Presented April 24, 1917.—*Mr. Hughes (Kings, P.E.I.)* *Not printed.*
- 109b. Return to an Order of the House of the 25th April, 1917, for a return showing:—1. How many Members of the House of Commons are serving or have served in the Canadian Army. 2. The names of each of said Members, the date of appointment, and rank. 3. The names of those Members who have resigned or have withdrawn from military service and the date of withdrawal or resignation. 4. How much has been paid to each for military salary, expenses and separation allowance to wife or relatives, respectively. Presented May 31, 1917.—*Mr. Turriff* *Not printed.*
- 109c. Corrected copy of a return to an Order of the House of the 25th April, 1917, for a return showing:—1. How many Members of the House of Commons are serving or have served in the Canadian Army. 2. The names of each of said Members, the date of appointment, and rank. 3. The names of those Members who have resigned or have withdrawn from military service and the date of withdrawal or resignation. 4. How much has been paid to each for military service, expenses and separation allowance to wife or relatives, respectively. Presented June 14, 1917.—*Mr. Turriff* *Not printed.*
110. Return to an Order of the House of the 19th April, 1917, for a return showing:—1. What amounts have been given to the Canadian Patriotic Fund to December 31, 1916, and what amounts have been promised for 1917, by the different counties, towns and cities in each of the different provinces. 2. The names of the different counties, towns and cities, and the respective amounts subscribed and promised by each. 3. What counties, cities and towns in each province, if any, have not contributed any amount to the said fund up to the present time. Presented April 24, 1917.—*Mr. Edwards* *Not printed.*
- 110a. Return to an Order of the House of the 19th April, 1917, for a return showing:—1. How much money has been subscribed and voted to the Canadian Patriotic Fund by each of the different provinces to December 31, 1916. 2. How much money has been paid to the Canadian Patriotic Fund by each of the different provinces during the same time. 3. How much money has been promised by county, township, city or other grants by each province for the year 1917. 4. How many persons in each province have received assistance from the Canadian Patriotic Fund to December 31, 1916. 5. The total amount so expended in each province. Presented April 24, 1917.—*Mr. Edwards* *Not printed.*
111. Copy of Order in Council P.C. 802, dated 23rd March, 1917, in respect to taking over of the Ross Rifle Factory by the Government of Canada. Presented by Sir Edward Kemp, April 24, 1917. *Not printed.*
112. Return to an Order of the House of the 31st January, 1917, for a copy of all documents, letters, telegrams and other correspondence in the Department of the Interior, relating to grazing leases numbers 2785, 2803, 2843, 3701, 3993, 4603, 5566, 6220 and 6221. Presented April 25, 1917.—*Mr. Steele* *Not printed.*
113. Memorandum from the Superintendent of Immigration respecting the advertising by the Canadian Government in United States newspapers for farm hands to work in Canada; together with a copy of the advertisements and instructions concerning the same. Presented by Hon. Mr. Roche, April 25, 1917. *Not printed.*

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114. Copies of Orders in Council:—

P.C. 341, dated the 7th day of February, 1917, respecting the exportation of news-print paper in sheets or rolls by license only under regulations by the Minister of Customs.

P.C. 445, dated the 17th day of February, 1917, containing orders and regulations respecting the price, sale, control, distribution, transport, etc., of newsprint paper in sheets or rolls.

P.C. 1059, dated the 16th day of April, 1917, empowering the Minister of Customs to fix the quantity and price of newspaper paper furnished or to be furnished to the publishers in Canada by the manufacturers; and controlling the distribution and delivery of the same.

P.C. 1060, dated the 16th day of April, appointing R. A. Pringle a commissioner to conduct an inquiry into and concerning the manufacture, sale, price and supply of newspaper paper within the Dominion of Canada. Presented by Sir Thomas White, April 26, 1917.*Not printed.*

115. P.C. 3412, dated the 19th day of December, 1917, concerning the appointment of Mr. S. A. Armstrong as Director of the Military Hospitals Commission. Presented by Sir Thomas White, April 26, 1917.*Not printed.*

116. Return to an Order of the House of the 3rd February, 1917, for a return showing the names and post office addresses of all purchasers of fish scrap from the reduction works at Canso in 1916, showing the price paid by each of said purchasers. Presented April 26, 1917.—*Mr. Sinclair*.*Not printed.*

117. Return to an address to His Excellency the Governor General of the 23rd April, 1917, for a copy of the Order in Council increasing the toll rates on Victoria bridge, Montreal, and also a copy of all petitions, telegrams, letters and other documents referring to said increase. Presented April 30, 1917.—*Mr. Lemieux*.*Not printed.*

118. Return to an Order of the House of the 23rd April, 1917, for a copy of all letters, telegrams, petitions and all other papers concerning the substitution of the name of Luceville given to the Intercolonial Railway Station of Ste. Luce, County of Rimouski, Quebec. Presented April 30, 1917.—*Mr. Lemieux*.*Not printed.*

119. Return to an Order of the House of the 31st January, 1917, for a copy of all vouchers, correspondence, etc., in connection with the repairs to Beaver Harbour Wharf, Halifax County, within the last four years. Presented April 30, 1917.—*Mr. McLean (Halifax)*.*Not printed.*

120. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence, vouchers, etc., in connection with the repairs to Harrigan Cove Wharf, Halifax County, in 1914-15, under the foremanship of James McDonald. Presented April 30, 1917.—*Mr. McLean (Halifax)*.*Not printed.*

121. Supplementary return to an Order of the House of the 16th February, 1916, for a return showing:—1. The amounts expended in Railway Subsidies in Canada during the years 1912, 1913, 1914 and 1915. 2. The amounts by provinces, and the names of the lines to which granted. 3. Amounts expended on the construction of Government-owned railways in Canada during the above years. 4. The amount expended in each province, and the name of the line of railway on which such expenditure was made. 5. Amounts expended on harbour and river improvements in Canada during the above years. 6. The amounts by provinces and the particular places where expended. 7. Amounts expended on the building of public wharves, public breakwaters, and public dredging in North Cape Breton and Victoria during the years 1905 to 1911, inclusive, including the expenditure on Government railways. 8. Amounts expended for like purposes in the said county, during the years 1912, 1913, 1914 and 1915. Presented April 30, 1917.—*Mr. McKenzie*.*Not printed.*

122. Return to an Order of the House of the 10th April, 1916, for a copy of all letters, petitions, correspondence and telegrams exchanged between the Government, its district engineer,

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and all other persons, concerning either the construction or repairing or purchase of the wharves at the following places: Ile Perrot Sud, the Church in the Village of Ile Perrot, the Village of Vaudreuil, Pointe Cavagnal, Hudson, Rigaud, Graham, Pointe Fortune, and Ile Perrot Nord. Also, a copy of all specifications and reports already brought down at my request in relation to the documents prior to and since 1904, and a statement of the amounts that have been paid for such construction or repairs, and to whom they were paid. Presented April 30, 1917.—*Mr. Boyer*.*Not printed.*

122a. Return to an Order of the House of the 16th February, 1916, for a copy of all letters, petitions, correspondence, telegrams and reports, exchanged between the Government, the engineers residing in the district, and all other persons, concerning the construction and repairing done to the wharves mentioned below, since 1904, and of all data and reports already produced at my request and relating to documents prior to 1904; also the amounts of money paid for such construction and repairing, and to whom paid:—The wharf at Ile Perrot North, South, and at the Church; of the Village of Vaudreuil; of Pointe Cavagnal; of Hudson; of Graham; of Rigaud, and of Pointe Fortune. Presented April 30, 1917.—*Mr. Boyer*.*Not printed.*

122b. Return to an Order of the House of the 30th April, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports exchanged between the Government, the resident engineer and all other persons, concerning the construction and repairing done to the wharves at Ile Perrot North, South and at the Church; Village of Vaudreuil, Pointe Cavagnal, Hudson, Graham, Rigaud and Point Fortune since 1904. Also, a copy of all data and reports regarding above already produced at my request relating to documents prior to 1904, showing the amounts of money paid for such construction and repairing, and to whom paid. And also, return to an Order of the House of the 30th April, 1917, for a copy of all letters, petitions, correspondence and telegrams exchanged between the Government, the district engineer, and any other persons concerning either the construction, repairing or purchase of the wharves at Ile Perrot South, the Church in the Village of Ile Perrot, Village of Vaudreuil, Pointe Cavagnal, Hudson, Rigaud, Graham, Pointe Fortune and Ile Perrot North, since 1904. Also a copy of all specifications and reports already brought down at my request in relation to above prior to, and since 1904, giving a statement of the amounts that have been paid for such construction or repairs, showing to whom they were paid. Presented August 13, 1917.—*Mr. Boyer*.*Not printed.*

123. Return to an Order of the House of the 19th April, 1916, for a copy of all letters, petitions, correspondence and telegrams exchanged between the Government, its resident engineer, and all other persons, concerning the dredging work done at the following places:—Ste. Anne de Bellevue, Pointe Fortune, Ottawa River Channel between Ile au Foin and Ile à Paquin, Graham channel, Rigaud channel, Hudson Heights channel, Hudson, Como, Pointe Cavagnal, channel at Vaudreuil Village, Dorion Bay channel, Ile Perrot Church, Ile Perrot Sud Wharf, and Ile Perrot Nord Wharf. Also, a statement of the amounts paid to different persons, companies, etc., for such work, the dates, etc., and a copy of the estimates already brought down at my request, the whole since 1904. Presented April 30, 1917.—*Mr. Boyer*.*Not printed.*

123a. Return to an Order of the House of the 16th February, 1916, for a copy of all letters, petitions, correspondence, telegrams and reports exchanged between the Government, the resident engineer of the district, and all other persons, concerning the dredging work done at the places below named, and the amount of money paid to divers, persons companies, etc., for such work, as well as the statements already presented at any request, the whole since 1904:—At the wharf of Ile Perrot, North, South and at the Church; in Dorion Bay channel; at Vaudreuil Village channel; at Pointe Cavagnal; at Como; at Hudson; at Hudson Heights channel; at Graham channel; in the Rigaud River channel; in the Ottawa river; Ile aux Poires channel; at Pointe Fortune, and at Ste-Anne de Bellevue channel. Presented April 30, 1917.—*Mr. Boyer*.*Not printed.*

124. Return to an Order of the House of the 3rd May, 1916, for a copy of all letters, telegrams, bills, vouchers and memoranda in connection with the repairs to the wharf at Upper Prospect, Halifax County, N.S., in 1915. Presented April 30, 1917.—*Mr. McLean (Halifax)*.*Not printed.*

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125. Return to an Order of the House of the 3rd May, 1916, for a copy of all letters, telegrams, bills, vouchers and memoranda in connection with the repairs to the wharf at Shad Bay, Halifax County, N.S., in 1915. Presented April 30, 1917.—*Mr. McLean (Halifax)* *Not printed.*
126. Return to an Order of the House of the 1st February, 1917, for a copy of all correspondence in the possession of the Department of Public Works bearing date after September, 1911, relating to the expenditure of money voted last session for harbour improvements at Tracadie, in the County of Antigonish, including copies of all letters relating to the same written by Mr. G. A. R. Rollings to the said Minister of Public Works or to any other member of the Government. Presented April 30, 1917.—*Mr. Sinclair.* *Not printed.*
127. Return to an Order of the House of the 3rd February, 1917, for a copy of all letters, telegrams, reports and other documents received by the Government during the years 1915 and 1916, relative to the repairs required on the breakwater at Souris, P.E.I. Presented April 30, 1917.—*Mr. Hughes (Kings, P.E.I.)* *Not printed.*
128. Return to an Order of the House of the 1st February, 1917, for a copy of all correspondence in the possession of the Department of Public Works bearing date after September, 1911, relating to the extension of a breakwater at Breen's Point, in the County of Antigonish. Presented April 30, 1917.—*Mr. Sinclair.* *Not printed.*
129. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence, vouchers, etc., in connection with the construction of the Mushaboom Harbour Wharf, Halifax County, in 1913. Presented April 30, 1917.—*Mr. McLean (Halifax)* *Not printed.*
130. Return to an Order of the House of the 31st January, 1917, for a return showing all expenditures made since March 31, 1916, by the Public Works Department in the several provinces of Canada, specifying the name of the work, the amount already spent thereon, and the estimated total expenditure in each case. Presented April 30, 1917.—*Mr. McLean (Halifax)* *Not printed.*
131. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence, vouchers, etc., in connection with the construction of the Port Dufferin West Wharf, Halifax County, in 1913-14. Presented April 30, 1917.—*Mr. McLean (Halifax).* *Not printed.*
132. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence, vouchers, etc., in connection with the repairs to the Port Dufferin East Wharf, Halifax County, in 1915. Presented April 30, 1917.—*Mr. McLean (Halifax).* *Not printed.*
133. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence, vouchers, etc., in connection with the construction of a wharf at Ecum Secum West, Halifax County. Presented April 30, 1917.—*Mr. McLean (Halifax)* *Not printed.*
134. Return to an Order of the House of the 27th March, 1916, for a copy of all correspondence, letters, telegrams, etc., in any way referring to the dredging at Margaree Harbour, Inverness County, N.S., during 1913, 1914, 1915 and 1916. Presented April 30, 1917.—*Mr. Chisholm.* *Not printed.*
135. Copy of Order in Council, P.C. 1142, dated the 24th day of April, 1917, under the provisions of the War Measures Act, 1914, containing regulations under which British ships registered in Canada, or under construction for neutral owners, may until further order be requisitioned by His Majesty for the carriage of foodstuffs, etc., or for any purpose whatsoever; and cancelling Orders in Council, P.C. 2923, dated the 24th day of November 1916, and P.C. 1915, dated the 31st day of March, 1917, in respect thereto. Also certified copy of a report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 30th day of January, 1917, respecting the exercise of the requisitioning power by His Majesty's Government in the case of Canadian vessels. Presented by Hon. Mr. Reid, April 30, 1917. *Not printed.*

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136. Return to an Order of the House of the 23rd April, 1917, for a return showing:—1. The names, former post office addresses, occupations and salaries paid to the censors and decoders in the employ of the Government at Hazel Hill and Canso during the year 1916. 2. How much has been expended in connection with this service at Canso and Hazel Hill since the first of August, 1914, up to the present date. 3. How much has been expended in connection with the said service in embracing all the stations in the province of Nova Scotia from August 1, 1914, up to the present date. Presented May 2, 1917.—*Mr. Sinclair* *Not printed.*
137. Return to an Order of the House of the 23rd April, 1917, for a copy of all contracts and agreements between Sir Charles Ross, his successors or assigns, and His Majesty the King, represented by the Minister of Militia and Defence, since and including the agreement between them dated the 27th day of March, A.D., 1902. Presented May 2, 1917. *Mr. Northrup* *Printed for Sessional Papers only.*
138. Return to an Order of the House of the 23rd April, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Militia and Defence on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1914. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented May 2, 1917.—*Mr. Macdonald* *Not printed.*
- 138^a. Return to an Order of the House of the 2nd May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Naval Affairs on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented May 16, 1917.—*Mr. Chisholm* *Not printed.*
- 138^b. Return to an Order of the House of the 2nd May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Marine and Fisheries on the 10th day of October, 1911, and how many on the 31st day of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all

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permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented May 31, 1917.—*Mr. Sinclair*.*Not printed.*

- 138c.** Return to an Order of the House of the 9th May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of External Affairs on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented June 1, 1917.—*Mr. Sinclair*.*Not printed.*

- 138d.** Return to an Order of the House of the 9th May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Justice on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented June 21, 1917.—*Mr. Sinclair*.*Not printed.*

- 138e.** Return to an Order of the House of the 14th May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Finance on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented June 29, 1917.—*M. Maclean (Halifax)*.*Not printed.*

- 138f.** Return to an Order of the House of the 2nd May 1917, for a return showing:—1. How many permanent civil servants and officials were in the employ of the Department of Indian Affairs on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed

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by said Department since 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1914. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented by Hon. Mr. Roche, July 10, 1917.—*Mr. Kyte* *Not printed.*

138g. Return to an Order of the House of the 23rd April, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Agriculture on the 10th day of October, 1911, and how many on the 31st day of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1914. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented August 15, 1917.—*Mr. Hughes (P.E.I.)* *Not printed.*

138h. Return to an Order of the House of the 2nd May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of State and Mines on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented August 21, 1917.—*Mr. McKenzie* *Not printed.*

139. Return to an address to His Excellency the Governor General of the 23rd April, 1917, for a copy of the Order in Council and all other papers in connection with the awarding of the contract to J. C. Shields and others, or to the Inland Express Company for carrying the mails from Ashcroft to Fort George, B.C. Presented May 2, 1917.—*Mr. Turriff* *Not printed.*

140. Return to an Address to His Excellency the Governor General of the 31st January, 1917, for a copy of all correspondence exchanged with the Government of the Province of Manitoba concerning a statute passed by the Legislature of Manitoba at its last session, entitled, "An Act to amend the Jury Act"; together with copies of all Orders in Council respecting same. Presented May 3, 1917.—*Sir Wilfrid Laurier* . . *Not printed*

141. Return to an Order of the House of the 7th February, 1917, for a return showing:—1. The number of interned aliens, and nationality of each, employed on public works since the 4th August, 1914. 2. The number employed in industrial work in the provinces of Canada, and the nationality of each, since the 1st of August, 1914. 3. The number so employed at the present time. Presented May 3, 1917.—*Mr. Kyte* *Not printed.*

CONTENTS OF VOLUME 21—Continued.

- 142.** Return to an Order of the House of the 2nd May, 1917, for a copy of the report of the Royal Commission appointed by Order in Council, 20th September, 1916, to inquire into and report upon the conditions in regard to the delivery of cargoes of coal to coasting vessels in the Maritime Provinces. Presented May 7, 1917.—*Mr. Hughes (Kings, P.E.I.)*Not printed.
- 143.** Return to an Order of the House of the 31st January, 1917, for a return showing:—1. How many applicants for enlistment in the Canadian Overseas Forces have been rejected on account of being physically unfit. 2. How many have been discharged after enlistment for the same reason. Presented May 7, 1917.—*Mr. Steele*Not printed.
- 143a.** Return to an Order of the House of the 30th April, 1917, for a return showing:—1. How many Americans have enrolled in Canadian Regiments since the commencement of the war. 2. How many natives of the British Isles are so enrolled in Canada since the 1st of August, 1914. Presented July 31, 1917.—*Mr. Bouday*Not printed.
- 143b.** Return to an Order of the House of the 31st January, 1917, for a return showing:—1. How many men have enlisted in Canada for overseas service. 2. How many of these have been subsequently discharged as unfit. 3. How many of these were discharged in Canada, and how many overseas. Presented May 7, 1917.—*Mr. Graham*Not printed.
- 143c.** Return to an Order of the House of the 14th May, 1917, for a return showing:—1. Whether the Minister of Militia or any of the authorities of the Militia Department has official statistics as to the recruiting of soldiers in Canada for overseas service. 2. If so, what the correct figures are of enlistments in the different overseas regiments raised since August, 1914, to date (a) Canadian speaking the French language; (b) Canadians speaking the English language and born in Canada; (c) British subjects by birth born outside of Canada; (d) British subjects by naturalization; (e) French Canadian soldiers in regiments commanded by officers speaking the English language raised in the province of Quebec; and (f) French Canadian soldiers in battalions raised in the other provinces of Canada. Presented June 14, 1917.—*Mr. Lanctôt*Not printed.
- 143d.** Copy of Census Statistics showing Summary of Strength of all Units of the Canadian Expeditionary Forces in England, period 14th May, 1917, together with statement showing number of Canadian troops in France, England, in the Near East, St. Lucia and in Canada, June, 1917. Presented by Sir Edward Kemp, June 15, 1917Not printed.
- 144.** P.C. 2314, dated 7th October, 1916, appointing a Special Seed Commissioner and three assistants, with authority to purchase seed wheat to fill requisitions for seed from municipal governing bodies in districts that have suffered crop failure due to the prevalence of rust and frost. Also, P.C. 3073, dated 14th December, 1916, authorizing the Special Seed Commission to purchase seed oats and seed barley to fill requisitions for seed from municipal governing bodies and farmers' organizations in districts where there is no supply. Presented by Hon. Mr. Burrell, May 8, 1917Not printed.
- 145.** Return to an Order of the House of the 1st February, 1917, for a copy of all communications, reports and documents concerning the alleged treatment of Thos. Kelly, a prisoner in the Stony Mountain Penitentiary. Presented May 9, 1917.—*Mr. Buchanan*.
Not printed.
- 146.** Copy of Order in Council, P.C. 1183, dated 28th April, 1917, authorizing the granting, at the request of His Majesty's Government in England, of a further 300 miles of rails for use in France in connection with the war. Presented by Hon. Mr. Meighen, May 10, 1917Not printed.
- 146a.** Return to an Order of the House of the 13th June, 1917, for a return showing:—1. Between what points on the Canadian Northern Railway Line west of Edmonton the rails are to be taken up to be placed on the Grand Trunk Pacific Line. 2. Between what points on the Grand Trunk Pacific Line west of Edmonton the rails of the Grand Trunk are to be replaced by rails of the Canadian Northern Railway. Presented June 14, 1917.—*Mr. Oliver*Not printed.

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- 146b. Tabulated statement showing list of points on the Eastern Division of the National Transcontinental Railway from which rails were lifted for shipment overseas to France, mileage lifted at each point and replaced with rails from Intercolonial Railway (together with a map accompanying same). Presented by Hon. Mr. Cochrane, June 21, 1917. *Not printed.*
147. Return called for by Section 88, of Chapter 62, Revised Statutes of Canada, requiring that the Minister of the Interior shall lay before Parliament, each year, a return of liquor brought from any place out of Canada into the Territories by special permission in writing of the Commissioner of the Northwest Territories, for the year ending 31st December, 1916. Presented by Hon. Mr. Roche, May 11, 1917. *Not printed.*
148. Return to an Address to His Excellency the Governor General of the 30th April, 1917, for a copy of the application for Arbitration Boards made to the Labour Department by the Provincial Workman's Association or its officers and the United Mines Workmen of Nova Scotia or its officers. Also a copy of all letters, copies of letters and other documents relating to this matter, along with all letters, papers, other documents and Orders in Council relative to the appointment of a Commission to investigate labour and other conditions in the County of Cape Breton. Presented May 11, 1917.—*Mr. Kyte*. *Not printed.*
149. Return to an Order of the House of the 2nd May, 1917, for a copy of all letters, copies of letters, telegrams, reports and all other documents relative to the purchase of the two vessels, *A. J. McKee* and *T. J. Drummonds*, by the Railway Department under the Order in Council dated April 17, 1917. Presented May 14, 1917.—*Mr. Macdonald*. *Not printed*
150. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence, telegrams, memoranda, etc., by and with the Department of Railways in connection with the naming of stations on the Halifax and Eastern Railway. Presented May 14, 1917.—*Mr. Maclean (Halifax)*. *Not printed*
151. Return to an Order of the House of the 23rd April, 1917, for a copy of all statements, reports, evidence, letters and other papers and documents in the possession of the Department of Railways and Canals relating to a claim for a horse belonging to one Dan McFarlane, injured at Brinley Brook, N.S., by the Canadian Government Railway. Presented May 15, 1917.—*Mr. Sinclair*. *Not printed.*
152. Return to an Order of the House of the 25th April, 1917, for a copy of all documents, papers, correspondence and reports concerning the suspension of Polydore Lebel, engineer on the Intercolonial Railway at Rivière du Loup, as a result of a wreck in the year 1916. Presented May 15, 1917.—*Mr. Lapointe (Kamouraska)*. *Not printed.*
153. Return to an Order of the House, of the 31st January, 1917, for a copy of all letters, telegrams and other documents relative to the removal of Mr. Spenny as Trackmaster on the Short Line, so-called, of the Canadian Government Railway, and to the appointment of Henry Gray as his successor. Presented May 15, 1917.—*Mr. Macdonald*. *Not printed.*
154. Return to an Address to His Royal Highness the Governor General, of the 7th February, 1916, for a copy of all papers in connection with the appointment of Léon Roy as interpreter in the Department of the Interior; and also a copy of the Order in Council, documents and correspondence relating to his dismissal. Presented May 16, 1917.—*Sir Wilfrid Laurier*. *Not printed.*
155. Return to an Order of the House, of the 30th April, 1917, for a copy of all letters, papers, telegrams and other documents relative to the establishment of the Canadian Government Railway Employees Magazine, showing the circulation thereof, the cost of production, receipts, and the persons employed in connection therewith, giving a statement of the amount received by said persons from the Railway in any capacity. Presented May 21, 1917.—*Mr. Macdonald*. *Not printed.*

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156. Return to an Order of the House, of the 22nd March, 1916, for a Return showing:—1. The number of conductors, brakemen, drivers and firemen, respectively, who were on duty on the Canadian Government Railways between Moncton and Campbellton during the month of February, 1916. 2. The number of hours each of the above mentioned trainmen and enginemen were on duty each trip between said points during said month of February, 1916. Presented May 21, 1917.—*Mr. Copp.**Not printed.*
157. Report of Exchequer Court proceedings under Section 49A of the Indian Act, in respect to the removal of the Indians from Sydney Reserve, Nova Scotia. Presented by Hon. Mr. Roche, May 22, 1917.*Not printed.*
158. Report of the work of the Military Hospitals Commission from its inception to the present date. Presented by Sir Robert Borden, May 23, 1917.*Not printed.*
159. Copy of correspondence between Members of the Government and the Canadian Manufacturers Association respecting the purchase of supplies for the Canadian Expeditionary Forces in England and at the Front. Presented by Sir Robert Borden, May 23, 1917.*Not printed.*
160. Return to an Order of the House, of the 14th May, 1917, for a copy of the correspondence between the Prime Minister and the ex-Minister of Militia and Defence, which led to the latter's resignation or dismissal from the Government. Presented by Sir Robert Borden, May 23, 1917.—*Mr. Hughes (King's, P.E.I.)**Not printed.*
161. Return to an humble Address of the Senate to His Excellency the Governor General, dated the 26th day of January, 1917, for a statement showing the date and object of all commissions instituted by the Government of the day, since its accession to power in 1911, up to the present date; the number of days during which each of these commissions sat, giving the names of the individuals who formed part of such commissions, and what was the cost of each to the country. (*Senate.*)*Not printed.*
- 161a. Part Return to an humble Address of the Senate, dated the 7th day of February, 1917, to His Excellency the Governor General, for:—A statement showing the date, the object and the personnel of all commissions instituted by the late Government from its accession to power in 1896, up to the accession to power of the present Government in 1911, the number of days during which each of these commissions sat, and what was the cost of each to the country. (*Senate.*)*Not printed.*
162. Order in Council P.C. 1433, dated 24th May, 1917, containing regulations concerning the departure out of Canada of male persons who are liable to or capable of national service of a military or other character. Presented by Hon. Mr. Roche, May 29, 1917.*Not printed.*
163. Return to an Address to His Excellency the Governor General, of the 23rd May, 1917, for a copy of the Order in Council, if any, providing that preference in appointments to the Civil Service should be given to returned soldiers. Presented May 29, 1917.—*Mr. Boulay.**Not printed.*
164. Return to an Order of the House, of the 3rd February, 1917, for a copy of all reports findings, evidence, memoranda, etc., in connection with the inquiry into the damages sustained by H.M.C.S. *Grilse* en route from Halifax to Bermuda. Presented May 30, 1917.—*Mr. Maclean (Halifax.)**Not printed.*
165. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports in any way referring to the dismissal or retirement of D. McDermid, Superintendent of Fish Hatchery at East Margaree, and the appointment of his successor. Presented May 30, 1917.—*Mr. Chisholm.**Not printed.*
166. Return to an Order of the House, of the 25th April, 1917, for a copy of all letters, telegrams, reports and other papers and documents relative to the application of Willis Kelzer of Hall's Harbour, King's County, N.S., for a license to operate a fishing weir at Square Cove, King's County, N.S. Presented May 30, 1917.—*Mr. Maclean (Halifax.)**Not printed.*

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167. Return to an Address to His Excellency the Governor General, of the 23rd April, 1917, for a copy of all correspondence, memoranda, Orders in Council, etc., in reference to the dismissal of Moses H. Nickerson, as Inspector of Life-saving Stations in Nova Scotia. Presented May 30, 1917.—*Mr. Maclean (Halifax)* *Not printed.*
168. Copies of Pension Regulations with amendments and as amended to February 28, 1917, with copies of Orders in Council relating thereto. Presented by Sir Thomas White, May 30, 1917. *Printed for sessional papers only.*
- 168a. Copy of Order in Council, P.C. 277, dated 30th January, 1917, regarding pensions of officers or their dependants in respect of the exchange of officers between the Government of Canada and the Imperial Government. Presented by Sir Edward Kemp, August 20, 1917. *Not printed.*
169. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, correspondence, petitions, telegrams and reports between the Minister of Marine and Fisheries and any person or persons in any way referring to the removal of the salmon nets on that portion of the coast of Inverness extending east and west from the mouth of the Margaree River. Presented May 31, 1917.—*Mr. Chisholm* *Not printed.*
170. Return to an Order of the House, of the 2nd May, 1917, for a copy of the report of the Commission appointed to investigate the condition of the Military Hospital at Halifax, with a copy of the evidence taken by said Commission at Halifax and all other documents in the possession of the Department of Militia and Defence in connection with such investigation. Presented May 31, 1917.—*Mr. Sinclair* *Not printed.*
171. Return to an Order of the House, of the 7th May, 1917, for a return showing the amount paid or spent by the Department of Militia in advertising for recruits in Canada, showing the persons, firms and corporations to whom the payments were made, up to April 1, 1917. Presented May 31, 1917.—*Mr. Macdonald* *Not printed.*
172. Finding of the Court of Inquiry appointed by the Adjutant-General by Orders dated the 1st May, 1917, for the purpose of collecting and recording evidence in connection with the allegations contained in several newspapers that Troop Trains had been stoned passing through Rivière-du-Loup, Quebec, and other places, and for the purpose of collecting and recording any other evidence which, in the opinion of the Members of the Court, in any way relates to or has a bearing on this matter. Presented by Sir Edward Kemp, May 31, 1917. *Not printed.*
173. Finding of the Court of Inquiry appointed by the Adjutant-General by Orders dated the 1st May, 1917, for the purpose of collecting and recording evidence in connection with the allegations contained in several newspapers accusing the citizens of Quebec of maltreating or allowing to be maltreated, soldiers returning from the War and passing through or sojourning in Quebec, and for the purpose of collecting and recording any other evidence which, in the opinion of the Members of the Court, in any way relates to or has a bearing on the matter. Presented by Sir Edward Kemp, May 31, 1917. *Not printed.*
174. Return to an Order of the House, of the 7th May, 1917, for a copy of all accounts, letters, claims, correspondence and other documents relating to the following amounts mentioned in the Report of the Auditor General 1916, Vol. 11, page 1—11:—*Mr. Justice L. P. Pelletier, travelling expenses, \$877; Mr. Justice I. N. Belleau, travelling expenses, \$1,984.44; Mr. Justice T. H. Chauvin, travelling expenses, \$1,421.25; Mr. Justice B. LeTellier, travelling expenses, \$1,923.80.* Presented May 31, 1917.—*Mr. Lacombe* *Not printed.*
175. Return to an Order of the House, of the 30th May, 1917, for a Return showing:—1. The number of persons appointed to permanent position on the Canadian Government Railways from January 1, 1916, to March 31, 1917, who were not previously employed on the said Railways. 2. Their names, salaries and the positions to which they were appointed. Presented May 31, 1917.—*Mr. Coppel* *Not printed.*

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176. Return to an Order of the House, of the 12th February, 1915, for a Return showing how many persons of German nationality are employed in the several Departments of the Federal Government, in what capacity and the salaries received respectively. Presented June 1, 1917.—*Mr. Delisle*.Not printed.
177. Return to an Order of the House, of the 1st May, 1916, for a copy of all correspondence and papers relating to the change in the location of the post office at Roseberg, Alberta. Presented June 1, 1917.—*Mr. Buchanan*.Not printed.
178. Return to an Order of the House, of the 8th May, 1916, for a copy of all correspondence, letters and telegrams relating to the dismissal of Augustin D. Laugelme as Postmaster of Island River, Gloucester County, N.B. Presented June 1, 1917.—*Mr. Turgeon*.
Not printed.
179. Return to an Order of the House, of the 31st January, 1917, for a copy of all letters and telegrams in the Post Office Department in reference to the removal of Pearson's Post Office, Township of Casey, in the Constituency of Nipissing, from where it was located to its present location. Presented June 1, 1917.—*Mr. Turriff*. . .Not printed.
180. Return to an Order of the House, of the 5th February, 1917, for a copy of all letters, reports, papers and other documents relative to the dismissal of John R. McIntosh as Postmaster of Cummings Mountain, Pictou County, and the appointment of James Cummings as his successor. Presented June 1, 1917.—*Mr. Macdonald*. . .Not printed.
181. Return to an Order of the House, of the 2nd May, 1917, for a Return showing:—The gross amount paid by the Government since October, 1911, to H. P. Duchemin, of Sydney, N.B., for services and disbursements under the Public Inquiries Act, or otherwise. Presented June 1, 1917.—*Mr. Sinclair*.Not printed.
182. Return to an Order of the House, of the 3rd February, 1917, for a copy of all correspondence, letters, telegrams and other documents concerning the cancelling by the Post Office Department of the rural mail contract granted to Hyppolite Lambert of St. Antoine, in the County of Lotbinière, Que. Presented June 1, 1917.—*Mr. Fortier*.
Not printed.
183. Reports, pursuant to a Resolution of the House adopted on the 18th May, 1916, based on a recommendation of the Joint Committee of both Houses on Printing of Parliament, requesting information from the several Departments of Government with the view to effecting all possible economy in the matter of public printing and the distribution of public documents, and the extent, if any, to which such recommendations have been carried into effect. Presented by Hon. Mr. Patenaude, June 1, 1917. . .Not printed.
184. Return to an Order of the House, of 21st May, 1917, for a copy of all correspondence, reports and recommendations, if any, from the Grain Commission to the Department of Trade and Commerce or any other Department of the Government at Ottawa, following a meeting of the Grain Commissioners held in Lethbridge this year. Presented June 1, 1917.—*Mr. Buchanan*.Not printed.
185. Order in Council passed in conformity with provisions of 4-5 George V., Chapter 20, §-15 (C. N. Railway).—(*The Senate*)Not printed.
186. Return to an Order of the House, of the 3rd February, 1917, for a return showing the quantity and value of exports in following commodities for the first nine months of present fiscal year:—Horses; brass and manufacturers of same; wheat, breadstuffs; oats and grain other than wheat; automobiles, bicycles, motorcycles and parts of same, including engines and tires; railway cars and parts; chemicals; copper and manufactures of same; cotton manufactures; explosives; iron and steel and manufactures of same; firearms and munitions; leather and manufactures of same; meat and dairy products; alcohol; vegetables, dried and canned; lead; wearing apparel of all kinds; zinc and manufactures of same; paper and manufactures of same. Presented June 4, 1917.—*Mr. Maclean (Halifax)*.Printed for sessional papers only.

CONTENTS OF VOLUME 21—*Continued.*

187. Return to an Order of the House, of the 30th April, 1917, for a copy of all documents, correspondence, letters, telegrams, memoranda and reports exchanged between the Sergeant-at-Arms of the House of Commons and the Honourable Albert Sévigny; the Sergeant-at-Arms and the Justice Department, and between the Department of Justice and the Honourable Albert Sévigny, concerning certain effects, furniture and ornaments connected with the Speaker's Apartments. Also, copy of all accounts, receipts, bills of lading and transportation accounts concerning the said effects, furniture and ornaments. Presented June 5, 1917.—*Mr. Lanctot*... ..*Not printed.*
188. Copy of Order in Council P.C. 1457, dated the 29th May, 1917, respecting pay to members of the Civil Service who join the Military forces of Canada either by voluntary enlistment or otherwise from and after the date hereof. Presented by Sir Thomas White, June 6, 1917... ..*Not printed.*
189. Copy of General Reports of W. F. O'Connor, K.C., Acting Commissioner *re* Cost of Living, concerning the production, cost, selling prices, and distribution system of refined sugar. Presented by Hon. Mr. Crothers, June 6, 1917
Printed for distribution and sessional papers.
190. Copy of Reports of W. F. O'Connor, on the subject of the Anthracite Coal business in Canada. Presented by Hon. Mr. Crothers, June 6, 1917.
Printed for distribution and sessional papers.
191. Return to an humble Address of the Senate to His Excellency the Governor General, dated the 22nd of May last, showing a copy of:—All correspondence exchanged between the Government or its Ministers, the Minister of Militia, the Militia Council, Major-General F. L. Lessard, C.B., Inspector-General, or any other person, and Lieutenant-Colonel Armand Lavergne, O.C., the 61st Regiment or any other person, on the subject of the territorial defence of the Province of Quebec, as well as copy of all Orders in Council or documents relating to this subject.—(*Senate*)... ..*Not printed.*
192. Copy of Order in Council, P.C. 1579, dated 8th June, 1917, appointing a Fuel Controller for Canada. Presented by Sir George Foster, May 12, 1917.
Printed for sessional papers only.
- 192*a*. Copy of Order in Council, P.C. 1460, dated 16th June, 1917, *re* the appointment of an Officer to be known as Food Controller for Canada, and specifying his powers and duties. Presented by Sir Robert Borden, June 19, 1917.
Printed for sessional papers only.
193. Copy of Order in Council, P.C. 1604, dated 11th June, *re* the establishment of "The Board of Grain Supervisors of Canada." And also, Copy of Order in Council, P.C. 1605, dated 11th June, 1917, appointing certain persons as members of "The Board of Grain Supervisors of Canada." Presented by Sir George Foster, May 12, 1917.
Printed for sessional papers only.
194. Copies of Census Statistics of male population of Canada, Census of 1911, between the ages of 20 and 45, both years inclusive, according to conjugal condition and nativity. Presented by Sir Edward Kemp, June 13, 1917.
Printed for sessional papers only.
195. Copies of The King's Regulations and Orders for the Army, 1912, re-printed with amendments published in Army Orders up to 1st August, 1914. Presented by Sir Edward Kemp, June 13, 1917... ..*Not printed.*
196. Copies of Manual of Military Law, War Office, 1914. Presented Sir Edward Kemp, June 13, 1917... ..*Not printed.*
197. Copy of Order in Council, P.C. 987, dated 10th April, 1917, as amended by Order in Council No. 1451, dated 25th May, 1917: Regulations, being as Consolidation of and additions to various Orders in Council made in consequence of the War, the whole to be known as the "Defence of Canada Order, 1917." Presented by Hon. Mr. Hazen, June 13, 1917... ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

198. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports in any way referring to dismissal, retirement or resignation of John McDonald, as Janitor of public building at Inverness, and the appointment of his successor. Presented June 15, 1917.—*Mr. Chisholm.*
Not printed.
199. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the extension and repairs to McKay's Point Wharf, Inverness County. Presented June 15, 1917.—*Mr. Chisholm.**Not printed.*
200. Return to an Order of the House, of the 7th May, 1917, for a copy of the replies which the Government or the Department of Public Works sent to the Resident Engineer or other parties in answer to letters, telegrams, or reports in connection with the breakwater at Souris, P.E.I., during the years 1915 and 1916. Presented June 15, 1917.—*Mr. Hughes (King's, P.E.I.)**Not printed.*
201. Return to an Order of the House, of the 23rd May, 1917, for a copy of all correspondence, telegrams, recommendations and other communications relating to the dismissal of Hector Urquhart, as lineman on the Dominion Government telegraph line between Grand River and Enon, Cape Breton County, Nova Scotia, and relating to the appointment of Dan. A. McLennan to said position. Presented June 15, 1917.—*Mr. Kyte.**Not printed.*
202. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the extension and repairs to Craignish Wharf. Presented June 15, 1917.—*Mr. Chisholm.* *Not printed.*
203. Return to an Order of the House, of the 3rd May, 1917, for a Return showing:—1. The amount which has been paid for stenographic reporting for the different Commissions or inquiries which have been held by the Government since November, 1911, to the present time. 2. The names of the persons to whom these amounts have been paid for stenography and the respective amounts paid to each of them. Presented June 15, 1917.—*Mr. Verville.**Not printed.*
- 203a. Return to an Order of the House, of the 3rd May, 1917, for a Return showing:—1. The amount which has been paid for stenographic reporting for the different Commissions or inquiries which have been held by the Government since November, 1911, to the present time. 2. The names of the persons to whom these amounts have been paid for stenography and the respective amounts paid to each of them. Presented June 28, 1917.—*Mr. Verville.**Not printed.*
204. Return to an Address to His Excellency the Governor General, of the 9th May, 1917, for a copy of all papers, petitions, telegrams and all other documents sent to the Government urging upon them the necessity of abolishing the wet canteen system in the camps overseas. Presented June 15, 1917.—*Mr. Lemieux.**Not printed.*
205. Copies of all correspondence, memoranda or other documents received by or sent by the Right Honourable the Prime Minister and the Honourable the Minister of Trade and Commerce, concerning a project to advertise Canadian products by the organization of an exhibition train of sample goods in France. (*Senate*)*Not printed.*
- 205a. Supplementary Return to an Order of the Senate, dated the 7th June last, for a Return showing:—Copies of all correspondence, memoranda or other documents received by or sent by the Right Honourable the Prime Minister and the Honourable the Minister of Trade and Commerce, concerning a project to advertise Canadian products by the organization of an exhibition train of sample goods in France. *The Senate.**Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

206. Letter of the Honourable E. L. Patenaude, M.P., to the Right Honourable the Prime Minister, resigning his position as Secretary of State for Canada, and the letter of the Prime Minister in acknowledgment thereof. Presented by Sir Robert Borden, June 18, 1917. *Not printed.*
207. Return to an Order of the House, of the 3rd May, 1917, for a Return showing:—1. How much merchandise has been exported from Canada into Foreign Countries since the first of August, 1914, to the present time? 2. How much of these goods have gone through the Port of Hamburg? 3. What countries have imported this merchandise from Canada, and the respective amounts for each of them? Presented June 18, 1917.—*Mr. Verville.* *Not printed.*
208. Return to an Order of the House, of the 3rd February, 1916, for a return showing the itemized disbursements of Ward Fisher, Inspector of Fisheries for Western Nova Scotia, for the year 1912, amounting to \$388.40, and the year 1913, amounting to \$1,009.84. Presented June 18, 1917.—*Mr. Law.* *Not printed.*
209. Return to an Order of the House, of the 23rd April, 1917, for a copy of all papers, documents, petitions, memoranda, correspondence, etc., with the Government of British Columbia or any member thereof with the Fishery Officers of the Marine and Fisheries Department resident in said Province, and with any Company, person or persons relating to prohibition of the export of British Columbia salmon since January 20, 1913. Presented June 18, 1917.—*Mr. McKenzie.* *Not printed.*
210. Statement of Amount and Price of Commodities purchased and sold (including export and home consumption) by Cold Storage Companies in Canada from January 1 to December 1, 1916. Presented by Hon. Mr. Crothers, June 18, 1917. *Not printed.*
- 210*a*. Report of W. F. O'Connor, K.C., Acting Commissioner *re* Cost of Living, concerning Cold Storage Conditions in Canada. Presented by Hon. Mr. Crothers, July 13, 1917. *Printed for distribution and sessional papers.*
- 210*b*. Copy of Order in Council, P.C. 2021, dated 23rd July, 1917, recommending the further investigation into the premises, books, papers and records of the William Davies Company, Limited, and Matthews-Blackwell, Ltd., as disclosed by the report of W. F. O'Connor, Acting Commissioner on the Cost of Living, on the subject of cold storage conditions in Canada, and appointing G. F. Henderson, A. B. Brodie and Geoffrey Clarkson with all the powers of Examiners under Part I of the Inquiries Act to inquire into the books, papers, etc., of the said companies; also to recommend in writing to the Minister of Labour a standardized system of costs accounting applicable to the cold storage business by which the net profits of cold storage companies in Canada may from time to time be readily ascertained. Presented by Hon. Mr. Crothers, July 25, 1917. *Not printed.*
211. Return to an Order of the House, of the 11th June, 1917, for a copy of all correspondence, telegrams, requests, petitions and other papers in the possession of the Department of Trade and Commerce relating to providing a supply of salt for the fisheries of the Maritime Provinces. Presented by Sir George Foster, June 22, 1917. *Not printed.*
212. Copy of Order in Council, P.C. No. 1725, dated the 25th June, 1917, creating the position of Director of Coal Operations for the southeastern coal fields of the Province of British Columbia and the southwestern coal fields of the Province of Alberta, known as District 18. And also.—Copy of Order in Council, P.C. No. 1726, dated the 25th June, 1917, appointing W. H. Armstrong, of the City of Vancouver, Director of Coal Operations under the provisions of the above Order in Council, P.C. No. 1725, dated 25th June, 1917. Presented by Sir Robert Borden, June 25, 1917. *Not printed.*
- 212*a*. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, reports, communications and documents passing between the Minister of Labour and the Department of Labour and the officials of District No. 18, United Mine Workers

CONTENTS OF VOLUME 21—Continued.

of Alberta, and the officials of the Alberta and Eastern British Columbia Coal Operators' Association, concerning the requests made by the Miners for an increase in wages due to the increase in the cost of living, between September 1, 1916, and the present time. Presented July 12, 1917.—*Mr. Buchanan*.*Not printed.*

- 213.** Return to an Order of the House, of the 13th June, 1917, for a Return showing:—1. How many battalions of infantry left Canada with the First Contingent? 2. The number, and the designations of the different units of artillery which left with the First Contingent? 3. The number and the designation of the different medical corps which left Canada with the First Contingent? 4. The number and the designation of all the other units which left with the First Contingent? 5. The names, rank and duties of the supernumerary officers who left with the First Contingent. Presented June 26, 1917.—*Mr. Lachance*.*Not printed.*
- 214.** Return to an Address to His Excellency the Governor General, of the 30th May, 1917, for a copy of all correspondence, letters, cables and other documents exchanged between the Imperial Government or any of its members or officials with the Canadian Government or any of its members or officials, relative to the question of the proposed legislation by the Imperial Parliament to validate certain Acts and proceedings of the Legislature of British Columbia. Presented June 27, 1917.—*Mr. Macdonald*.*Not printed.*
- 215.** Return to an Order of the House, of the 4th June, 1917, for a copy of all correspondence between the Chief of the *Hansard* Translation Staff of the House, the Clerk of the House and the Speaker, since April 19, 1917, to date. Presented June 28, 1917.—*Mr. Lemieux*.*Not printed.*
- 216.** Return to an Order of the House, of the 27th March, 1916, for a return showing the amounts paid by the Federal Government from the 1st July, 1896, to the 1st October, 1911, to the following newspapers: *Le Canada, La Presse, La Patrie, Le Pays*, of Montreal, *La Vie* and *Le Soleil*, of Quebec. Presented June 28, 1917.—*Mr. Boulay*.*Not printed.*
- 217.** Return to an Order of the House, of the 3rd May, 1917, for a Return showing the number of employees of the following Departments after 1896, and after 1911, respectively, viz.:—Inland Revenue, Interior, Public Works, Marine and Fisheries, Militia and Defence, Labour and Department of Trade and Commerce. Presented June 28, 1917.—*Mr. Boulay*.*Not printed.*
- 218.** Return to an Order of the House, of the 7th May, 1917, for a Return showing the number of returned soldiers who have been given employment in the various departments of the Government. Presented June 28, 1917.—*Mr. Lemieux*.*Not printed.*
- 219.** Return to an Order of the House, of the 25th June, 1917, for a copy of the reports made by the Penitentiary Surgeons in connection with the release from Penitentiary of Edward Levi Baugh. Presented July 4, 1917.—*Mr. Murphy*.*Not printed.*
- 220.** Return to an Order of the House, of the 21st May, 1917, for a return giving the names and salaries of employees of the Interior and Indian Departments, (a) Inside Service and (b) Outside Service, who volunteered for overseas service, and who were paid their full civil salary in addition to their military pay and allowances.
 Those who volunteered for overseas service and who were paid a sufficient portion of their civil salary in addition to their military pay and allowances to bring their pay up to the amount of their civil salary.
 Those who volunteered for overseas service and who received consideration (stating consideration) on account of their civil employment in addition to their military pay and allowances.
 Those who volunteered for overseas service and who do not receive any consideration on account of their civil employment in addition to their military pay and allowances. Presented July 5, 1917.—*Mr. Oliver*.*Not printed.*

 CONTENTS OF VOLUME 21—*Continued.*

- 221.** Report of Special Trade Commission to Great Britain, France and Italy, May-September, 1916. Presented by Sir George Foster, July 5, 1917... *Not printed.*
- 222.** Return to an Order of the House, of the 13th June, 1917, for a Return showing:—1. The total expenditure connected with Agriculture by the Federal Government in each of the fiscal years from 1904-05 to 1916-17, inclusive. 2. How much money was set apart by the Agricultural Aid Act of 1912 to assist the Provincial Departments of Agriculture to improve and extend their work? 3. How much of above amount was given to each Province, and what was accomplished in each Province as a result of such assistance? 4. How much money was set apart by the Federal Government under the Agricultural Instructions Act of 1913, and under the provisions of the said Act what amounts were respectively allotted each year to the several Provinces? 5. What the general purpose of said Act is, and to what extent that purpose has been made effective in each Province. Presented July 5, 1917.—*Mr. Edwards.*
Printed for sessional papers only.
- 223.** Return to an Order of the House, of the 11th June, 1917, for a Return showing:—1. Whether Mr. Giard, ex-M.P.P. for Compton, is an employee of the Government? 2. If so, since when? 3. The number of employees under his orders and their respective names? 4. What salary does said Giard receive? 5. The salary of each employee under his charge? 6. Whether he has bought, for the Government, any animals for breeding purposes? 7. If so, how many, and the price paid for each? 8. Where these animals were bought? 9. How many of them have been rejected or returned to the Government or to Mr. Giard? 10. If any have been refused or returned, why? 11. Where the said breeding animals are at present? 12. What the Government or the Department of Agriculture intends to do with the animals so refused and returned to Mr. Giard? Presented July 5, 1917.—*Mr. Gauvreau* *Not printed.*
- 224.** Return to an Address to His Excellency the Governor General, of the 31st January, 1917, for a copy of all documents, letters, messages, correspondence, reports and particularly an Order in Council dated 6th December, 1893, respecting the exemption from military service of the Doukhobors. Presented by Hon. Mr. Roche, July 9, 1917.—*Mr. McCraney.* *Not printed.*
- 225.** Return to an Address to His Excellency the Governor General, of the 31st January, 1917, for a copy of all Orders in Council and other documents on file in the Department of Marine and Fisheries relating to the requisitioning of Canadian ships by the Canadian Government. Presented July 11, 1917.—*Mr. Sinclair.* *Not printed.*
- 226.** Return to an Order of the House of the 7th June, 1917, for a return showing the number of recruiting officers which have been appointed in the province of Quebec, with the names, addresses, nature of functions and salaries of the same. Presented July 11, 1917.—*Mr. Carvell.* *Not printed.*
- 226a.** Return to an Order of the House of the 18th June, 1917, for a return showing:—1. The names and addresses of the parties on Prince Edward Island who have been engaged or who are now engaged in recruiting for the army and navy or doing other work of a like military character, since August, 1914. 2. The remuneration or pay each of the said parties receives and the allowance given for travelling or other expenses. 3. The total amount each person has received up to the 1st of June, 1917. Presented July 31, 1917.—*Mr. Hughes (P.E.I.)* *Not printed.*
- 227.** Return to an Order of the House of the 12th April, 1916, for a return showing:—1. How many clerks there are in the Post Office Department who belong to and are paid from the outside service vote, and who work in the inside service. 2. The names of said clerks. 3. Salary paid to each. 4. How long each has been in the service of the Department. 5. If all or any of the clerks have passed any examination. If so, what examination, and on what date or dates. Presented July 14.—*Mr. Turriff.* *Not printed.*
- 228.** Copy of a memorandum presented by the Southern Slav Committee to the representatives of the British Dominions, setting forth the aims and aspirations of the Jugo-slavs (Serbs, Croats and Slovans) subject to Austro-Hungarian rule. Presented by Sir Robert Borden, July 20, 1917... . *Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

229. Claims made by Minister of Justice relating to payment of duties by certain provinces. (*Senate.*) *Not printed.*
230. Copy of Report of Honourable Sir Ezekiel McLeod, Chief Justice of the Province of New Brunswick, and the Honourable Louis Tellier, retired Judge of the Superior Court of the Province of Quebec, Commissioners appointed under the Inquiries Act of Canada, being Revised Statutes of Canada, 1906, Chapter 104 and Amending Acts, by virtue of an Order in Council passed on the 6th June, 1917, whereby the said Commissioners were empowered and directed to conduct an inquiry and investigation for the purpose of reviewing and considering the evidence taken by Mr. Justice Galt, a Commissioner appointed by the Lieutenant-Governor of Manitoba on the 15th day of July, 1916, to investigate and report upon certain matters of concern to the Local Government of the said province, in the execution of such Commission, and to review and consider his reports and findings on such evidence; and to report whether such evidence sustains or supports the findings of the said Commissioner, as set forth in such reports, in so far as they reflect upon or prejudicially affect the honour or integrity of the Hon. Robert Rogers or the honesty of his dealings or transactions. Presented by Hon. Mr. Doherty, July 27, 1917. *Printed for distribution—Members and Senators only.*
- 230a. Copy of evidence, exhibits, etc., in respect to the Report of Honourable Sir Ezekiel McLeod, Chief Justice of the Province of New Brunswick, and the Honourable Louis Tellier, retired Judge of the Superior Court of the Province of Quebec, Commissioners appointed under the Inquiries Act of Canada, being Revised Statutes of Canada, 1906, Chapter 104 and Amending Acts, by virtue of an Order in Council passed on the 6th June, 1917, whereby the said Commissioners were empowered and directed to conduct an inquiry and investigation for the purpose of reviewing and considering the evidence taken by Mr. Justice Galt, a Commissioner appointed by the Lieutenant-Governor of Manitoba on the 15th day of July, 1916, to investigate and report upon certain matters of concern to the Local Government of the said province, in the execution of such Commission, and to review and consider his reports and findings on such evidence; and to report whether such evidence sustains or supports the findings of the said Commissioner as set forth in such reports, in so far as they reflect upon or prejudicially affect the honour or integrity of the Hon. Robert Rogers, or the honesty of his dealings or transactions. Presented by Hon. Mr. Doherty, August 9, 1917. *Not printed.*
231. Return to an Order of the House of the 13th June, 1917, for a copy of all correspondence, letters, telegrams and other papers relating to a contract for carrying mails between Grand River and Fourchu, in the County of Richmond, Nova Scotia, in the years 1916 and 1917. Presented July 28, 1917.—*Mr. Kyle.* *Not printed.*
232. Return to an Order of the House of the 30th April, 1917, for a copy of all papers, letters, telegrams and documents relative to the purchase of land in Vancouver, B.C., for the purpose of an armoury, since January 1, 1913. Presented July 30, 1917.—*Mr. MacDonald.* *Not printed.*
233. Return to an Order of the House of the 1st February, 1917, for a return showing:—1. The names and present rank of all appointees as Chief Recruiting Officers or as District or Special Recruiting Officers, not local or regimental, made since the beginning of the war. 2. The dates of their respective appointments. 3. The ages and vocations of respective appointees. 4. The name of military organization, if any, in which appointees had previously served. 5. The rank of appointees while serving in any military organization. 6. Whether the services of any of these appointees have been dispensed with. 7. If so, their names, and dates on which they were retired. Presented July 31, 1917.—*Mr. Turriff.* *Not printed.*
234. Return to an Order of the House of the 31st January, 1917, for a return showing:—1. The date of the last order given by the Government to the Ross Rifle Company. 2. The number of rifles ordered. 3. Whether a recommendation of the British Army Council for the utilization of existing Canadian facilities in manufacturing the new and improved Lee-Enfield was received by the Government. 4. The date of the recommendation, and when it was received. 5. Whether the recommendation has been acted upon. Presented July 31, 1917.—*Mr. Turriff.* *Not printed.*

CONTENTS OF VOLUME 21—Continued.

- 235.** Return to an Order of the House of the 20th June, 1917, for a return showing:—1. The names of the members of the military staff at North Vancouver. 2. Their respective duties or occupations. 3. The rank and rate of pay of each. 4. The amount that has been paid to each. 5. Upon what date or dates the members of the said staff enlisted, and how long they have been attached to the staff. Presented July 31, 1917.—*Mr. Murphy*... ..*Not printed.*
- 235a.** Return to an Order of the House of the 21st June, 1917, for a return showing the names, rank, pay, and nature and place of employment of all officers attached to headquarters at Halifax and the various departments of the military service or connected in any way with Military Division No. 6. Presented August 2, 1917.—*Mr. Tobin*... ..*Not printed.*
- 236.** Return to an Order of the House of the 18th July, 1917, for a return giving a list of the different Commissions created since the beginning of the war, concerning the soldiers, their pensions, hospitals, etc., showing the names of the various Commissioners who have comprised said Commissions. Presented July 31, 1917.—*Mr. Boulay*... ..*Not printed.*
- 237.** Copy of Financial Statements in respect to the Canadian Northern Railway System: 1. Balance Sheet, 30th June, 1916. 2. Statement of Securities Issued and Fixed Charges, 30th June, 1917. 3. Statement of Liabilities, 15th June, 1917. 3a. Statement of Equipment Account. 4. List of Securities for Loans. 5. Gross and Net Earnings, 30th June, 1917. 6. Comparison of Earnings, 1915, 1916 and 1917. 7. Statement re Capital Expenditure and Betterments, year ending 30th June, 1917. 8. Mileage. And also,—Statements showing bonds, etc., authorized, issued and outstanding, and net proceeds therefrom; interest payable during the period July 1, 1917, to June 30, 1918; and estimated cash requirements for period July 1, 1917, to June 30, 1918, in respect to the Grand Trunk Railway and Grand Trunk Pacific Branch Lines. Presented by Sir Robert Borden, July 20, 1917... ..*Not printed.*
- 237a.** Copy of Mortgage Deed of Trust securing an issue of \$45,000,000 of Canadian Northern Railway securities, guaranteed by the Dominion Government, issued under the legislation of 1914. Also,—Copy of Mortgage Deed dated 26th June, 1916—The Canadian Northern Ontario Railway Company to His Majesty the King—securing certain advances from a loan of \$15,000,000 made by His Majesty to the Canadian Northern Railway Company. And also,—Copy of Audit of Revenue and Expenditure Accounts of the Canadian Northern Railway System for the months of May, June, July, August, September, October, November and December, 1916, and for January and February, 1917. Presented by Sir Thomas White, August 8, 1917... ..*Not printed.*
- 237b.** Statement of amounts advanced by the Government of Canada to the Canadian Northern Railway Company on interest account to date. And also,—Financial Statements of the Canadian Northern Railway, as follows:—1. Interim Condensed Balance Sheet as at April 30, 1917. 2. Statement of estimate of cost to complete lines and terminals under construction and financial provision for same. 3. Statement of Contractors' and other Construction accounts outstanding, 30th June, 1917. 4. Memorandum re unsold lands. 5. Estimate of amount required for betterments and rolling stock for three years. Presented by Sir Thomas White, August 13, 1917... ..*Not printed.*
- 238.** Copy of Order in Council, P.C. 1881, dated 19th August, 1916, recommending that in the case of officers, warrant officers and non-commissioned officers reverting to lower rank in order to proceed to the front, no reduction in separation allowance or pension shall be made. And also,—Copy of Order in Council, P.C. 2008, dated 20th July, 1917, cancelling Order in Council, P.C. 1615, dated 13th June, 1917, and amending Order in Council, P.C. 1881, dated 19th August, 1916, in respect to separation allowances and pensions to those reverting to lower rank, in order to proceed to the front. Presented by Sir Edward Kemp, August 2, 1917... ..*Not printed.*
- 239.** Return to an Order of the House of the 30th July, 1917, for a copy of all correspondence exchanged between the Board of Trade of the City of Quebec and the Prime Minister on the subject of the Report of the Special Commission on Railways. Presented August 2, 1917.—*Sir Wilfrid Laurier*... ..*Not printed.*

CONTENTS OF VOLUME 21—Continued.

- 240.** Return to an Order of the House of the 13th June, 1917, for a statement showing the travelling expenses of Maurice LeBlanc, general foreman of the Department of Public Works, Bonaventure County, since his appointment to date. Presented August 8, 1917.—*Mr. Marcil (Bonaventure)*... ..*Not printed.*
- 241.** Return to an Order of the House of the 30th April, 1917, for a copy of all letters, petitions, correspondence and telegrams exchanged between the Government, the resident engineer and all other persons concerning the dredging work done at Ste. Anne de Bellevue, Pointe Fortune, Ottawa River channel between Ile au Poin and Ile Paquin, Graham channel, Rigaud channel, Hudson Heights channel, Ile Perrot Church, Ile Perrot South wharf and Ile Perrot North wharf, since 1904. Also a statement showing the amounts paid to different persons or companies for such work, giving the dates of payment, along with a copy of the estimates already brought down at my request regarding the above, previous to 1904. Return to an Order of the House of the 30th April, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports exchanged between the Government, the resident engineer of the district, and all other persons, concerning the dredging work done since 1904 at the wharf of Ile Perrot North, South and the Church, Dorion Bay channel, Vaudreuil Village channel, Pointe Cavagnal, Como, Hudson Heights channel, Graham channel, Rigaud River channel, Ottawa River, Iles aux Poires channel, Pointe Fortune and Ste. Anne de Bellevue channel. Also a statement showing the amount of money paid to divers persons, companies, etc., for such works, along with copy of statements already presented at my request in connection with the same work, previous to 1904. Presented August 8, 1917.—*Mr. Boyer*... ..*Not printed.*
- 242.** Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the extension and repairs to Finlay Point wharf. Presented August 8, 1917.—*Mr. Chisholm*... ..*Not printed.*
- 243.** Return to an Order of the House of the 30th April, 1917, for a copy of all correspondence in the possession of the Department of Public Works bearing date after September 1, 1915, relating to wharves, breakwaters and other public works situate in the County of Antigonish, Nova Scotia. Presented August 8, 1917.—*Mr. Sinclair*... ..*Not printed.*
- 244.** Return to an Order of the House of the 7th May, 1917, for a copy of all documents, correspondence, reports, accounts, pay-lists, etc., in connection with the work done on the Government wharves at Cross Point, Miguasha, St. Omer and New Carlisle, Quebec, since 1912. Presented August 8, 1917.—*Mr. Marcil (Bonaventure)*... ..*Not printed.*
- 245.** Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the wharf at Marble Mountain. Presented August 13, 1917.—*Mr. Chisholm*... ..*Not printed.*
- 246.** Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the extension of the pier at Margaree Harbour. Presented August 13, 1917.—*Mr. Chisholm*... ..*Not printed.*
- 246a.** Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the breakwater at Margaree Harbour. Presented August 13, 1917.—*Mr. Chisholm*... ..*Not printed.*
- 247.** Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the Port Hood wharf. Presented August 13, 1917.—*Mr. Chisholm*... ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

248. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present time, in any way referring to the opening of Inverness Harbour. Presented August 13, 1917.—*Mr. Chisholm*.*Not printed.*
249. Return to an Order of the House of the 23rd April, 1917, for a copy of all papers, documents, petitions, memoranda, correspondence, etc., with reference to the Government of the Dominion of Canada building competing telephone lines in British Columbia paralleling lines already in operation of the Okanagan Telephone Company, Limited. Presented August 13, 1917.—*Mr. Carvell*.*Not printed.*
250. Return to an Order of the House of the 30th April, 1917, for a copy of all correspondence in the Department of Public Works bearing date after September 1, 1915, relating to wharves, breakwaters and other public works in the County of Guysborough, Nova Scotia. Presented August 13, 1917.—*Mr. Sinclair*.*Not printed.*
251. Return to an Order of the House of the 30th April, 1917, for a copy of all papers, records and other documents concerning the reference by the Dominion Government to the question relating to the exclusive right of fishing in the tidal waters of the province of Quebec. Presented August 15, 1917.—*Mr. Lemieux*.*Not printed.*
252. Return to an Order of the House of the 9th July, 1917, for a return showing the names of all persons employed in connection with the Office of the Commissioner of Live Stock in the Province of Saskatchewan, showing the salaries and expenses paid them; and also showing the number of stallions and bulls placed in Saskatchewan when the said office was established. Presented August 15, 1917.—*Mr. Thomson (Qu'Appelle)*.
Not printed.
253. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, telegrams and reports between the Department of the Naval Service of the Department of Marine and Fisheries, and any and all persons in connection with the seizure of certain fishery boats, fishing tackle and equipment being used in the illegal fishing of lobsters in the Straits of Northumberland in the fall of 1916, together with a copy of the evidence taken before one M. G. Teed, Esquire, acting as a commissioner to inquire into this matter, and his report and finding thereon. Presented August 16, 1917.—*Mr. Copp*.
Not printed.
254. Return to an Order of the House of the 30th July, 1917, for a copy of all correspondence between the Department of Militia and Defence of Canada, the War Purchasing Commission of Canada, and the British War Office, concerning a target practice rod or the use of same by the Canadian Expeditionary Force. Presented August 20, 1917.—*Mr. Maclean (Halifax)*.*Not printed.*
255. Return to an Order of the House of the 7th June, 1917, for a return showing:—1. Whether the Department of Agriculture supply thoroughbred bulls for improvement of stock to applicants for the same. 2. If so, if any such bulls have been sent into the County of Dorchester, Quebec, and when. 3. At whose request these bulls were sent, and if they belonged to the Department of Agriculture. 4. If so, on what condition they were supplied. 5. From whom the department purchased the animals referred to. 6. The price paid. 7. If any official of the Department of Agriculture has made an investigation as to where these bulls are at the present time. 8. If so, the substance of their report. 9. Whether the said bulls are being used for the purpose for which they were intended. Presented August 21, 1917.—*Mr. Lanctôt*.*Not printed.*
256. Return to an Order of the House of the 1st August, 1917, for a return showing the amount which has been paid to the *Sydney Daily Post*, newspaper, by all the departments of the Government for printing and advertising, since the 1st of November, 1911. Presented August 21, 1917.—*Mr. Kyte*.*Not printed.*
257. Return to an Order of the House of the 1st August, 1917, for a return showing the gross amount paid to the *Halifax Herald*, the *Evening Mail*, Halifax, and the Royal Print and Lithographing Company, Halifax, by all the departments of the Government for printing, advertising and all other services since November 1, 1911. Presented August 21, 1917.—*Mr. Sinclair*.*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

- 258.** Return to an Order of the House of the 18th June, 1917, for a copy of all accounts, papers, claims and correspondence regarding demands put forward by all persons who have claimed to have sustained loss or damage by the fire in the Parliament Buildings in February, 1916. Presented August 21, 1917.—*Mr. Lanctôt*.*Not printed.*
- 259.** Return to an Order of the House of the 14th May, 1917, for a copy of all communications, letters, reports, petitions and other documents on behalf of the Physicians and Medical Associations of this country, asking for the repeal of The Proprietary or Patent Medicine Act and the presentation of a new Act on the matter in order to render more efficient the control of these medicine preparations, and to add on the prohibition list such drugs or medicines as are generally dangerous to health and conducive to certain criminal practices. Presented August 21, 1917.—*Mr. Lapointe (Kamouraska)*.
Not printed.
- 260.** Copy of correspondence between the Honourable Robert Rogers and the Right Honourable Sir Robert Borden, Prime Minister, with reference to the resignation of the former as Minister of Public Works of Canada.—(*The Senate*).*Not printed.*
- 261.** Return to an Order of the Senate dated the 11th day of July, 1917, for a Statement showing the number of officers and men of the Canadian Expeditionary Force who have been classed as unfit for military service; whether the military authorities have given consideration to the possibility of utilizing the services of those men in a secondary capacity; whether those who have been classed as unfit continue to draw military pay; the number who have deserted from the various units between 1st October, 1914, and 1st June, 1917; and the number discharged from the various units since 1st October, 1914.—(*The Senate*).*Not printed.*
- 262.** Return to an Order of the Senate, dated 7th June last, for a return showing:—1. The name and rank of each person who at the outbreak of the war in August, 1914, was an officer, commissioned or provisional, of the 78th Regiment (Highlanders), of Pictou County, Nova Scotia. 2. The length of time each of such persons was attached to said regiment. 3. (a) The name of each of said officers who joined the Canadian Overseas Forces. (b) The unit to which he was attached. (c) The rank with which he was attached. (d) The date at which he was attached. 4. The name of each person who since the outbreak of war became attached as provisional officers to said 78th Regiment and the date at which such person became attached and his rank. 5. (a) The name of each of the officers referred to in paragraph 4 who joined the Canadian overseas forces. (b) The unit to which he was attached. (c) The rank with which he was attached. (d) The date at which he was attached. 6. The name of each of the officers referred to in each of the foregoing paragraphs who were in active service at the fighting front, the units with which they served, and the length of time they served. 7. Particulars as to each of the said officers showing where each one was on May 1, 1917, to what unit he was attached, and what his rank was at that time. 8. If any of these officers have gone to the fighting front since May 1, state name, unit, rank and date.—(*The Senate*)
Not printed.
- 263.** Part return to an humble Address of the Senate to His Excellency the Governor General, dated the 8th instant, showing all the correspondence between the Department of Militia and Defence and Clarence J. McCuaig; also, between the same and the first Purchasing Committee appointed by Sir Robert Borden, of which the Honourable Robert Rogers was Chairman, and between the said Clarence J. McCuaig and the Committee of which the Honourable Sir Edward Kemp is or was Chairman, or with any of the members of the said committee.—(*The Senate*).*Not printed.*
- 264.** Eighth Annual Report of the Commission of Conservation for the fiscal year ending 31st March, 1917. Presented by Hon. Mr. Burrell, September 1, 1917.*Not printed.*
- 265.** Return to an Order of the House of the 30th August, 1917, for a return showing:—1. The number of additional buildings and offices that have been rented by the various departments of the Government in the City of Ottawa during the calendar years, 1914, 1915, 1916 and 1917. 2. The names of the lessors, the length of the lease and the respective rentals of said buildings. 3. What department in each case is occupying said premises. Presented September 3, 1917.—*Mr. Sinclair*.*Not printed.*

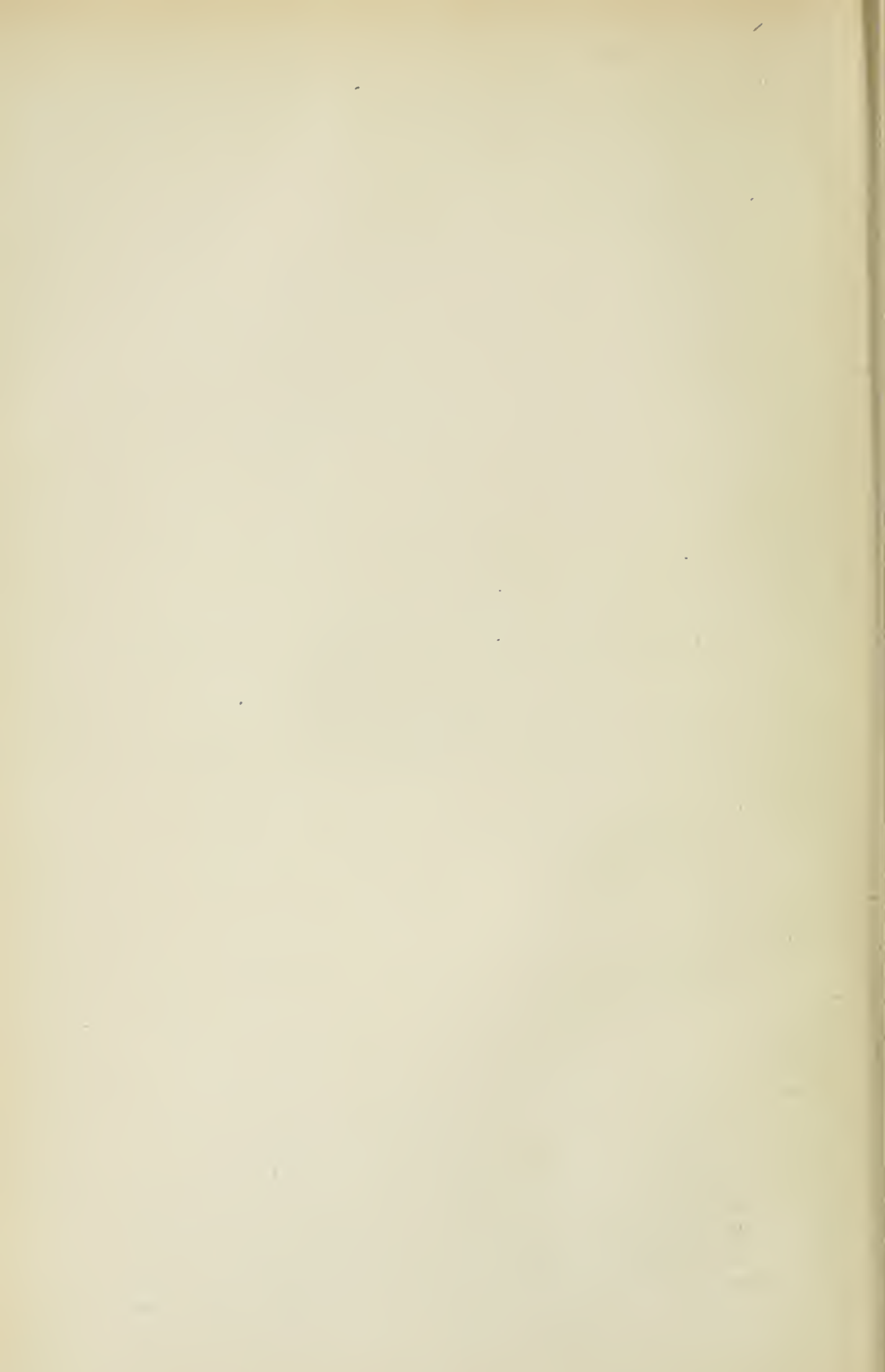
 CONTENTS OF VOLUME 21—*Continued.*

266. Return to an Order of the House of the 11th July, 1917, for a copy of all correspondence and other documents relating to the granting to beam trawlers registered in the United States the privilege of using ports in the Province of Nova Scotia for the purchasing of supplies, the shipping of men, etc., without license therefor as required under the *modus videndi*. Presented September 3, 1917.—*Mr. Kyt...**Not printed.*
267. Copy of contract dated 8th March, 1917, between His Majesty the King and Wallace Shipyards, Limited, for the construction and delivery of one wooden auxiliary sailing ship. Also,—Copy of contract dated 1st June, 1917, between His Majesty the King and Lamond and Harrison for the construction and delivery of one wooden auxiliary sailing ship. Presented by Hon. Mr. Cochrane, September 3, 1917.*Not printed.*
268. Return to an Order of the Senate, dated the 15th day of June last, for a return made to an Order of the House of Commons, of the 7th February, 1916, for a copy of all correspondence and reports on the claims of Sealers of British Columbia under the last treaty with the American Republic, and all papers connected therewith.—(*The Senate.*)
Not printed.
269. Copy of Order in Council, P.C. 2245, dated 3rd September, 1917, appointing the Deputy Minister of Justice, Oliver Mowat Biggar, of the City of Edmonton, John H. Moss, of the City of Toronto, Louis Loranger, of the City of Montreal, and Lt.-Col. H. A. C. Machin, of the Town of Kenora, Ont., a council to advise and assist in the administration and enforcement of the Military Service Act, 1917, to be known as the Military Service Council. Presented by Sir Robert Borden, September 4, 1917.*Not printed.*
270. Return to an Order of the House of the 21st May, 1917, for a copy of all reports, letters, telegrams, correspondence and any other papers in connection with the question of locating the 210th Battalion at Regina and Moosejaw respectively during the winter of 1916-17. Presented September 6, 1917.—*Mr. Knowles...**Not printed.*
271. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the appointment of a man in charge of the storm signals at Grand Etang and Margaree Harbour. Presented September 6, 1917.—*Mr. Chisholm...**Not printed.*
272. Return to an Order of the House of the 7th May, 1917, for a return showing the different rural mail routes established in the constituency of Qu'Appelle since the 1st day of January, 1916, showing their location and date of establishment. Also, a list of all rural mail routes now being established or under consideration at the present time in the same constituency. Presented September 7, 1917.—*Mr. Thomson (Qu'Appelle).*
Not printed.
273. Return to an Order of the House of the 6th March, 1916, for a copy of all telegrams, letters, petitions and documents of all kinds in any way referring to the change in the Inverness-Margaree mail route from the west to the east of the Margaree river, from a point at Margaree Forks to Chapel Bridge. Presented September 7, 1917.—*Mr. Chisholm...**Not printed.*
274. Copy of Order in Council, P.C. 2199, dated 10th August, 1917: Rules and Regulations enacted in lieu of the Classification, Rules and Regulations contained in Order in Council, P.C. 1296, of the 15th May, 1917, in respect to War badges for members of the Canadian Expeditionary Force. Presented by Sir Edward Kemp, September 13, 1917.
Not printed.
275. Copy of Order in Council, P.C. 2552, dated 13th September, 1917, recommending that Certificates of Naturalization may be issued under the Naturalization Act, 1914, to alien enemies who have resided for many years in Canada, on its being shown that they are clearly in sympathy with the United Kingdom and its allies in the present war, and that they have no pro-German or other alien enemy affiliations or connections. Presented by Sir Robert Borden, September 14, 1917.*Not printed.*

 CONTENTS OF VOLUME 21—*Concluded.*

- 276.** Copy of *Canada Gazette* dated 12th September, 1917, containing a list and location of Local Tribunals established to hear and decide applications for certificates of exemption from Military Service. Presented by Hon. Mr. Doherty, September 14, 1917.
Not printed.
- 277.** Copies of Orders in Council, dated 15th September and 17th September, 1917, respectively, appointing Registrars for the Provinces of British Columbia, New Brunswick, Quebec, Saskatchewan, Manitoba, Ontario, Alberta and Prince Edward Island, under the provisions and for the purposes of the Military Service Act, 1917. Presented by Sir Robert Borden, September 17, 1917.*Not printed.*
- 278.** Return to an Address to His Excellency the Governor General of the 2nd May, 1917, for a copy of all Orders in Council, letters, telegrams, etc., to or from any employee of the Government in reference to the improvement and equipment of the life-saving station at Whitehead, Guysborough County, N.S. Presented September 17, 1917.—*Mr. Maclean (Halifax)*.*Not printed.*
- 279.** Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the dredging and building of piers at Mabou Harbour. Presented September 19, 1917.—*Mr. Maclean (Halifax)*.
Not printed.
- 280.** Return to an Order of the House of the 13th August, 1917, for a return showing:—1. The different amounts paid for commissions and expenses in connection with the flotation of the different loans made by Canada since 1914. 2. The respective amounts paid in connection with each loan. Presented September 19, 1917.—*Mr. Macdonald*.
Not printed.
- 281.** Return to an Order of the House of the 5th September, 1917, for a copy of all correspondence, letters, telegrams, petitions, etc., in any way referring to an application for a public wharf at Chimney Corners, Inverness County, N.S. Presented September 19, 1917.—*Mr. Chisholm*.*Not printed.*
- 282.** Return to an Order of the House of the 29th August, 1917, for a return showing copies of all accounts, memoranda, vouchers, telegrams, letters, etc., in reference to payments to George H. Boyce, of Windsor, N.S., District Foreman of Public Works Department, since his appointment to office. Presented September 19, 1917.—*Mr. Maclean (Halifax)*.
Not printed.
- 283.** Return to an Order of the Senate dated the 1st day of March, 1916, showing a copy of all correspondence between the Government and the British Columbia Boards of Trade, and also between the Government and the Canadian Manufacturers' Association, in reference to the request made by the British Columbia Boards of Trade for the appointment of a Dominion Customs Officer at the Port of New York.—(*Senate.*).
Not printed.
- 284.** Part return to an humble Address of the Senate, dated the 14th of August, 1917, to His Excellency the Governor General, for a return showing the name of every judge of the Supreme, District and County Courts in all the provinces of Canada, for the year 1916, together with a statement of the moneys paid to each of such judges for that year for (a) salaries; (b) travelling expenses; (c) allowances of all kinds; (d) for services as Commissioners; (e) and any other payments; and also, showing the names of judges who have performed services as Commissioners, or in any other public capacity without compensation.—(*Senate.*)*Not printed.*
- 285.** Return to an humble Address of the Senate, dated the 9th August, 1917, to His Excellency the Governor General, showing all the documents relating to the purchase by the Militia Department of "Bonnie Bel Air" from W. T. Rodden, Esq., a part of number nine (9) on the official plan and book of reference of the Parish of Lachine and specially the report of the lawyers who examined the titles.—(*Senate.*)*Not printed.*





DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1915, TO MARCH 31, 1916

*Submitted in accordance with the provisions of the Revised Statutes of Canada, 1910,
Chapter 35, Section 33.*

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA

PRINTED BY J. DE L. TACHÉ,
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1917

*To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc.,
etc., Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1915, to March 31, 1916:—

F. COCHRANE,
Minister of Railways and Canals.

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Damages released.

III. Reports of the Chief Engineer of the Department and Superintending Engineers and Superintendents of Canals.

IV. Report of the Government Chief Engineer for the Western Division of the National Transcontinental Railway.

V. Report of the Board of Engineers, Quebec Bridge.

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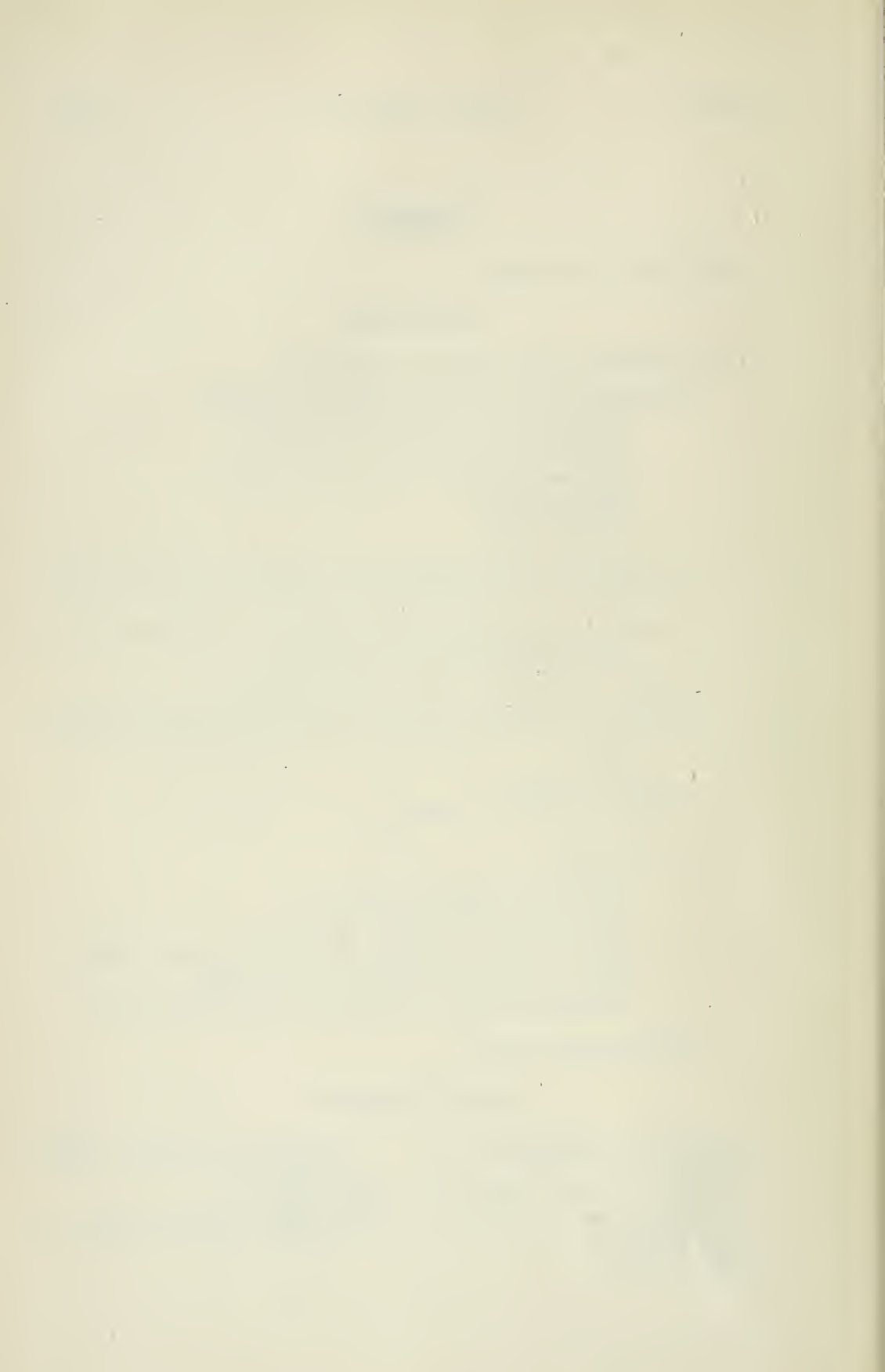
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REPORT
OF THE
DEPUTY MINISTER OF RAILWAYS AND CANALS
FOR THE YEAR ENDING MARCH 31, 1916.

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

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1916.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices. These include the report of the General Manager of Government railways; the report of the Government Chief Engineer of the Western Division of the Transcontinental Railway; the report of the Chairman of the Quebec Bridge Engineers' Board; and the report of the Chief Engineer of the department.

In Part I will be found statements of the Accountant of the department, showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the Government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

In Part II are the statements of the Departmental Solicitor of the contracts and agreements entered into during the year.

GENERAL SUMMARY.

During the twelve months of the past fiscal year 1915-16 the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by Parliament, of railway enterprises in various parts of Canada other than the Government roads; also the revenue derived from the Government works, aggregate as follows:—

The total railway expenditure, including the Quebec Bridge, amounted to \$43,627,328.93, of which \$23,902,068.89 was charged to capital, \$19,408,780.22 to revenue, and \$1,716,651.24 to income.

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The railway expenditure on capital account included \$7,635,050.25 for the Intercolonial Railway, \$1,350,472.73 for the Prince Edward Island Railway, \$7,078,451.69 for the National Transcontinental Railway, which is in course of construction by a board of commissioners, \$4,889,131.77 for the Hudson Bay Railway, and \$2,746,813.70 for the Quebec Bridge; \$2,637.47 for the International Railway, and \$199,511.28 for the New Brunswick and Prince Edward Island Railway.

The railway expenditure on income included a total of \$1,400,171.42 paid as subsidies to railways other than the Government roads, \$212,757.29 for the Board of Railway Commissioners for Canada, and \$47,079.99 for Railway Grade Crossing Fund, and \$36,873.46 for surveys and inspections.

The expenditure on the Intercolonial Railway amounted to \$21,702,441.66, namely, \$7,635,050.25 on capital account, and on revenue account (working expenses and improvements and betterments), \$14,067,391.41.

On the Prince Edward Island Railway, the total expenditure was \$1,895,493.35, of which \$1,350,472.73 was charged to capital and \$545,020.62 to revenue.

The total expenditure on the National Transcontinental Railway amounted to \$11,488,980.44, namely, \$7,078,451.69 on capital, and \$4,410,528.75 on revenue account (working expenses). The working expenses for the International Railway amounted to \$116,651.38; this does not include the sum of \$90,000 paid as rental for the road. The working expenses for the New Brunswick and Prince Edward Island Railway were \$76,844.63, and for the St. John and Quebec Railway, \$90,757.13.

The expenditure on canals aggregated \$7,906,863.37, of which \$6,142,148.96 was chargeable to capital account, \$397,664.95 to income, \$800,977.56 for staff, and \$566,071.90 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of \$322,305.88, of which \$313,740.73 was chargeable to the special war appropriation (special services having been required of the department in connection with the war, entailing expenditures for the protection of its bridges and canal structures, transportation of goods for the Belgian Relief Fund, the Red Cross Society, and for payment of salaries for substitutes for enlisted men), the total expenditure for the year on railways and canals was \$53,256,669.60.

The total revenue derived from the Government railway and canal works was \$18,874,630.86, of which the railways produced \$18,427,908.65, and the canals \$446,722.21,* the sum of \$267,055.95 being derived from hydraulic and other rents.

The total Government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1916, amounts, on capital account, to \$377,146,699.09, including expenditure on the Quebec Bridge, and also the sum of \$25,000,000 granted to the Canadian Pacific Railway Company for its main line; also the amount, \$660,683.09, expended on the Annapolis and Digby Railway. In addition, there has

* Under the authority of an Order in Council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

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been expended from the consolidated fund a total of \$315,956,228.81, covering the operating expenses of the Government roads, and \$74,157,831.59 on subsidies other than that for the main line of the Canadian Pacific Railway, making a total expenditure of \$693,102,927.90.** Of this amount, the sum of \$12,881,460.65 was expended prior to Confederation, namely, on the construction of portions of what is now the Intercolonial Railway system, \$10,766,725.54, and on the construction of the Prince Edward Island Railway, \$3,114,735.11.

The total Government expenditure on canals prior to and since July 1, 1867, to March 31, 1916, amounts on capital account to \$118,614,725.75, of which \$20,593,866.13 was expended prior to Confederation, and from the consolidated fund, for operation, maintenance and repairs, \$39,497,907.96, making a total of \$158,112,633.71.

The total expenditure on the two branches, railways and canals, up to March 31, 1916, is as above, \$851,215,561.61; adding to which for general expenditures embracing both, the further sum of \$1,155,289.17, the grand total expenditure amounts to \$852,370,850.78.

The total revenue collected since July 1, 1867, to March 31, 1916, amounts, from the Government railways, to \$224,854,539.86, and from the canals to \$16,203,848.18, making a total of \$241,058,388.04.

Details in tabulated form showing the general classes and directions of the above expenditures and revenues will be found in the statements of the accountant of the department, printed in the appendices, Part I.

GOVERNMENT RAILWAYS IN OPERATION.

Details respecting these railways and their operation during the fiscal year ended March 31, 1916, will be found in appendix, Part VI, containing reports from the General Manager and the officials of these roads.

The Intercolonial Railway earnings amounted to \$14,068,791.41, and its working expenses to \$12,551,495.84, producing a surplus of \$1,517,295.57. This surplus has been absorbed, under the authority of the Act of 1912, Chap. 8, by crediting the Rail, the Fire and the Equipment Renewal Accounts with amounts aggregating \$1,515,895.57, the balance, \$1,400, being paid as "compassionate allowances" under special votes.

The Prince Edward Island Railway working expenses amounted to \$545,020.62. Its earnings amounted to \$390,926.82, the deficit being \$154,093.80.

The International Railway working expenses amounted to \$116,651.38, and the earnings to \$104,623.49, a deficit of \$12,027.89. This does not include the sum of \$90,000 paid as interest on the purchase price of the road.

** This amount does not include the annual payment of \$119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by 47 Victoria, ch. 8 (1884), nor the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of \$2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (See Public Accounts, 1893-4, page 10, and 1906, page 79.)

The St. John and Quebec Railway working expenses amounted to \$90,757.13, and the earnings to \$57,742.71, a deficit of \$33,014.42.

The New Brunswick and Prince Edward Island Railway working expenses amounted to \$76,844.63, and the earnings to \$50,414.34, leaving a deficiency of \$26,430.29. This does not include \$10,186.29 paid as interest on the purchase price of the road pending payment.

The working expenses of the portion of the National Transcontinental Railway operated by the Government amounted to \$4,410,528.75, and the earnings to \$3,758,387.39.

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney, to Montreal.

On March 1, 1898, the operations of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169.81 miles to the operation of the Government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city, also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable, in like terms of ninety-nine years each, forever; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canadian Eastern Railway from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1.33 mile, was surrendered to the Government.

In September, 1911, the branch line, 12.52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

By a diversion, known as the Nelson-to-Derby Junction diversion, 2.69 miles, which was opened for traffic on January 10, 1915, the distance from Nelson to Chatham Junction, 5.5 miles, has been shortened to 2.81 miles.

By a diversion, known as Leitches Creek diversion, 4.26 miles long, from North Sydney to Leitches Creek, C.B., which was put in operation on January 10, 1915, the towns of Sydney Mines, North Sydney, Florence, and Little Bras d'Or, have been placed on the main line, instead of on a branch.

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The length of the railway main line in operation is 1,515.39 miles; 66.92 miles are double-tracked. There are of passing sidings, 139.21 miles, and of other sidings and spurs, 387.43 miles.

FINANCIAL STATEMENTS.

CAPITAL ACCOUNT EXPENDITURE.

The expenditure on capital account during the fiscal year ended March 31, 1916, amounted to \$7,635,050.25,* making the total capital expenditure on the whole Inter-colonial Railway system as at present existing, \$115,766,560.24.

The principal items charged to capital during the year were as follows (omitting cents): For new terminal facilities at Halifax, \$3,162,304; for rolling stock, \$2,500,000; for strengthening bridges, \$700,000; for locomotive and car shops with equipment at Moncton, \$81,467; for increased accommodation along the line, \$102,000; for increased accommodation at Truro, \$14,806; for docks and wharves at Halifax, \$30,000; for improvements at Lévis, \$71,715; for safety appliances, \$24,000; towards the construction of the Dartmouth to Deans Railway, \$330,360; for double-tracking Chaudière Curve to St. Romuald, \$29,401; for North Sydney-Leitches Creek diversion, \$59,990; for elimination of level crossings and grades, Moncton, \$83,657; for new car ferry and dock at Mulgrave, \$343,850; for Bathurst spur line, \$62,400; for new coaling plant at Lévis, \$75,000.

REVENUE ACCOUNT EXPENDITURE.

The expenditures on revenue account—working expenses—are grouped under six main heads, each divided into a number of sub-heads.

These expenditures for the fiscal year ended March 31, 1916, were as follows: Maintenance of way and structures, \$2,499,894.09, against which is a credit of \$10,115.89 for maintaining joint tracks, yards and other facilities, leaving the net amount, \$2,489,778.20; maintenance of equipment, \$2,367,679.33; traffic expenses, \$256,871.81; transportation (rail) expenses, \$7,009,142.38, against which is a credit of \$79,046.07 for operating joint yards and terminals, leaving the net amount, \$6,930,096.31; transportation (water line) expenses, \$50,619.83; miscellaneous, \$152,058.44; general expenses, \$304,391.92. The aggregate of the expenditures under these heads for the year was \$12,551,495.84.

In the above expenditures there were included the following items (omitting cents): Maintenance of way and structures: for roadway maintenance, \$228,956; for bridges, trestles and culverts, \$151,022; for track-laying and surfacing, \$586,357; for ties, \$333,157; for rails, \$245,377; for ballast, \$88,289; for removal of snow, ice

* The Comptroller of Government Railways shows capital expenditure, \$7,643,265.40; the difference, \$8,215.15, is due to his inclusion of certain Exchequer Court awards, etc., omitted in his statements for the previous year, but included in the statement for that year of the accountant of the department.

and sand, \$139,528. Maintenance of equipment: for locomotive repairs, \$666,163; for locomotive renewals, \$133,333; for shop machinery, \$68,093; for passenger cars, repairs, \$359,602, renewals, \$66,666; for freight cars, repairs, \$847,353, renewals, \$100,000. The traffic expenses included: for advertising, \$43,273, and for outside agencies, \$119,400. The transportation expenses included: for station employees, \$936,843; for yard conductors and brakemen, \$249,347; for yard enginemen, \$149,717; for fuel for yard engines, \$235,739; for engine-house expenses (train), \$304,928, (yard), \$47,633; for train enginemen, \$738,338; for trainmen, \$944,362; for fuel for road engines, \$1,990,319; for train supplies and expenses, \$234,038. The general expenses included salaries and expenses of clerks and attendants, \$116,459, and pensions, \$93,641.

Details of expenditure will be found in the report of the Comptroller, Part VI of the appendices.

GENERAL NOTES.

The mileage of the railway for the year was 1,526.82 miles, an increase of 77.96 miles.

The total engine mileage was 9,705,642; the total train mileage was 7,890,939, and the total car mileage, 125,915,220.

The gross earnings of the railway for the year amounted to \$14,068,791.41, derived as follows:—

The passenger earnings were \$4,010,879.58; the freight earnings, \$9,200,339.21; the mail and express earnings and miscellaneous, \$857,572.62.

The gross earnings per mile of railway were \$9,181.53; per engine mile, \$1.45; per train mile, \$1.87; and per car mile, 11.13 cents.

Comparing the earnings for the twelve months ended March 31, 1915, with the corresponding period ended March 31, 1916, the gross earnings for the latter year show an increase of \$2,623,918.27. The passenger traffic shows an increase of \$718,962.62; the freight traffic an increase of \$1,889,574.10; the mails, express traffic and miscellaneous, an increase of \$15,381.55. The increase per mile of railway was \$1,282.09, and per train mile, 35 cents.

The expenses per mile of railway were as follows: Maintenance of way and structures, \$1,630.74; maintenance of equipment, \$1,550.77; traffic expenses, \$168.24; transportation expenses, \$1,539.03; general expenses, \$199.37; a total of \$8,187.74.

The expenses per train mile were: Maintenance of way and structures, 31.55 cents; maintenance of equipment, 30.00 cents; traffic expenses, 3.26 cents; transportation (rail) expenses, 87.82 cents; general expenses, 3.86 cents; miscellaneous operations, 1.93 cents; total, 151.96 cents.

The ratio of expenses to gross earnings was as follows: Maintenance of way and structures, 17.70 per cent; maintenance of equipment, 16.83 per cent; traffic expenses, 1.83 per cent; transportation expenses, 49.26 per cent; miscellaneous operations, 1.08 per cent; general expenses, 2.16 per cent.

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The number of passengers carried was 4,124,387, an increase compared with the previous year of 511,016. There was an increase of 507,989 in the number of local passengers, and of 3,037 in the number of through passengers.

Of revenue producing freight 5,447,220 tons were carried, an increase compared with the previous year of 918,218 tons.

Details of the principal items of freight will be found in the statements of the Comptroller, Appendix VI, classified as follows: products of agriculture, 746,213 tons, an increase of 126,486 tons; animals and their products, also poultry, game and fish, 133,730 tons, an increase of 3,197 tons; products of mines, 1,685,903 tons, an increase of 290,088 tons; products of forest, 1,244,067 tons, an increase of 113,477 tons; manufactures and miscellaneous, 1,637,307 tons, an increase of 384,970 tons: in all, 5,447,220 tons, an increase of 918,218 tons.

The above included 2,822,900 barrels (282,290 tons) of flour, and 6,537,213 bushels (143,675 tons) of grain.

The rolling stock equipment will be found specifically described in the report of the mechanical accountant in Appendix VI. Included in the purchases of the year were 24 locomotives bought on capital account, 1,000 freight cars and 15 passenger cars purchased on consolidated revenue account, and 18 passenger cars on equipment renewal account. The number of locomotives on March 31, 1916, was 434; passenger cars, 566; and freight cars, 15,863; the work cars numbered 378.

The value of stores on hand at the close of the year was \$1,755,994.47, comprising ordinary stores and fuel, \$1,219,730.67, and roadway and bridge material, \$536,263.80.

COMPARATIVE STATISTICS. YEARS 1914-15 AND 1915-16.

In 1914-15, the average tons of freight carried per train, producing revenue, was 257.09, and the number of passengers, 58.16; in 1915-16, the average freight tonnage was 327.86, and passengers, 64.15.

In 1914-15, the average tons per loaded car, producing revenue, was 16.77, and the number of passengers, 8.70; in 1915-16, the number of tons was 19.22, and of passengers, 9.24.

The number of tons per train, all freight, in 1914-15, was 263.92, and in 1915-16, 332.62.

The number of tons per car, all freight, in 1914-15, was 13.78, and in 1915-16, 15.95.

The average distance each ton of freight was carried in 1914-15 was 247.26 miles, and in 1915-16, 280.58. The average distance passengers were carried in those years was 48.76 miles and 48.21, respectively.

The average number of loaded cars per train in 1914-15 was 15.33 cars of freight, and 6.68 cars of passengers; in 1915-16, the number of freight cars per train was 17.05, and of passengers, 6.94.

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The average number of empty cars per train in 1914-15 was 3.83, and in 1915-16, 3.79.

In 1914-15, the average of train miles per mile of road was, for freight trains, 3,208.73, and for passenger, 1,990.45; in 1915-16, these figures were, respectively, 3,137.84 and 2,029.72.

In 1914-15, the average per mile of road of revenue producing freight carried one mile was 799,433.93 tons, and passengers, 121,609.14; in 1915-16, the figures were, freight, 1,028,785.12 tons, and passengers, 130,201.02.

The number of tons all freight, per mile of road, carried one mile in 1914-15 was 820,680.22, and in 1915-16, 1,043,694.43.

The train mileage in 1914-15 was: passenger, 3,027,348 miles; freight, 4,505,162 miles; and in 1915-16, passenger, 3,099,463 miles; freight, 4,791,476 miles.

The loaded car mileage in 1914-15 was 69,047,776 miles, and in 1915-16, 81,714,686 miles.

The empty car mileage in 1914-15 was 17,241,555 miles, and in 1915-16, 18,178,425 miles.

The caboose car mileage in 1914-15 was 4,237,833 miles, and in 1915-16, 4,515,858 miles.

The total car mileage in 1914-15 was: passenger, 20,240,606 miles, and freight, 90,527,164 miles; in 1915-16 the figures were: passenger, 21,506,251, and freight, 104,408,969.

The total freight moved in 1914-15 was 4,808,836 tons; of this quantity 4,529,002 tons were revenue producing. In 1915-16 the total freight moved was 5,680,178 tons, of which 5,447,220 tons were revenue producing.

Repairs to passenger cars cost, per car, in 1914-15, \$738.11, or per car mile, 1.84 cents; and in 1915-16, \$717.77, or per car mile, 1.67 cents.

Repairs to freight cars cost, per car, in 1914-15, \$55.62, or per car mile, 0.86 of a cent; and in 1915-16, \$60.12, or per car mile, 0.81 of a cent.

Repairs to locomotives cost, per locomotive, in 1914-15, \$2,255.09, or per locomotive mile, 9.39 cents; and in 1915-16, \$1,930.91, or per locomotive mile, 6.86 cents.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. It extends from Tignish to Georgetown, 153.60 miles, and from Charlottetown to Murray Harbour, 52.30 miles, with branches to Souris, Elmira and Cape Traverse. The length of the road operated was 274.6 miles.

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CAPITAL ACCOUNT.

There was an addition of \$1,350,472.73 to the expenditure on capital account during the year ended March 31, 1916, making the total capital expenditure \$10,841,372.44. The principal item was \$1,322,593.34 for the car ferry between Carleton Point, P.E.I., and Cape Tormentine, N.B., on the mainland.

REVENUE ACCOUNT.

The gross earnings amounted to \$390,926.82, and the working expenses to \$545,020.62, leaving a deficiency of \$154,093.80. Compared with the previous year, there was a decrease of \$24,568.62 in the gross earnings, and a decrease of \$53,206.35 in the working expenses.

The expenditure on revenue account (working expenses) is classified under five heads, with their several sub-heads. It is comprised in the following: Maintenance of way and structures, \$144,865.30; maintenance of equipment, \$85,304.79; traffic expenses, \$10,686.59; transportation expenses (rail), \$283,068.70; and general expenses, \$18,095.24.

The number of passengers carried was 412,535, a decrease compared with the previous year of 10,961, and this traffic produced \$181,518.96, a decrease of \$2,897.29. Of freight 118,862 tons were carried, a decrease of 6,310 tons. The freight earnings amounted to \$181,518.96, a decrease of \$2,897.29. The earnings from mail and express amounted to \$34,953.34, a decrease of \$8,503.70.

The engine mileage was 455,503 miles; the train mileage 367,614 miles; the car mileage 2,280,639 miles.

The gross earnings per mile of railway amounted to \$1,422.07; per engine mile, 36 cents; per train mile, \$1.06; and per car mile, 17.14 cents.

The working expenses per mile of railway aggregated \$1,982.61, and per train mile, 148.26 cents.

The value of stores on hand on March 31, 1916, was \$54,045, comprised in ordinary stores, including fuel, \$35,595.04, and road material, \$18,450.46.

Details will be found in the reports of the Comptroller and other officers, in the appendices, Part VI.

WINDSOR BRANCH.

This road runs from Windsor Junction, on the Intercolonial Railway, to Windsor, N.S. It is 32 miles in length.

The road is leased to the Dominion Atlantic Railway Company (C.P.R.) for a period of 99 years from January 1, 1914, at an annual rental of \$22,500.

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NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

Under an agreement, dated March 18, 1915, ratified by the Act of 1915, chap. 16, and under an Order in Council of May 12, 1915, this railway has been purchased by the Government, as part of the Government Railway system, for the sum of \$270,000. The agreement provided that it should be held to have come into force on August 1, 1914, and that the Government should have the right to sole possession, to operate the road, and to receive all its revenues, until the transfer is completed and the purchase price paid. The transfer has not yet been completed, but the road was taken over on August 31, 1914, and has since been operated by the Government.

The road is 36.05 miles in length, and runs from Sackville to Cape Tormentine, N.B., forming a connection between the Intercolonial Railway and the new car ferry which will be operated between Cape Tormentine and Carleton Point, on Prince Edward Island.

The working expenses to March 31, 1916, amounted to \$76,844.63, and the gross earnings to \$50,414.34, leaving a deficit of \$26,430.39. In addition, \$10,186.29 was paid from capital as interest at 4 per cent from August 1, 1914, to July 31, 1915, on the purchase price, pending its payment.

During the fiscal year the sum of \$24,999.97 was expended to bring the road up to the standard of the Intercolonial branch lines. Details as to working expenses, traffic, etc., will be found in the reports of the General Manager of Government Railways and other officers, Appendix VI.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chap. 16, and under an Order in Council of August 27, 1914, a lease of this railway has been entered into by the Government for a term not exceeding five years, at an annual rental of \$90,000, payable half-yearly, with option of purchase at any time within that period for the sum of \$2,700,000. The road was taken over, as part of the Government Railway system, on August 1, 1914. It is 111.30 miles in length, extending from the Intercolonial Railway at Campbellton, N.B., to St. Leonards, N.B.

During the fiscal year the sum of \$2,637.47 was expended on capital account to bring the road up to the Intercolonial Railway standard for branch lines. The working expenses amounted to \$116,651.38, and the gross earnings to \$104,623.49, leaving a deficit of \$12,027.89. In addition to the working expenses, the sum of \$90,000 was paid as rental.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, and other officers, Appendix VI.

ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 49, a certain agreement, dated the 5th of March, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John

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and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N.B., to a point of connection with the Transcontinental Railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that the railway should be completed and equipped by the 1st of November, 1915; further, that on construction and equipment of certain sections, the Dominion would lease and operate the same.

The road extends from Centreville to Gagetown, 119.87 miles. The portion from Centreville to Fredericton was taken over for operation by the Canadian Government Railways on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915.

The working expenses amounted to \$90,757.13 and the gross earnings to \$57,742.71, leaving a deficit of \$33,014.42.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways and other officers, Appendix VI.

HUDSON BAY RAILWAY.

This railway will run from The Pas, Manitoba, a point on the river Saskatchewan where connection is made with the Canadian Northern Railway system, to Port Nelson, on the western coast of Hudson bay.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 65 miles, from Thicket Portage to Split Lake Junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake Junction to Port Nelson, on December 17, 1912, a total distance of 418 miles.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from The Pas to Port Nelson, 424 miles. By the end of the fiscal year, March 31, 1916, grading had been completed to mile 378, or within 47 miles of Port Nelson; the track had been laid and the telegraph line built up to mile 241, the first crossing of the river Nelson, Manitou rapids; the cantilever bridge at this point has a total length of 608 feet, and is practically completed. The right of way has been cleared to mile 395.

The work of constructing the terminals for the railway at Port Nelson has been carried on by the Department with a force under an engineer in charge, whose report will be found with the report of the Chief Engineer in Appendix III.

The construction of the permanent deep water works, giving connection between the mainland and deep water, by a system of steel bridges, seventeen spans, has made rapid progress.

In this connection it is important to note that in the season of navigation of 1915 occulting acetylene gas beacon lights, visible at a distance of 8 miles, were established

by the Department of Marine and Fisheries at a number of points in Hudson bay and Hudson straits, as follows: On the cliff at the north end of Goodwin island; on Resolution island (Hatton headland); at the east extremity of Wales island; on the eastern end of Rabbit island (at the entrance to Ashe inlet); on the west end of Charles island; on the south end of Nottingham island; on the northwesterly island of the Digges group. All the above are in Hudson straits. In Hudson bay itself the following lights were established: On the north end of Mansel island; on the south-east point of Coats island; on the north end of Cape Tatnam; and on Nelson shoal, approaching Port Nelson; this last is visible for a distance of 11 miles.

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at The Pas.

The expenditure for the fiscal year ended March 31, 1916, was \$4,889,131.77, making the total expenditure up to that date. \$15,749,905.43.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the Government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct at their own cost, and maintain and operate, the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than \$20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the Government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; but not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chap. 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between

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the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the western division, are made from time to time on certificates given by the Government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chap. 19, authority was given for aiding in the completion of the construction of the "prairie" section by a loan to the company of \$10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the "prairie" section of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Finance Department, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chap. 23, authority was given for a loan to the company not exceeding \$15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, \$15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

By the Act of 1913, chap. 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of £6,800,000, has been purchased by the Government.

By the Act of 1914, chap. 34, authority was given for the guarantee of the principal and interest of an issue of four per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding \$16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final and satisfactory settlement of all claims by the company for further aid in respect of the construction of the western division.

In pursuance of this Act, a trust deed securing the issue of bonds to the amount of £3,280,000, was executed on August 5, 1914.

The several Government expenditures on the eastern division are to be made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

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The Board of Commissioners are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to Parliament.

The headquarters of the board are in the city of Ottawa.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), sec. 11, it was provided that "notwithstanding anything contained in the said trust deed of tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for completion of the western division shall be the 31st of December, one thousand nine hundred and fifteen." By sec. 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1912, chap. 39, the construction of the eastern division, and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chap. 43.

The twelfth report of the board, namely, for the fiscal year ended March 31, 1916, has been prepared, and will be laid before Parliament in due course. It is printed as a separate report.

EASTERN DIVISION.

(Moncton to Winnipeg.)

The total mileage from Moncton, N.B., to the west side of Water street, Winnipeg, is 1,804.52 miles. This, however, includes the Quebec bridge over the river St. Lawrence, in course of construction, the length of which will be 1.10 mile. Track laying between Moncton and Winnipeg was completed (with the exception of the Quebec bridge) in November, 1913, the last spike being driven on the 17th of that month.

Pending the completion of the Quebec bridge, the communication across the river will be made by a train ferry.

The total expenditures by the commissioners during the fiscal year ended March 31 1916, on the eastern division, amounted to \$5,424,517.06, against which is credited for rental of the line from Lake Superior Junction to Winnipeg, operated by the Grand Trunk Pacific Railway Company from September 1, 1912, to April 30, 1915, the sum of \$1,501,333.33, and outstanding accounts in favour of that company \$24,719.85, leaving the cash expenditure \$3,898,463.88, making their total

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expenditure from the date of their organization in September, 1904, to March 31, 1916, \$156,701,209.65, which includes \$36,182.91 for operation in the year 1912-13 of the section from Moncton to Edmundston, N.B. Detail summaries of the expenditures during the past fiscal year are furnished by the accountant of the commission.

The statement of the accountant of the department (Part I of the Appendices) shows the capital expenditure on the eastern division for the year ended March 31, 1916, to be \$7,078,451.69 (including \$3,179,987.81 for rolling stock), and the total expenditure on capital up to that date, \$159,881,197.46.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance 285.25 miles, between Moncton, N.B., and Escourt, Que., a point 54.85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 455.15 miles.

On May 1, 1915, the National Transcontinental Railway from the city of Quebec to Winnipeg, a distance of 1,355.95 miles, was taken over for operation as part of the Canadian Government Railway system, and was put in operation as such on June 1, 1915.

On July 1, 1915, the Lake Superior branch, between Lake Superior Junction on the Transcontinental Railway and Fort William, Lake Superior, 192.09 miles, was taken over for operation by the Canadian Government Railways, having been leased by the Government from the Grand Trunk Pacific Railway Company.

Authority for the leasing of this branch by the Government was given by the Act of 1915, chapter 18, which provided that any contract for leasing for more than five years, or for the acquisition of the branch, was to be subject to ratification by Parliament.

Under authority of an Order in Council of June 2, 1915, a contract was entered into, dated June 29, 1915, for leasing the branch for 999 years from May 1, 1915, at a rental of \$600,000 a year, payable half-yearly, the first payment to be made on November 1, 1915. The contract provided for an option to the Government for the purchase of the branch for \$13,333,333.33 at any time after March 31, 1936, on notice of one year; the lease to be ratified before June 1, 1920.

The whole line between Moncton and Winnipeg is operated by the Canadian Government Railways, the distance being 2,002.71 miles, including the Lake Superior branch.

The working expenses amounted to \$3,860,528.75, and the gross earnings to \$3,758,387.39, leaving a deficit of \$102,141.36. In addition, \$300,000 was paid as rental for the Lake Superior branch, and a further sum of \$250,000 was charged up to meet the rental for the five months ending March 31, 1916, though not payable until May 1, 1916.

Details will be found in the statements of the Comptroller and Treasurer of Government Railways, herewith (Appendix, Part VI).

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WESTERN DIVISION.

The Western Division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,745 miles.

It is divided into two sections, namely, the "Prairie Section," extending from Winnipeg to the east bank of Wolf creek—a point 120 miles west of Edmonton, the capital of the province of Alberta—a distance of 915 miles, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of $3\frac{1}{4}$ miles around the water front of the city of Prince Rupert.

This division is in course of construction by the Grand Trunk Pacific Railway Company, under the Government guarantee agreements above mentioned. The Government chief engineer of the division, on whose certificates payments are made to the company, is Sir Collingwood Schreiber, K.C.M.G., whose report, showing the position of the work at the close of the fiscal year, March 31, 1916, will be found printed in the appendices hereto, Part IV. From this report it appears that the position of the work is as follows:—

PRAIRIE SECTION.

In order to carry out the contract requirements, work to the estimated value of \$2,372,500, covering the making up of embankments, ballasting, passenger station and yard at Edmonton, and the erection of permanent structures on the first 280 miles west from Winnipeg, still remained to be done at the close of the fiscal year.

In this connection, it has to be noted that in his previous report for 1914-15, the chief engineer set down the aggregate value of the works required to complete the Prairie section according to contract as about \$950,000. He now gives specific values of tiems, and, further, includes the sum of \$1,200,000 for the erection of permanent in place of temporary structures west of Winnipeg, thus increasing the total amount as now stated.

He observes that if temporary structures be admitted, and a joint use of the Edmonton station and yard be legalized, his estimate of the cost to complete the section would be reduced to \$737,500.

MOUNTAIN SECTION.

The work remaining to be done includes the filling in of temporary trestles, certain ballasting, roundhouses, machine shops, completion of divisional stations, and further facilities at the Prince Rupert terminals. The estimated cost to complete the section is \$3,017,770.

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TOTAL EXPENDITURE.

The approved and certified expenditure up to March 31, 1916, amounted, on the "Mountain Section" to \$93,160,195.76, of which the amount paid to the company was \$70,769,300.85, including interest, and on the "Prairie Section" up to October 31, 1907, to \$15,556,482.84, of which the percentage payable was \$10,335,482.92. No further certificate has been issued for this section.

The whole division between Winnipeg and Prince Rupert has been operated since September 6, 1914.

QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction over the river St. Lawrence by the Quebec Bridge and Railway Company (originally commenced under a subsidy of \$1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900), collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the Government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of \$6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy; such guarantee to be secured by mortgage on the company's franchises, tolls and property. On February 1, 1904, a mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the Government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property and franchises, on paying the shareholders the amount of their stock at par not exceeding \$265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid-up shares.

Of the said subsidy of \$1,000,000, there had been paid to the company a total of \$374,353.33 prior to the execution of the above agreement, and subsequent to its execution, payments were made from the proceeds of their bonds on certificates of the Government engineer covering work done and materials delivered.*

After the collapse of the bridge, the right of the Government to take over the company's undertaking was exercised under the authority of an Order in Council of August 17, 1908. The date of assumption was December 1, 1908. The total of the amounts paid by the Government to the several shareholders for their shares was \$355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company to the Government was dated October 18, 1909.

* The history of the Government's connection with the bridge prior to its collapse is given in the Department Annual Report of 1907-8, p. xlvii

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Under authority of an Order in Council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specification, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternative design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that "would compare most favourably with the highest type of long-span bridges in existence." By an Order in Council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price is 9.02 cents a ton, and will aggregate about \$8,650,000, a saving of about \$2,600,000 having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion is December 31, 1915.

The bridge will have a total length of 3,228 feet, or about three-fifths of a mile. The centre span will be 1,800 feet long; the length of the suspended portion of it being 640 feet. This span will, for a length of 760 feet over the channel of the river, have a height of 150 feet between its lower members and the high water level of the river. The two cantilever arms will each be 580 feet long. The width of the bridge between trusses will be 88 feet. The bridge will comprise a double-track railway and two sidewalks for foot passengers.

Under date January 10, 1910, a contract for the substructure was entered into with Messrs. M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

The Board of Engineers for reconstruction, as originally constituted, has been modified by retirements and is at present composed as follows: Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Modjeski, Am. Soc. C.E., and C. C. Schneider, Can. Soc. C.E., and past president Am. Soc. C.E.

The headquarters of the board are in Montreal.

The report of the chairman and chief engineer for the year ended on March 31, 1916, will be found printed in the appendices hereto, Part V.

The report shows that during the year the whole structure was completed, with the exception of the suspended span which was being erected at a point about 3 miles down the river.

Plans and photographs will be found at the end of this report.

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The expenditure during the fiscal year ended March 31, 1916, was \$2,746,813.70, paid out of capital, making the total capital expenditure on the reconstruction of the bridge, \$10,510,906.84. Expenditure had previously been made from income, namely, for the year 1908-9, \$422,867.12 (in which is included the amount, \$355,279.07, paid for acquiring the stock of the Quebec Bridge and Railway Company, and \$31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure), and for the year 1909-10, \$111,788.02 for the preparation of plans, etc., or a total of \$534,655.14, against which there is credited the sum of \$100,000 paid in 1910 to the Government by the Phoenix Bridge Company, the contractors for the original superstructure, in the final adjustment of claims arising out of the collapse. The total net expenditure by this department up to March 31, 1916, after crediting the sum of \$91,188.10, the proceeds of the sale of scrap and unused material from the collapsed bridge, is \$10,945,561.98. This is irrespective of the amount of subsidy, \$374,353.33, paid to the Quebec Bridge Company as above mentioned, and of the amounts paid by the Finance Department (namely, for the guaranteed bonds of the company, \$6,424,781.00; to the Province of Quebec, \$250,000; to the City of Quebec, \$300,000; and \$485.20, an award of the Supreme Court, in all \$6,975,266.20), making the total expenditure \$18,295,181.51.

WELLAND SHIP CANAL.

This important work has for its object the affording of greater and better accommodation for a larger class of vessels than those that can be used on the present canal.

The present canal lies between Port Colborne, Lake Erie, and Port Dalhousie, Lake Ontario. Its length is $26\frac{3}{4}$ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

The proposed Welland ship canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz.: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea level.

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes $325\frac{1}{2}$ feet, is to be overcome by seven lift locks, each having a lift of $46\frac{1}{2}$ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by dredging out the reaches.

A new western breakwater will be built at Port Colborne to ensure quiet water in the harbour during storms.

The outer entrance piers in Lake Ontario will be placed about $1\frac{1}{2}$ miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into 9 sections, of which section No. 1, approximately 3 miles, at the Lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately $4\frac{1}{2}$ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913. A large quantity of work has been done, which is fully described in the report of the Engineer in Charge, and will be found in Appendix 6 herewith, together with a number of photographs and plans, at the end of the report.

During the year 1913-14 the sum of \$994,257.60 was expended, during the fiscal year 1914-15, the sum of \$4,074,200.69, and during the fiscal year 1915-16, \$4,892,105.15, making the total expenditure \$9,960,563.44; to this is to be added for previous expenditure, for preliminary surveys, borings, etc., \$187,238.15, making the total cost up to the 31st of March, 1916, \$10,147,801.59.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and of the law clerk of the department, respectively, which will be found in the appendices hereto, Parts I and II. The accountant's statements show all payments made, year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

The total payments made on subsidy account during the year ended March 31, 1916, amounted to \$1,400,171.42, paid out of income.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chap. 31, the board was empowered to determine the maximum price to be charged for electricity developed through water-powers leased from the Crown. An Act of 1910, chap. 50, amended certain provisions

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of the Railway Act regarding the powers of the board, and the Act of the same year, chap. 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chap. 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through Government leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make annually a report of its proceedings, which report is laid before Parliament. The report for the year ended March 31, 1916, has been received, and will be laid before Parliament in due course.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1916, was \$7,906,863.37, comprising \$6,142,148.96 charged to capital, \$397,664.95 charged to income, \$800,977.56 for staff, and \$566,071.90 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1915, was \$152,024.29. The rentals accrued during the year amounted to \$297,015.26, making a total of \$449,039.55. Of this amount, there was collected during the year a total, after deducting abatements aggregating \$28,928.22, of \$267,055.95. The balance remaining due on March 31, 1916, was \$153,055.38. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to \$446,722.21, the balance being made up of wharfage dues, fines, etc., and a total of \$165,925.20 derived from the operation of the Port Colborne grain elevator on the Welland canal.

No tolls have been charged on any of the Dominion canals since 1903-4.

Summaries of these expenditures and receipts will be found in the statements furnished by the Accountant of the Department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1915-16, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1915, will be found in the "Canal Statistics," which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1915 amounted to 15,198,803 tons, a decrease of 21,824,434 tons compared with the previous year: 250,836 passengers were carried, a decrease of 36,490.

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The following features of the principal canal traffic during the season of 1915 will be of interest:—

On the Welland canal, 3,061,012 tons of freight were moved, a decrease of 799,957 tons. Of the total, 1,306,803 tons were agricultural products, and 308,660 tons were produce of the forest; of coal, 480,181 tons were carried; 2,841,059 tons were through freight, of which 2,155,304 tons passed eastward.

Of the through freight, Canadian vessels carried 1,916,015 tons, a decrease of 1,020,725 tons, and United States vessels 925,044 tons, an increase of 136,685 tons.

The total through freight passed eastward and westward through this canal to United States ports was 485,616 tons, a decrease of 23,463 tons compared with the year 1914.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 1,831,773 tons, a decrease of 6,031 tons, as compared with the previous year; no transshipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,409,467 tons were moved, a decrease of 982,026 tons, of which 2,297,261 tons were eastbound through freight and 567,801 tons westbound freight; 1,204,523 tons were agricultural products, 1,025,821 tons coal, and 601,255 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 272,370 tons, a decrease of 62,762 tons, of which 155,669 tons were products of the forest.

On the Chambly canal, 478,707 tons were moved, an increase of 41,802 tons, of which 280,117 tons were produce of the forest and 113,988 tons of coal.

On the Rideau canal, 120,781 tons were carried, a decrease of 30,958 tons; 10,211 tons being produce of the forest and 7,514 tons coal.

On the St. Peters canal, 2,895 tons were carried, a decrease of 51,285 tons; 2,003 tons were coal. The canal was closed to public traffic, during the season of 1915, for the reconstruction of the lock.

On the Murray canal, 30,728 tons passed, a decrease of 53,179 tons.

On the Trent canal, 49,904 tons were moved, a decrease of 17,811 tons, of which 44,575 tons were produce of the forest.

On the St. Andrews lock, on the Red river, Manitoba, the volume of business was 21,982 tons.*

On the Sault Ste. Marie canal, the total movement of freight was 7,750,957 tons, being a decrease of 19,848,227 tons. There were 4,374 passages of vessels, the number of lockages being 3,496. Of wheat, 63,428,467 bushels, and of other grain, 24,911,588 bushels were carried; also 2,754,040 barrels of flour; 4,046,705 tons of iron ore; 480,181 tons of coal; and 27,621,000 feet, board measure, of lumber.

* This work, which consists of a lock and dam on the Red river, about 15 miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and lake Winnipeg. It is only mentioned here for statistical purposes.

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The report of the chief engineer of the department, and the reports of the officers under his immediate control, which will be found in Part III of the appendices, give comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland ship canal, and the terminals of the Intercolonial Railway near Halifax.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1916, is prepared by the departmental comptroller of statistics, and is issued as a separate report.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1915 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,
Deputy Minister.

APPENDICES

PART I

STATEMENTS OF THE ACCOUNTANT

SHOWING THE

EXPENDITURE AND THE REVENUE OF
THE DEPARTMENT

FOR THE FISCAL YEAR 1915-16

AND ALSO PREVIOUS YEARS

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GENERAL SUMMARY of the Expenditure and Revenue for the fiscal year ending March 31, 1916; also for the previous years.

Total expenditure for the year \$53,256,669.60.	
Railways, including Quebec bridge.. . . .	\$ 43,627,328 93
Canals.. . . .	7,906,863 37
Railway subsidies.. . . .	1,400,171 42
General expenditure.. . . .	322,305 88
Total	<u>\$ 53,256,669 60</u>

Revenue received \$18,874,630.86.	
Railways.. . . .	\$ 18,427,908 65
Canals.. . . .	446,722 21
Total.. . . .	<u>\$ 18,874,630 86</u>

The expenditure prior to and since Confederation to March 31, 1916, aggregates, on railways, \$693,102,927.90; on canals, \$158,112,633.71, and for general expenditure common to both railways and canals, \$1,155,289.17; making a total expenditure of \$852,370,850.78.

The total capital expenditure on railways, including Quebec bridge, is \$377,146,699.09.

The total capital expenditure on canals amounts to \$118,614,725.75.

The income expenditure of both railways and canals, including a sum of \$74,157,821.59 for railway subsidies, amounts to \$88,554,292.69, and the revenue expenditure to \$268,352,006.15.

The grand total of the revenue received is \$241,116,507.57, of which \$224,912,659.39 was for railways and \$16,203,848.18 for canals.

DEPARTMENT OF RAILWAYS AND CANALS,

July 25, 1916.

W. C. LITTLE,

Accountant.

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EXPENDITURE.

GENERAL STATEMENT of the Expenditure of the Department of Railways and Canals during the Fiscal Year ending March 31, 1916.

	\$	cts.	\$	cts.
TOTAL EXPENDITURE—as per Statements, pages 10 and 11.....			53,256,669	60
Expenditure chargeable to Railways.....	40,562,635	41		
“ “ Railways General.....	317,879	82		
“ “ Quebec Bridge.....	2,746,813	70		
“ “ Railway subsidies.....	1,400,171	42		
Total expenditure, Railways.....			45,027,500	35
Expenditure chargeable to Canals.....	7,717,421	04		
“ “ Canals, General.....	189,442	33		
Total expenditure, Canals.....			7,906,863	37
General expenditure.....	322,305	88	322,305	88
Total expenditure.....			53,256,669	60
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital Account.....	30,044,217	85		
Revenue Account.....	20,775,829	68		
Income Account.....	1,036,450	65		
Consolidated Fund (railway subsidies) Income.....	1,400,171	42		
Total expenditure.....			53,256,669	60
CLASSIFICATION OF EXPENDITURE BY ACCOUNTS—				
Railways—				
Capital expenditure—Railways.....	21,155,255	19		
“ “ Railways, General.....			21,155,255	19
Revenue expenditure—Railways.....	19,407,380	22		
“ “ Railways, General.....	1,400	00		
Income expenditure—Railways, General.....	316,479	82	19,408,780	22
Quebec Bridge—			316,479	82
Capital expenditure—Quebec Bridge.....	2,746,813	70		
Railway Subsidies—			2,746,813	70
Consolidated Fund—Railway subsidies.....	1,400,171	42		
Total expenditure, Railways, \$45,027,500.35.			1,400,171	42
Canals—				
Capital expenditure—Canals.....	6,142,148	96		
“ “ Canals, General.....			6,142,148	96
Income “ Canals.....	348,174	41		
“ “ Canals, General.....	49,490	54		
Revenue “ Canals Staff.....	697,532	44	397,664	95
“ “ Canals Staff, General.....	103,445	12		
“ “ Canals Repairs.....	529,565	23		
“ “ Canals, Repairs, General.....	36,506	67		
Total expenditure on Canals, \$7,906,863.37.			1,367,049	46
General Expenditure—Income account.....	322,305	88	322,305	88
Total expenditure.....			53,256,669	60

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE.

Accountant.

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REVENUE.

GENERAL STATEMENT of the Revenue received by the Department of Railways and Canals during the Fiscal Year ending March 31, 1916.

	\$	cts.	\$	cts.
TOTAL REVENUE RECEIVED DURING FISCAL YEAR.....			18,874,630	86
Revenue from Railways.....	18,427,908	65		
Canals.....	446,722	21		
Total revenue as above.....			18,874,630	86
STATEMENT OF REVENUE RECEIVED, IN DETAIL—				
Railways—				
Intercolonial Railway.....	14,068,791	41		
International Railway of New Brunswick.....	104,623	49		
National Transcontinental Railway.....	3,758,387	39		
New Brunswick and Prince Edward Island Railway.....	50,414	34		
Prince Edward Island Railway.....	390,926	82		
St. John and Quebec Railway.....	\$ 57,742	71		
Less excess of revenue in 1914-1915 which should have been in Open accounts.....	2,977	51		
		54,765	20	
Total revenue from Railways.....			18,427,908	65
Canals—				
Welland Canal.....	79,776	79		
“ Elevator, Port Colborne.....	165,925	20		
Welland Ship Canal.....	100	00		
Lachine Canal.....	143,929	22		
Beauharnois Canal.....	15,040	15		
Cornwall Canal.....	4,993	10		
Williamsburg Canal.....	1,885	00		
Soulanges Canal.....	3,597	00		
Chambly Canal.....	979	00		
Carillon and Grenville Canal.....	2,386	75		
Rideau Canal.....	9,124	43		
Trent Canal.....	17,830	33		
St. Peters Canal.....	2	00		
Sault Ste Marie Canal.....	493	00		
Murray Canal.....	215	00		
Ste. Anne's Lock and Canal.....	444	24		
Chats Falls Canal.....	1	00		
			446,722	21
Total revenue received during fiscal year.....			\$ 18,874,630	86

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

7 GEORGE V, A. 1917

STATEMENT of Expenditure on Canals for year ending March 31, 1916.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expenditure during year.
			Staff.	Repairs.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Carillon and Grenville.....			26,503 86	14,333 45	40,837 31
Chambly.....		8,499 68	34,968 32	37,179 03	80,647 04
Cornwall.....		4,809 26	84,618 78	41,103 58	130,531 62
Lachine.....	131,361 64		109,033 88	98,759 83	339,155 35
Murray.....			5,681 32	4,082 10	9,763 42
Rideau.....	615 00	49,979 07	61,068 44	84,808 40	196,470 91
Sault Ste. Marie.....			27,119 36	26,771 65	53,891 01
Soulanges.....	33,759 79	11,193 73	40,882 59	33,721 29	119,557 40
Ste. Anne's Lock.....			3,872 12	4,498 66	8,370 78
St. Ours Lock.....			4,204 70	4,497 73	8,702 43
St. Peters.....		207,807 99	1,460 78	22 51	209,291 28
Trent.....	1,013,559 84	29,959 19	50,836 68	44,457 82	1,138,813 53
Welland.....	70,747 54	35,925 49	213,443 22	108,166 26	428,282 51
Welland Ship Canal.....	4,892,105 15				4,892,105 15
Williamsburg.....			33,838 38	27,162 92	61,001 30
	6,142,148 96	348,174 41	697,532 44	529,565 23	7,717,421 04
GENERAL ON CANALS.					
Dredge vessels, Lachine.....				9,322 32	9,322 32
Dredge vessels, Rideau.....				25,532 40	25,532 40
Miscellaneous.....			3,277 45		3,277 45
Statistical Officers.....			34,943 55		34,943 55
Sunday Labour.....			41,991 45		41,991 45
Surveys and Inspections.....		21,190 39			21,190 39
Quebec Canals—					
Dredging.....		1,530 24			1,530 24
Dam at Valleyfield.....		25,976 49			25,976 49
Protection Walls N. Side Lake St. Francis.....		793 42			793 42
Maintenance.....			20,232 67		20,232 67
Hungry Bay Dyke.....				1,651 95	1,651 95
Miscellaneous—					
Compassionate allowances to families of deceased employees..			3,000 00		3,000 00
		49,490 54	103,445 12	36,506 67	189,442 33
Total.....	6,142,148 96	397,664 95	800,977 56	566,071 90	7,906,863 37

Total on Canals, \$7,906,863.37.

SESSIONAL PAPER No. 20

STATEMENT of Expenditure on Railways for Year ending March 31, 1916.

Name of Work.	Chargeable to Capital.		Chargeable to Income.		Chargeable to Revenue.	Total.
					Working Expenses.	
RAILWAYS.	\$	cts.	\$	cts.	\$ cts.	\$ cts.
Hudson Bay Railway.....	4,889,131	77				4,889,131 77
Intercolonial Railway.....	7,635,050	25			12,551,495 84	
" " Improvements					1,515,895 57	21,702,441 66
and Betterments.....					116,651 38	119,288 85
International Railway of N.B.	2,637	47			90,000 00	90,000 00
" " (Statutory).....					300,000 00	300,000 00
National Transcontinental Railway	3,898,463	88			4,110,528 75	8,008,992 63
National " " (Statutory)					300,000 00	300,000 00
National " " (Rolling						
Stock, Statutory).....	3,179,987	81				3,179,987 81
New Brunswick and Prince Edward Island Ry	24,999	97			87,030 93	112,030 90
New Brunswick and Prince Edward Island						
Ry., as per Act to amend the Government						
Railway Act and to authorize the purchase						
of certain railways Sec. No. 4.....	174,511	31				174,511 31
Prince Edward Island Railway.....	1,350,472	73			545,020 62	1,895,493 35
St. John and Quebec Railway.....					90,757 13	90,757 13
Total.....	21,155,255	19			19,407,380 22	40,562,635 41
Quebec Bridge.....	2,746,813	70				2,746,813 70
Railway Subsidies.....			1,400,171	42		1,400,171 42
GENERAL ON RAILWAYS.						
Railway Commission—Maintenance.....			161,757	29		161,757 29
" Statutory.....			49,500	00		49,500 00
" Cases.....			1,500	00		1,500 00
Surveys and Inspections.....			36,873	46		36,873 46
Railway Grade Crossing Fund.....			47,079	99		47,079 99
Attendance repairs and alterations to Gover-						
nor General's Car.....			11,500	00		11,500 00
To pay expenses in connection with consolida-						
tion of Railway Act.....			1,171	75		1,171 75
Contribution of Government Railways to the						
Faculty of McGill University.....			2,500	00		2,500 00
Contribution of Government Railways to the						
Faculty of Polytechnic School Montreal.			2,500	00		2,500 00
Remuneration to Government Director						
Grand Trunk Pacific Railway.....			2,000	00		2,000 00
Subscription to International Congress, Brus-						
sels.....			97	33		97 33
Compassionate allowances to families of					1,400 00	1,400 00
deceased employees.....						
Total.....			316,479	82	1,400 00	317,879 82
Grand totals.....	23,902,068	89	1,716,651	24	19,408,780 22	45,027,500 35
MISCELLANEOUS EXPENDITURE.						
War Appropriation.....			313,740	73		313,740 73
Cost of litigation.....			4,525	65		4,525 65
Gratuities Civil Service Act, 1908.....			4,039	50		4,039 50
Total.....			322,305	88		322,305 88
Grand Total on Railways and Canals, includ-						
ing miscellaneous expenditure.....	30,044,217	85	2,436,622	07	20,775,829 68	53,256,669 60

Total amount of expenditure, \$53,256,669.60.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary
Repairs and Working Staff up to March 31, 1916.

BAIE VERTE CANAL.

	Year ending.	Capital.	Income.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1871		17,929 34
" " ".....	1872		6,399 41
" " ".....	1873		14,943 83
" " ".....	1874		4,018 90
" " ".....	1875		443 00
" " ".....	1876		110 75
" " ".....	1877		22 30
" " ".....	1878		
" " ".....	1879		
" " ".....	1880		
" " ".....	1881		520 00
Total.....			44,387 53

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

BEAUHARNOIS CANAL.†

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		1,611,424 11			
“ since “	1868		63,193 75	9,349 99	6,216 98
“ “ “	1869		55 00	9,626 99	6,498 57
“ “ “	1870		27 50	10,117 57	6,384 81
“ “ “	1871			12,316 53	5,722 36
“ “ “	1872		27 50	11,792 46	15,733 38
“ “ “	1873		5,122 50	12,210 73	9,882 06
“ “ “	1874		26 00	15,392 51	10,990 56
“ “ “	1875		36 00	14,399 32	12,253 01
“ “ “	1876			14,465 86	17,170 83
“ “ “	1877			14,377 63	15,207 36
“ “ “	1878			14,383 37	9,861 05
“ “ “	1879			15,015 86	10,370 71
“ “ “	1880	266 15		15,362 61	8,997 34
“ “ “	1881			17,659 93	10,770 67
“ “ “	1882			18,804 53	20,813 86
“ “ “	1883		6,727 44	18,287 77	15,826 71
“ “ “	1884		3,277 98	19,107 38	16,232 61
“ “ “	1885		7,999 79	18,960 40	14,637 70
“ “ “	1886		8,491 80	19,228 90	14,356 00
“ “ “	1887		3,633 57	18,867 45	14,999 88
“ “ “	1888		14,411 97	19,325 05	14,285 98
“ “ “	1889		10,993 52	20,019 11	14,982 54
“ “ “	1890			19,847 42	14,999 20
“ “ “	1891		17,085 68	18,886 86	12,537 39
“ “ “	1892		1,696 23	20,050 01	14,999 80
“ “ “	1893			20,348 34	14,107 11
“ “ “	1894		6,547 72	20,574 53	13,903 46
“ “ “	1895		27,982 93	20,428 59	12,299 49
“ “ “	1896			20,735 47	15,050 85
“ “ “	1897		9,813 15	21,012 64	14,862 98
“ “ “	1898	25,000 00	5,799 34	20,650 00	16,164 92
“ “ “	1899		1,000 00	20,613 32	13,463 01
“ “ “	1900		4,959 22	20,147 59	14,505 30
“ “ “	1901		483 40	20,118 42	14,199 12
“ “ “	1902			16,682 52	6,532 33
“ “ “	1903			8,218 14	10,063 38
“ “ “	1904			9,236 27	11,936 37
“ “ “	1905		14,949 83	9,086 68	10,499 99
“ “ “	1906		2,531 24	9,291 91	18,640 71
“ “ “	1907		598 64	7,552 02	11,711 09
“ “ “	1908		2,260 81	7,032 31	13,019 76
“ “ “	1909		21,758 84		†
“ “ “	1910		24,319 49		†
Total.....		†1,636,690 26	265,810 84	649,574 89	525,691 23

† No expenditure has been incurred since 1910.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.W. C. LITTLE,
Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued*

CARILLON AND GRENVILLE CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		*			
Government expenditure prior to Confederation		63,053 64			
1868 to 1879 included	1880	1,721,338 16	50,155 93	112,345 38	126,775 54
“ since.....	1881	281,514 27		11,959 14	7,625 54
“	1882	336,707 53		13,059 18	8,076 91
“	1883	433,084 39		14,387 49	7,582 68
“	1884	433,575 10		17,479 58	8,310 02
“	1885	399,267 16		17,393 91	7,918 42
“	1886	157,187 72		19,702 30	10,429 26
“	1887	104,973 24	75 00	20,597 82	9,303 31
“	1888	20,747 11		20,011 36	19,554 41
“	1889	38,996 29		21,531 12	10,036 62
“	1890	298 17		22,098 88	10,135 66
“	1891	17 58	4,526 61	15,896 16	7,582 38
“	1892		4,395 25	21,230 22	10,796 68
“	1893	34,585 64	15,036 48	17,458 69	8,620 15
“	1894	207 00	42,298 74	16,762 71	10,669 28
“	1895	385 55	20,034 94	14,144 98	11,620 09
“	1896		5,963 76	15,453 21	12,303 25
“	1897	3,850 31		13,995 69	12,161 10
“	1898	1,908 44	4,939 20	13,780 29	11,607 95
“	1899	82,663 37	5,082 03	11,697 81	10,993 61
“	1900	39,999 37		11,919 27	11,478 83
“	1901	22,802 27	4,476 50	13,657 06	14,666 71
“	1902	4,930 65	9,331 95	13,342 22	13,416 00
“	1903		16,998 69	13,725 99	19,366 30
“	1904		15,992 52	14,348 17	17,766 28
“	1905		9,150 07	16,224 94	17,262 29
“	1906		8,715 46	15,858 19	19,977 19
“	1907		24,179 33	18,232 71	10,924 72
“	1908		9,393 38	16,749 03	7,036 40
“	1909		1,387 35	23,019 45	9,775 35
“	1910		68,597 35	23,085 54	10,758 01
“	1911		10,410 09	23,512 72	11,925 28
“	1912		9,051 89	23,608 04	11,303 46
“	1913			25,496 59	11,531 20
“	1914		774 60	25,730 35	16,299 00
“	1915		10,464 53	26,452 76	12,199 42
“	1916			26,025 79	17,292 32
“				26,503 86	14,333 45
Total.....		†4,182,092 96	351,431 74	788,478 60	560,414 40

*Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

†Included in total cost of Ottawa River Works, see page 22. Cost of enlargement, \$4,119,039.32.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued*

CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		634,711 76			
“ “ 1868 to 1879 included	1880	2,495 00	8,315 25	122,386 28	170,152 70
“ “ “ since	1881			11,516 22	12,377 74
“ “ “	1882			13,950 47	20,705 17
“ “ “	1883		31,796 41	16,686 78	16,843 60
“ “ “	1884		21,332 36	15,904 38	15,182 24
“ “ “	1885		41,640 77	18,448 85	12,003 34
“ “ “	1886		21,049 23	18,378 55	13,046 95
“ “ “	1887		14,547 27	19,501 28	11,999 77
“ “ “	1888		17,911 17	19,053 62	20,071 37
“ “ “	1889		65,536 64	20,073 60	11,823 74
“ “ “	1890		51,437 87	19,679 22	19,392 18
“ “ “	1891		23,221 48	19,655 38	14,399 93
“ “ “	1892		43,344 41	19,204 76	11,399 93
“ “ “	1893		38,353 99	19,665 22	12,976 48
“ “ “	1894		21,127 65	19,310 29	12,451 03
“ “ “	1895		8,567 78	19,040 93	11,779 12
“ “ “	1896		6,147 63	19,325 49	11,920 74
“ “ “	1897		3,694 63	19,349 65	11,801 12
“ “ “	1898		12,665 88	18,754 17	13,128 55
“ “ “	1899	*150 00	13,184 68	17,992 90	12,466 51
“ “ “	1900		15,255 42	18,336 50	11,997 51
“ “ “	1901		5,448 88	18,397 58	13,995 00
“ “ “	1902		1,195 09	18,529 48	17,572 35
“ “ “	1903		19,132 80	18,832 25	17,313 02
“ “ “	1904		8,977 43	19,286 10	21,745 65
“ “ “	1905		26,701 59	21,544 69	25,656 00
“ “ “	1906		33,066 50	26,970 79	19,596 57
“ “ “	1907		26,192 72	26,039 53	25,173 48
“ “ “	1908	157 90	29,953 80	19,916 33	22,058 88
“ “ “	1909	13,307 02	34,264 31	28,375 31	30,627 72
“ “ “	1910	30,479 41	35,784 54	28,440 40	24,389 29
“ “ “	1911	20,000 04	8,207 00	29,198 76	22,508 53
“ “ “	1912	15,469 29	8,717 20	30,548 74	23,050 19
“ “ “	1913	12,529 07	26,838 40	34,796 66	29,508 01
“ “ “	1914	2,697 03	3,486 97	34,323 21	44,748 39
“ “ “	1915		10,314 09	34,155 28	39,712 20
“ “ “	1916		13,662 63	35,306 82	42,837 76
“ “ “	1916		8,499 68	34,968 33	37,179 03
Total		†731,696 52	759,574 15	946,844 80	907,558 79

Less proceeds of sale of piece of land in 1898.

†Chamby Canal and Richelieu River—

Chamby Canal, as above.....\$ 731,696 52

Less amount Government expenditure prior to Confederation, deducted at Confederation, see Public Accounts, 1868, part I, page 9.....

634,711 76

\$ 96,984 76

Returned as an asset in Public Accounts, 1868.....\$ 433,807 83

Agreeing with Public Accounts, 1916.....\$ 530,792 59

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CORNWALL CANAL.

	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....		1,933,152 69	.			
Government expenditure 1868 to 1875 included.....		12,472 04		31,585 51	94,202 59	59,009 74
Cost of original construction.....			1,945,624 73			
Expenditure 1868 to 1879 included.		337,318 87			54,339 77	22,782 57
Expenditure since	1880	109,454 95			14,440 33	9,735 76
"	1881	53,948 14			15,173 60	5,524 10
"	1882	44,587 61			15,052 20	6,634 62
"	1883	21,728 93			18,283 67	8,361 71
"	1884	23,018 13			18,475 43	9,007 73
"	1885	62,034 90		16,298 96	15,988 96	12,368 51
"	1886	57,820 83		6,960 95	15,994 80	11,832 83
"	1887	46,966 43			17,520 54	12,100 29
"	1888	67,945 74			16,938 54	13,942 64
"	1889	173,993 85			17,890 55	58,205 26
"	1890	365,033 01		2,000 00	17,063 49	12,758 18
"	1891	599,001 85		1,459 98	16,077 72	9,830 05
"	1892	398,555 25		2,345 26	15,596 66	9,864 36
"	1893	352,536 13			15,173 01	9,668 14
"	1894	404,990 22			15,344 02	7,733 54
"	1895	450,689 65		21,497 74	15,414 56	13,053 55
"	1896	448,408 31		2,175 00	15,472 26	25,259 56
"	1897	438,487 51			15,540 43	16,438 32
"	1898	133,208 96			15,011 50	15,431 02
"	1899	37,649 00		15,960 80	16,000 00	14,623 90
"	1900	169,889 51		18,547 50	18,798 10	13,998 29
"	1901	62,032 47			17,104 13	13,166 89
"	1902	90,535 18			17,896 58	15,045 95
"	1903	77,833 81			70,129 29	19,205 66
"	1904	113,795 16		1,730 16	45,792 64	20,932 55
"	1905	104,093 45		8,324 83	71,073 68	28,100 67
"	1906	37,879 09		20,063 79	71,246 77	31,893 13
"	1907	5,218 03		4,191 61	52,050 56	24,489 18
"	1908	9,897 90		11,270 83	73,651 90	35,708 68
"	1909	495 00		151,628 65	75,581 54	42,978 72
"	1910	89 54		35,549 06	76,519 49	51,330 83
"	1911			76,719 09	78,583 80	45,362 81
"	1912	8,037 07		60,352 90	83,784 79	59,338 24
"	1913			29,753 37	79,897 25	56,423 40
"	1914			45,537 81	83,018 63	53,039 73
"	1915	3,500 00		23,275 15	83,540 13	39,809 58
"	1916			4,809 26	84,618 78	41,103 58
Cost of enlargement.....			5,300,679 48			
Total.....			*7,246,304 21	592,038 21	1,554,282 74	956,094 27

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, etc.—Continued.

LACHINE CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.	
		\$	cts.	\$	cts.	\$	cts.
Expenditure by Imperial Gov- ernment.....		40,000	00				
Government expenditure prior to Confederation.....		2,547,532	85				
Government expenditure since Confederation.....	1868			1,852	70	13,742	05
"	1869	2,000	00			14,209	02
							12,085 84
Cost of original construction and enlargement from 1845 to 1869							
Govt. expenditure, 1870 to 1879 included.....			2,589,532 85				
Govt. expenditure since.....	1880	4,610,389	35	47,389	61	275,742	45
"	1881	369,566	74			38,950	90
"	1882	292,165	51			39,027	99
"	1883	252,821	33	3,978	66	41,158	90
"	1884	396,496	96	1,859	68	45,554	91
"	1885	188,266	18			48,624	51
"	1886	111,215	23			49,004	85
"	1887	210,509	42			50,969	10
"	1888	28,772	52	12,981	59	53,113	97
"	1889	19,414	34	7,996	38	52,229	61
"	1890	76,032	96	972	71	54,110	67
"	1891	7,448	03	8,238	46	53,114	34
"	1892	217	53	16,155	75	50,721	69
"	1893	87,852	35	27,480	80	52,729	37
"	1894	445,983	21	50,937	40	53,185	00
"	1895	64,345	14	17,152	48	60,174	03
"	1896	189,944	36	32,405	20	56,337	44
"	1897	184,998	25	8,193	15	58,342	96
"	1898	282,052	48	14,664	21	57,533	20
"	1899	216,717	44	819	62	57,282	50
"	1900	162,351	83	3,103	99	55,990	00
"	1901	125,009	41	12,210	88	56,791	45
"	1902	97,305	52	12,072	87	58,364	29
"	1903	113,328	26	36,249	02	59,435	33
"	1904	58,426	92	109,893	43	69,762	03
"	1905	181,487	06	162,705	14	77,233	17
"	1906	112,460	47	144,996	37	86,209	93
"	1907	103,798	28	133,518	77	84,708	78
"	1908	18,840	85	65,872	25	53,308	14
"	1909	203,307	25	92,362	48	74,222	78
"	1910	359,041	77	143,526	35	72,049	35
"	1911	215,611	98	70,000	20	77,701	55
"	1912	253,098	27	73,260	66	72,285	01
"	1913	312,668	94	56,174	60	87,989	26
"	1914	463,291	97			89,509	15
"	1915	358,443	93	29,962	15	97,547	54
"	1916	213,835	06	22,915	14	104,535	61
"		131,361	64			109,033	88
Cost of enlargement.....			11,519,078 74				
Total.....			14,108,611 59	1,420,902 70	2,662,536 68	2,012,065 75	

Total expenditure on capital account as above..... \$14,108,611 59
 Less charged to St. Lawrence River and Canals..... \$ 2,950,104 15
 Less expenditure by Imperial Government..... 40,000 00
 \$ 2,990,104 15

Agreeing with Public Accounts balance sheet, 1916.....\$11,118,507 44

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, July 25, 1916.

W. C. LITTLE,
 Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LAKE ST. FRANCIS.

	Year ending.	Capital.	Renewals. Chargeable to Income.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1898	3,420 00	.....
“ “ “	1899	23,110 00	2,495 47
“ “ “	1900	15,431 46	12,288 39
“ “ “	1901	15,000 00	8,060 30
“ “ “	1902	13,945 25	.....
“ “ “	1903	5,000 00	.....
“ “ “	1904	.....	2,199 52
“ “ “	1905	†	.....
Total.....		75,906 71	25,043 68

†Transferred to Department of Marine and Fisheries in 1905.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, etc.—Continued.

LAKE ST. LOUIS.

	Year ending.	Chargeable to Capital.	Chargeable to Revenue.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1895	4,753 14	
“ “ “	1896	49,909 31	
“ “ “	1897	73,300 41	
“ “ “	1898	64,495 83	
“ “ “	1899	57,607 79	
“ “ “	1900	11,765 70	
“ “ “	1901	12,918 31	
“ “ “	1902	6,000 00	
“ “ “	1903	9,508 72	
“ “ “	1904	7,916 90	
“ “ “	1905	†	
Total.....		298,176 11	

†Transferred to Department of Marine and Fisheries in 1905.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

MURRAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868		400 00		
“ since “	1882	7,135 63			
“ “ “	1883	84,071 68			
“ “ “	1884	118,187 43			
“ “ “	1885	148,902 66			
“ “ “	1886	179,704 52			
“ “ “	1887	142,563 66			
“ “ “	1888	146,754 37			
“ “ “	1889	215,326 46			
“ “ “	1890	106,760 35		494 31	
“ “ “	1891	61,260 49		5,137 03	173 53
“ “ “	1892	5,964 22		5,803 48	3,505 15
“ “ “	1893	30,838 79		5,499 62	5,341 34
“ “ “	1894			5,667 52	5,295 57
“ “ “	1895			5,354 97	5,063 49
“ “ “	1896			5,409 10	5,410 33
“ “ “	1897			5,526 87	3,966 41
“ “ “	1898			5,799 94	4,710 23
“ “ “	1899			5,073 70	3,533 68
“ “ “	1900			5,613 83	2,777 60
“ “ “	1901			5,175 74	1,138 15
“ “ “	1902			5,254 51	6,377 19
“ “ “	1903	500 00		5,757 00	4,627 70
“ “ “	1904	750 00	2,521 13	5,291 43	6,075 94
“ “ “	1905	100 00	740 45	5,346 62	4,452 68
“ “ “	1906		293 75	5,183 61	2,840 91
“ “ “	1907		10,423 00	2,788 14	1,710 55
“ “ “	1908		37,334 70	4,244 42	2,953 23
“ “ “	1909	126 45	20,250 61	4,720 09	3,374 82
“ “ “	1910			4,378 74	2,674 57
“ “ “	1911			3,942 94	2,075 26
“ “ “	1912		14,390 45	4,213 21	3,344 46
“ “ “	1913		11,254 14	5,512 70	2,955 94
“ “ “	1914		3,814 88	5,669 45	4,220 02
“ “ “	1915			5,443 70	4,480 59
“ “ “	1916			5,681 32	4,082 10
Total.....		*1,248,946 71	101,423 11	133,983 99	97,161 44

*Agreeing with Public Accounts Balance Sheet, 1916.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.W. C. LITTLE,
Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

OTTAWA RIVER WORKS.

	\$	cts.	\$	cts.
Ste. Anne's Lock, page 26.....			1,170,215	63
Carillon and Grenville Canal, page 14.....			4,182,092	96
Culbute Canal, page 17.....			382,391	46
Rideau Canal, page 23.....			173,236	90
Total Ottawa River Works (Capital).....			5,907,936	95
Add expenditure on slides and booms prior to Confederation.....	719,247	13		
Add expenditure on slides and booms since Confederation.....	7,243	00		
Add expenditure on Chats Falls Canal prior to Confederation.....	482,950	81		
Add expenditure in 1881, charged to Miscellaneous. See page 229, part ii Public Accounts.....			1,136	84
Add amount transferred. See page xxxvi, Public Accounts, Balance Sheet, 1881.....	233,555	85	1,444,134	23
			7,352,071	18
Less expenditure prior to Confederation, transferred to Income Account....	320,618	28		
Less expenditure in 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous.....	165,257	28		
			485,875	56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1916.....			6,866,195	62

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

RIDEAU CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation.....		153,062 60			
" " 1868 to 1879 included.....		19,559 30	47,875 89	283,919 10	196,738 05
" " since.....	1880			26,463 88	11,434 05
" " ".....	1881		133 50	26,024 71	8,627 00
" " ".....	1882			26,915 29	13,860 28
" " ".....	1883		70 65	27,322 81	23,524 84
" " ".....	1884		4,597 50	26,938 95	19,245 02
" " ".....	1885		2,098 76	26,971 32	18,189 55
" " ".....	1886		550 00	27,045 95	35,648 04
" " ".....	1887		20,823 96	29,440 46	18,565 34
" " ".....	1888		18,889 48	33,453 83	25,478 87
" " ".....	1889		6,665 22	33,801 77	18,106 36
" " ".....	1890		21,124 10	34,270 57	18,025 21
" " ".....	1891		20,967 25	34,641 98	21,537 56
" " ".....	1892		31,363 23	35,500 82	21,507 16
" " ".....	1893		24,274 71	35,022 49	18,789 50
" " ".....	1894		14,485 11	34,943 35	16,939 47
" " ".....	1895		31,559 48	33,827 08	19,897 32
" " ".....	1896		21,452 29	34,052 77	30,196 38
" " ".....	1897		19,079 11	31,461 55	29,535 94
" " ".....	1898		13,608 39	30,759 05	26,599 93
" " ".....	1899		700 29	30,751 20	28,199 49
" " ".....	1900		11,780 41	30,623 27	30,237 09
" " ".....	1901			31,334 40	33,791 17
" " ".....	1902		8,894 40	32,193 66	33,959 86
" " ".....	1903		16,235 13	34,595 31	36,424 23
" " ".....	1904		13,525 04	39,127 96	38,496 78
" " ".....	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " ".....	1906		5,272 90	41,819 77	54,495 63
" " ".....	1907		14,322 03	30,667 34	44,627 82
" " ".....	1908		42,903 03	44,875 16	55,090 45
" " ".....	1909		19,989 52	44,911 60	53,880 51
" " ".....	1910		9,225 73	48,324 13	95,188 97
" " ".....	1911		6,188 71	47,165 63	79,352 59
" " ".....	1912		4,358 40	54,156 89	85,912 96
" " ".....	1913	41,565 00	21,992 94	56,863 98	91,984 66
" " ".....	1914	40,000 00	27,094 80	60,471 38	102,092 68
" " ".....	1915		80,238 38	63,319 23	105,386 73
" " ".....	1916	615 00	49,979 07	61,068 44	84,808 40
Total.....		4,168,069 21	646,832 76	1,665,890 89	1,696,166 44

Expenditure as above.....4,168,069 21
Less expenditure by Imperial Government.....3,911,701 47

Less expenditure 1905-1913-1914—Ontario (See Tay Canal).....255,752 74
83,130 84

Amount included in Ottawa River Works, page 22.....173,236 90

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

SOULANGES CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1892	54,235 76			
Government expenditure since.....	1893	210,336 24			
" " "	1894	723,380 95			
" " "	1895	752,016 53			
" " "	1896	535,939 07			
" " "	1897	363,126 06			
" " "	1898	1,016,401 00			
" " "	1899	1,442,824 22			
" " "	1900	693,806 24		6,711 84	5,000 00
" " "	1901	362,626 36	115 00	25,154 78	5,888 77
" " "	1902	235,021 79		22,672 50	2,267 13
" " "	1903	248,929 10		31,987 06	10,362 23
" " "	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " "	1905	34,202 71	30,406 35	25,432 49	21,174 84
" " "	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " "	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " "	1908	50,634 01	4,245 18	28,988 36	35,678 11
" " "	1909	17,795 79	12,363 78	32,324 20	34,802 37
" " "	1910	153,022 23	2,299 93	32,851 69	46,287 16
" " "	1911	102,699 69	3,999 58	32,283 03	37,532 93
" " "	1912	286,787 88	14,375 47	36,871 50	38,554 54
" " "	1913	180,816 28		38,080 18	27,221 50
" " "	1914	81,235 56	16,117 84	38,904 16	25,383 32
" " "	1915	92,609 72	27,598 82	41,095 09	41,580 87
" " "	1916	33,759 79	11,193 73	40,882 59	33,721 29
Total).....		7,904,044 53	157,574 35	504,256 13	437,547 11

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, etc.—Continued.

STE. ANNE'S LOCK AND CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....		134,456 51			
Gov. expenditure since 1868 to 1879 included.....		137,051 78	2,479 57	20,238 18	29,091 00
" " 1880.....	1880	3,054 68		2,152 57	1,704 71
" " 1881.....	1881	69,042 76		2,553 02	3,257 92
" " 1882.....	1882	193,153 36		2,611 30	2,343 99
" " 1883.....	1883	172,959 95		2,569 86	3,448 83
" " 1884.....	1884	142,006 25		2,775 32	2,725 49
" " 1885.....	1885	93,679 57		2,618 60	4,042 04
" " 1886.....	1886	120,681 67		2,611 90	5,803 01
" " 1887.....	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " 1888.....	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " 1889.....	1889	24,786 33		2,569 22	1,730 79
" " 1890.....	1890	6,151 14		2,571 04	1,525 51
" " 1891.....	1891		8,173 69	2,505 69	1,503 56
" " 1892.....	1892		25,471 61	2,571 28	1,666 21
" " 1893.....	1893		6,521 88	2,581 08	2,800 03
" " 1894.....	1894		3,497 56	2,640 00	2,799 63
" " 1895.....	1895		3,694 33	2,508 14	3,025 91
" " 1896.....	1896			2,495 54	4,993 89
" " 1897.....	1897			2,357 51	1,688 12
" " 1898.....	1898			1,904 10	1,699 44
" " 1899.....	1899			1,920 12	1,997 96
" " 1900.....	1900			1,840 51	2,679 21
" " 1901.....	1901			1,895 89	3,999 02
" " 1902.....	1902			1,994 52	3,015 97
" " 1903.....	1903		1,984 39	2,072 17	4,684 42
" " 1904.....	1904			2,292 94	2,244 13
" " 1905.....	1905			2,151 01	6,901 44
" " 1906.....	1906			2,259 16	2,294 86
" " 1907.....	1907		2,449 96	1,595 62	901 47
" " 1908.....	1908		2,501 42	2,248 29	1,693 63
" " 1909.....	1909		199 67	2,292 19	4,290 57
" " 1910.....	1910		2,339 76	2,267 60	2,446 28
" " 1911.....	1911		2,880 93	2,315 34	2,628 91
" " 1912.....	1912			2,770 51	2,738 40
" " 1913.....	1913			2,769 63	2,298 26
" " 1914.....	1914		7,379 94	2,896 86	6,799 35
" " 1915.....	1915		7,043 41	4,715 62	4,249 29
" " 1916.....	1916			3,872 12	4,498 66
Total.....		*1,170,215 63	84,044 81	112,047 47	138,282 62

*Included in total cost of Ottawa River Works, see page 22.

Original Construction.....	\$	134,456	51
Enlargement, including New Lock.....		1,035,759	12
	\$	1,170,215	63

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, July 25, 1916.

W. C. LITTLE.

Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, ETC.

	Year ending.	Chargeable to Capital.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....					18,442 85	93,378 46
Government expenditure 1873 to 1881 included.....						
Government expenditure since.....	1882		6,933 45	22,000 00	208,965 88	
" ".....	1883		3,574 31	41,300 00	28,933 45	
" ".....	1884		15,546 03	74,300 00	44,874 31	
" ".....	1885		13,710 17	101,400 00	89,846 03	
" ".....	1886		16,251 73	99,800 00	151,110 17	
" ".....	1887		20,037 31	54,400 00	116 051 73	
" ".....	1888		16,082 85	40,400 00	74,437 31	
" ".....	1889		1,293 92	17,200 00	56,482 85	
" ".....	1890		18,279 91	5,700 00	18,493 92	
" ".....	1891		35 137 25		23,979 91	
" ".....	1892		59,779 31		35 137 25	
" ".....	1893		52,643 39		59,779 31	
" ".....	1894		13,721 66		52,643 39	
" ".....	1895		1,223 72	181,552 03	13,721 66	
" ".....	1896		7,457 05		182,775 75	
" ".....	1897		12,347 31		7,457 05	
" ".....	1898	171,336 65	7,491 11	32,710 00	12,347 31	
" ".....	1899	461,979 50	9,336 47	42,430 00	211,537 76	
" ".....	1900	225,000 00	72,484 41	50,000 00	513,775 97	
" ".....	1901	184,790 34	19,389 75	91,211 97	347,484 41	
" ".....	1902	125,000 00	29,268 64	24,037 85	293 302 06	
" ".....	1903	126,833 94	16,432 28	25,000 00	178,306 49	
" ".....	1904	68,595 42	9,634 66	6,450 00	168,266 22	
" ".....	1905	94,025 89	25,743 51	49,734 70	84,680 08	
" ".....	1906	83,028 98		26,506 26	168,504 10	
" ".....	1907	61,528 34		13,350 00	109,535 24	
" ".....	1908	40,500 00		12,976 77	74,878 34	
" ".....	1909	42,770 45		25,378 21	53,476 77	
" ".....	1910	34,389 32		2,057 86	68,148 66	
" ".....	1911				36 447, 18	13,694 97
Total.....		1,718,778 83	483,830 20	1,039,895 65	3,460,913 41*	128,298 11

*In this total is included an expenditure on capital account of \$227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. OURS LOCK.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Govt. expenditure prior to Confederation.....		121,537 65			
“ 1868 to 1879 included.....				19,459 64	13,909 87
“ since.....	1880			1,614 01	705 54
“ “.....	1881			1,741 97	1,299 77
“ “.....	1882			2,002 71	1,902 41
“ “.....	1883		17,230 32	2,361 65	2,188 08
“ “.....	1884		5,279 87	2,315 37	1,494 99
“ “.....	1885		4,700 64	2,271 57	3,652 63
“ “.....	1886			2,311 70	4,143 47
“ “.....	1887			2,175 37	5,864 78
“ “.....	1888			2,216 04	2,801 17
“ “.....	1889		17,964 45	2,421 14	2,002 63
“ “.....	1890		24,571 96	2,138 40	1,935 44
“ “.....	1891		21,696 74	2,001 08	4,460 16
“ “.....	1892		3,585 34	2,168 44	1,944 33
“ “.....	1893			2,136 66	1,994 34
“ “.....	1894			2,216 68	924 55
“ “.....	1895			2,161 63	915 50
“ “.....	1896			2,094 91	1,678 49
“ “.....	1897			2,135 60	707 06
“ “.....	1898			2,049 67	692 04
“ “.....	1899			2,244 12	1,494 93
“ “.....	1900		1,596 88	2,181 43	2,681 10
“ “.....	1901		3,610 06	2,128 25	1,681 44
“ “.....	1902		15,549 27	2,262 39	984 36
“ “.....	1903		9,344 89	2,288 63	1,671 83
“ “.....	1904		7,984 41	2,334 67	1,690 61
“ “.....	1905		14,900 90	2,479 66	1,716 35
“ “.....	1906		7,307 39	2,582 95	3,872 75
“ “.....	1907		4,200 00	2,064 62	1,142 79
“ “.....	1908		3,338 79	2,894 76	2,121 43
“ “.....	1909			2,994 78	3,693 19
“ “.....	1910		1,925 08	4,137 64	1,752 66
“ “.....	1911		1,200 23	3,527 69	2,353 81
“ “.....	1912	4,306 28	3,998 58	3,584 10	2,259 46
“ “.....	1913		2,678 37	3,530 02	2,449 44
“ “.....	1914	1,384 63	1,364 71	4,599 36	2,015 86
“ “.....	1915			4,280 50	3,896 03
“ “.....	1916			4,204 70	4,497 73
Total.....		*127,228 56	174,028 88	114,324 51	97,193 02

*Agrees with Public Accounts, 1916, expenditure of \$121,537.65 prior to Confederation not included.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. PETER'S CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Govt. expenditure prior to Confederation.....		156,523 32			
“ 1868 to 1879 included.		300,564 93	46,193 57	4,607 66	15,682 80
“ since.....	1880	80,120 54		400 00	
“	1881	69,434 76		959 58	
“	1882	484 00		1,920 54	200 63
“	1883			2,089 19	232 42
“	1884	2,471 40		2,601 47	367 85
“	1885	16,820 15		1,929 11	183 11
“	1886	2,316 85		2,360 67	297 81
“	1887	1,087 75	750 00	2,777 13	343 23
“	1888			3,217 77	1,588 40
“	1889		500 00	3,085 29	353 38
“	1890			3,110 15	255 34
“	1891	972 65	510 53	3,255 30	312 02
“	1892	14,387 00	30,936 82	3,007 70	1,461 24
“	1893	881 59	9,987 78	2,938 15	1,856 30
“	1894	437 05	3,852 21	2,933 94	1,986 70
“	1895	868 44	26,222 46	2,499 81	353 55
“	1896	1,455 21	16,743 64	2,182 04	260 90
“	1897			2,728 38	1 20
“	1898		111 70	2,785 25	453 85
“	1899			2,819 86	456 61
“	1900			2,833 24	1,483 30
“	1901		2,311 26	2,730 44	841 03
“	1902		10,014 43	2,939 81	274 41
“	1903			2,836 49	764 11
“	1904			3,126 94	122 45
“	1905		3,000 10	2,969 90	1,095 90
“	1906			3,239 19	253 65
“	1907			2,468 78	246 87
“	1908			3,371 13	942 64
“	1909			3,282 22	532 78
“	1910			3,449 43	238 14
“	1911			4,180 96	473 44
“	1912		5,208 18	4,768 20	361 49
“	1913		39,143 77	5,144 13	807 78
“	1914		48,455 79	5,251 36	618 88
“	1915		83,241 31	4,897 45	240 82
“	1916		207,807 99	1,460 78	22 51
LESS—Refunds in 1897-8.....		648, 755 64 208 50			
Total.....		*648,547 14	534,991 54	113,161 44	35,968 17

*Expenditure as above..... \$ 648,547 14

Less expenditure prior to Confederation!..... 156,523 32

Agreeing with Public Accounts, 1916... \$ 492,023 82

DEPARTMENT OF RAILWAYS AND CANALS,

• OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

*TAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation..	1882		748 65		
" " "	1883	4,831 80			
" " "	1884	50,878 12			
" " "	1885	92,473 97			
" " "	1886	65,561 51			
" " "	1887	49,617 92			
" " "	1888	54,166 57			
" " "	1889	89,486 18			
" " "	1890	22,226 23		*	*
" " "	1891	17,114 78		*	*
" " "	1892	29,771 65		*	*
" " "	1893			*	*
" " "	1894			*	*
" " "	1895			*	*
" " "	1896			*	*
" " "	1897	10,720 50		*	*
" " "	1898			*	*
" " "	1899			*	*
" " "	1900	2,750 00		*	*
Total.....		†489,599 23	748 65	*	*

*Included in Rideau Canal since 1890. No expenditure since 1900.

†Agreeing with Public Accounts, 1916, not including \$83,130.84 shown in Rideau Canal.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

WELLAND SHIP CANAL.

	Year Ending.	Capital.
		\$ cts.
Government expenditure.....	1914	994,257 60
“ “	1915	4,074,200 69
“ “	1916	4,892,105 15
Total.....		9,960,563 44

Expenditure as above.....\$ 9,960,563 44

To which add the preliminary expenditure for surveys, borings, etc., charged to

Welland Canal capital as follows:—

1908-09.....\$ 19,993 37

1909-10.....9,979 91

1910-11.....21,229 35

1911-12.....23,138 60

1912 13.....112,896 92

187,238 15

Total cost of Welland Ship Canal.....\$10,147,801 59

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Concluded.*

WILLIAMSBURG CANAL.

	Year end- ing.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Total.						
		Farran's Point.	Galops.	Rapide Flat.				
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation being amount of original construction.....	1868	.....	.....	.....	1,320,655 54	.....	5,745 97	6,442 41
Government expenditure since Confederation.....	1869	.....	.....	.....	.....	.....	5,769 81	5,670 88
"	1870	.....	.....	.....	.....	.....	5,573 13	6,546 16
"	1871	.....	.....	.....	.....	.....	6,382 17	5,308 41
"	1872	.....	.....	.....	.....	.....	5,542 94	3,230 07
"	1873	.....	.....	.....	.....	1,077 00	6,424 49	7,347 75
"	1874	.....	.....	.....	.....	.....	6,557 19	7,395 92
"	1875	.....	.....	.....	.....	.....	7,547 62	4,110 29
"	1876	.....	.....	.....	.....	.....	7,418 39	11,690 98
"	1877	.....	.....	.....	.....	.....	7,338 08	10,053 61
"	1878	.....	.....	.....	.....	.....	7,430 11	4,449 78
"	1879	.....	.....	.....	.....	.....	7,517 20	3,549 71
"	1880	.....	.....	.....	.....	.....	7,590 15	3,999 77
"	1881	.....	.....	.....	.....	.....	7,572 35	5,020 73
"	1882	.....	.....	.....	.....	.....	7,589 44	7,447 69
"	1883	.....	.....	.....	.....	.....	7,423 48	7,299 39
"	1884	.....	.....	.....	.....	13 19	7,757 04	7,349 37
"	1885	.....	70,764 07	32,473 05	2,473 44	.....	7,696 07	8,198 03
"	1886	.....	78,014 92	71,820 79	103,237 12	.....	7,671 54	7,847 05
"	1887	.....	32,862 02	82,990 98	149,835 71	.....	7,635 54	7,904 76
"	1888	.....	16,628 95	53,499 34	115,853 00	.....	7,046 79	8,190 13
"	1889	.....	37,661 15	22,206 11	70,128 29	.....	7,485 28	8,794 61
"	1890	.....	126,417 42	12,660 95	59,867 26	1,613 67	8,954 53	8,191 69
"	1891	.....	172,779 88	55,036 96	139,078 37	.....	8,678 25	7,987 40
"	1892	2,853 76	218,511 17	158,034 15	230,670 60	.....	9,458 33	8,551 32
"	1893	.....	154,524 01	217,669 28	372,193 29	797 83	8,676 03	8,347 97
"	1894	.....	223,992 81	274,397 42	376,545 32	3,675 00	10,230 09	7,029 95
"	1895	.....	118,464 53	228,892 70	498,390 23	.....	9,675 09	7,371 37
"	1896	.....	150,744 16	286,396 96	347,357 23	13,720 36	9,388 51	9,036 00
"	1897	4,980 00	202,793 78	205,480 55	442,121 12	8,607 04	8,697 54	8,210 71
"	1898	.....	734,492 07	116,072 55	468,274 33	3,880 76	10,708 66	8,032 84
"	1899	231,321 44	987,186 44	57,869 18	1,081,886 06	.....	9,960 64	10,000 00
"	.....	346,956 54	.....	1,392,012 16	.....	7,410 00	.....	.....

7 GEORGE V, A. 1917

STATEMENT showing the amounts expended on Construction and Enlargement of Canals, to March 31, 1916.

Canal.	Capital.		
	Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Beauharnois.....	1,636,690 26		1,636,690 26
Carillon and Grenville.....	63,053 64	4,119,039 32	4,182,092 96
Chambly.....	637,056 76	94,639 76	731,696 52
Cornwall.....	1,945,624 73	5,300,679 48	7,246,304 21
Culbute.....	382,391 46		382,391 46
Lachine.....	2,589,532 85	11,519,078 74	14,108,611 59
Lake St. Francis.....		75,906 71	75,906 71
Lake St. Louis.....		298,176 11	298,176 11
Murray.....	1,248,946 71		1,248,946 71
Rideau.....	4,084,323 37	83,745 84	4,168,069 21
Sault Ste. Marie.....	4,994,372 51		4,994,372 51
Soulanges.....	7,904,044 53		7,904,044 53
Stc. Anne's.....	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals.....	18,442 85	3,451,470 56	3,469,913 41
St. Ours Lock.....	121,537 65	5,690 91	127,228 56
St. Peter's.....	648,547 14		648,547 14
Tay.....	489,599 23		489,599 23
Trent.....	15,626,295 14		15,626,295 14
Welland.....	7,693,824 03	21,925,171 63	29,618,995 66
Welland Ship Canal.....	9,960,563 44		9,960,563 44
Williamsburg.		877,090 57	10,491,098 07
		6,121,213 70	
		2,158,242 00	
	1,320,655 54	13,896 26	
Total.....	61,499,958 35	57,079,800 71	118,579,759 06

—	Year ending.	Revenue.				Revenue received.
		Capital.	Income.	Staff.	Repairs.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure.....		20,593,866 13	98,378 46			
Government expenditure 1868 to 1879 included.....		17,004,842 55	515,196 21	1,830,398 92	17,832,998 61	5,079,068 36
Govt. expenditure since.....	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
" ".....	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" ".....	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" ".....	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" ".....	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" ".....	1885	1,504,621 47	58,298 29	280,326 20	201,708 47	321,289 47
" ".....	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" ".....	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" ".....	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" ".....	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" ".....	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" ".....	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" ".....	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 90
" ".....	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" ".....	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" ".....	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" ".....	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" ".....	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" ".....	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" ".....	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" ".....	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" ".....	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
" ".....	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" ".....	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" ".....	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	† 79,536 51
" ".....	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" ".....	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" ".....	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" ".....	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" ".....	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
" ".....	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
" ".....	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
" ".....	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" ".....	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 66
" ".....	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 06
" ".....	1915	5,490,796 03	405,806 32	675,770 67	562,599 27	427,763 14
" ".....	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 21
Total.....		*118,579,759 06	8,391,501 36	15,413,911 99	12,717,482 05	16,203,848 18

†Canal tolls abolished this year.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

MISCELLANEOUS CANALS EXPENDITURE.

STATEMENT showing the Expenditure from Confederation to March 31, 1916.

	Year ending.	Capital.	Income.	Revenue.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts. £
Government expenditure 1868 to 1879.....			1,860 00	104,726 70	106,586 70
Govt. expenditure since.....	1880		2,561 55	323 16	2,884 71
" ".....	1881		2,338 41	5,535 22	7,873 63
" ".....	1882			9,826 23	9,826 23
" ".....	1883		11,781 27	6,978 54	18,759 81
" ".....	1884		7,486 62	8,305 41	15,792 03
" ".....	1885		16,725 47	1,210 61	17,936 08
" ".....	1886		20,323 62	776 30	21,099 92
" ".....	1887		23,512 00	649 04	24,161 04
" ".....	1888		34,533 07	5,799 83	40,332 90
" ".....	1889		10,091 87	5,207 64	15,299 51
" ".....	1890		16,426 69	49,550 21	65,976 90
" ".....	1891		16,925 31	56,922 05	73,847 36
" ".....	1892		6,540 49	65,074 07	71,614 56
" ".....	1893		8,498 41	63,965 54	72,463 95
" ".....	1894		2,883 11	60,265 22	63,148 33
" ".....	1895		4,132 28	60,769 56	64,901 81
" ".....	1896		10,893 40	70,340 22	81,233 64
" ".....	1897		2,937 47	62,777 12	65,714 52
" ".....	1898		1,719 69	56,284 42	58,004 19
" ".....	1899		1,318 79	66,850 29	68,169 08
" ".....	1900		11,873 35	58,836 57	70,709 92
" ".....	1901		12,267 99	61,938 61	74,206 60
" ".....	1902		3,653 23	65,770 65	69,423 88
" ".....	1903		2,491 84	63,175 19	65,667 03
" ".....	1904		3,730 79	66,067 30	69,798 09
" ".....	1905		1,498 14	64,515 07	66,013 21
" ".....	1906		9,160 44	62,171 45	71,331 89
" ".....	1907		9,687 55	66,251 27	75,938 82
" ".....	1908	14,999 70	24,760 08	105,513 99	145,273 77
" ".....	1909	5,034 00	28,819 54	106,065 87	139,919 41
" ".....	1910		29,421 06	111,755 68	141,176 74
" ".....	1911		54,734 48	103,398 27	158,132 75
" ".....	1912	5,999 20	57,151 70	110,049 21	173,200 11
" ".....	1913	3,809 24	39,026 95	121,370 46	164,206 65
" ".....	1914	5,124 55	37,887 51	147,729 40	190,741 46
" ".....	1915		38,923 85	140,235 84	179,159 69
" ".....	1916		49,490 54	139,951 79	189,442 33
Total.....		34,966 69	618,073 56	2,356,939 00	3,009,979 25

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

STATEMENT of the Canals Revenue received during year ending March 31, 1916.

Collection Divisions.	Wharfage, Storage, Harbour Dues, etc.		Hydraulic and other Rents.	Total.
	\$	cts.	\$	cts.
<i>Welland Canal</i>			540 00	540 00
Port Colborne.....		41 70	8,422 07	8,463 77
Port Colborne Elevator.....	165,925	20		165,925 20
Port Dalhousie.....		462 52	70,310 50	70,773 02
Totals.....	166,429	42	79,272 57	245,701 99
<i>Welland Ship Canal</i>			100 00	100 00
<i>St. Lawrence Canals—</i>				
Coteau Landing (Beauharnois Canal).....			15,040 15	15,040 15
“ “ (Soulanges Canal).....		65 00	3,532 00	3,597 00
Cornwall.....		786 60	4,206 50	4,993 10
Cardinal—Williamsburg Canal.....			1,885 00	1,885 00
Lachine Canal (Montreal).....	11,032	74	132,369 72	143,402 46
“ “ (Lachine).....		526 76		526 76
Totals.....	12,411	10	157,033 37	169,444 47
<i>Chambly Canal</i>			684 00	684 00
Chambly.....		16 00	61 00	77 00
St. John's.....			213 00	213 00
St. Ours Lock.....		5 00		5 00
Totals.....		21 00	958 00	979 00
<i>Ottawa River Canals—</i>				
Carillon & Grenville Canal.....			197 00	197 00
“ “ Grenville.....		8 00	1,551 75	1,559 75
“ “ Carillon.....			630 00	630 00
Ste. Anne's Lock.....		292 24	152 00	444 24
Chats Falls Canal.....			1 00	1 00
Totals.....		300 24	2,531 75	2,831 99
<i>Rideau Canal</i>			1,968 00	1,968 00
Ottawa.....		331 50	3,246 23	3,577 73
Kingston Mills.....			355 00	355 00
Smiths Falls.....		55 00	3,168 70	3,223 70
Totals.....		386 50	8,737 93	9,124 43
<i>St. Peter's Canal</i>			2 00	2 00
<i>Murray Canal</i>			215 00	215 00
<i>Trent Canal</i>		118 00	17,712 33	17,830 33
<i>Sault Ste. Marie Canal</i>			493 00	493 00
Grand totals.....	179,666	26	267,055 95	446,722 21
Net amount deposited to the credit of the Receiver General.....				446,722 21

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

7 GEORGE V, A. 1917

STATEMENT of Hydraulic and other rents, showing rent accrued, paid, and balances yet due March 31, 1916.

Balance due April 1, 1915	Hydraulic and other rents accrued 1915-16.	Lock House rents.	Totals.	Canals.	Abatement for overcharges.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balance due Mar. 31, 1916.	Totals.
						Lock House rents.	Hydraulic rents, etc.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
65,167 90	99,462 48	540 00	165,170 38	Welland.....	22,398 29	540 00	78,732 57	63,424 52	165,170 38
8 711 17	364 00	.....	364 00	Welland Ship.....	.....	.....	100 00	264 00	364 00
5,153 87	4,192 00	216 00	13,119 17	Williamsburg.....	880 00	216 00	1,669 00	10,384 17	13,119 17
6,580 84	13,148 73	.....	18,302 60	Cornwall.....	.....	.....	4,206 50	14,096 10	18,302 60
30,649 95	15,110 15	.....	21,690 99	Beauharnois.....	.....	.....	15,040 15	6,650 84	21,690 99
30,940 84	130,614 83	204 00	161,468 78	Lachine.....	164 00	204 00	132,165 72	28,999 40	161,468 78
6,395 96	220 00	684 00	1,844 84	Chamblé.....	164 00	684 00	274 00	722 84	1,844 84
191 45	7,146 10	1,968 00	15,510 06	Rideau.....	55 00	1,968 00	6,769 93	6,717 13	15,510 06
60 00	16,610 97	1,300 00	18,102 42	Trent.....	70 45	1,300 00	16,412 33	330 30	18,102 42
28,165 31	493 00	.....	553 00	Sault Ste. Marie.....	.....	.....	493 00	60 00	553 00
.....	643 00	197 00	29,005 31	Carillon and Grenville.....	5,226 48	197 00	2,181 75	21,400 08	29,005 31
4 00	3,136 00	396 00	3,532 00	Soulanges.....	.....	396 00	3,136 00	.....	3,532 00
.....	32 00	120 00	156 00	Ste. Anne's Lock.....	.....	120 00	32 00	4 00	156 00
.....	1 00	.....	1 00	Chats Falls.....	.....	.....	1 00	.....	1 00
3 00	2 00	.....	2 00	St. Peters.....	.....	.....	2 00	.....	2 00
.....	9 00	205 00	217 00	Murray.....	.....	205 00	10 00	2 00	217 00
152,024 29	291,185 26	5,830 00	449,039 55	Totals.....	28,928 22	5,830 00	261,225 95	153,055 38	449,039 55

OTTAWA, July 25, 1916.

DEPARTMENT OF RAILWAYS AND CANALS,

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

RECAPITULATION—Statement of Expenditure by Canal to March 31, 1916.

	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....		44,387 53			44,387 53
Beauharnois.....	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville.....	4,182,092 96	351,431 74	788,478 60	500,414 40	5,882,417 70
Chambly.....	731,696 52	759,574 15	946,844 80	907,558 79	3,345,674 26
Cornwall.....	7,246,304 21	592,038 21	1,554,282 74	956,094 27	10,348,719 43
Culbute Lock.....	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine.....	14,108,611 59	1,420,902 70	2,662,536 68	2,012,065 75	20,204,116 72
Lake St. Francis.....	75,906 71	25,043 68			100,950 39
Lake St. Louis.....	298,176 11				298,176 11
Murray.....	1,248,946 71	101,423 11	133,983 99	97,161 44	1,581,515 25
Rideau.....	4,168,069 21	646,832 76	1,665,890 89	1,696,166 44	8,176,959 30
Sault Ste. Marie.....	4,994,372 51	280,098 04	397,825 51	349,935 99	6,022,232 05
Soulanges.....	7,904,044 53	157,574 35	504,256 13	437,547 11	9,003,422 12
Ste. Anne's Lock.....	1,170,215 63	84,044 81	112,047 47	138,282 62	1,504,590 53
St. Lawrence Riv. and Canals	3,469,913 41	128,298 11			3,598,211 52
St. Ours Lock.....	127,228 56	174,028 88	114,324 51	97,193 02	512,774 97
St. Peters.....	648,547 14	534,991 54	113,161 44	35,968 17	1,332,668 29
Tay.....	489,599 23	748 65			490,347 88
Trent.....	15,626,295 14	924,169 46	522,515 82	674,369 76	17,747,350 18
Welland.....	29,618,995 66	1,541,620 07	4,615,861 25	3,628,473 42	39,404,950 40
Welland Ship.....	9,960,563 44				9,960,563 44
Williamsburg.....	1,334,551 80				
" Farran's Point...	877,090 57	297,559 36	620,819 79	593,523 49	12,003,000 71
" Galops.....	6,121,213 70				
" Rapide Plat.....	2,158,242 00				
Total.....	118,579,759 06	8,391,501 36	15,413,911 99	12,717,482 05	155,102,654 46
Expenditure Canals General...	34,966 69	618,073 56		2,356,939 00	3,009,979 25
Total expenditure.....	118,614,725 75	9,009,574 92	15,413,911 99	15,074,421 05	158,112,633 71

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

7 GEORGE V, A. 1917

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Income.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1889	9,847 27	
" " ".....	1890	381,942 75	
" " ".....	1891	196,869 36	
" " ".....	1892	26,129 89	
" " ".....	1893	2,190 62	
" " ".....	1894	1,675 36	
" " ".....	1895	570 55	
" " ".....	1896		
" " ".....	1897	41,457 29	
" " ".....	1898		
" " ".....	1899		
" " ".....	1900		
" " ".....	1901		8,381 82
Total.....		*660,863 09	8,381 82

*Of this amount Parliament voted, under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway, N.S.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

CANADA EASTERN RAILWAY.

	Year.	Capital.
		\$ cts.
Government expenditure since Confederation.....	1905	800,000 00
" " ".....	1906	
" " ".....	1907	
" " ".....	1908	19,000 00
Total.....		*819,000 00

*Included in total cost of Intercolonial Railway System, page 48.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

CANADIAN PACIFIC RAILWAY.

OTTAWA, July 25, 1916.

7 GEORGE V, A. 1917

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1887	76,501 89	.....
" " "	1888	689,450 50	.....
" " "	1889	1,083,276 60	.....
" " "	1890	1,170,523 62	.....
" " "	1891	521,441 62	.....
" " "	1892	99,936 96	.....
" " "	1893	59,982 74	.....
" " "	1894	158,770 61	.....
" " "	1895	*	.....
" " "	1896	*	.....
" " "	1897	405 00	.....
" " "	1898	389 60	.....
Total.....		\$3,860,679 14	†

*Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.

‡Included in total cost of Intercolonial Railway system, see page 48.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1886	85,610 69	.....
" " "	1887	2,299 62	.....
" " "	1888	500 17	.....
Total.....		88,410 48	.....
*Less amount received from city of St. John, N.B.....		40,000 00	.....
Net cost.....		48,410 48	.....

*Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of \$40,000, which sum was paid in March, 1893, to the Receiver General.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working. Expenses.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1900	1,459,000 00	.....
" " ".....	1901	.....	.....
" " ".....	1902	5,000 00	.....
Total.....		*1,464,000 00	*

*Included in total cost of Intercolonial Railway system, page 48.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.....	1884	1,284,311 97	10,033 77	30,767 66
" " ".....	1885	2,055 92	78,273 65	73,050 01
" " ".....	1886	183 79	94,756 06	66,893 11
" " ".....	1887	.....	94,254 04	64,107 10
" " ".....	1888	.....	90,954 73	70,552 20
" " ".....	1889	34,235 73	90,719 04	72,436 65
" " ".....	1890	.....	79,102 77	84,658 95
" " ".....	1891	3,255 40	*	†
Total.....		†1,324,042 81	538,094 06	462,465 68

*Included in Intercolonial Railway expenses. †Included in Intercolonial Railway revenue.

‡Included in total cost of Intercolonial Railway system, page 48.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

7 GEORGE V, A. 1917

HUDSON BAY RAILWAY.

	Year.	Capital.
		\$ cts.
Government expenditure since Confederation.....	1909	92,427 83
“ “ “	1910	53,042 63
“ “ “	1911	184,149 81
“ “ “	1912	159,632 00
“ “ “	1913	1,099,063 15
“ “ “	1914	4,498,717 25
“ “ “	1915	4,773,743 99
“ “ “	1916	4,889,131 77
Total.....		15,749,908 43

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

—	Year.	Construction.	Income.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation.....		10,766,725 54			
“ since 1868 to 1879 included		25,847,852 40		13,382,773 41	3,670,469 65
“ “ “ 1880		2,048,014 60		1,607,956 70	1,520,310 45
“ “ “ 1881		608,732 80		1,780,353 53	1,777,856 76
“ “ “ 1882		585,563 79		2,080,592 37	2,100,315 85
“ “ “ 1883		1,616,632 96		2,383,477 20	2,395,034 99
“ “ “ 1884		1,405,377 52		2,366,719 95	2,376,666 19
“ “ “ 1885		1,195,363 08		2,460,229 87	2,392,605 00
“ “ “ 1886		544,958 17		2,508,473 10	2,406,858 88
“ “ “ 1887		823,070 86		2,854,158 91	2,621,337 41
“ “ “ 1888		742,203 09		3,300,481 94	2,937,337 40
“ “ “ 1889		655,228 13		3,174,755 19	2,923,736 46
“ “ “ 1890		365,246 48		3,500,455 80	2,958,243 38
“ “ “ 1891		79,929 34		3,691,273 65	3,007,630 51
“ “ “ 1892		168,101 77		3,458,891 39	2,978,950 82
“ “ “ 1893		228,984 79		3,062,207 45	3,099,815 20
“ “ “ 1894		166,362 43		2,999,317 07	3,020,485 74
“ “ “ 1895		327,034 51		2,964,940 98	2,979,795 59
“ “ “ 1896		259,105 23		3,029,304 08	2,994,201 93
“ “ “ 1897		145,142 00		2,936,789 71	2,906,631 25
“ “ “ 1898		252,367 20	70,000 00	3,275,830 14	3,154,896 49
“ “ “ 1899		1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
“ “ “ 1900		1,796,348 29		4,444,296 25	4,599,423 14
“ “ “ 1901		3,633,836 57		5,477,295 30	5,019,497 76
“ “ “ 1902		4,621,841 05		5,590,939 57	5,720,990 50
“ “ “ 1903		2,254,266 68		6,214,496 38	6,366,884 53
“ “ “ 1904		1,880,856 60		7,264,263 13	6,392,865 48
“ “ “ 1905		3,937,621 93		8,535,689 91	6,833,561 50
“ “ “ 1906		3,675,170 90		7,599,400 33	7,693,282 40
“ “ “ 1907		1,505,209 26		6,045,597 15	6,293,751 52
“ “ “ 1908		4,363,394 01		9,195,347 64	9,229,989 21
“ “ “ 1909		3,867,232 16		9,364,256 10	8,583,100 79
“ “ “ 1910		1,278,409 45		8,668,620 23	9,328,888 97
“ “ “ 1911		762,869 06		9,613,774 77	9,911,974 83
“ “ “ 1912		1,710,448 56		10,624,889 89	10,666,962 44
“ “ “ 1913		2,391,987 53		12,009,953 31	12,052,729 39
“ “ “ 1914		4,329,694 68		12,893,735 98	12,940,066 52
“ “ “ 1915		6,663,436 65		11,456,356 00	11,468,042 36
“ “ “ 1916		7,635,050 25		12,551,495 84 (1,515,895 57)	14,068,791 41
Total.....	†	106,312,705 26	280,000 00	218,463,865 09	211,169,540 78

*Continued page 48.

†Including \$296,872.90 paid to Nova Scotia Railway and European and North American Railway, New Brunswick, and charged to “Consolidated Fund.”

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 47.....†\$106,312,705 26

Less amounts transferred from Capital to Consolidated Fund as follows:—

European and North American Railway from 1868 to 1873.....	\$	88,363 18	
Nova Scotia Railway from 1868 to 1873.....		208,509 72	
			296,872 90
			\$ 106,015,832 36

To which add the following—

Canada Eastern Railway, page 42.....	819,000 00
Cape Breton Railway, page 44.....	3,860,679 14
Drummond County Railway, page 45.....	1,464,000 00
Eastern Extension Railway, page 45.....	1,324,042 81
Montreal and European Short Line Railway, page 49.....	333,942 72
Oxford and New Glasgow, page 51.....	1,949,063 21

Total capital cost of International Railway System.....*\$115,766,560 24

*Agreeing, less outstanding cheques, with Public Accounts, 1916.

†Including \$220.48, amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1915	1,300 00	*111,706 35	65,468 92
" " " " " " " " " " " " " " " " " "	1916	2,637 47	206,651 38	104,623 49
Total.....		3,937 47	318,357 73	170,092 41

*Includes \$45,000 for Lease of Railway as per Statute.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construc- tion.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1885	49,587 45	
“ “ “	1886	135,214 38	
“ “ “	1887	24,157 32	
“ “ “	1888	397 35	
“ “ “	1889		
“ “ “	1890		
“ “ “	1891	124,568 23	
“ “ “	1892		
“ “ “	1893		
“ “ “	1894	17 99	
Total.....		*333,942 72	

*Included in total cost of Intercolonial Railway system, page 48.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

7 GEORGE V, A. 1917

NATIONAL TRANSCONTINENTAL RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.....	1904	6,249 40		
" " "	1905	778,491 28		
" " "	1906	1,841,269 95		
" " "	1907	5,537,867 50		
" " "	1908	18,910,449 41		
" " "	1909	24,892,422 68		
" " "	1910	19,968,126 86		
" " "	1911	23,488,208 40		
" " "	1912	21,110,683 05		
" " "	1913	13,766,916 39		
" " "	1914	12,670,108 27	94,074 10	44,634 11
" " "	1915	9,831,952 58	239,527 25	153,213 55
" " "	1916	7,078,451 69	4,410,528 75	3,758,387 39
Total.....		* 159,881,197 46	4,744,130 10	3,956,235 05

*Agrees with Public Accounts Balance Sheet, 1916.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.....	1915	24,700 00	43,942 53	25,419 81
	1916	199,511 28	87,030 93	50,414 34
Total.....		224,211 28	130,973 46	75,834 15

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

OXFORD AND NEW GLASGOW RAILWAY.

	Year	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,073 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
Total.....		†1,949,063 21	†

*Included by Intercolonial Railway capital. †Included in Intercolonial Railway working expenses.

‡Included in total cost of Intercolonial Railway system, page 48. Add \$220.48 amount of Exchequer Court Award paid in 1907 and included in Intercolonial Railway.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

	Year.	Capital.	Income.
		\$ cts.	\$ cts.
Government expenditure since Confederation.....	1909		422,867 12
" " " ".....	1910		111,788 02
" " " ".....	1911	227,563 40	
" " " ".....	1912	603,293 07	
" " " ".....	1913	1,512,825 96	
" " " ".....	1914	2,604,105 61	
" " " ".....	1915	2,816,305 10	
" " " ".....	1916	2,746,813 70	
Total.....		10,510,906 84	534,655 14
Less amount received from the Phoenix Bridge Co., 1910.....			100,000 00
Total.....		*10,510,906 84	434,655 14

*Capital Expenditure as above..... \$ 10,510,906 84

In this Expenditure a total of \$91,188.10 has been credited, being received, for the sale of scrap and used material from the collapsed bridge.

Add amounts paid by the Finance Department not included above:—

Amount guaranteed by Act of 1903, Chap. 54.....	\$6,424,781 00	
Amount paid to the Province of Quebec.....	250,000 00	
Amount paid to city of Quebec.....	300,000 00	
Amount paid to Emile Tanguay, as per Supreme Court award.....	485 20	6,975 266 20

Less amount received from the Phoenix Bridge Co.....	\$ 17,486,173 04	
	100,000 00	

Agrees with Public Accounts Balance Sheet, 1916.....	\$ 17,386,173 04	
--	------------------	--

To which add the expenditure under Income, 1909 and 1910.....	\$ 534,655 14	
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Add also amount paid for subsidies in 1901, 1902 and 1903.....	374,353 33	909,008 47
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Total expenditure to date March of 31, 1916.....	\$ 18,295,181 51	
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W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

STATEMENT showing net amount expended on Capital Account on Canadian Government Railways.

Railways.	—		—	
	\$	cts.	\$	cts.
Interecolonial, pages 47-48.	106,015,832	36		
Cape Breton, page 44.	3,860,679	14		
Oxford and New Glasgow, page 51.	1,949,063	21		
Eastern Extension, page 45.	1,324,042	81		
Drummond County, page 45.	1,464,000	00		
Montreal and European Short Line, page 49.	333,942	72		
Canada Eastern, page 42.	819,000	00		
Total.			115,766,560	24
Carleton Branch, page 44.			48,410	48
Prince Edward Island, page 52.			10,841,372	44
Canadian Pacific, page 43.			62,789,776	09
Annapolis and Digby, page 42.			660,683	09
Yukon Territory Works (Stikine-Teslin Ry.), page 54.			283,323	55
National Transcontinental, page 50.			159,881,197	46
Governor General's Cars.			71,538	82
Hudson Bay Railway, page 46.			15,749,908	43
International Railway of New Brunswick, page 49.			3,937	47
New Brunswick and Prince Edward Island Railway, page 5.			224,211	28
Total.			* 366,320,919	35
<i>Memo re Recapitulation—Railways.</i>				
Total cost as per statement above.			366,320,919	35
Add amounts transferred from Capital to Consolidated Fund, Interecolonial Railway, <i>see</i> statement, page 48.			296,872	90
Agreeing with total amount paid on Construction, as per statement, page 56.			366,617,792	25

*Amounts paid for Quebec Bridge, page 53, and amount of Miscellaneous Expenditure, page 57, not included in above.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

7 GEORGE V, A. 1917

RECAPITULATION GOVERNMENT RAILWAYS.

	Year.	Construction.	Working expenses.	Revenue.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		13,881,460 65		
“ since	1868	483,353 65	359,961 08	420,752 58
“	1869	282,615 18	387,548 47	455,022 76
“	1870	1,729,381 49	445,208 75	471,245 09
“	1871	2,946,930 45	442,993 31	565,713 52
“	1872	5,620,569 67	595,076 22	622,900 56
“	1873	5,763,268 81	1,011,892 60	703,458 26
“	1874	3,925,123 69	1,847,925 24	893,430 17
“	1875	5,018,427 85	1,581,934 24	886,087 42
“	1876	4,497,434 75	1,497,128 22	966,922 42
“	1877	3,209,502 16	1,890,268 80	1,285,110 27
“	1878	2,643,741 73	2,032,873 05	1,514,846 38
“	1879	2,507,053 71	2,233,496 34	1,419,955 60
“	1880	6,109,077 14	1,851,489 26	1,739,137 25
“	1881	5,577,236 73	2,220,421 39	2,200,486 25
“	1882	5,175,046 61	2,310,638 54	2,237,583 39
“	1883	11,707,619 02	2,636,551 70	2,541,205 41
“	1884	14,013,074 89	2,613,508 87	2,551,937 97
“	1885	11,224,244 54	2,749,710 53	2,624,243 07
“	1886	4,443,220 17	2,819,973 50	2,628,336 35
“	1887	1,846,887 18	3,152,650 40	2,840,747 88
“	1888	1,765,582 11	3,621,076 62	3,166,253 22
“	1889	2,709,857 37	3,513,063 67	3,167,542 67
“	1890	22,392,767 99	3,846,044 42	3,203,874 11
“	1891	1,184,317 34	3,949,263 73	3,181,888 56
“	1892	417,425 73	3,748,597 77	3,136,393 51
“	1893	712,917 44	3,288,629 62	3,262,505 62
“	1894	585,749 01	3,226,208 13	3,169,019 57
“	1895	376,814 83	3,197,846 17	3,129,450 37
“	1896	324,774 72	3,254,442 64	3,140,678 47
“	1897	204,624 31	3,195,959 58	3,060,074 38
“	1898	270,990 85	3,507,248 88	3,313,847 10
“	1899	1,112,348 47	3,696,612 31	3,940,570 11
“	1900	3,309,130 42	4,665,228 06	4,774,161 87
“	1901	3,922,989 37	5,739,051 54	5,213,381 24
“	1902	5,386,611 24	5,861,099 54	5,918,990 43
“	1903	3,083,680 86	6,474,134 20	6,584,598 77
“	1904	2,619,059 86	7,599,958 57	6,627,255 51
“	1905	6,125,481 79	8,906,154 35	7,050,892 11
“	1906	6,102,565 74	7,893,653 49	7,950,552 97
“	1907	7,174,370 17	7,328,745 65	6,509,186 49
“	1908	23,684,005 25	9,595,295 43	9,534,569 04
“	1909	29,414,227 34	9,764,586 51	8,894,410 42
“	1910	21,505,975 91	9,095,903 96	9,647,963 71
“	1911	24,532,466 18	10,037,878 77	10,249,394 38
“	1912	23,108,805 52	11,074,852 80	11,034,165 83
“	1913	17,375,968 10	12,499,925 65	12,442,203 46
“	1914	21,628,095 15	13,559,225 45	13,394,317 37
“	1915	21,865,663 92	12,474,453 85	12,149,357 32
“	1916	21,155,255 19	19,407,380 22	18,427,908 65
Total		*366,657,792 25	237,703,772 09	224,854,539 86

Total amount paid on construction..... \$ 366,657,792 25

Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway..... 40,000 00

Cost of construction..... †\$366,617,792 25

*Amount paid for Quebec Bridge and amount of Capital Expenditure, page 57, not included.

†Agreeing with amount expended on Capital Account on Railways, etc., see page 55.

W. C. LITTLE,

DEPARTMENT OF RAILWAYS AND CANALS,

Accountant.

OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

MISCELLANEOUS EXPENDITURE ON RAILWAYS.

STATEMENT showing the Expenditure from Confederation to March 31, 1916, yearly.

	Year end- ing.	Capital.	Income.	Revenue.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gov't expenditure prior to Confederation.....	1876				
“ “ since “ 1868 to 1877.....	1877			43,639 97	43,639 97
“ “ “ 1878 to 1883.....	1883				
“ “ “ 1884.....	1884		62,256 58		62,256 58
“ “ “ 1885.....	1885		11,003 38		11,003 38
“ “ “ 1886.....	1886		10,383 59		10,383 59
“ “ “ 1887.....	1887		23,545 34		23,545 34
“ “ “ 1888.....	1888		22,898 90		22,898 90
“ “ “ 1889.....	1889		16,552 64		16,552 64
“ “ “ 1890.....	1890		50,909 74		50,909 74
“ “ “ 1891.....	1891		16,314 41		16,314 41
“ “ “ 1892.....	1892		19,062 51		19,062 51
“ “ “ 1893.....	1893		4,313 73		4,313 73
“ “ “ 1894.....	1894		4,855 11		4,855 11
“ “ “ 1895.....	1895		13,221 27		13,221 27
“ “ “ 1896.....	1896		6,562 20		6,562 20
“ “ “ 1897.....	1897		5,118 99		5,118 99
“ “ “ 1898.....	1898		8,327 96	1,400 00	9,727 96
“ “ “ 1899.....	1899		67,005 86		67,005 86
“ “ “ 1900.....	1900		33,496 99		33,496 99
“ “ “ 1901.....	1901		28,658 78		28,658 78
“ “ “ 1902.....	1902		21,752 58		21,752 58
“ “ “ 1903.....	1903		15,570 43		15,570 43
“ “ “ 1904.....	1904		85,353 17		85,353 17
“ “ “ 1905.....	1905		97,507 00		97,507 00
“ “ “ 1906.....	1906		99,018 80		99,018 80
“ “ “ 1907.....	1907		92,115 62		92,115 62
“ “ “ 1908.....	1908		178,266 39		178,266 39
“ “ “ 1909.....	1909		181,615 90		181,615 90
“ “ “ 1910.....	1910		200,329 52		200,329 52
“ “ “ 1911.....	1911		218,178 85	1,000 00	219,178 85
“ “ “ 1912.....	1912		257,670 45	3,950 00	261,620 45
“ “ “ 1913.....	1913		360,812 49	4,500 00	365,312 49
“ “ “ 1914.....	1914	18,000 00	384,018 59	11,300 00	413,318 59
“ “ “ 1915.....	1915		376,602 43	23,000 00	399,602 43
“ “ “ 1916.....	1916		316,479 82	1,400 00	317,879 82
Total.....		18,000 00	3,289,780 02	90,189 97	3,397,969 99

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

7 GEORGE V, A. 1917

STATEMENT showing Expenditure common to both Railways and Canals from Confederation to March 31, 1916.

	Year end- ing.	Capital.	Income.	Revenue.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gov't expenditure prior to Confederation.....					
" since " 1868 to 1878	1878		232,839 35	69,113 66	301,952 01
" " " 1879 to 1892	1892				
" " " 1893	1893		28,640 93		28,640 93
" " " 1894	1894		15,746 31		15,746 31
" " " 1895	1895		19,304 87		19,304 87
" " " 1896	1896		25,194 21		25,194 21
" " " 1897	1897		25,142 90	597 39	25,740 29
" " " 1898	1898		28,042 10		28,042 10
" " " 1899	1899		22,085 19		22,085 10
" " " 1900	1900		22,802 18		22,802 18
" " " 1901	1901		33,986 68		33,986 68
" " " 1902	1902		34,138 50		34,138 50
" " " 1903	1903		35,398 00		35,398 00
" " " 1904	1904		36,262 32		36,262 32
" " " 1905	1905		38,660 52		38,660 52
" " " 1906	1906		37,484 64		37,484 64
" " " 1907	1907		34,183 75		34,183 75
" " " 1908	1908		45,115 99		45,115 99
" " " 1909	1909		20,912 04		20,912 04
" " " 1910	1910		4,706 79		4,706 79
" " " 1911	1911		2,369 52		2,369 52
" " " 1912	1912		2,922 06		2,922 06
" " " 1913	1913		9,338 17		9,338 17
" " " 1914	1914		5,671 08		5,671 08
" " " 1915	1915		2,324 14		2,324 14
" " " 1916	1916		322,305 88		322,305 88
Total.....			1,085,578 12	69,711 05	1,155,289 17

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

STATEMENT showing the Total Expenditure and Revenue of the Department of Railways and Canals prior to and since Confederation to March 31, 1916.

	\$	cts.	\$	cts.
TOTAL EXPENDITURE.....			\$852,370,850	78
Expenditure on Railways.....	\$607,999,534	33		
" Quebec Bridge.....	10,945,561	98		
" Railway Subsidies.....	74,157,831	59		
" Canals.....	158,112,633	71		
" Miscellaneous.....	1,155,289	17		
Total expenditure.....			852,370,850	78
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital Account.....	495,761,424	84		
Revenue Account.....	268,352,006	15		
Income Account.....	14,099,588	20		
Consolidated Fund—Railway Subsidies, page 69.....	74,157,831	59		
			852,370,850	78
CLASSIFICATION OF EXPENDITURE IN DETAIL—				
Railways—				
Capital—See pages 55 and 57.....	366,635,792	25		
Income—See pages 47, 48 and 57.....	3,569,780	02		
Revenue—See pages 56 and 57.....	237,793,962	06	607,999,534	33
Quebec Bridge—				
Capital—See page 53.....	10,510,906	84		
Income—See page 53.....	434,655	14	10,945,561	98
Railway Subsidies—See pages 60 to 71.....	74,157,831	59	74,157,831	59
Canals—				
Capital—See pages 37, 38 and 41.....	118,614,725	75		
Income—See pages 37, 38 and 41.....	9,009,574	92		
Revenue—See pages 37, 38 and 41.....	30,488,333	04	158,112,633	71
Miscellaneous Expenditure—				
Income—See page 58.....	1,085,578	12		
Revenue—See page 58.....	69,711	05	1,155,289	17
Total expenditure.....			852,370,850	78
CLASSIFICATION OF EXPENDITURE INTO CAPITAL AND CONSOLIDATED FUND—				
Railways—				
Capital—Including Quebec Bridge.....	377,146,699	09		
Consolidated Fund (Income and Revenue) Railway Subsidies, etc.....	315,956,228	81	693,102,927	90
Canals—				
Capital.....	118,614,725	75		
Consolidated Fund (Income and Revenue).....	39,497,907	96	158,112,633	71
General Expenditure—				
Consolidated Fund (Income and Revenue).....	1,155,289	17	1,155,289	17
Total expenditure.....			852,370,850	78
TOTAL REVENUE RECEIVED from July 1, 1867 to March 31, 1916—				
Railways—See page 56.....	224,854,539	86		
Canals—See page 37.....	16,203,848	18		
Total Revenue.....			\$241,058,388	04

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SUBSIDY STATEMENTS

- I.--Statement showing the Railway Subsidies paid during the year ending March 31, 1916.
- II.--Statement of Railway Subsidies paid from July 1, 1873, to March 31, 1916.

STATEMENT showing the Railway Subsidies paid during the year ending
March 31, 1916.

Name of Railway.	Amount.
INTERNATIONAL RAILWAY OF NEW BRUNSWICK (formerly the Restigouche and Western Railway).	
From Campbellton towards Grand Falls..	\$ 791 93
QUEBEC CENTRAL RAILWAY COMPANY—	
From a point (31·34 miles from St. George) in the Parish of St. Sabine, County of Bellechasse, to a point in the Township of Dionne, County of L'Islet..	43,161 60
CANADIAN NORTHERN ONTARIO RAILWAY COMPANY—	
From Ottawa, Ontario to Port Arthur, Ontario..	495,604 83
KETTLE VALLEY RAILWAY COMPANY—	
From a point on the line between Merritt and Penticton wharf, at or near Penticton to Midway, B.C..	173,168 54
From a point on the line between Merritt and Penticton wharf, about 25 miles south of Merritt, to a point on the Fraser river near Hope station..	37,522 95
Bridge over Fraser river near Hope, B.C..	250,000 00
	460,691 49
CANADIAN PACIFIC RAILWAY COMPANY—	
Between Gimli and the south end of the Icelandic river bridge..	80,032 00
ALBERTA CENTRAL RAILWAY COMPANY—	
Red Deer to Rocky Mountain House..	75,000 00
CANADIAN NORTHERN PACIFIC RAILWAY COMPANY—	
Yellowhead Pass to Vancouver and the mouth of the Fraser river.. . . .	244,889 57
	<u>\$1,400,171 42</u>

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

7 GEORGE V, A. 1917

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1909.
Authority.	Amount.			
	\$ cts.			\$ cts.
46 Vic., chap. 25	156,800 00	1	International Railway, Quebec.....	156,800 00
53 " 2				
45 " 14	384,000 00			
46 " 25	80,000 00			
48-49 " 59	96,000 00			
49 " 10	186,295 00			
50-1 " 24	28,800 00	2	Quebec and Lake St. John Railway, Quebec.....	1,233,943 50
51 " 3	96,000 00			
52 " 3	64,000 00			
53 " 2	40,000 00			
54-5 " 8	5,250 00			
57-8 " 4	44,800 00			
46 " 24	89,600 00			
49 " 10	70,000 00			
50-1 " 24	12,800 00	3	Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Ry., Ontario...	208,732 80
52 " 3	32,000 00			
55-6 " 5	64,000 00			
47 " 8	272,000 00			
51 " 3	41,000 00	4	Pontiac Pacific Junction Railway, Quebec.....	193,578 00
53 " 2	24,000 00			
46 " 25	115,200 00			
47 " 8	76,800 00	5	Caraquette Railway, N.B.....	224,000 00
50-1 " 24	32,000 00			
47 " 8	32,000 00			
49 " 10	57,600 00			
52 " 3	22,400 00	6	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec.....	870,108 31
53 " 2	48,000 00			
56 " 2	47,000 00			
57-8 " 4	70,400 00			
7-8 Ed. VII	*			
47 Vic. 8	48,000 00	7	Kingston and Pembroke Railway, Ontario.....	48,000 00
45 " 14				
46 " 26	660,000 00	8	Northern and Pacific Junction Railway, Ontario....	1,320,000 00
53 " 2	660,000 00			
47 " 8	128,000 00			
48-9 " 59	19,200 00			
49 " 10	32,000 00	9	Canada Eastern Ry., formerly Northern and West- ern Ry., N.B., including also Chatham Branch Ry.	374,839 84
48-9 " 59	24,439 84			
51 " 3	140,800 00			
57-8 " 4	35,200 00			
62-3 " 7	*			
47 " 8				
51 " 3	60,342 00	10	Quebec Central Railway, Quebec.....	403,980 69
7-8 Ed. VII	63			
53 Vic. 2	288,000 00			
43-9 " 59	72,000 00			
53 " 2	40,000 00	11	Montreal and Sorel Railway, Quebec.....	93,757 57
48-9 " 59	30,000 00			
50-1 " 24	64,000 00	12	Montreal and Champlain Junction Railway, Quebec	103,600 00
51 " 3	9,600 00			
46 " 25	38,400 00	13	Elgin, Petitediac and Havelock Railway, N.B.....	82,652 82
51 " 3	44,252 82			
47 " 8	22,400 00	14	St. Louis and Richibucto Railway, N.B.....	22,400 00
48-9 " 59	96,000 00			
49 " 10	38,400 00	15	Canada Atlantic Railway, Ontario.....	282,355 20
50-1 " 24	180,000 00			
47 " 6	750,000 00	16	Esquimalt and Nanaimo Railway, B.C.....	750,000 00
47 " 8	96,000 00	17	Erie and Huron Railway, Ontario.....	96,000 00
46 " 25	320,000 00			
47 " 8	300,000 00	18	Baie des Chaleurs Railway, Quebec.....	620,000 00
52 " 3				
Carried forward.....				7,084,748 73

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have been entered into and payments made up to March 31, 1916.

Payments.							Total, March 31, 1916.	
1909-1910.	1910-1911.	1911-1912.	1912-1913.	1913-1914.	1914-1915.	1915-1916.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
							156,800 00	1
		27,520 00					1,261,463 50	2
							208,732 80	3
							193,578 00	4
							224,000 00	5
164,172 29	144,608 51	86,468 03					1,265,357 14	6
							48,000 00	7
							1,320,000 00	8
							374,839 84	9
	129,320 61		8,576 00			43,161 60	585,038 90	10
							93,757 57	11
							103,600 00	12
							82,652 82	13
							22,400 00	14
							282,355 20	15
			356,440 00		405,120 00		1,520,560 00	16
							96,000 00	17
							620,000 00	18
164,172 29	273,929 12	113,988 03	374,016 00		405,120 00	43,161 60	8,459,135 77	

7 GEORGE V, A. 1917

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1909.	
Authority.	Amount.			\$	cts.
	\$ cts.			\$	cts.
			Brought forward.....	7,084,748	73
48-9 Vic., c. 59	118,400 00	1	New Brunswick and Prince Edward Island Ry....	113,440	00
50-1 " 24	217,600 00	2	Laurentian Railway, formerly St. Lawrence, Lower		
			Laurentian and Saguenay Railway, Quebec.....	217,600	00
49 " 10	11,200 00	3	L'Assomption Railway, Quebec.....	11,200	00
49 " 10	32,000 00	4	Great Eastern Railway, Quebec.....	40,345	00
50-1 " 24	96,000 00				
56 " 2	64,000 00				
53 " 2	37,500 00				
47 " 8	160,000 00	5	Iroindale, Bancroft and Ottawa Railway, Ontario..	144,000	00
52 " 3					
49 " 10					
50-1 " 24	96,000 00	6	Buctouche and Moncton Railway, N.B.....	101,600	00
47 " 8	6,400 00				
52 " 3	51,200 00	7	Albert Southern Railway, N.B.....	50,460	00
50-1 " 24	65,200 00	8	Lake Temiscamingue Colonisation Ry., Quebec...	310,335	95
57-8 " 4	274,940 00				
49 " 10	38,400 00	9	Joggins Railway, N.S.....	37,500	00
50-1 " 24	4,000 00				
45 " 14	240,000 00	10	Temiscouata Railway, N.B., and Quebec.....	645,950	00
48-9 " 58	258,000 00				
51 " 3	100,000 00	11	Leamington and St. Clair Railway, Ontario.....	51,200	00
53 " 2	51,200 00				
48-9 " 50	44,800 00	12	Toronto, Grey and Bruce Railway, Ontario.....	14,656	00
50-1 " 24	6,400 00				
59 " 10	16,000 00	13	Dominion Lime Co., Quebec.....	15,360	00
50-1 " 24	22,400 00				
49 " 10	256,000 00	14	West Ontario Pacific Railway and Ontario and Quebec Railway.....	256,000	00
53 " 2					
50-1 " 24	96,000 00	15	Drummond County Railway, Quebec.....	423,936	00
52 " 3	14,400 00				
53 " 2	76,800 00	16	Brockville, Westport and Sault Ste. Marie Rail- way, Ontario.....	140,800	00
57-8 " 4	96,000 00				
48-9 " 59	128,000 00	17	Montreal and Lac Maskinonge Railway, Quebec...	41,280	00
53 " 2	64,000 00				
54-5 " 8	32,000 00	18	South Norfolk Railway, Ontario.....	54,400	00
57-8 " 4	10,200 00				
49 " 10	54,400 00	19	Guelph Junction Railway, Ontario.....	46,000	00
53 " 2	51,200 00				
50-1 " 24	22,400 00	20	Belleville and North Hastings Railway, Ontario...	21,888	00
48-9 " 54	108,800 00				
49 " 19	48,000 00	21	Hereford Railway, Quebec.....	155,200	00
52 " 0	118,400 00				
50-1 " 23	224,000 00	22	Lake Erie and Detroit River Railway, Ontario...	475,851	00
55-6 " 4	62,400 00				
62-3 " 5	138,400 00	23	Beauharnois Junction Railway, Quebec.....	62,400	00
50-1 " 27					
56 " 4	108,000 00	24	St. Catharines and Niagara Central Ry., Ontario.	38,400	00
50-1 " 24	108,800 00				
55-6 " 5	30,000 00	25	Fredericton and St. Mary's Ry. Bridge Co., N.B..	5,553	57
57-8 " 4	9,600 00				
52 " 3	240,000 00	26	Nova Scotia Central Railway Co., N.S.....	235,200	00
50-1 " 24	44,800 00				
55-6 " 5	19,200 00	27	Cumberland Railway and Coal Co., N.S.....	13,600	00
61 " 1	54,400 00				
50-1 " 24		28	Pontiac and Renfrew Railway, Ontario.....	29,840	00
52 " 3					
52 " 3		29	Thousand Islands Railway, Ontario.....		
63-4 " 8					
			Carried forward.....	10,908,594	25

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have been entered into and payments made up to March 31, 1916—Continued.

Payments.							Total March 31, 1916.	Number.
1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
164,172 29	273,929 12	113,988 03	374,016 00	.....	405,120 00	43,161 60	8,459,135 77	
.....	113,440 00	1
.....	217,600 00	2
.....	11,200 00	3
.....	40,345 00	4
.....	144,000 00	5
.....	101,600 00	5
.....	50,460 00	7
.....	310,335 95	8
.....	37,500 00	9
.....	645,950 00	10
.....	51,200 00	11
.....	14,656 00	12
.....	15,360 00	13
.....	256,000 00	14
.....	423,936 00	15
.....	140,800 00	16
.....	41,280 00	17
.....	54,400 00	18
.....	46,000 00	19
.....	21,888 00	20
.....	155,200 00	21
.....	475,851 00	22
.....	62,400 00	23
.....	38,400 00	24
.....	30,000 00	25
.....	5,553 57	26
.....	235,200 00	27
.....	39,850 00	28
.....	13,600 00	29
.....	29,840 00	30
164,172 29	273,929 12	113,988 03	374,016 00	.....	405,120 00	43,161 60	12,282,981 29	

7 GEORGE V, A. 1917

STATEMENT showing subsidies voted for Railways as to which contracts

SUBSIDIES VOTED.		Number.	Railways.	July 1, 1883, to March 31, 1909.
Authority.	Amount. . .			
	\$ cts.			\$ cts.
			Brought forward.....	10-908-594 25
52 Vic., chap. 3	96-000 00	1	Quebec, Montmorency and Charlevoix Ry. Co., Qu.	96-000 00
56 " 3	375,000 00	2	St. Clair Frontier Tunnel Co., Ontario.....	375,000 00
52 " 3	57,600 00	3	Brantford, Waterloo and Lake Erie, Ry., Ontario..	57-600 00
50-1 " 24				
57-8 " 4				
51 " 3	287,200 00	4	Port Arthur, Duluth and Western Ry., Ontario....	271-200 00
53 " 2				
50-1 " 24				
53 " 2	192-000 00	5	Montreal and Ottawa Railway, Ontario.....	192-000 00
54-5 " 8				
57-8 " 4				
50-1 " 24	44,800 00	6	Cornwallis Valley Railway, N.S.....	44,800 00
52 " 3				
52 " 3	320-000 00			
57-8 " 6	64,000 00	7	Ottawa, Northern and Western Ry., Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20
60-1 " 4				
47 " 8				
51 " 3				
52 " 3	83-612 00			
53 " 2	142,400 00	8	Central Railway, N.B.....	226-012 54
57-8 " 4	48,000 00			
61 " 1				
62-3 " 2				
53 " 1	361,270 00	9	Montreal and Western Railway, Quebec.....	361,270 00
52 " 3	128,000 00	10	Parry Sound and Colonization Railway, Ontario...	152,800 00
57-8 " 4	64,000 00			
52 " 3	163,200 00	11	Shuswap and Okanagan Railway, B.C.....	163,200 00
54-5 " 8	89,600 00			
53 " 2	35,200 00	12	Tobique Valley Railway, N.B.....	134,016 00
55-6 " 5	9,600 00			
53 " 2	112,000 00	13	Columbia and Kootenay, B.C.....	88,800 00
53 " 2	35,200 00	14	Waterloo Junction Railway, Ontario.....	32,800 00
53 " 2	99,200 00	15	Orford Mountain Railway Co., Quebec.....	192,942 50
53 " 2	57,600 00			
55-6 " 5	25,024 00	16	St. Lawrence and Adirondack Railway, Quebec.	149,481 60
55-6 " 5	*40,000 00	17	New Glasgow Iron, Coal and Railway Co., N.S..	39,840 00
56 " 2	102,400 00			
57-8 " 4	102,400 00	18	United Counties Railway Co., Quebec.....	188,816 00
55-6 " 5	*21,600 00	19	Philipsburg Junction Ry. Quarry Co., Quebec....	23,712 00
55-6 " 5	*430,400 00	20	Ottawa, Arnprior and Parry Sound Ry., Ontario...	779,712 00
56 " 2	67,200 00			
57-8 " 4	38,400 00	21	Montfort Colonization Railway, Quebec.....	167,440 00
60-1 " 4	66,000 00			
55-6 " 5	48,000 00			
57-8 " 4	48,000 00	22	Lotbinière and Megantic Railway, Quebec.....	96,000 00
56 " 2	48,000 00	23	Grand Trunk, Georgian Bay & Lake Erie Ry., Ont.	39,744 00
55-6 " 5	80,000 00	24	Can. Pac. Ry. B.C., Revelstoke to Arrow Lake...	80,000 00
57-58 " c	121,600 00	25	Nakusp and Slocan Railway, B.C.....	117,760 00
55-6 " 5	89,600 00	26	Dominion Coal Company, N.S.....	87,808 00
56 " 2	22,400 00	27	Oshawa Railway and Navigation Co, Ontario....	22,400 00
57-8 " 4	*51,200 00	28	Tilsonburg, Lake Erie and Pacific Ry., Ontario...	117,431 48
56 " 2	*11,200 00	29	St. Stephen and Milltown Ry., N.B.....	14,848 00
57-58 " 4	*38,400 00	30	Guelph Shore Railway Company, N.B.....	53,699 20
57-8 " 4	9,000 00	31	Cap de la Magdeleine Railway, Quebec.....	7,424 00
56 " 2	32,000 00	32	Ottario, Belmont and Northern Ry. Co., Ont.	30,720 00
" *	*	33	Coast line of N.S., now Halifax and Yarmouth Ry.	160,000 00
" *	*	34	Ottawa and New York Railway Company, Ont.,	262,384 00
			Carried forward.....	16,151,186 77

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have been entered into and payments made up to March 31, 1916.—*Continued.*

Payments.							Total March 31, 1916.	Number.
1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
164,172 29	273,929 12	113,988 03	374,016 00		405,120 00	43,161 60	12,282,981 29	
							96,000 00	1
							375,000 00	2
							57,600 00	3
							271,200 00	4
							192,000 00	5
							44,800 00	6
							414,931 20	7
							226,012 54	8
							361,270 00	9
							152,800 00	10
							163,200 00	11
							134,016 00	12
							88,800 00	13
							32,800 00	14
			9,984 00				202,926 50	15
							149,481 60	16
							39,840 00	17
							188,816 00	18
							23,712 00	19
							779,712 00	20
							167,440 00	21
							96,000 00	22
							39,744 00	23
							80,000 00	24
							117,760 00	25
							87,808 00	26
							22,400 00	27
				32,640 00			150,071 48	28
							14,848 00	29
							53,699 20	30
							7,424 00	31
							30,720 00	32
							160,000 00	33
							262,384 00	34
164,172 29	273,929 12	113,988 03	384,000 00	32,640 00	405,120 00	43,161 60	17,568,197 81	

7 GEORGE V, A. 1917

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1909.
Authority.	Amount.			
	\$ cts.			\$ cts.
			Brought forward.....	16,151,186 77
60-61 Vic., c. 5	3,630,000 00	1	Canadian Pacific Ry. Co., B.C. (Crow's Nest Pass)	3,404,720 00
60-61 " 4	500,000 00	2	Grand Trunk Ry. Co., Victoria Jubilee Bridge Que.	500,000 00
63				
7-8 Ed. VII. 63	*	3	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.....	368,257 67
*	*	4	East Richelieu Railway Co. Quebec.....	69,952 00
7-8 Ed. VII. 63	*	5	South Shore Ry. (Quebec, Montreal and Southern).	246,655 36
*	*	6	Pembroke Southern Railway, Ontario.....	64,000 00
*	*	7	Massawippi Valley Railway Co., Quebec.....	5,376 00
*	*	8	Inverness and Richmond Ry. Co., N.S., now Inverness Ry. and Coal Co.....	368,545 97
*	*	9	Canadian Northern Ry. Co., Ontario, Manitoba and N.W.T.....	1,909,132 00
*	*	10	Canadian Pacific Railway Co. (Pipestone Branch).	160,000 00
6-7 Ed. VII. 40	*	11	Central Ontario Railway Co., Ontario.....	179,466 00
		12	Midland Railway Co., N.S.....	399,060 40
63-3 Vic., c. 7	1,000,000 00	13	Quebec Bridge Co., Quebec.....	374,353 33
63-4 " 8				
*	*	14	St. Mary River Railway Co., N.W.T.....	148,094 00
60-1 Vic., c. 4	212,500 00	15	Pontiac Pacific & Ottawa & Gatineau Ry., Co. (Interprovincial Bridge over Ottawa River)....	212,500 00
63-4 " 2	*	16	Atlantic and Lake Superior Ry., Quebec.....	144,969 02
1 Ed. VII., c. 7	*	17	Montreal and Province Line Railway, Quebec.....	58,560 00
1 " 7	*	18	York and Carleton Railway, N.B.....	32,896 00
62-3 Vic., c. 7	*	19	Algoma Central and Hudson Bay Ry., Ontario....	924,976 00
62-3 " 7	*			
63-4 " 8	*	20	Cape Breton Extension Railway, N.S.....	182,400 00
1 Ed. VII., c. 7	*	21	Can. Pac. Ry. Co. (Kootenay & Arrowhead Branch	153,866 00
*	*	22	" (Selkirk Branch).....	83,200 00
*	*	23	" (Dymont Branch).....	22,336 00
*	*	24	" (Waskada Branch).....	64,000 00
9-10 Ed. VII. 51	*	25	Algoma Eastern Rt. Co., formerly Manitoulin and North Shore Ry. Co., Ontario.....	32,000 00
*	*	26	Bay of Quinte Railway Ont.....	141,722 45
*	*	27	Bruce Mines and Algoma Railway, Ont.....	53,920 00
*	*	28	Maganetawan River Railway Co., Ont.....	3,552 00
*	*	29	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec.....	391,819 75
*	*	30	Canadian Pacific Ry. Co. (Pheasant Hill Branch).	435,200 00
*	*	31	Halifax and Southwestern Railway Co., N.S.....	1,238,450 93
*	*	32	Northern Colonization Railway Co., Quebec.....	202,080 00
*	*	33	New Brunswick Coal and Railway Co., N.B.....	48,000 00
*	*	34	Schomberg and Aurora Railway Co., Ont.....	46,144 00
*	*	35	Lindsay, Bobcaygeon Pontypool Ry. Co., Ont.....	185,173 06
*	*	36	Middleton and Victoria Beach Ry. Co., N.S.....	125,760 00
Ed. VII, c. 57	*	37	Nicola, Kamloops and Similkameen Coal & Ry. Co.	300,800 00
4 " 34	*	38	Canadian Pacific Ry. (Staynerville Branch).....	13,024 00
6 " 43	*	39	Klondike Mines Railway.....	197,184 00
6 " 43	*	40	Kettle Valley Ry. Co., B.C.....	97,771 52
6 " 43	*	41	Colchester Coal and Ry. Co., N.S.....	12,800 00
3 " 57	*	42	Minudie Coal Co., N.S.....	18,544 00
6 " 43	*	43	Atlantic, Quebec and Western Ry. Co., Quebec....	156,672 00
9-10 " 51	*			
6 " 43	*	44	Napierville Junction Ry. Co., Quebec.....	173,440 00
6-7 " 40	*	45	Edmonton, Yukon and Pac. Ry. Co., Alberta.....	91,200 00
6-7 " 40	*	46	Canadian Northern Ontario Ry. Co.....	1,872,960 00
7-8 " 63	*			
			Carried forward.....	\$32,066,720 23

†Of this amount, \$16,164.43 were in connection with subsidy to Montreal and Sorel Railway.

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have been entered into and payments made up to March 31, 1916.—*Continued.*

Payments.							Total March 31 1916.	Number.
1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
164,172 29	273,929 12	113,988 03	384,000 00	32,640 00	405,120 00	43,161 60	17,568,197 81	
							3,404,720 00	1
							500,000 00	2
187,494 40	169,536 00					791 93	726,080 00	3
							69,952 00	4
184,320 00	60,000 00	23,835 70					514,811 06	5
							64,000 00	6
							5,376 00	7
							368,545 97	8
							1,909,132 00	9
	24,601 32	826 17		969 30			160,000 00	10
							205,862 79	11
							399,060 40	12
							374,353 33	13
							148,094 00	14
							212,500 00	15
					18,449 17		163,418 19	16
							58,560 00	17
							32,896	18
		133,584 00	394,859 44	456,304 00	138,980 56		2,048,704 00	19
14,400 00							196,800 00	20
							153,866 00	21
							83,200 00	22
							22,336 00	23
							64,000 00	24
	68,638 72		254,089 40	179,897 01	13,022 87		547,648 00	25
							141,722 45	26
							53,920 00	27
							3,552 00	28
							391,819 75	29
							435,200 00	30
153,120 00							1,238,450 93	31
							355,200 00	32
							48,000 00	33
							46,144 00	34
							185,173 06	35
							125,760 00	36
							300,800 00	37
							13,024 00	38
							197,184 00	39
		148,800 00	107,138 40	699,389 60	369,497 28	460,691 49	1,883,288 29	40
							12,600 00	41
							18,544 00	42
208,896 00	31,334 40	91,279 60	414,618 00				902,800 00	43
							173,440 00	44
							91,200 00	45
250,982 40	116,889 60			8,948,809 47	2,343,335 80	495,604 83	11,028,582 10	46
1,163,385 09	744,929 16	512,313 50	1,554,705 24	10,318,009 38	3,288,405 68	1,000,249 85	50,648,718 13	

aAmount actually paid after deductions amounting to \$1,521.82 made in 1905-06 (being for refunds, etc., from the total of \$146,490.84, previously reported, for which cheques had issued.

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STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883 to Mar. 31, 1909.	
Authority.	Amount.			\$	cts.
	\$ cts.			\$	cts.
			Brought forward.....	32,066,720	23
7-8 Ed. VII., c. 63	*	1	Maritime Coal and Railway Co.....	3,200	00
7-8 " 63	*	2	St. Marys and Western Ontario Ry. Co.....	67,344	00
7-8 " 63	*	3	North Shore Ry. Co., formerly Beersville Coal and Ry. Co.....	27,616	00
7-8 " 63	*	4	St. Maurice Valley Ry. Co.—Three Rivers to Grand'Mere.....	112,640	00
7-8 " 63	*	5	Grand Trunk Pacific Ry. Co.....	367,249	00
6 " 43	*	6	Can. Pacific Ry. Co., Teulon to Icelandic River...		
7-8 " 63	*	7	Canadian Pacific Ry. Co., Moosejaw northwesterly		
7-8 " 63	*	8	Canadian and Gulf Terminal Ry. Co.		
6-7 " 40	*	9	Liverpool and Milltown Ry. 5 miles.....		
7-8 " 63	*	10	Thessalon and Northern Ry. Co.....		
7-8 " 34	*	11	Vancouver and Lulu Island Ry. Co.....		
7-8 " 51	*	12	Quebec and Saguenay Ry. Co.....		
7-8 " 63	*	13	Canadian Pacific Ry., Winnipeg to Gimli.....		
9-10 " 51	*	14	Ha Ha Bay Railway Co., Que.....		
2 Geo. V. 47	*	15	Northern New Brunswick and Seaboard Ry. Co., N.B.....		
3-4 " 46	*	16	Can. Northern Pacific Ry. Co., B.C.....		
2 " 9	*	17	Fredericton and Grand Lake Ry. Co., N.B.....		
2 " 48	*	18	Southampton Railway Co., N.B.....		
2 " 48	*	19	St. John and Quebec Railway Co., N.B.....		
2 " 7	*	20	Canadian Northern Alberta Ry. Co., Alta.....		
3-4 " 10	*	21	Central Ry. of Canada, Que.....		
3-4 " 48	*	22	Temiskaming and Northern Ont. Ry. Co.....		
2 " 48	*	23	Lake Erie and Northern Ry. Co., Ont.....		
2 " 48	*	24	Can. Pac. Ry., Bridge at Outlook.....		
2 " 48	*	25	Can. Pac. Ry., Bridge at Edmonton.....		
3-4 " 46	*	26	Alberta Central Railway, Alta.....		
2 " 48	*	27	Kootenay Central Ry. Co., B.C.....		
3-4 " 46	*	28	Can. Pac. Ry., Gimli to Icelandic River Bridge...		
			Total.....	32,644,769	23
37 Vic., ch. 14	186,500 annually for 20 years...	29	Atlantic and Northwestern Railway.....	2,732,000	00
46 " 2	1,525,250 00	30	Central Canada Railway.....	1,525,250	00
47 " 8		31	Canadian Pacific extension.....	1,500,000	00
48-9 " 58	1,500,000 00		Total.....	39,402,019	23

*Acts of Parliament, 60-61 Victoria, Cap. 4; 62-63 Victoria, Cap. 7; 63-64 Victoria, Cap. 8; 1 Edward VII., Cap. 7; and others subsequent to date, authorize \$3,200 per mile subsidy if the cost does not average more than \$15,000 per mile, if over that amount, a further sum of fifty per cent on so much of the average cost of the mileage subsidized as in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

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have been entered into and payments made up to March 31, 1916.—*Concluded.*

Payments.							Total March 31, 1916.	Number.
1909-10.	1910-11	1911-12.	1912-13.	1913-14	1914-15.	1915-16.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1,163,385 09	744,929 16	512,313 50	1,554,705 24	10,318,009 38	3,288,405 68	1,000,249 85	50,648,718 13	
							3,200 00	1
		365 00					67,709 00	2
							27,616 00	3
	60,480 00						173,120 00	4
550,551 96	302,679 04						1,220,450 00	5
30,800 00			81,200 00				112,000 00	6
303,360 00		78,432 00		103,682 27			485,474 27	7
	144,803 84	65,249 75					210,053 59	8
	32,000 00						32,000 00	9
		6,112 00					6,112 00	10
		61,760 00					61,760 00	11
		104,992 00	27,641 60	116,167 68			248,801 28	12
		30,176 00	4,346 43				34,522 43	13
			148,148 20	66,919 28	16,158 72		231,226 20	14
			86,528 00	21,632 00			108,160 00	15
			2,705,378 00	2,520,281 00	178,077 80	244,889 57	5,648,626 37	16
			104,996 04		111,579 96		216,576 00	17
			48,442 88	32,837 12			81,280 00	18
			174,120 96	364,617 42	59,581 32		598,319 70	19
				2,832,024 00	262,080 00		3,094,104 00	20
				30,145 02			30,145 02	21
				2,134,080 00			2,134,080 00	22
				135,129 60			135,129 60	23
				115,000 00			115,000 00	24
				126,000 00			126,000 00	25
				119,712 00	209,768 00	75,000 00	404,480 00	26
					1,065,856 00		1,065,856 00	27
						80,032 00	80,032 00	28
2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	19,036,236 77	5,191,507 48	1,400,171 42	67,400,581 59	
							3,732,000 00	29
							1,525,200 00	30
							1,500,000 00	31
2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	19,036,236 77	5,191,507 48	1,400,171 42	74,157,831 59	

†This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by Vic. 47., cap. 8 (1884) and the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of \$2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. See Public Accounts, 1898-1916 and page 79, 1898.

PART II.

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1915-1916.

I. Money Subsidy Agreements for the year ended March 31, 1916.

II. Documents, placed on record in the Office of the Departmental Solicitor during the fiscal year ended March 31, 1916, affecting the Canals of the Dominion and the Hudson Bay Railway, viz.:—

- (1) Contracts entered into during the year.
- (2) Leases of Water-power and Properties granted.
- (3) Leases to the Crown.
- (4) Property conveyed to the Crown and lands conveyed by the Crown.
- (5) Damages released.

SUBSIDY AGREEMENTS for construction of Bridges entered into during the Fiscal Year ended March 31, 1916.

RIDEAU CANAL.

Number of Contract.	Date of Signature.	Grantee.	Work Subsidized.	Order in Council.	Amount of Subsidy.
21557	1915. Aug. 10.	The Corporation of the City of Ottawa.	Grant of \$40,000 in aid of the construction of highway lift bridge crossing Canal on a line with Pretoria ave.	July 27, 1915	40,000 00

WELLAND CANAL.

					\$ cts.
21777	1916. Mar. 14.	The Corporation of the City of St. Catharines.	Grant of \$50,000 towards the cost of construction of a high level bridge across Old Canal just below present St. Paul St. bridge, St. Catharines, Ontario.	Mar. 1, 1916	50,000 00

E. E. FAIRWEATHER,
Departmental Solicitor.

7 GEORGE V, A. 1917

CONTRACTS entered into during the fiscal year ended March 31, 1916.

BEAUHARNOIS CANAL.

Number of Contract.	Date of Signature.	Contractor.	Description.
21426	19 5. June 1.	Carlton Construction Co., Ltd...	Construction of works for protecting Government dam at Valleyfield, Que.

CORNWALL CANAL.

21445	1915. June 9.	The Hamilton Bridge Works Co., Ltd.	Delivery of superstructure of a steel highway bridge at old lock No. 17.
21446	" 9.	Canada Cement Company, Ltd.	Delivery of 4,000 barrels of Portland cement at Cornwall, Ont.

LACHINE CANAL.

21446	1915. June 9.	Canada Cement Company, Ltd.	Delivery of 14,725 barrels of Portland cement.
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RIDEAU CANAL.

21446	1915. June 9.	Canada Cement Company, Ltd.	Delivery of 2,000 barrels of Portland cement.
21365	May 10.	Canadian Western Lumber Co., Limited.	Delivery of British Columbia or "Douglas" fir dimension timber.

RAPID PLAT CANAL.

21446	1915. June 9.	Canada Cement Company, Ltd.	Delivery of 200 barrels of Portland cement at Morrisburg, Ont.
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SOULANGES CANAL.

21549	1915. Sept. 15.	Phileas Dore.....	Supply of rip-rap stone for facing southern slope of guide pier and breakwater at upper entrance of canal.
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ST. PETER'S CANAL.

21446	1915. June 9.	Canada Cement Company, Ltd.	Delivery of 16,000 barrels of Portland cement.
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TRENT CANAL.

21335	1915. April 26.	The Hamilton Bridge Works Co., Ltd.	Erection of a highway swing bridge over canal at Lindsay, Ont.
21427	June 1	The Hamilton Bridge Works Co., Ltd.	Erection of superstructure of single track railway swing bridge on line of C.N.R. over canal, Severn division, at Washago, Ont.
21428	June 1.	The Hamilton Bridge Works Co., Ltd.	Erection of two steel highway swing bridges, one at Port Severn Lock swing bridge and the other at Muskoka Road swing bridge, Ontario.
21429	June 1.	Dominion Bridge Company, Ltd.	Supply and erection of 12 wagon valves and 12 cylindrical valves for the locks of the Severn division and Bobcaygeon lock.

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CONTRACTS entered into during the fiscal year ended March 31, 1916—*Concluded.*TRENT CANAL—*Concluded.*

Number of Contract.	Date of Signature.	Contractor.	Description.
21430	1915. May 21.	William Hamilton Co., Ltd.	Supply, etc., 22 operating machines, 22 sets anchorage fittings, 22 pivots and 10 gains for various locks and emergency steel stop-log bridges of canal.
21446	June 9.	Canada Cement Company, Ltd.	Delivery of 50,600 barrels of Portland cement.
21611	Oct. 27.	William Hamilton Co., Ltd.	Delivery and erection of sluice pipes, valves, operating machinery, and electrical equipment for the Swift Rapids dam, Severn division.
21734	1916. Feb. 19.	Northern Electric Co., Ltd.	Supply and erection of electrical equipment for highway swing span bridge over canal at Dundas street, Trenton, Ont.

WELLAND CANAL.

21316	1915. April 15.	Canada Cement Company, Ltd.	Delivery of 2,500,000 barrels of Portland cement.
21318	April 14.	Canadian Dredging Co., Ltd.	Removal of slide in canal about one-half mile north of Air Line railway bridge crossing.
21431	June 1.	The W. E. Dillon Company, Ltd.	Manufacture and delivery of 400 sections of metal cut-off and splice material.
21446	" 9.	Canada Cement Company, Ltd.	Delivery of 2,275 barrels of Portland cement.
21612	Oct. 4.	The Niagara, St. Catharines and Toronto Railway Co.	To construct and maintain a swing bridge at Thorold to carry company's railway over relocated 19th district line of G.T.R.—to be maintained by the company.
21696	1916. Jan. 19.	The Grand Trunk Railway Co.	For the diversion of the company's 17th and 19th district main tracks at Merriton and Thorold, respectively.
21791	Mar. 25.	Standard Clay Products, Ltd.	Delivery of vitrified clay conduit, square duct, with necessary dowel pins.

• HUDSON BAY RAILWAY.

21353	1915. May 5.	Dominion Bridge Company, Ltd.	Manufacture and erection of steel superstructure of single track railway bridge at Port Nelson.
21444	June 9.	G. R. Marshall.	Supply and delivery of lumber and timber for Port Nelson terminals.
21447	" 9.	The Long-Bell Lumber Company	Delivery of 1,245,180 ft. b.m. of long leaf yellow pine timber.
21474	" 2.	Canadian Western Lumber Co., Ltd.	Delivery of 1,245,180 ft. b.m. of B.C. fir timber.
21513	Aug. 7.	Dartmouth Coal and Supply Co., Ltd.	Supply and delivery of 700 tons anthracite stove coal.
21514	" 7.	Hugh D. MacKenzie Co., Ltd.	40 tons of Nova Scotia blacksmith's coal.
21551	Sept. 44.	The St. Lawrence Engine Co., Ltd.	Delivery of one 7" x 9" heavy duty four-cylinder Buffalo engine 40-45 h.p.
21571	" 28.	E. F. Williams.	Supply and delivery of one gasoline motor tug, complete, less engine which is to be supplied by the department but installed by contractor.
21572	" 28.	Dominion Coal Company, Ltd.	3,500 gross tons bituminous coal, bagged, 2,000 gross tons bituminous coal not bagged, bunker coal required.
21778	1916. Mar. 15.	The Steel Company of Canada,	Delivery of 400 tons of railway spikes.
21779	" 15.	Canadian Tube and Iron Co., Ltd.	Delivery of 90 tons of bolts.
21789	" 25.	Canadian Ramapo Iron Works, Ltd.	Delivery of 12 sets of No. 10 switches and frogs complete for 80-lb. rails (6 right-hand turnouts and 6 left-hand turnouts).

E. E. FAIRWEATHER,

Departmental Solicitor.

7 GEORGE V, A. 1917

PROPERTY Leased by the Department of Railways and
BEAUHARNOIS

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1915.		
21616	Aug. 10	The Montreal Cotton Co.	Renewal of lease 11925, dated Jan. 8, 1895 of certain lots and surplus water to the extent of 10,000 cu. ft. per second on Grande Isle de Beauharnois, par. of Ste. Cecile.
	1916.		
21717	Jan. 28	Alexander Barrette and Joseph Barrette.	Part of lot 339 of cad. of par. of Ste. Cecile de Valleyfield, Que.
21766	Mar. 9	The Montreal Cotton Co.	Privilege to erect and maintain a temporary warehouse on government dam at Valleyfield.

CHAMBLY

	1916.		
21749	Feb. 28	Corporation of the Town of Chambly Basin.	Privilege to lay and maintain two 12" cast-iron sewer pipes under and across canal at Chambly Basin.

GALOPS

	1915.		
21334	April 26	E. V. Dodge.....	Land, government wharf near west end of village of Cardinal, Co. Grenville, Ont.
21600	Oct. 7	John Johnston.....	Land on south side of canal west of Iroquois, Ont.

LACHINE

	1915.		
21323	April 15	The Canadian Pacific Ry. Co.	Privilege to erect a railway swing bridge at point near Highlands Que., and operate double track line of railway thereon, etc.
21347	May 1	The St. Paul Land and Hydraulic Company.	Renewing lease No. 2022, dated Aug. 4, 1860, to Wm. Parkyn, of certain water lots and surplus water at lock No. 4.
21495	July 10	The Wm. Rutherford & Sons Co., Ltd.	Land on north bank of canal below Atwater avenue, in city of Montreal.
21509	" 30	Charles I. Root & John J. C. Ward.	Land on north west side of canal near Brewster's bridge, in town of Ste. Cuncgonde, par. of Montreal, Co. of Hochelaga, Que.
a21562	Sept. 16	William Montroy.....	Southerly portion of St. Gabriel shed No. 2, 336 feet long by 40 feet wide.
	1916.		
b21751	Feb. 29	The Montreal Warehousing Co.	Cadastral lot No. 1479 in St. Ann's ward west of basin No. 4, Montreal, Que.

MURRAY

	1915.		
21544	Sept. 9	Brighton Municipal Telephone System, and Municipality of the Township of Brighton.	Privilege to maintain two telephone lines across canal and canal lands, west of Brighton Road bridge.

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Canals during the fiscal year ended March 31, 1916.

CANAL.

Area.	Term.	Commence- ment of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instal- ment due.
			\$ cts.		
.....	During pleasure.....	July 1, 1915	600 00	July 1....	July 1, 1915
0.52 arp.....	"	Jan. 1, 1916	2 00	Jan. 1....	Jan. 1, 1916
.....	"	May 1, 1906	25 00	May 1....	May 1, 1906

CANAL.

.....	During pleasure.....	Jan. 1, 1916	1 00	Jan. 1....	Jan. 1, 1916
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CANAL.

198.86 sq. ft.....	During pleasure.....	July 1, 1914	2 00	July 1....	July 1, 1914
6.54 ac.....	"	Oct. 1, 1915	8 00	Oct. 1....	Oct. 1, 1915

CANAL.

.....	21 yrs., renewable.....	Dec. 1, 1914	10 00	Dec. 1....	Dec. 1, 1914
.....	"	May 1, 1915	£400 5s. semi-an- nually.	Jan. 1.... July 1	July 1, 1915
1,950 sq. ft.....	During pleasure.....	June 1, 1915	78 00	June 1....	June 1, 1915
6,600 sq. ft.....	"	April 1, 1915	264 00	April 1....	April 1, 1915
.....	"	Oct. 1, 1915	1,095 20	Oct. 1....	Oct. 1, 1915
.....	"	Jan. 1, 1916	1,615 86	Jan. 1....	Jan. 1, 1916

CANAL.

.....	During pleasure.....	Sept. 1, 1915	2 00	Sept. 1....	Sept. 1, 1915
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7 GEORGE V, A. 1917

PROPERTY Leased by the Department of Railways and Canals

RIDEAU

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1915.		
21451	June 12	R. B. Whyte.....	Part of lot No. 3 in con. "A," tp. of Montague, Co. of Lanark, Ont
21557	Aug. 10	Corporation, City of Ottawa, The Ottawa Improvement Commission assenting.	Two parcels of land at point of crossing, and right and privilege to cross canal with a highway lift bridge on a line with Pretoria ave.
c21693	Dec. 28	The Percival Plow & Stove Co., Watchorn & Co., Ltd., The Estate of late P. Kyle; John Mills; Alex. Mills and A. L. Mills.	Surplus water from dam to be constructed by the lessor at Merrickville.
	1916.		
21748	Feb. 28	Corporation of the City of Ottawa.	Privilege to lay and maintain two 18" water mains across canal lands and under canal at Fourth ave., and Wilton crescent.
21790	Mar. 25	The Grand Trunk Ry. Co. of Canada.	Parts lots "F" and "G" in con. "C", tp. of Nepean, Co. of Carleton, Ontario, and privilege to maintain railway bridges.

STE. ANNE'S

	1915.		
d21599	Oct. 7	Azarias Lebeau.....	Land in village of Ste. Anne de Bellevue, Que., being part of cad. lots Nos. 112 and 113 of par. of Ste. Anne.

TRENT

	1915.		
21367	May 12	The Bell Telephone Co. of Canada.	Privilege to erect and maintain an overhead telephone line across canal and right of way at Muskoka Road bridge, lot No. 8, con. 14, tp. of Orillia, Ont.
21432	" 29	Henry R. Daniel.....	Part of lot No. 31 in 8th con., tp. of Fenelon, Co. of Victoria, Ontario.
21373	" 12	William Giroux.....	Lot No. 18 in 13th con., tp. of Tay, Co. of Simcoe, Ontario.
c21433	" 29	Crushed Stone, Limited	Part of lot No. 49 in 9th con., tp. of Eldon, and privilege to take and use stone piled thereon.
21434	" 29	Frank McGirr.....	Part of W. ½ of lot 27, 2nd con., tp. of Eldon.
21450	June 9	J. Crawford.....	Parts lots 1 and 2 in 12th con., tp. of Douro, Co. of Peterborough, Ontario.
21454	" 12	Frankford Electric Light Co., Ltd.	Privilege to erect and maintain an electric transmission line across canal and certain canal lands on Bridge st., Frankford, Ontario.
f21475	" 30	Archibald Tedford.....	Part lot No. 3 in 11th con. of tp. of Douro, Co. of Peterborough, Ontario.
21542	Sept. 9	The Northumberland Paper and Electric Co.	Right, etc., to lay, etc., 2,400-volt, 3-phase electric transmission line over canal on lot 8, con. 5, tp. of Seymour, Co. of Northumberland, Ontario.
21559	" 8	Matchedash Telephone System.	Right, etc., to erect and maintain telephone line across Severn river, Trent canal and Trent canal right of way on lot 18, con. 12, tp. of Tay, etc., and island "X," tp. of Baxter, Dist. of Muskoka, Ontario.
21615	Oct. 27	Edward Burke.....	Parts of lot No. 2 in 5th con., tp. of Camden, Co. of Victoria, Ontario.
21678	Dec. 23	Richard Bausch.....	House, on right of way of section No. 4, Ontario-Rice Lake division, Campbellford.

SESSIONAL PAPER No. 20

during the fiscal year ended March 31, 1916—*Continued.*

CANAL.

Area.	Term.	Commence- ment of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instal- ment due.
			\$ cts.		
0.1 ac.....	During pleasure.....	May 1, 1915	5 00	May 1....	May 1, 1915
0.465 ac.....	21 yrs., renewable....	Aug. 10, 1915	1 00	Aug. 10....	Aug. 10, 1915
0.273 ac.....	10 yrs., renewable for 2 further 10 year terms	From and af- ter completion of dam.	3 00 per h.p.		
	During pleasure.....	Mar. 1, 1916	1 00	Mar. 1....	Mar. 1, 1916
1.183 ac.....	"	Oct. 15, 1915	50 00	Oct. 15....	Oct. 15, 1915

LOCK.

15.10 sq. ft.....	During pleasure.....	Sept. 1, 1915	1 00	Sept. 1....	Sept. 1, 1915
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CANAL.

	During pleasure.....	May 1, 1915	1 00	May 1....	May 1, 1915
0.63 ac.....	"	Mar. 1, 1915	6 00	Mar. 1....	Mar. 1, 1915
10.8 ac.....	"	May 1, 1915	10 00	May 1....	May 1, 1915
1.61 ac.....	"	" 1, 1915	50 00	" 1....	" 1, 1915
	"	" 1, 1915	7 00	" 1....	" 1, 1915
10.64 ac.....	"	" 1, 1915	10 00	" 1....	" 1, 1915
	"	" 1, 1915	1 00	" 1....	" 1, 1915
18.54 ac.....	"	Mar. 1, 1915	18 54	Mar. 1....	Mar. 1, 1915
	"	July 31, 1915	2 00	July 31....	July 31, 1915
	"	" 31, 1915	4 00	" 31....	" 31, 1915
22 ac.....	"	Oct. 1, 1915	19 84	Oct. 1....	Oct. 1, 1915
	9 months.....	Nov. 1, 1915	8 00	Nov. 1....	Nov. 1, 1915

7 GEORGE V, A. 1917

PROPERTY Leased by the Department of Railways and Canals

TRENT

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1916.		
21780	Mar. 15	William H. Grylls.....	Part of lot No. 49, North Portage road, tp. of Eldon, Co. of Victoria, Ontario.
21781	" 15	Archie L. McEachern...	Part lot No. 49, North Portage road, tp. of Eldon, Co. of Victoria, Ontario, and privileges.
21784	" 15	Donald Grant.....	Part of lot No. 6 in 11th con., tp. of Thorah, Co. of Ontario, Ont.

WELLAND

	1915.		
21298	April 7	The Niagara, Welland & Lake Erie Ry. Co., Corporation of Town of Welland consenting.	Right, etc., to lay, etc., electric street railway upon and over swing bridge connecting east and West Main streets, Welland, Ontario.
21337	" 26	The Exolon Company..	Privilege to lay and maintain a 3" pipe on canal land from old canal to lessee's factory at Thorold, Ont., and draw water therethrough.
21435	May 29	William Hamilton.....	Land south of Dunnville lock in town of Dunnville, and privilege to construct, etc., weighing scales on roadway adjacent to Market Place.
21453	June 15	Corporation of Village of Merritton.	Privilege to lay and maintain pipes on canal land at Merritton, and discharge sewerage into canal.
21455	" 12	Canadian Dredging Co., Ltd.	Land south of cut to Port Robinson lock, part lot No. 203 in tp. of Thorold, Co. of Welland, Ontario.
21494	July 9	Pastime Canoe Club....	Land covered by waters of Martindale pond in village of Port Dalhousie, Ont. Part of lot No. 23 in 1st con., tp. of Grantham, Co. of Lincoln.
21539	Sept. 9	Electro-Metals, Limited	Privilege to lay and maintain a 24" drain pipe in place of a short length of government pipe, opposite lessee's plant at Welland, Ont.
21553	Sept. 15	John Speck.....	Land on south side of feeder in Marshville, being part lot No. 20 in 3rd con. of tp. of Wainfleet, Co. of Welland.
21560	Sept. 16	Andrew E. Stickel.....	Land south of Dunnville lock in town of Dunnville, Ont., being part of lot No. 3 in 1st range from Grand River, tp. of Moulton Co. of Haldimand, Ontario.
21634	Nov. 30	William Sullivan.....	Southerly half of double house and land at lock No. 2, old Welland canal, in city of St. Catharines, Co. of Lincoln.
21637	Dec. 9	Mrs. M. Unsworth.....	House and land, lot No. 3, on west side Welland street, south of Lyndon street, in town of Thorold, Ont.
21638	Dec. 9	The United Gas Companies, Limited.	Privilege to lay and maintain a gas pipe along W. towpath of old canal, from opposite Salina street to Dittrick street, St. Catharines, Ont., and privilege to maintain an 8" pipe across canal at Salina street.
21676	Dec. 23	William J. Smith.....	House and land lot No. 5 on westerly side of Welland street, south of Lyndon street, town of Thorold, Co. of Welland, Ontario.
21677	Dec. 23	City of St. Catharines..	Privilege to lay and maintain an 18" outlet sewer across canal reserve land and into the canal between locks 3 and 4.
21679	Dec. 23	Lewis Tenbroeck.....	Southerly half of double house and land at lock No. 15 old canal.
21683	Dec. 30	The Bell Telephone Co. of Canada.	Privilege to erect and maintain a telephone line alongside of highway swing bridge over Welland river at Bridgewater street, Chippewa.
21684	Dec. 30	The Relief Gas Company, Ltd.	Privilege to lay and maintain a 10" gas main under old Welland canal in city of St. Catharines, at a point adjacent to city's gas plant.

SESSIONAL PAPER No. 20

during the fiscal year ended March 31, 1916—*Continued.*CANAL—*Concluded.*

Area.	Term.	Commence- ment of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instal- ment due.
			\$ cts.		
1.48 ac.....	During pleasure.....	Mar. 1, 1916	13 00	Mar. 1 ..	Mar. 1, 1916
0.17 ac.....	"	" 1, 1916	2 00	" 1 ..	" 1, 1916
4.85 ac.....	"	" 1, 1916	6 00	" 1 ..	" 1, 1916

CANAL.

.....	During pleasure.....	Mar. 1, 1915	100 00	Mar. 1 ..	Mar. 1, 1915
.....	"	" 1, 1915	25 00	" 1 ..	" 1, 1915
0.006 ac.....	"	May 1, 1915	15 00	May 1 ..	May 1, 1915
.....	"	Feb. 1, 1915	10 00	Feb. 1 ..	Feb. 1, 1915
1.3 ac.....	"	June 1, 1915	25 00	June 1 ..	June 1, 1915
450 sq. ft.....	"	July 1, 1915	2 00	July 1 ..	July 1, 1915
.....	"	Sept. 1, 1915	10 00	Sept. 1 ..	Sept. 1, 1915
0.37 ac.....	During pleasure	Sept. 1, 1915	10 00	Sept. 1 ..	Sept. 1, 1915
0.04 ac.....	"	" 1, 1915	4 00	" 1 ..	" 1, 1915
.....	"	July 24, 1915	\$4.00 per month	July 24 ..	July 24, 1915
.....	"	July 8, 1915	13.00 per month	July 8 ..	July 8, 1915
.....	"	Dec. 1, 1915	5 00	Dec. 1, ..	Dec. 1, 1915
.....	"	Nov. 5, 1915	\$8.00 per month	Nov. 5 ..	Nov. 5, 1915
.....	"	Dec. 1, 1915	2 00	Dec. 1 ..	Dec. 1, 1915
.....	"	" 1, 1915	\$6.00 per month	" 1 ..	" 1, 1915
.....	"	" 1, 1915	1 00	" 1 ..	" 1, 1915
.....	"	Jan. 1, 1916	5 00	Jan. 1 ..	Jan. 1, 1916

DEPARTMENT OF RAILWAYS AND CANALS

7 GEORGE V, A. 1917

PROPERTY Leased by the Department of Railways and Canals
WELLAND

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1916.		
21718	Jan. 28	Hydro Electric Power Commission of Ontario.	Privilege of erecting and maintaining a 4,000-volt electrical transmission line over old canal at Carleton street, city of St. Catharines, Ont.
21735	Feb. 19	The Niagara, St. Catharines & Toronto Railway Co.	Privilege to construct, maintain and operate a railway crossing over canal hydraulic raceway at St. Catharines, Ont.
21742	Feb. 19	The Hydro Electric Commission of the City of St. Catharines.	Privilege to erect and maintain an electric transmission line along east and south sides of old canal from lock No. 4 to St. Paul street bridge, in St. Catharines, Ont.
21745	Feb. 24	The Toronto, Hamilton and Buffalo Railway Co.	Land on north side of feeder near Port Maitland lock.
21819	Mar. 25	Albert Charles Harris...	House on lot No. 8, Con. 7th tp. of Grantham, Co. of Lincoln, Ontario.

a Cancelled by Departmental letter of November 10, 1915.

b Supersedes Lease No. 19165, dated July 20, 1911.

c Assigned by No. 21694.

d Cancels and supersedes Lease No. 8968, dated Oct. 19, 1887.

SESSIONAL PAPER No. 20

during the fiscal year ended March 31, 1916—*Concluded.*CANAL—*Concluded.*

Area.	Term.	Commence- ment of term.	TERMS OF PAYMENT.		
			Annual Rental.	Due each year.	First Instal- ment due.
			\$ cts.		
.....	During pleasure.....	Dec. 1, 1915	5 00	Dec. 1, ..	Dec. 1, 1915
.....	"	Jan. 1, 1916	5 00	Jan. 1....	Jan. 1, 1916
.....	"	" 1, 1916	80 00	" 1....	" 1, 1916
3.98 ac.....	"	" 1, 1916	10 00 ^e	" 1....	" 1, 1916
.....	"	" 1, 1916	\$5.00 per month	" 1....	" 1, 1916

^eCancelled by Departmental letter of April 13, 1916, as and from April 30, 1916.^fSupersedes Lease No. 15413, dated April 6, 1904.^gCancels and supersedes Lease No. 19672, dated September 25, 1912.

E. E. FAIRWEATHER,

Departmental Solicitor.

7 GEORGE V, A. 1917

PROPERTY LEASED to the Department of Railways and Canals by
TRENT

No. of Lease.	Date of Lease.	Lessor.	Lands or Rights demised.
	1915.		
21456	May 22	The Toronto Savings and Loan Company.	Rooms numbers one and three in the Bank of Commerce Building, Peterborough.
21597	Oct. 7	William Hamilton Co. Ltd	2,250 sq. ft. of ground space in yard of lessor at Peterborough, Ont.

SESSIONAL PAPER No. 20

various parties during the Fiscal Year ended March 31, 1916

CANAL.

Term.	TERMS OF PAYMENT.		First Instalment due.
	Annual Rental.	Due each year.	
3 years.....	\$450.00 per annum: first quarter, \$97.50.	Quarterly	
2 years.....	\$1.00 per annum.....	Oct. 1, 1915.....	

E. E. FAIRWEATHER,

Departmental Solicitor.

7 GEORGE V, A. 1917

PROPERTY CONVEYED to the Department of Railways and
TRENT

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1915.		
21503	April 3..	Noah Morrow, <i>et ux.</i> ...	Parts of broken lot No. 18, con. 12th, and damages.....
21504	May 26..	Artimus Ward Grigg, <i>et ux.</i>	Parts of lots "J" and "K" and part of land and rock known as "Grigg Island" west of lot "K" in village of Washago.
21662	Sept. 11..	The Board of Public School Trustees.	Part of lot No. 18 in 12th con.....
21755	Oct. 14..	James Blackwell, <i>et ux.</i>	Part of E½ of lot No. 11 in con. 14.
21756	Nov. 24..	Gilbert W. Ostrom, <i>et al.</i> (executors of est. of Wm. Shea).	Part of lot No. 1, con. 3, and part of island in river Trent, part of lot A in con. 2, and part lot No. 1 in con. 3.
	1916.		
21757	Jan. 31..	William Monereiff <i>et ux.</i>	Part of lot No. 4 N. of King street, village of Bolsover....
21827	Feb. 1..	Fanny Whiteside.....	Part of lot No. 34 in 2nd con.....

WELLAND

	1914.		
*21591	Sept. 8..	John R. Secord, <i>et ux.</i>	Parts of lots Nos. 6, 7, and 8 in 9th con.....
*21663	Aug. 24..	Sarah A. Knight.....	Lots Nos. 51 and 83 on McCormick street, town of Welland
	1915.		
*21664	Feb. 22..	Jacob E. Barrick, <i>et ux.</i>	Part of original township, lot No. 28, in 2nd con.....
21665	June 15..	Helen Spencer.....	Lots 48 and 49, block M.M.....
	1914.		
*21666	Dec. 23..	John Morton, <i>et al.</i>	Part of lot No. 11 in 1st and Broken Front con., and part of Broken Front in front of lot No. 12 in 1st con.....
	1915.		
21667	July 21..	Evan F. Upper, <i>et ux.</i> ..	Part of lots Nos. 48 and 49 and part of allowance for road between lots..
*21668	Mar.	Robert Bradley.....	Part of lot No. 74.....
21669	May 17..	William Powell, <i>et ux.</i>	Part of the S. ½ of lot No. 10 in 3rd con.....
21706	Oct. 15..	Geo. W. Weaver, <i>et ux.</i>	Lot No. 50 in block M.M.....
21707	Dec. 10..	John James Fee.....	Part of lots Nos. 7 and 8 in 8th con.....
21708	Nov. 26..	Moses Boff, <i>et ux.</i>	Lot No. 52 on S. side of McCormick street.....
	1914.		
*21709	Aug. 24..	Sydney C. Dennis.....	Lot No. 85 and 86.....
*21710	" 24..	Alexander Gordon, <i>et ux.</i>	Lot No. 21 in town of Welland.....
	1916.		
21758	Feb. 2..	Chas. E. Secord.....	Part of S. ½ of lot No. 8 in 5th con.....
	1915.		
21759	Oct. 18..	Mary Roberts Muir...	Part of lot No. 11 in 1st con.....
21760	July 6..	Thomas Conlon, <i>et ux.</i>	Part of lots Nos. 1, 2, 3, and 4, fronting on west side of Wellington street.
21769	Oct. 27..	Eliza Jane Crysler, <i>et al.</i>	Part of Lot No. 19 fronting on north side of Canby street..
	1916.		
21771	Jan. 17..	Samuel J. Arbuthnot, <i>et ux.</i>	Part of lot No. 11 in 2nd con.....
	1915.		
21815	Dec. 14..	John James Fee.....	Part of lot No. 7 in 7th and 8th cons.....
	1914.		
*21816..	Aug. 25..	Wm. M. Hill, <i>et ux.</i> ...	Part of lot J.T. on east side of Aqueduct street, and right of way across part of lot J.T.
	1915.		
21817	Aug. 24..	Katherine Kirby.....	Lots Nos. 54 and 55 in town of Welland.....
	1916.		
21822	Feb. 11..	Mary Ann McDonagh, <i>et al.</i>	Parts of lot No. 49 and road allowance between lots No. 49 and 72, and part of lot No. 73.

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1916.

CANAL.

District, or Township.	County.	Area.	Amount.
Tay.....	Simcoe.....	2.11 acres...	\$ 700 00
Rama.....	Ontario.....	0.087 acre.....	100 00
Tay.....	Simcoe.....	0.75 acre.....	2,000 00
North Orillia	".....	4.4 acres.....	90 00
Sydney.....	Hastings.....	2.95 acres.....	177 00
Eldon.....	Victoria.....	0.04 acre.....	10 00
Morrison.....	Muskoka.....	0.2 acre.....	10 00

CANAL.

Grantham.....	Lincoln.....	{ 17 acres } { 12.5 acres }	22,000 00
Welland.....	Welland.....		900 00
Humberstone.....	".....	5.46 acres.....	1,650 00
			850 00
Grantham.....	Lincoln.....	{ 33.07 acres } { 0.8 acre }	19,500 00
Thorold.....	Welland.....	6.25 acres.....	10,000 00
".....	".....	{ 4.1 acres } { 2.6 acres }	3,500 00
Grantham.....	Lincoln.....	10.58 acres.....	5,000 00
Welland.....	Welland.....	0.129 acre.....	400 00
Grantham.....	Lincoln.....	31.3 acres.....	8,600 00
Welland.....	Welland.....		425 00
".....	".....	0.303 acre.....	2,600 00
".....	".....	0.145 acre.....	1,900 00
Grantham.....	Lincoln.....	36.21 acres.....	10,115 60
".....	".....	6.38 acres.....	{ Compensation..... 3,158 00
Thorold.....	Welland.....	18 acres.....	{ Interest..... 266 07
Allanburgh.....	".....	0.032 acre.....	1,000 00
			175 00
Grantham.....	Lincoln.....	6.33 acres.....	3,815 00
".....	Lincoln.....	1.3 acre.....	260 00
Welland.....	Welland.....	0.089 acre.....	1,700 00
".....	".....	0.32 acre.....	4,600 00
Thorold.....	".....	73.87 acres.....	19,467 50

7 GEORGE V, A. 1917

PROPERTY CONVEYED to the Department of Railways and Canals
WELLAND

Number of Deed.	Date of Deed.	Grantor.	Lot.
21823	1915. Dec. 21..	William Munro, <i>et ux.</i>	Parts of lots Nos. 12 and 13.....
21824	1916. Mar. 6..	Joseph B. Boase, <i>et ux</i>	Part of lot No. 9 in 5th con.
21825	Feb. 23..	Melvin W. Daboll, <i>et ux.</i>	Lots Nos. 58, 59, and 68.....
21826	Jan. 31..	Margaret E. Pattison, <i>et al.</i>	Part of lot Q.Q. and part of lot S.S.....
21862	1915. Oct. 23..	Thomas H. Bessey, <i>et ux.</i>	Part of lots Nos. 7 and 8 in 8th con.....

HUDSON BAY

21712	1915. Oct. 12..	Synod of Diocese of Saskatchewan (Church of England).	Part of lot No. 1 in group 321, tp. 56, range 26, west of the Principal meridian.
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* Too late for last year's report.

SESSIONAL PAPER No. 20

during the Fiscal Year ended March 31, 1916—*Concluded.*CANAL.—*Concluded.*

District.	County.	Area.	Amount.
Thorold.....	".....	13.83 acres.....	9,375 00
Grantham.....	Lincoln.....	2.9 acres.....	750 00
Thorold.....	Welland.....	11.5 acres.....	3,000 00
".....	".....	5.00 acres } 10.25 acres }	7,725 00
Grantham.....	Lincoln.....	11.41 acres.....	2,600 00

RAILWAY.

.....	Manitoba.....	0.96 acre.....	2,300 00
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E. E. FAIRWEATHER,

Departmental Solicitor.

7 GEORGE V, A. 1917

PROPERTY CONVEYED by the Department of Railways

WELLAND

Number of Deed.	Date of Deed.	Grantor.	Lot.
21675	1915. Dec. 16.	Thos. H. Bessey.....	Part of lot No. 8 in 8th con.
21786	1916. Mar. 6.	Inland Pulp and Paper Co., Ltd.	Part of lot PP. and part of park lot No. 5, as laid down on the Municipal plan No. 11.

SESSIONAL PAPER No. 20

and Canals during the Fiscal Year ended March 31, 1916.

CANAL

District.	County.	Area.	Amount.
Grantham.....	Lincoln.....	5 acres.....	Certain other lands.
Thorold.....	Welland.....	0.3 acre.....	"

E. E. FAIRWEATHER,

Departmental Solicitor.

7 GEORGE V, A. 1917

DAMAGES paid for during the Fiscal Year ended March 31, 1916.

TRENT CANAL.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
21358	1915. April 3.	Margaret Nesbitt.....	For damages by water to the W. $\frac{1}{2}$ of lot No. 20 in the 8th con. of the tp. of Eldon, Co. of Victoria, Ontario.	\$ cts. 400 00
21589	May 18.	Corry & Laverdure and Thos. Birkett.....	Of all claims arising out of or incidental to contracts Nos. 12412, 13547, and 13773, or any other contract in connection with said public work.	16,000 00
21590	May 15.	John C. McConkey, <i>et al</i>	For damages by water to the NE. $\frac{1}{2}$ of lot No. 18 in the 10th con. of the tp. of Smith, county of Peterborough.	202 50
21713	Oct. 18.	Corporation of the Township of Fenelon.	For all claims and demands by reason of the expropriation of three portions of highways in tp. of Fenelon, Co. of Victoria, viz:—0.16 acre part of Cherry street in village of Rosedale; 1.05 acre road allowance between con. 8 and 9 and 1.5 acre, part of lots Nos. 31 and 32 in con. 8.	1 00
21714	Oct. 4.	Township of South Monaghan.	For damages by water to certain highways and roadways.	1,800 00
21867	Oct. 16.	Township of South Monaghan.	For damages by water to certain highways and roadways.	2,000 00
21868	July 24.	W. N. Blewett, <i>et ur</i>	For damages caused by raising of Buckhorn dam, to parcel of land, 2 acres in extent, being composed of Part of lot No. 9, con. 8, and part of lot No. 9, lying south of Main street east of line between 8th and 9th con., tp. of Harvey, Co. of Peterborough, Ontario, and to saw-mill erected on said lands.	75 00
21869	Dec. 7.	Rosa Whalen, <i>et al</i>	For damages by water to east end of the S. $\frac{1}{2}$ of lot No. 4 in 4th con., tp. of Carden, Co. of Victoria, Ontario.	30 00

WELLAND CANAL.

21870	1916. Feb. 26.	Mortimer A. Ball.....	For damages consequent upon the cutting down or injuring of trees on lots Nos. 20, 21, 22, and 23 in 5th and 6th con. of the tp. of Louth Co. of Lincoln, Ontario.	100 00
21438	1915. May 28.	Anna T. Zimmerman...	For compassionate allowance owing to the death of George A. Zimmerman.	2,000 00

LACHINE CANAL.

21369	1915. May 11.	Lillian Morton.....	For compassionate allowance owing to the death of Michael Lawrence Allen.	1,000 00
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HUDSON BAY RAILWAY.

21368	1915. May 10.	Beatrice Smith.....	For compassionate allowance owing to the death of Walter B. Smith.	2,000 00
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E. E. FAIRWEATHER,

Departmental Solicitor.

PART III.

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT

AND

Reports of the Superintending Engineers, Engineers in Charge, and Superintendents of the various Canals, the Engineer in Charge of the Car Ferry Terminals at Cape Tormentine, the Chief Engineer of the Hudson Bay Railway, the Engineer in charge of the Hudson Bay Railway Terminus at Port Nelson, the Engineer in Charge of the Dartmouth-Deans Branch of the I.C.R., and the Inspecting Engineer of the Department of Railways and Canals,

FOR THE YEAR 1915-16.

Ernest Marceau, Superintending Engineer, Quebec Canals.

C. D. Sargent, Superintending Engineer, Ontario-St. Lawrence and St. Peter's Canals.

A. T. Phillips, Superintending Engineer, Rideau Canal.

A. J. Grant, Superintending Engineer, Trent Canal.

A. L. Killaly, Superintendent, Trent Canal.

J. L. Weller, Engineer in Charge, Welland Ship Canal.

L. D. Hara, Acting Superintending Engineer, Welland Canal.

J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie Canal.

F. B. Fripp, Engineer in Charge, Car Ferry Terminals, Cape Tormentine.

J. W. Porter, Chief Engineer, Hudson Bay Railway.

D. W. McLachlan, Engineer in Charge, Hudson Bay Railway Terminus, Port Nelson.

W. A. Hendry, Engineer in Charge, Dartmouth-Deans Branch, I.C.R.

Alex. Ferguson, Inspecting Engineer, Dept. of Railways and Canals.



REPORT OF THE CHIEF ENGINEER.

OTTAWA, April 1, 1916.

SIR,—I have the honour to submit my annual report for the fiscal year ending 31st March, 1916.

Attached hereto will be found the annual reports of the superintending engineers of the several canals, the superintendent of the Trent canal, the engineer in charge of the Welland Ship canal, the engineer in charge of the car ferry terminals at Cape Tormentine, the chief engineer of the Hudson Bay Railway, the engineer in charge of the Hudson Bay Railway terminus at Port Nelson, and the engineer in charge of the Dartmouth branch of the Intercolonial railway.

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of lake Superior, comprises 74 miles of canal with forty-eight locks and 1,155 miles of river and lake waters, or a total 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. A summary of this route will be found in part VII, together with details of the several works thereon. Connection is made with the Canadian Pacific railway from points west and south at Fort William and Port Arthur (6 miles apart.) From Fort William, connection with the main line of the National Transcontinental railway is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased and operated by the Canadian Government railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland, and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel, to lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic ocean.

Detailed information respecting the several canals is contained in an appendix.

With the exception of the Trent canal, where the construction of an extension of the present system to an outlet on lake Ontario is still in progress, and the Welland Ship canal, fully described farther on in this report, the work executed during the past year has been almost wholly of the nature of improvements and repairs of existing works.

7 GEORGE V, A. 1917

LACHINE CANAL.

In addition to the usual repairs incidental to the maintenance of the canal, the most extensive work carried out during the year was the cutting off of a projection in the south bank between Cote St. Paul bridge and Cote St. Paul lock, and the lining of the newly-formed slope with a concrete retaining wall. The regulating weir on the south side near this lock was enlarged, and it had been the intention to erect over this weir a new and enlarged power-house; this latter work, however, was not undertaken.

SOULANGES CANAL.

The south guide pier and breakwater erected last season were widened to 25 feet on top and the slopes rip-rapped. This work, which is now fully completed, allows of vessels locking through the canal in the roughest weather. The wharves at Cedars and Coteau du Lac were taken down and replaced by new and improved wooden pile and reinforced concrete structures.

STE. ANNE'S LOCK.

The repairs made during the year at this lock were of minor importance, such as the pointing of masonry, repairs to banks and guard pier, etc.

ST. OURS LOCK.

Repairs made at this lock during the year were of an unimportant character.

CARILLON AND GRENVILLE CANALS.

Three pairs of gates for locks 5 and 6 were rebuilt, a boulder retaining wall 200 feet in length was constructed along the north side of the towpath of the Grenville canal, and the lock house at Grenville was rebuilt.

BEAUHARNOIS CANAL.

This canal has been under lease to the Canadian Light and Power Company since 1907 and is, with the exception of a few minor works connected with it, no longer under the control of this department. No work worthy of mention was performed during the past year.

CORNWALL CANAL.

Throughout the entire season navigation was seriously interfered with by the extreme low water which prevailed.

Among the more important repairs and improvements carried out during the year, the following might be mentioned: Old lock No. 18 was permanently closed by a concrete dam surmounted by a service bridge. This lock, together with old locks 19 and 20, are now all similarly closed up, being no longer required for navigation purposes. The old wooden bridges over the weirs at old lock 17, at the guard gates above lock 20 and at the large offtake weir at the foot of Sheik's island, were all removed and replaced by steel-concrete structures. The wooden floor of the highway bridge over the offtake weir at the foot of Sheik's island was rebuilt in reinforced concrete, the roadway being considerably widened. A single-span steel highway bridge was erected over the head-race to the mills just north of old lock 17. In addition to the works of a permanent character just mentioned a large number of lesser repairs and replacements were effected.

SESSIONAL PAPER No. 20

FARRAN'S POINT CANAL.

On the north side of this canal near the upper entrance it was found necessary to rebuild about 700 feet of the stone protection wall.

At the lower entrance to the lock extensive repairs were made to the masonry retaining wall on the south side.

RAPIDE PLAT CANAL.

A number of small repairs and improvements were made during the past season, the most extensive work carried out being the relaying of upwards of a mile of stone protection wall along the sides of the canal.

GALOPS CANAL.

In addition to the usual lesser repairs, two new culverts were constructed, one at Iroquois and the other at Cardinal. At Presqu'île the stone protection wall on both sides of the canal was relaid over a distance of nearly a mile.

MURRAY CANAL.

Small repairs and improvements only were made to this canal during the past fiscal year, such as the painting of buildings, pointing and repairs to masonry, and the gravelling of the highway along the north bank.

RIDEAU CANAL.

Owing to the fact that there was practically no freshet in the spring of 1915, the water in Rideau lake fell to an unusually low level. The somewhat heavy rainfall in the following summer, however, improved conditions to some extent, and at no time during the navigation season was a less depth than 5 feet recorded on the lock sill.

Of the various improvements and repairs made on this canal during the past season the following may be mentioned as among the more extensive: The chamber walls of lock 5 on the Ottawa station were taken down and rebuilt in concrete. About 250 feet of the timber wharf on south side of basin was taken down and rebuilt, as also a portion of the wharf near Laurier Avenue bridge, which had been burned. An additional 100 feet of concrete wall was added at the south end of the long wall constructed last season on the west side of the deep cut along the driveway. Between Bank Street and Bronson Avenue bridges, the canal channel was considerably widened, the excavated material being used to widen the Dow's Lake dam. At Hartwell's lock the existing bridge on the by-wash was replaced, concrete abutments being substituted at the same time for the old wooden cribs. A new "lay-by" pier was erected just below the lower lock. At Hogsback station repairs were made to the chamber wall, gate piers, etc., and a new "lay-by" pier constructed. At Black Rapids lock the west wall of the waste weir, which had given way, was renewed in concrete. At Merrickville the new concrete retaining dam has now been completed. At Smith's Falls the basin dam was rebuilt. On the Perth branch of the canal, the work of removing the rock shoals in the Tay river, which has been in hand for several seasons, was completed. The reservoir dam at Bob's lake was rebuilt in concrete. In addition to the foregoing, the usual maintenance work such as the painting of lock gates and buildings, pointing of masonry, small repairs to bridges and wharves, etc., was carried out.

TRENT CANAL.

The route of the Trent canal, as now in operation or under construction, lies between Trenton on the bay of Quinte, where direct connection with lake Ontario is made, and Port Severn on Georgian bay, from which port the waters of the upper great lakes are at once accessible. The portions of the canal now under construction lie between Trenton and Rice lake and between lake Couchiching and Georgian bay.

CANAL IN OPERATION.

The extent of waterway open to navigation lies between Trent Bridge and Washago, a distance of 160 miles. In addition to this, other channels maintained would approximate a total of 90 miles.

Of the various repairs and improvements made during the past year the following may be noted as among the more important: A swing span highway bridge was erected over the canal at Lindsay, replacing the former wooden bridge. The work of deepening and widening the channel in the Otonabee river was proceeded with satisfactorily, and will be continued during the coming season.

Water conditions during the year were exceptionally favourable, the precipitation over the Trent watershed being considerably in excess of the average. As a result of this it was found possible to hold all navigation lakes up to the desired level throughout the autumn.

CANAL UNDER CONSTRUCTION.

Ontario-Rice Lake Division.—Under this division is included the portion of the canal which lies between Trenton and the easterly end of Rice lake, a total distance of $56\frac{1}{2}$ miles. For construction purposes this division has been subdivided into seven sections or contracts. The line of the river Trent has been followed throughout, and this portion of the system when completed will comprise $9\frac{1}{2}$ miles of canal, 13 miles of subaqueous channels, and 34 miles of deep river waterway. From the mouth of the canal at Trenton, where the waters of lake Ontario are connected with, to the normal navigation level of Rice lake, there is a total rise of 369 feet. This difference of level is to be overcome by eighteen locks. For control of the river and canal levels, fourteen dams will be required. The locks have now all been completed, and the lock gates put in place on the first seven locks above Trenton. Work on the dams is now fully completed with the exception of five sluices in the bottom of dam No. 10, which are not likely to be finished until the high-level G.T.R. bridge at Campbellford has been constructed. Nineteen bridges in all will be required on this division. Seventeen of these are already completed. Of the two remaining, one is the high-level bridge at Campbellford, already mentioned, and the other the Gilmour Siding bridge below lock 1, work on the substructure of which is already under way. All these bridges, with the exception of that at Campbellford, are of either the swing or bascule type. The locks are constructed of monolithic concrete, are 175 feet long and 33 feet wide, and provide for a depth of water over the sills of 8 feet. The entire work of this division of the canal will, when completed, have involved the removal of about 1,500,000 cubic yards of earth, and 1,250,000 cubic yards of solid or loose rock, and the placing of 400,000 cubic yards of concrete. The estimated cost of this work is placed at \$5,100,000, of which sum about 95 per cent has been expended to date. Very complete and interesting details in regard to the foregoing will be found in the report of the superintending engineer, appended hereto.

Severn Division.—Under this division is included the portion of the canal between lake Couchiching and Port Severn on Georgian bay, a total distance of 43 miles. In this distance there will be included 4 miles of canal, $5\frac{1}{4}$ miles of subaqueous channel,

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and 33½ miles of deep river and lake navigation. The rise of about 139 feet between the level of lake Huron and that of lake Couchiching will be overcome by five locks. For the regulation of the river levels, thirteen dams will be required. The route of the canal will be crossed by eight steel bridges, five for highway and three for railway traffic. Five of these bridges will be fixed spans, and the remainder swing spans. For construction purposes this division has been subdivided into four sections or contracts, three of which are under contract. The Port Severn section, which comprised the construction of a lock 100 feet long and 25 feet wide, was completed by the end of last November. On section No. 2, which comprises the construction of dams at Pretty channel and Swift rapids, and a lock and power-house at the latter point, together with the reconstruction of the Canadian Northern Railway bridge at Ragged rapids, and extensive granite rock excavation, the work has progressed satisfactorily, the dam at Pretty channel having been completed, the dam at Swift rapids being well under way, as also is the work on the lock and power-house, while considerable rock excavation has already been done at Flat rapids, Portage bay, and at the railway bridge at Ragged rapids. On section No. 3, the work being undertaken consists in the construction of a lock of 20 feet lift, two highway swing bridges, one railway swing bridge and several small dams near Washago, besides a large quantity of earth and rock excavation. Good progress has been made on the bridges, one of the dams at Washago has been completed, and the excavation for the lock has been about half taken out. The dredging of lake Couchiching has been nearly completed.

WELLAND CANAL.

On the new canal, the most important improvements and repairs made during the year included the renewal in reinforced concrete of the former wooden bridges over the weirs at locks 13, 14, 15, 17 and 22, the replacement of the wooden float between Port Dalhousie harbour and the by-pass below the weir at lock 1 by a wooden single-leaf hinged footbridge, and the renewal of the masonry substructure of the hell-path bridge at the head of lock 8. On the old canal, Marlatt's bridge at Thorold, a steel highway swing span, being no longer required was moved down the canal to Lyndon street and re-erected at this point on the substructure which had already been prepared to receive it. At St. Paul street, St. Catharines, the high-level bridge, a steel structure of nine spans on concrete piers and abutments, crossing the canal, was completed. In addition to the foregoing, several wooden footbridges, which had fallen into bad repair, were renewed in reinforced concrete. On the canal feeder considerable damage was sustained from the Grand River freshet of this spring, particularly at the highway bridge over Sulphur creek. The easterly highway swing bridge over the feeder at Stromness was completely renewed in steel on a concrete substructure. In addition to this, a number of lesser repairs were made at various points.

PORT COLBORNE ELEVATOR.

Owing to war conditions causing a scarcity of ocean bottoms at Montreal, and other allied causes, the amount of business at this elevator showed a decrease for the first time since its erection in 1908. The amount of grain handled during the year aggregated 28, 733, 822 bushels, the net earnings being \$73,093.14. An addition to the elevator, giving a storage capacity of two million bushels, was completed during the year.

WELLAND SHIP CANAL.

The work on the new ship canal is divided into nine sections, numbered from the lake Ontario end of the canal. During the past year work under contract has been carried on continuously on sections 1, 2, 3, and 5. No additional sections have been placed under contract.

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Section No. 1.—The work included in this section covers principally the construction of the new harbour at the lake Ontario end of the canal, and the lock and entrance to the canal connected therewith. Work has progressed very favourably during the past year, and the work under contract is now nearly half completed.

Sections Nos. 2 and 3.—The work on these two sections consists principally in the construction of canal prism, locks, waste weirs, overhead bridges, and a diversion of the Grand Trunk railway, Welland division, to permit of a more satisfactory location for the canal. There are to be three single and three twin locks on these sections. On section No. 2 there is practically no rock excavation; on section No. 3, however, a very large proportion of the work is in heavy rock cuttings. Work of all classes on these two sections has progressed very satisfactorily during the year. The contract work on section No. 2 is now 45 per cent completed, and on section No. 3, 28 per cent.

Section No. 5.—The work on this section includes the widening and deepening of the existing canal between Allanburg and Port Robinson, or for a distance of about 2½ miles. Work has been steadily going ahead during the year, and the contract covering this section is now 52 per cent completed.

In the annual report of the engineer in charge, appended hereto, are given very complete and interesting details in connection with all the work now in progress. A full description of the whole scheme of the ship canal route will be found in the report of the engineer in charge for the years 1912-13.

ST. PETER'S CANAL.

This canal was closed during the past season to allow of the works under construction being readily proceeded with. A few vessels, however, made the passage of the canal previous to 8th June. The improvement works consist in the construction of a new lock at the Atlantic end of the canal. This work, which was commenced in May, 1912, has been carried on in each successive season. Progress during the past year has been satisfactory, and it is hoped that the canal will be ready for navigation by next August.

SAULT STE. MARIE CANAL.

During the past year, both freight and passenger traffic through the canal has shown a considerable decrease. This is due principally to the opening for traffic of the third canal on the American side, where there is now an advantage offered of 6 inches increased draught over that of our own canal. This advantage lay formerly with the Canadian canal. Only two accidents to vessels of importance occurred during the year. No damage was done to the canal, and that suffered by the vessels was but slight. The work of renewing the top of the lower south pier, commenced last season, was continued, and a further length of 300 feet rebuilt. The usual general repairs were carried out.

RAILWAYS.

CAR FERRY TERMINALS, NORTHUMBERLAND STRAITS.

This undertaking comprises the construction of harbour works, landing piers, etc., at Cape Tormentine, N.B., and Carleton Point, P.E.I., distant 8 miles apart, and the building of about 3 miles of railway connecting the Cape Traverse branch of the Prince Edward Island railway with the Carleton Point terminal.

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At Cape Tormentine the cribs for the landing slip are nearly completed. The core of the breakwater has been completed for its entire length, and a temporary protection of rubble stone placed on the slopes. The dredging of the turning basin is now about half completed. The piers for the transfer bridge have been finished, and work on the abutment is in progress.

At Carleton Point the core stone of the landing approach has been carried out to full length and the finished work now extends to 850 feet from shore. All materials for the cribwork landing slip have been assembled on shore, and the construction of the cribs is now under way. The core of the rubble mound breakwater has been fully laid and the slopes temporarily protected with large rubble stone. The breakwater being now sufficiently advanced to afford protection, the dredging of the turning basin will be proceeded with.

On the Carleton Point Branch Railway, track has been laid and grading, etc., completed for a distance of $2\frac{1}{4}$ miles. It is expected that connection with the ferry landing will be made by an early date.

Much time has been lost on this work owing to its exposed position and the bad weather and rough seas that have prevailed during a considerable portion of the past season.

HUDSON BAY RAILWAY.

Owing to a change in the location of the terminal yard at Port Nelson, placing it upon a much higher ground than originally intended, it was found necessary to relocate the last 30 miles of the railway. This work was satisfactorily carried out during the past winter.

The right of way has now been cleared to mile 395 from Le Pas, the grading of the roadbed is completed to mile 378, or within 47 miles of Port Nelson, and track is now laid to the 241st mile, or up to the first crossing of the Nelson river at Manitou rapids. Track has been ballasted and surfaced up to mile 225. The telegraph line has been carried to mile 241. Two water tanks have been completed and connected with water supplies. At Manitou rapids, the bridge over the Nelson river, a 304-foot span of the anchored cantilever type, is now practically completed. Progress during the year may be considered on the whole as satisfactory.

HUDSON BAY TERMINUS.

Navigation of the harbour at Port Nelson became possible on June 15, 1915, on which date the tug *Kathleen* was floated. During the season which ensued two round voyages from Halifax to Port Nelson were made by the ss. *Sheba* and *Durley Chine*, owned by the department, and three round voyages were made by each of the sealers *Bellaventure* and *Adventure*, operated by the department under time charters, the former being used to tow out the bulk *Benmore* and return her to Port Nelson laden with coal. The first arrival from sea reached Port Nelson on August 1. The last vessels to sail left on 22nd October, and met with no difficulties on the homeward voyage.

The construction of heavy plant and service works was completed early in the season, and thereafter good progress was made on the works connected with the establishment of the deep-water docks.

Among the works in the first category might be mentioned the construction and assembly of two orange-peel dredges and a stern wheel tug, the construction of dump and deck scows, the construction of a dry dock for the repair of floating plant, a wharf at Flamborough head, reconstruction of wharf No. 1, which was damaged by ice, extension of wharf No. 3, the construction of beacons at Nelson shoal and at Flamborough head, the survey and buoying of river channels, test piling and boring over a consider-

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able area of river bottom to determine the character of substrata with reference to the location of harbour works, the construction of a waterworks system, in addition to lumbering operations and the general repair and maintenance work.

The proposed deep-water development consists of the creation of an elongated island, faced with stone-filled timber cribwork or sheet piling, situated near the outer edge of the tidal flats, and lying approximately parallel to the natural deep-water channel of the river; along the face of this island adjacent to the deep-water channel a depth of 30 feet will be provided by dredging. Between the steamer berths and the natural deep-water channel a minimum depth of 20 feet at extreme low tide will be provided. The island will be connected with the mainland by a series of seventeen steel spans of 140 feet in length *c. to c.*, supported by clusters of piles driven through stone-filled crib piers. These piers are being constructed of unusually large size to provide adequate resistance to the ice, so that the structure as a whole might be regarded as consisting of seventeen separate single-span bridges connecting up these piers, rather than as a bridge of seventeen spans. The stone for the filling of cribs and rip-rapping around them is being obtained by dredging from the river bottom at a point near Flamborough head, 9 miles above the site of the works. Twelve piers had been completed, and the steel work of seven spans erected at the end of the fiscal year.

The manner in which the work thus far constructed has withstood ice movement and the action of tidal currents has been very satisfactory.

The orange-peel dredges were employed in preparing crib seats and procuring stone for filling and rip-rapping. The hydraulic dredge was employed in deepening the main channel.

During the winter months the construction forces were reduced to about 200 men, which number will be increased to about 500 men during the open season of 1916.

The labour forces retained during the winter months were kept steadily employed on such works as the construction of scows and buildings, repairs to plant, the removal of trestles no longer required, the bringing in of supplies, the driving of test piles and the making of borings to determine the character of substrata of the river bed on the site of proposed harbour works, and in logging operations up the Airhole river, a tributary of the Nelson.

DARTMOUTH BRANCH, L.C.R.

This line, which, as will be noted from last year's report, was all but completed on March 31, 1915, was entirely finished during the past season, and put into operation in January last. The condition of the road as handed over by the contractors was generally satisfactory.

SUBSIDIZED RAILWAYS.

During the past fiscal year, inspection of subsidized railways have been made by the department, aggregating in all 5,150 miles. Full details as to the lines of railway covered by these inspections will be found in the report of the inspecting engineer, appended hereto.

I have the honour to be, sir,

Your obedient servant,

W. A. BOWDEN,

Chief Engineer.

A. W. CAMPBELL, Esq.,
Deputy Minister,

Department of Railways and Canals,
Ottawa.

REPORT OF THE SUPERINTENDING ENGINEER, QUEBEC CANALS.

MONTREAL, July 8, 1916.

SIR,—I have the honour to submit herewith my annual report on the works under my charge for the fiscal year ended March 31, 1916.

The Quebec Canals division comprises the Lachine and Soulanges canals on the St. Lawrence route, the Ste. Anne's, Carillon, and Grenville canals on the Ottawa river, and the St. Ours and Chambly canals on the Richelieu river.

Of these, the Lachine canal is by far the most important owing to its immediate connection with the harbour of Montreal.

LACHINE CANAL.

Length, $8\frac{1}{2}$ miles; total rise, 45 feet; five locks, 270 feet by 45 feet, with 14 feet of water on sills; five old locks, 200 feet by 45 feet, with 9 feet of water on sills, still available to navigation.

OPERATION.

Navigation was carried on smoothly during the whole season, with only one interruption of some thirty hours, due to the carrying away of the lower gates of lock No. 3, by the tug *Glide*, on the 2nd November, 1915.

During the winter, the canal lighting system was changed, the old Thompson Houston open arc double carbon lamps being replaced by incandescent nitrogen lamps.

This canal was opened for navigation on the 20th April, and closed on the 13th December, 1915.

REPAIRS AND RENEWALS.

There is nothing to record under this head beyond the maintaining in good order of the various canal structures, locks, lock gates, swing and fixed bridges, fences, buildings, etc., and the building of reinforced concrete blocks at the north and south ends of the abutments of St. Gabriel bridge and at the north end of the abutment of the stationary bridge at Lachine.

In addition to the above, sixty cast-iron mooring posts, set in heavy concrete bases, were placed at various points along the line, and the Mill Street power-house underwent a general overhauling, necessitated by the remodelling of the electric light system.

CAPITAL.

Improvements at lock No. 4.—The works embraced in the contract No. 20049, awarded to Messrs. Quinlan, Robertson & Miller, in 1913, consisted of: cutting off a projection of the south bank of the canal extending from Cote St. Paul bridge to the old Cote St. Paul lock, and the lining of the newly formed slope with a strong concrete retaining wall; the enlarging of the regulating weir on the south side of the lock; the building of a new and enlarged power-house over this weir, the intention being to discard the Mill Street power-house and develop at Cote St. Paul all the power required for the canal electric services; and the paving of that portion of the south bank extending from the Cote St. Paul bridge to a point about 500 feet east of the Cote St. Paul lock.

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At the end of the fiscal year which expired on March 31, 1916, the contract was completed, with the exception of the paving and new power-house, the construction of which has been postponed indefinitely.

DREDGING.

During last winter the two steam tugs *Frank Perew* and *Carillon*, the steam spoon dredge No. 2, the floating steam derrick No. 1, and the fifteen flat and dump scows, forming our dredging fleet, were overhauled and made ready for the opening of navigation.

From the 1st to the 19th May, 1915, the dredge was engaged cleaning the new channel at the upper entrance to the Soulanges canal, while the steam derrick was doing some excavation at Ste. Anne de Bellevue, in connection with the renewal of the head pier between the old and new locks, and some cleaning in the channel above the new lock.

On the way up to Coteau Landing, the steam derrick stopped at the lower entrance to the Soulanges canal, where some cleaning had to be done, and proceeded to Coteau Landing on the 1st June.

Both were thereafter employed until the end of the season completing the new channel above the Soulanges guard lock and forming the bank on the river side of the extension pier; also preparing the foundation for the crib and concrete facing of the government dam at Valleyfield.

The whole fleet returned to its winter quarters in the Lachine canal on the 21st November, 1915.

SOULANGES CANAL.

Length, 14 miles; five locks, 270 feet by 45 feet; 15 feet of water on the sills; total rise, 84 feet.

OPERATION.

The Soulanges canal was opened to navigation on the 20th April and closed on the 13th December, 1915.

REPAIRS AND RENEWALS.

The maintaining in good order of the various canal structures, locks, lock gates, bridges, buildings, fences, roads, etc., is practically all that has been done here under the above head during the year, except the reinforcing of the concrete bases of some twenty mooring posts, and the quarrying of about 3,000 cubic yards of stone, which will be used in refilling the notch in the canal slopes at places where the stone originally placed there has fallen down.

CAPITAL.

Protection works at Upper Entrance.—During the summer of 1915, the extension to the south guide pier and breakwater, completed by Messrs. Haney, Quinlan & Robertson the year before, was widened to 25 feet on the top, the material used being taken from the bed of the river, in the canal entrance, by our own dredge.

The outer slopes of both the extension and the breakwater were then lined with rip-rap stone procured, under contract, from Mr. Philias Doré, of Valleyfield.

These works are now fully completed and permit of vessels locking through in the roughest weather.

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INCOME.

Rebuilding Wharves.—The wharves at Cedars and Coteau du Lac, originally built by the Department of Public Works and lately taken over by this department, had become unsafe for the handling of freight over them. Both were taken down and replaced by new structures, consisting of wooden piles with reinforced concrete superstructure. Each of them is 101 feet in length, and can accommodate vessels drawing 9 feet.

Mooring Posts.—Under this item thirty new mooring posts were placed at various points along the canal.

STE. ANNE'S LOCK.

Length, half mile; one lock, 240 by 45 feet, with 9 feet of water on the sills; old lock, still available, 200 by 45 feet, with 6 feet of water on the sills; total rise, 3 feet.

OPERATION.

This lock was opened to navigation on the 19th April and closed on the 3rd December, 1915.

REPAIRS AND RENEWALS.

The chief items of repairs executed during the fiscal year were as follows: Overhauling booms in lower and upper entrances; length, 750 feet. Reforming bank above locks and putting in three cast-iron mooring posts set in concrete. Pointing side walls in lower entrance. Repairing guard pier above old lock.

CARILLON AND GRENVILLE CANALS.

Carillon canal: Length, three-quarter mile; two locks, 200 by 45 feet, with 9 feet of water on the sills; total rise, 16 feet.

Grenville canal: Length, $5\frac{3}{4}$ miles; five locks, 200 by 45 feet, with 9 feet of water on the sills; total rise, $45\frac{3}{4}$ feet.

OPERATION.

These canals were opened to navigation on the 20th April and closed on the 27th November, 1915.

REPAIRS AND RENEWALS.

The most important works performed here, under the above head, during the fiscal year were as follows:—

Rebuilding three pairs of gates for locks Nos. 5 and 6.

Building boulder retaining wall, some 200 feet in length, along the north side of the towpath, Grenville canal.

Rebuilding lock house at Grenville. This building had been destroyed by fire during the winter.

Building a new scow, 30 feet by 16 feet by 3 feet.

ST. OURS LOCK.

Length, one-eighth mile; one lock, 200 by 45 feet, with $6\frac{1}{2}$ feet of water on the sills; rise, 5 feet.

OPERATION.

This lock was opened to navigation on the 17th April and closed on the 2nd December, 1915.

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REPAIRS AND RENEWALS.

All the structures, buildings, fences, etc., were kept in good order during the year.

CHAMBLY CANAL.

Length, 12 miles; nine locks, 118 by 22½ feet, with 7 feet of water on the sills; total rise, 74 feet.

OPERATION.

The Chambly canal was opened to navigation on the 29th April, and closed on the 1st December, 1915.

REPAIRS AND RENEWALS.

No special repair work was done here during the last fiscal year.

BEAUHARNOIS CANAL.

This canal has been under lease to the Canadian Light and Power Company since 1907, and is no longer under the direct control of the department. Some works connected with it are, however, still maintained by us.

REPAIRS.

Hungry Bay dyke.—The dyke proper and the stone walls protecting it against the erosive action of lake St. Francis have been kept in good order, but no expenditure was made in repairing the road on top of the dyke, although this road is beginning to be seriously worn out in places.

Bridge across the Lost Channel at St. Timothy.—The necessary lumber required to partly renew the flooring of this bridge was purchased during the winter, but it had not been put in place at the end of the last fiscal year.

QUEBEC CANALS—INCOME.

Protection walls along shores of lake St. Francis.—The only work done under this item of the appropriations during last year was the filling of a few gaps in the wall in front of the Ste. Barbe dyke, on the south shore, and the raising of some low sections of the protection wall near St. Zotique, on the north shore.

Concrete facing dam at Valleyfield.—This work was built under contract by the Carlton Construction Co., Ltd., of Ottawa. Operations were begun on the 18th June, 1915, and the work was fully completed by the end of the following October.

It consists of cribwork foundation, 475 feet long, placed about 10 feet from the westerly face of the old dam and brought up to a line about 12 inches below the level of low water. On top of this cribwork, a concrete wall was built, the top of which was made level with the existing wharf. At the north end of cribwork, the concrete wall was started and carried to a point 200 feet farther, the total length of the facing being 675 feet.

Surveys and inspections.—As usual, numerous inspections were made in connection with claims, leases, etc., necessitating reports and the preparation of plans.

A few photographs to accompany the present report will be forwarded in a few days.

I have the honour to be, sir,

Your obedient servant.

ERNEST MARCEAU,

Superintending Engineer, Quebec Canals.

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LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1, at the lower entrance, and new Lock No. 5, at upper entrance, during the fiscal year ending March 31, 1916.

Months.	New Lock No. 1 Lower Sill.		New Lock No. 5 Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1915.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
April.....	31 4	15 5	16 3	15 0
May.....	17 11	15 5	16 6	15 8
June.....	16 0	14 5	15 7	15 1
July.....	15 0	13 9	15 4	14 8
August.....	14 10	13 5	15 6	14 1
September.....	14 5	13 9	15 9	14 8
October.....	14 5	13 8	15 1	14 7
November.....	13 11	13 4	14 11	13 11
December.....	14 4	13 2	14 7	14 0
1916.				
January.....	31 1	15 10	16 9	15 1
February.....	31 0	28 4	16 7	14 5
March.....	29 4	25 0	16 9	14 0

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1, at lower entrance, and Lock No. 5, at upper entrance, during the fiscal year ending March 31, 1916.

Months.	Lock No. 1 Lower Sill.		Lock No. 5 Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1915.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
April.....	18 0	17 0	16 4	16 0
May.....	18 2	17 6	16 3	16 0
June.....	17 6	17 3	16 1	15 9
July.....	17 3	16 7	16 1	15 9
August.....	17 2	16 7	16 4	15 6
September.....	17 0	16 6	16 3	16 0
October.....	16 9	16 3	16 1	15 9
November.....	16 6	16 3	16 1	15 2
December.....	17 1	16 2	15 9	15 6
1916.				
January.....	18 8	17 4	16 8	15 7
February.....	20 9	18 6	16 9	16 1
March.....	22 9	20 3	17 2	15 8

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CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sill of Lock No. 9, at lower entrance, and Lock No. 1, upper entrance, during the fiscal year ending March 31, 1916.

Months.	Lock No. 9 Lower Sill.		Lock No. 1 Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1915.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
April.....	12 7	11 2	9 11	8 9
May.....	12 4	10 4	9 11	8 5
June.....	10 5	9 2	8 7	7 4
July.....	10 6	10 0	8 1	7 8
August.....	10 3	9 9	7 11	7 5
September.....	9 10	8 8	7 10	7 1
October.....	9 8	8 8	7 8	6 2
November.....	9 2	8 7	7 8	6 10
December.....	9 3	7 11	8 1	7 2
1916.				
January.....	12 1	9 2	9 2	7 11
February.....	13 1	11 4	9 5	8 11
March.....	15 11	11 5	9 5	8 10

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the St. Ours Lock during the fiscal year ending March 31, 1916.

Months.	Lock No. 1 Lower Sill.		Lock No. 1 Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1915.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
April.....	12 2	10 2	10 8	9 9
May.....	13 0	9 3	10 7	9 1
June.....	9 10	7 10	10 0	8 5
July.....	8 7	6 8	10 1	9 10
August.....	7 6	6 3	10 0	9 5
September.....	7 0	6 4	9 6	8 8
October.....	7 6	6 0	9 3	8 9
November.....	6 7	5 7	9 5	8 6
December.....	7 7	5 11	9 2	7 5
1916.				
January.....	10 9	8 0	9 2	8 1
February.....	11 9	9 4	10 0	8 11
March.....	14 4	9 4	11 5	9 0

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CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1, at lower entrance, and Lock No. 2, at upper entrance, during the fiscal year ending March 31, 1916.

Month.	Lock No. 1 Lower Sill.		Lock No. 2 Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1915.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
April.....	14 10	11 11	14 5	10 8
May.....	15 7	14 8	15 3	14 2
June.....	14 8	13 9	14 3	13 1
July.....	14 2	12 3	13 6	11 4
August.....	12 10	12 3	12 2	11 5
September.....	12 8	11 9	12 0	11 2
October.....	12 9	12 0	12 1	11 7
November.....	12 4	11 10	11 7	11 4
December.....	12 4	11 10	12 7	11 2
1916.				
January.....	13 5	12 4	16 0	12 5
February.....	14 0	13 0	16 4	13 3
March.....	14 8	13 3	15 6	11 11

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3, at lower entrance, and Lock No. 7, at upper entrance, during the fiscal year ending March 31, 1916.

Months.	Lock No. 3 Lower Sill.		Lock No. 7 Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1915.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
April....	17 8	13 0	15 3	10 7
May.....	18 8	17 6	16 4	15 2
June.....	17 6	15 11	15 1	13 9
July.....	16 4	13 10	14 2	11 4
August....	14 7	13 5	12 3	11 1
September....	14 4	13 3	12 0	10 11
October....	14 7	13 11	12 3	11 5
November....	13 11	13 6	11 6	11 2
December....	15 6	13 7	11 7	11 0
1916.				
January....	18 8	14 6	12 3	11 1
February.....	19 10	16 1	12 8	11 5
March.....	19 9	14 7	13 6	11 3

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STE. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the Ste. Anne's Lock, at the lower and upper entrance, during the fiscal year ending March 31, 1916.

Months.	Lock No. 1 Lower Sill.		Lock No. 1 Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1915.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
April.....	11 4	10 2	13 1	10 7
May.....	11 7	10 11	13 10	13 0
June.....	10 11	10 5	13 0	12 2
July.....	10 7	9 9	12 6	10 11
August.....	10 6	9 6	11 6	10 9
September.....	10 3	9 9	11 3	10 7
October.....	10 2	9 9	11 4	10 10
November.....	9 11	9 4	10 11	10 8
December.....	10 1	9 3	11 0	10 9
1916.				
January.....	12 0	10 6	11 6	10 11
February.....	11 10	10 4	11 10	11 2
March.....	11 7	10 3	12 3	11 6

QUEBEC CANALS.

STATEMENT giving dates of opening and closing of the Quebec Canals during the fiscal year 1915-16.

Canals.	Opening.	Closing.
Lachine Canal.....	April 22, 1915.	Dec. 13, 1915.
Soulanges Canal.....	April 20, 1915.	Dec. 13, 1915.
Chambly Canal.....	May 1, 1915.	Dec. 1, 1915.
St. Ours Canal.....	April 17, 1915.	Dec. 2, 1915.
C. & G. Canal.....	April 21, 1915.	Nov. 27, 1915.
Ste. Anne's Canal.....	April 19, 1915.	Dec. 3, 1915.

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REPORT OF THE SUPERINTENDING ENGINEER, ONTARIO-
ST. LAWRENCE CANALS.

CORNWALL, April 1, 1916.

SIR,—I have the honour to submit my annual report on the operation and maintenance of the Ontario-St. Lawrence canals for the fiscal year ending March 31, 1916.

The Ontario-St. Lawrence canals comprise the Cornwall canal, the Farran's Point, Rapide Plat, and Galops canals, known collectively as the Williamsburg canals, the north channel on the river St. Lawrence below Prescott, and the Murray canal extending from the head of the bay Quinte to Brighton bay, on the north shore of lake Ontario.

CORNWALL CANAL.

Length, 11½ miles; total rise, 48 feet; six locks, 270 feet by 45 feet, with 14 feet of water on sills, and one pair of guard gates directly above lock No. 20, at the foot of the summit level.

OPERATION.

The Cornwall canal was opened for the season's navigation on April 15 and closed on December 11, and was operated throughout the season without any serious accident or damage to locks or other structures, and without any delay to navigation.

Navigation was seriously hampered by the extreme low water which prevailed in the river throughout the entire season, and many of the larger vessels were loaded to slightly less than the usual 14 feet, as a measure of safety.

The average depth of water on the upper sill of the guard lock at the head of this canal during the season of navigation (May 1 to November 30) for the three lowest recorded years was as follows: 1895, 14.84 feet; 1911, 15.14 feet; 1915, 15.10 feet.

In 1895 the highest average during the season of navigation was for the month of May, the water showing a steady fall till November, the month of lowest average. In 1911 the highest average was in May and June, which showed exactly the same, and the lowest in October and November, also exactly the same, with a steady drop between June and October.

In 1915, however, the highest average was for the month of September, while the lowest average was recorded for the month of June, the months of October and November showing a higher average than the months of June and July, which ordinarily show the highest averages.

RENEWALS AND REPAIRS.

While the canal was unwatered, previous to the opening of navigation, the old gates, timber platform and mitre sills at the head of old lock No. 18 were removed and a concrete dam, surmounted by a reinforced concrete service bridge, was constructed across the lock in the upper recess.

Old locks Nos. 18, 19 and 20 are now permanently closed to navigation in this manner.

Concrete abutments, designed to carry a steel highway bridge over the headrace to the mills at the foot of the canal, were constructed directly north of old lock No. 17.

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The coping stones on north wall of guard gates above lock No. 20, which were badly displaced, were lifted and reset and a new concrete hollow quoin coping with steel face was constructed in place.

About 500 lineal feet of stone protection on the north bank below lock No. 18 was rebuilt and faced with concrete, and the upper portion of bank trimmed and sodded.

Necessary pointing was done at locks Nos. 19 and 20.

All of the standing lock gates on the canal received one coat of paint, and the operating machinery and valves in both lock gates and supply weirs were thoroughly overhauled and repaired and machinery painted: The lock bottoms were also thoroughly cleaned of gravel and small stones.

On April 15 the upper gates in lock No. 15 were removed for repairs and replaced with a pair of spare gates. On the following day the south lower gate in lock No. 17 was taken out, upset, a broken step removed and replaced with a new one, and the gate resteped.

During the season the old wooden bridges over the weirs at old lock No. 17 (68 feet in length), at the guard gates above lock No. 20 (117 feet in length), and the large offtake weir at the foot of Sheik's Island (154 feet in length), as well as the timbers carrying the valve machinery, all of which were badly decayed, were removed and the whole rebuilt in reinforced concrete. The new structures, besides being permanent, present a very neat and workmanlike appearance.

The old wooden floor on the highway bridge over the offtake weir at the foot of Sheik's island (154 feet in length), with a roadway 9 feet in width, which was badly decayed, was removed and rebuilt in reinforced concrete, and at the same time the roadway was widened to 11 feet.

Three cast-iron mooring posts (small size) set in concrete bases, were placed at the lower end of the repairing basin, five (standard size) in the vicinity of old lock No. 17 at the head of the basin, five on the south bank directly east of lock No. 19, five on the south bank directly east of lock No. 20, three on the south bank west of the guard gates, and four on the south bank west of guard lock No. 21.

The coping of the southeast retaining wall below lock No. 20 (284 feet in length) was lifted, reset, and reinforced behind with concrete.

The coping stones in this wall were all pushed out of place, and a large number of them, as well as some of the stones in the course below, were broken. Some of the broken stones were redressed to a new face, others were replaced with new stones, and the whole of the coping was reset to a line 6 inches back from face of wall, the upper edge of the course below being chamfered off to meet the new line.

Extensive repairs were made to the stone protection to banks and 1,600 lineal feet on the south bank eastward from lock No. 20 was completely relaid.

The scows, derriek, stone crusher, and other floating plant received necessary repairs and were kept in good condition. Extensive repairs were also made to the hull and boiler of steamer *Alert*, both of which have had thirty years of service.

The old upper gates removed from lock No. 18 when concrete dam was constructed across this lock, and for which there was no further use, were placed in the repairing basin, taken apart, and the sound timber sawn into plank and placed in stock.

A single-span steel highway bridge, 58 feet in length, was erected over the head-race to mills directly north of old lock No. 17. The bridge was constructed and delivered in sections by the Hamilton Bridge Works Co., Ltd., under contract, and the work of assembling and erecting was performed by the repair staff.

This bridge provides a direct and convenient access to repair shops and yard from the public thoroughfares, and also furnishes direct communication with our service ground on the north side of the raceway.

Extensive repairs and changes were made to the stores building and a much needed addition, 26 feet by 38 feet, was erected. These improvements add materially to the floor space and permit of a much better arrangement and classification of supplies and stores.

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The gates removed from lock No. 15 in April were placed in the repairing basin, thoroughly overhauled, repaired, and painted, and are held in reserve as spare gates.

During the winter a new scow, 18 feet by 70 feet, was built to replace a very old scow which was past repairing. This scow is now being caulked and will shortly be ready for launching.

The unfinished attic in the office was ceiled throughout and fitted with cupboards and drawers for the fying of old reports, pay-lists, and records of all kinds.

A room for the proper arrangement and storage of patterns, of which we have a large number, was fitted up in one end of the large machine shop.

Owing to the extremely low water prevailing in the river, it was decided by the department to remove the 18-inch coping from the breast wall of the supply weir at the head of the canal in order that the usual supply of water might be admitted to the canal during the low-water stage.

This was accordingly done in the month of May, and proved a great help to the manufacturing interests taking water from the canal, as in spite of the low water it was possible, with this added flow, to maintain sufficient depth of water on the sills to provide for navigation and also allow the mills to operate at their full capacity throughout the entire season.

The overflow openings, formed by the removal of the coping of breast wall, were fitted with stop-logs, which are kept down when the water is at a stage to allow a sufficient supply to be admitted through the valves.

The grounds and flower beds at the various locks and parks along the line of canal were kept in first-class shape and presented a very attractive appearance throughout the whole season.

In order to better provide for this class of work, a small greenhouse, 20 feet by 50 feet, for the propagation of plants, together with a brick boiler-house and workshop, 18 feet by 22 feet, were constructed near the Cornwall shops, both on concrete foundations. In future all of the plants required throughout this district will be supplied from this source. The materials in these buildings, with the exception of the glass and frames, were supplied out of stock long on hand, as was also the boiler and a large part of the pipes for heating.

Ordinary repairs to lock gates, fences, banks, and stone protection were promptly attended to, as well as the cleaning of ditches, cutting of weeds, etc.

THE WILLIAMSBURG CANALS.

Farran's Point Canal.—Length, $1\frac{1}{2}$ miles; total rise, 4 feet; one lock 800 feet by 50 feet.

Rapide Plat Canal.—Length, $3\frac{1}{2}$ miles; total rise, $11\frac{1}{2}$ feet; one lift and one guard lock, each 270 feet by 45 feet.

Galops Canal.—Length, $7\frac{1}{2}$ miles; total rise from 15 feet in high-water periods to $18\frac{1}{2}$ feet in low-water periods; one lift lock, 800 feet by 50 feet; one guard lock, 270 feet by 45 feet; also one lift lock 326 feet by 45 feet, near the head of the canal, for the passage of vessels around the Galops rapids.

The Williamsburg canals opened for the season's navigation on April 15, and closed on December 11. They were operated throughout the season without serious damage or delay to navigation.

Accidents.—On June 1 the steamer *Neepawah*, belonging to the Canada Steamship Lines, Ltd., while downbound and trying to make the upper entrance to the Rapide Plat canal without turning above the entrance, struck the north upper gate of lock No. 24, which was against the wall, breaking a suspension bar and seriously damaging the upper portion of the gate. The water in the river being low, I was able to raise

the water in the canal to meet it, and thus allowed the passage of vessels through the lock while temporary repairs were being made, by merely opening the lower gates. The delay to navigation was only about three hours.

The cost of making repairs was defrayed by the owners of the vessel.

RENEWALS AND REPAIRS.

Farran's Point Canal.—About 700 lineal feet of stone protection on the north side of canal near the upper entrance was rebuilt.

The circular end of the masonry retaining wall on the south side of the lower entrance to lock was rebuilt.

About 25 feet of the outer end of this wall, which rests on timber cribwork, had broken off and fallen into the river several years previously, due to the fact that scour had caused the outer crib to settle at the outer end. As there was no appearance of further settlement, the top of the cribwork was levelled up with concrete, and the masonry wall rebuilt, but about 8 feet shorter than the original wall.

The cut stones used in this work were those taken from the breast wall of weir at lock No. 21.

Rapide Plat Canal.—About 3,500 lineal feet of stone protection on the outside bank was completely relaid and the bank trimmed, 500 lineal feet was also relaid on the north side of canal.

Eight cast-iron mooring posts set in concrete bases were placed in the vicinity of the canal shops at Morrisburg.

The north upper gate of lock No. 24, damaged by steamer *Neepawah* on June 1, was removed, taken to the repair yard, thoroughly overhauled and repaired and resteped in position, a spare gate being placed in position in the meantime.

New top corbels, or heel blocks, were placed on the lower north gate at lock No. 23.

Galops Canal.—Some 4,500 lineal feet of stone protection on the south bank below Presqu'île was completely rebuilt and the top face of bank graded. About 900 lineal feet was also relaid on the north side of canal at the same point.

A 2-foot by 4-foot concrete box culvert, 12 feet long, was built in the ditch at the entrance to the canal service grounds west of lock No. 25 at Iroquois.

One cast-iron mooring post, set in concrete base, was placed opposite the upper gates at lock No. 25.

The lower gates at lock No. 27 were taken out and replaced with a spare pair, the gates removed being sent to the repair yard at Morrisburg, hauled out on ways and repaired.

An 18-inch corrugated galvanized iron culvert, 36 feet long, with concrete wing walls, was built across the highway, opposite the west end of the "deep cut" at Cardinal, replacing an old wooden box culvert.

The work of pointing the masonry walls around locks Nos. 27 and 28 was completed, and the work of pointing the piers and abutments at the Cardinal bridge was commenced.

A large watering-place, accommodating two farms, at the north channel, commenced the previous season, was deepened and completed during the low-water stage in river.

GENERAL.

All of the buildings, weirs, and standing gates along the canals received one coat of paint.

Ordinary repairs to lock gates, buildings, bridges, weirs and banks were promptly attended to, as well as the cleaning of ditches, cutting of grass, weeds, etc.

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The grounds around all of the locks are being gradually levelled up, mulched, and seeded. The flower beds were neatly kept and a large number of small trees and shrubs were planted at various places along these canals.

Owing to the extreme low water prevailing in the river, it was necessary for down-bound vessels, drawing more than 13½ feet, to make use of the Rapide Plat canal throughout the entire season.

The upper entrance to this canal is not safe for the approach of vessels of the larger class, as I have frequently reported.

Vessels of this class, entering the canal from above, are obliged to make a wide turn into the bay above the entrance and come to a full stop alongside of the shore, and head up stream. After putting out lines, they are again obliged to turn around before they can approach the lock.

The whole manœuvre, to be successfully accomplished, depends largely on the good judgment of the pilot in charge, and vessels are sometimes carried around the head of the south entrance pier, and have difficulty in getting back.

Even when the entrance is successfully negotiated, a great deal of time is lost.

The following vessels, attempting to make this entrance, were carried around the entrance pier during the season, but fortunately sustained no serious damage. Some were able to get back under their own steam, others had to anchor and wait the assistance of tugs:—

Steamers *Algonquin*, May 1; *Haddington*, June 10; *Chas. Beatty*, June 20; *F. P. Jones*, June 28; *Keywest*, June 29; *Westerian*, July 15; *Steelton*, November 27; *Turret Cape*, December 3.

Altogether, 617 lockages of large vessels, downbound, were made at this lock during the season.

MURRAY CANAL.

Length of canal proper, 5½ miles; including dredged entrances, 10 miles; no locks; depth of water, 11 feet at low-water stage, lake Ontario.

The canal was opened for the season's navigation on April 15, and closed December 8, and was operated throughout the season without accident or serious delay to navigation.

The prevailing low water in lake Ontario was the cause of a good deal of inconvenience, and some delay, to vessels of the larger class using this canal. On April 25, the steamers *Stanstead* and *Byron Whitaker*, westbound, grounded in the canal a short distance east of the Brighton Road bridge, and were detained about twenty-four hours before being released.

Both vessels were light and drawing 12½ feet of water.

On July 10 last, while the Central Ontario Railway bridge was being closed after the passage of a vessel, and before the bridge was locked, a passenger train from Trenton going south ran past the semaphore and failed to stop till the engine had reached the south end of the bridge.

The damage to bridge consisted of the displacement of the levelling pieces under the turntable track and the breaking of the two cast-iron boxes supporting the rollers at south end of bridge. The necessary repairs were made by the railway company.

The semaphores were properly set, and no blame was attached to canal employees.

RENEWALS AND REPAIRS.

All of the buildings on the canal received one coat of paint.

The cistern at the bridgmaster's house at the Central Ontario Railway bridge, which was in a bad state of repair, was put in good condition and the kitchen slightly enlarged to cover it.

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One of the concrete piers at the west end of canal, badly eaten away at water line, was repaired with concrete.

Masonry in all bridge piers and abutments was pointed where necessary, and broken and rotten timber walings were removed and new ones put on.

All necessary repairs were made to bridges, stone protection to slopes, banks and roads, and all catch-water ditches were kept clean and in good repair, grass and weeds were cut, and the banks generally were kept clean and neat.

About 2,800 lineal feet of the top of the north bank, which is used as a public highway, was gravelled.

During the winter, a boathouse belonging to the canal and situated at the west entrance, and for which there was no use as a boat-house, was removed to a location just east of the Central Ontario Railway bridge, slightly enlarged, and is now used as a storehouse for our stock of ties for the floor of this bridge.

Attached to this report are statements of fines and damages collected during the year, and a record of the highest and lowest water in river at each of the canals.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,

Superintending Engineer.

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STATEMENT of fines and damages in connection with "Ontario-St. Lawrence Canals," for the year ending March 31, 1916.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
15 15	1915. Oct. 31 Nov. 28	Steamer City of Hamilton. Barge Burma.	\$12 26	\$10 00	Canada Steamship Lines. Montreal Transportation Co.	Paid Jan. 15, 1916. Paid Dec. 22, 1915.

WILLIAMSBURG CANALS.

24	June 1	Steamer Neepawah.	\$406 73		Canada Steamship Lines.	Paid July 16, 1913.
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RECORD of highest and lowest levels of water on the "Ontario-St. Lawrence Canals," for the year ending March 31, 1916.

	Cornwall Canal.			Farran's Point Canal.		Rapide Plat Canal.		Galops Canal.		Lift Lock.		Murray Canal.			
	Lock 15.	Lock 21.	Lock 22.		Lock 23.	Lock 24.	Lock 25.	Lock 27.	Lock 28.						
			Lower	Upper											
										High.	Low.				
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.					
1915.															
April.....	Feet. 15.2	14.6	15.4	Feet. 14.8	17.2	16.8	Feet. 17.1	15.9	Feet. 16.6	15.1	20.2	18.4	Feet. 15.7	15.0	12.4
May.....	15.0	14.3	15.3	14.8	17.4	16.7	17.5	16.8	16.6	15.3	19.5	18.2	15.9	14.7	12.4
June.....	14.8	14.3	15.2	14.8	17.1	16.8	17.2	16.9	16.4	15.9	19.2	18.4	15.4	15.0	12.8
July.....	14.8	14.3	15.4	14.8	17.2	16.0	17.3	16.8	16.4	15.9	19.6	18.5	15.5	15.0	12.6
August.....	15.0	14.7	15.5	14.5	17.6	16.4	17.7	16.6	16.9	15.1	19.5	17.6	15.8	14.4	11.8
September.....	15.0	14.6	15.5	15.0	17.7	17.0	17.9	17.2	16.1	16.7	20.4	19.0	17.4	15.1	12.5
October.....	14.9	14.5	15.5	14.8	17.4	16.8	17.6	17.0	16.8	15.9	19.5	18.4	16.0	14.8	12.1
November.....	14.8	14.0	15.9	14.3	17.3	16.0	17.5	16.2	16.8	14.9	19.5	18.0	16.0	14.4	12.4
December.....	14.7	14.1	15.2	14.2	17.0	16.4	17.2	16.6	16.2	15.1	18.5	17.5	15.1	13.8	11.5
															11.9
1916.															
January.....	21.9	14.5	14.7	14.3	17.7	16.6	17.9	16.8	16.8	15.3	19.5	17.5	15.7	16.1	14.9
February.....	32.7	17.2	15.4	14.7	17.4	16.8	17.6	17.0	16.8	15.7	20.0	17.5	15.5	14.7	12.6
March.....	24.9	21.9	15.4	14.4	17.1	17.0	17.3	17.1	16.8	15.5	18.6	17.2	15.2	14.4	13.3

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REPORT OF SUPERINTENDING ENGINEER, ST. PETER'S CANAL.

CORNWALL, April 1, 1916.

SIR,—I have the honour to submit my annual report on the St. Peter's canal for the fiscal year ending March 31, 1916.

By an Order in Council, dated March 28, 1915, authority was given for the closing of this canal "during the forthcoming season of navigation to permit the works of construction now under way being proceeded with."

At the usual time for the opening of navigation, vessels from different points commenced to arrive expecting to pass through the canal as in former years.

Between the 13th of April and the 8th of June, there were passed through the canal, 71 registered vessels and 80 unregistered, the latter consisting chiefly of fishing boats and other small craft measuring from 2 to 10 tons burthen.

Although the canal was officially closed on March 28, it was not actually closed by the contractor's operations till the 8th of June, and these vessels were only passed through after assurance had been given by the contractor that their passage would not interfere with his work.

IMPROVEMENTS.

The works of improvement, as designed, consist of the construction of a new lock and entrance at the Atlantic end of the canal.

The work, which is under contract with Mr. W. H. Weller, of St. Catharines, Ont., was commenced on May 4, 1912, and was carried on throughout the seasons of 1912, 1913, and 1914. Operations for the season of 1915 were resumed on April 6, and have since been continuously carried on.

The month of April was consumed by the contractor preparing site at the south end of canal for gravel and concrete mixing plant, moving this plant from the north end of canal, where it was situated the previous season, laying tracks, building shops, ditching, building cribs for cofferdams, overhauling and repairing plant, and preparing generally for the season's work.

Rock drilling operations were also carried on in the lock pit.

On April 27, a gravel supply outfit, consisting of a tug, two scows, and one "clam shell" dredge, arrived, and on the 29th commenced delivering gravel from beaches in St. Peter's bay, and continued this work till completed on August 16, about 18,000 cubic yards having been delivered.

Dredging operations, in the canal north of old lock, were carried on from May 12 to June 21, when this work was stopped, as it could not be prosecuted to advantage in the limited area in which the plant was obliged to work.

On June 8, a crib to be placed across the Atlantic entrance to the old lock, to form a backing for an earth cofferdam, and the work of filling the crib and forming the cofferdam was commenced. On July 2, the two cribs to form a cofferdam at the lake entrance were placed in position, and the earth-filling was commenced.

On July 21, both cofferdams being considered safe by the contractor, the work of pumping out the canal was commenced. On July 25, during high tide in St. Peter's bay, the cofferdam at the Atlantic entrance failed, flooding the canal, which was then about half unwatered, and upsetting and badly damaging the outer lower pair of lock gates.

This cofferdam was then rebuilt as an earth dam, with heavy stone protection on the outer face, and has answered the purpose satisfactorily.

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On August 9, the work of pumping out the canal the second time was commenced, and by August 20, the contractor was able to start excavation for the foundation of concrete entrance walls, as well as commence the work of removing the old lock bottom, mitre sill platforms, etc., in the old lock.

The work of building the concrete entrance and lock walls was commenced on September 13, at the head of the east wall of old lock, and this work was carried on without intermission till February 7, when all the walls being completed, with the exception of portions of the hollow quoin abutments and a portion of the west wall of the lock at the upper end, about 80 feet in length, the work was closed down on account of severity of the weather.

The rock excavation, necessary to the construction of these walls, was carried on in advance of the building, and the amount of concrete placed from month to month was governed by the progress made with the rock excavation.

The quantity of concrete placed, during the above period, was about 10,200 cubic yards and 11,840 barrels of cement were used.

The four upper lock gates were removed from the old lock, placed on ways in the bottom of canal, and considerable work has been done on them, removing and replacing damaged parts, placing new binders, cutting and trimming quoins, etc.

All of the cast-iron mooring posts have been delivered, and a few have been set in the concrete walls.

The steel I-beams for the M.S. anchorages, oak timber for mitre sills and reinforcing steel for concrete cribs have been delivered.

Considerable delay was occasioned by the breaking of the cofferdam at the Atlantic entrance in July last, but on the whole fair progress has been made with the work, though the winter work was carried on under great disadvantage, owing to the severity of the weather and the frequency of snowstorms.

Both of the dams are in good condition and no difficulty has been experienced in keeping the canal pumped out.

The principal items of work yet remaining to be done are: The completion of concrete lock walls, the placing of concrete lock floor, mitre sills, anchorages, and cut-off trenches, the removal and rebuilding of a portion of the east wall of old lock, the construction and placing of a line of concrete cribs, about 300 feet in length, on the west side of the Atlantic entrance, the removal of the balance of the west wall and floor of old lock, the repairing and resteping of lock gates, the dredging out of cofferdams and the trimming and sodding of the high upper slope above lock coping level.

The contractor maintains that he will have the canal ready for navigation sometime in August of this year, and the whole of the work completed before the end of 1916.

Under favourable conditions as to weather and labour, he may.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,
*Superintending Engineer,
Ontario-St. Lawrence Canals.*

REPORT OF SUPERINTENDING ENGINEER, RIDEAU CANAL.

OTTAWA, April 1, 1916.

SIR,—I have the honour to submit herewith my report on the Rideau canal, for the fiscal year ending March 31, 1916.

Navigation opened at Ottawa on May 1, 1915.

Navigation opened at Kingston Mills on May 1, 1915.

Navigation closed at Ottawa on November 29, 1915.

Navigation closed at Kingston Mills, November 29, 1915.

As I stated in my last report, the prospects at the time of writing (April 1) of filling Rideau lake up to its usual spring height (8 feet 6 inches on the upper sill of Poonamalie lock) were exceedingly poor, and I regret to have to report that my fears proved correct, and that for the first time in the history of this canal, Rideau lake failed to fill in the spring.

The water only reached a depth of 5 feet 11 inches on the upper sill of the above-mentioned lock, as there was practically no freshet at all last spring, so that we were confronted with the prospect of a season of navigation with our only reservoir of water between Smith's Falls and Ottawa, over 30 inches below its usual height at the beginning of the season.

This was not a mere local condition, as all the rivers and lakes, in this part of the country anyway, were far below normal height as a result of similar causes.

However, as things turned out, the rainfall last summer was fairly constant, and the lake only fell to 5 feet 7 inches on the lock sill by the last day of June.

By the end of July it had fallen to 5 feet 2 inches, after which it began to rise again, and at the end of August it had recovered to 5 feet 7 inches. By the end of September it had fallen again to 5 feet 4 inches, and to 5 feet 0 inches by the 31st October.

The water then continued to slowly fall until by the end of November, when navigation closed, there was only a depth of 4 feet 7 inches on the upper sill of Poonamalie lock.

In spite, therefore, of the unfavourable conditions under which navigation commenced, we maintained over 5 feet on the sill of the lock right up till the end of October, when the navigation season was, for all practical purposes, over.

I have given this matter of water supply to Rideau lake (and I may state that no trouble exists on the levels westward from this point) much study and consideration, and I have come to the conclusion that the simplest and cheapest way to remedy the trouble, is to deepen the channel from Poonamalie lock out to deep water.

This could be done from year to year (without any very special appropriation being provided), by blasting the shoals that obstruct the flow from the lake, and removing the rock by our own dredges during the season of navigation.

When the upper lock gates at Poonamalie are worn out, the sill can be lowered 30 inches and a correspondingly higher pair of gates put in; and the cut itself can be deepened during the winter, year by year, out of our ordinary "repairs" appropriation.

If the outlet is thus deepened, say 2 feet 6 inches to 3 feet, I think no more trouble will ever be experienced in this respect, as then there will be ample depth for navigation, and plenty of surplus water for manufacturing purposes, even in seasons of lowest water.

The whole of the above could be done in two seasons, three at the outside.

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The total number of lockages throughout the whole canal during the season of 1915 was 40,378, showing a slight decrease from 1914.

This decrease appears from the lockage returns to be fairly equally distributed throughout the various lock stations from one end of the canal to the other.

The principal works and repairs carried out along the line of the canal during the past fiscal year, were as follows:—

Ottawa Lock Station (8 locks and 1 basin).—The chamber walls of lock No. 5 were taken down and rebuilt in concrete, the coping being laid in cut stone. Four courses of the gate piers were taken down and rebuilt in cut stone. Four of the gate and sluice crabs were taken up and re-set in concrete beds, the old timber frames on which they were originally placed having rotted out. About 250 feet of the timber wharf on the south side of the basin was taken down and rebuilt; and 80 feet of the wharf near Laurier Avenue bridge which had been burned through spontaneous combustion of a pile of coal lying thereon, was also rebuilt, the cost of the same being refunded to the department by the Imperial Realty Company, who owned the coal. The lock masonry in general was pointed and grouted where required. The usual repairs were made to the roadways round the basin wharves, and sundry small repairs to the station in general.

During the month of April last, an additional 100 feet of concrete wall was built at the south end of the long wall completed the previous month on the west side of the deep cut; and in this addition to the said wall, a boat landing with steps leading to the driveway, was built.

Also the prism of the canal between Bank Street bridge and Bronson Avenue bridge was excavated by scrapers and teams, and the material deposited on the slope of Dows Lake dam, thus making a fine wide channel of what had been a narrow shallow cut, and at the same time widening and strengthening the dam in question, the roadway on top of which was widened about 10 feet.

Ottawa East Bridge.—Sundry small repairs were made to the approaches of this bridge.

Bronson Avenue Bridge.—A new floor was laid on the swing span of this bridge.

Hartwells Lock Station (two locks and one bridge).—The bridge across the by-wash was taken down, and a new span erected in its place, the old timber cribs being also removed and replaced with concrete walls, which act as bridge seats as well as retaining walls for the banks. An iron handrail was placed at each end of the bridge on the concrete walls. The superstructure of the waste weir was taken down and renewed. The dry walling on the side of the cut was continued for a distance of about 450 feet. A new lay-by pier, 185 feet long, was built immediately below the lower lock. The roadway along the canal bank was raised, graded, and macadamized from the waste weir up to the next lock station above, a distance of about a mile and a quarter. This finishes what is known as the towpath road, and it is in excellent shape throughout its entire length, from Bank street bridge to Hogsback, a distance of over 3 miles. Sundry other small repairs were made to the station in general.

Hogsback Lock Station (two locks and one swing bridge).—The chamber wall on the east side of the lower lock was taken down, and rebuilt in concrete with cut-stone coping. Both centre gate piers, recesses, and recess piers were taken down and rebuilt in cut-stone. Repairs were made to the dry walling along the side of the cut below the locks, and also at each end of the swing bridge. The centre mitre sill was taken

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down and relaid in concrete with steel facing. The centre lock gates were taken down and renewed. A new lay-by pier 160 feet long was built above the upper lock, and an addition, 50 feet long, was added to the pier below the locks.

Portion of the old stone dry wall at the waste weir, which had fallen down, was rebuilt in concrete. Some new pine flooring was laid on the bulkheads, and sundry small repairs were made to the station in general. The cut below the locks was partially dredged last season by our dredge *Tay*, the material excavated being taken in dump scows and deposited against the retaining dam.

Black Rapids Lock Station (one lock).—The western masonry wall of the waste weir gave way last season, and this winter it was taken down, and rebuilt in concrete. Small repairs were made by our diver to the lock sluices, and sundry small repairs were made to the station generally.

Long Island Lock Station (three locks and one swing bridge).—One pair of lock gates was renewed. The long bulkhead across the back channel at Manotick was taken down and rebuilt. The old boom across the head of the island was taken up and replaced by a new three-stick boom, 250 feet long.

Some additional piles were driven at the head of the by-wash at the locks, and this finishes this work, which has been done from time to time. The usual small repairs were made to the station in general.

Manotick Bridge.—Repairs were made to the timber piers of this bridge.

Wellington Bridge.—No repairs were made to this bridge.

Becketts Landing Bridge.—The fixed spans of this bridge were repaired, the repairs consisting of new joists, planking, and guard rails.

Burritt's Rapids Lock Station (1 lock and 1 bridge).—Some clay and gravel were placed against the retaining dam to staunch the leakage, by our dredge *Tay*, and sundry small repairs were made to the station in general.

Nicholson's Lock Station (2 locks and 1 swing bridge).—One pair of lock gates was renewed. The north approach to the swing bridge across the upper lock was taken down and rebuilt; and the swing span itself was jacked up, and a concrete pier put under it. Two stoplog lifters were framed and erected. The lockmaster's house was extensively repaired and remodelled. Our dredge *Tay* deposited a considerable quantity of clay on the retaining dam, thus checking much of the leakage. Sundry other small repairs were made to the station in general.

Clowes Lock Station (1 lock).—A new lay-by pier, 140 feet long, was built above the upper lock on the north side of the river; and the old protection crib below the waste weir was partially rebuilt. Some new chain blocks were framed, and sundry other small repairs were made to the station in general.

Merrickville Lock Station (3 locks, 2 basins, 2 bridges).—The new concrete retaining dam has been completed, the department having last summer authorized the construction of the wall along the north bank of the river, without which the water could not have been raised to navigation level, except at a cost of flooding out part of the north end of the village. The work has been well executed by Mr. John O'Toole, the contractor, and on January 1, 1916, orders were received from the Honorary the Acting Minister, to raise the pond to navigation level and supply the Rideau Power Company with water, they have complied with the requirements of the department as called for in their lease, and having paid the first year's rental for the water. This company has built a concrete and brick power-house below the new dam, and also installed two 8-foot steel draught tubes through the same; but as yet they have only one electrical

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unit of 650 horse-power installed. This unit, however, is running very satisfactorily, and power and light have been furnished since January 1. The company, I understand, intend to instal the other unit shortly; and indeed it is to their own interest so to do, and with as little delay as possible, because they are required to pay the department for the full capacity of the head of water capable of being supplied, whether they use it or not. The whole dam is a fine substantial structure, and of permanent construction, so that outside of renewals of stoplogs at long intervals, there is not likely to be any further cost to the department in this connection. This dam effectually settles the question of loss of water at this station by leakage, and is a first-class asset to the department in every way, particularly when it is remembered that in thirty years it will have paid for itself in rentals received for power created by it.

Kilmarnock Lock Station (1 lock and 1 bridge).—The upper portion of the road bridge across the by-wash was rebuilt, as well as the small culvert bridge between it and the lock. Sundry small repairs were made to the station in general.

Edmond's Lock Station (1 lock).—Portion of the bottom of the chamber of the lock was concreted. A well was drilled to supply water to the lockmaster, and a new porch was built in front of the lock house.

Old Sly's Lock Station (2 locks and 1 bridge).—One new pair of lock gates was framed and placed in the upper lock. Two new sluice frames were placed in the upper lock. The waste weir bulkhead was rebuilt, and a new set of stoplogs framed for the same. The roadway across the dam was raised and graded. Small repairs were made to the swing bridge, and to the station generally.

Smith's Falls Combined Lock Station (3 locks, 1 basin, 2 bridges).—The basin dam was rebuilt and the foundation concreted. Two new steel channels were placed over the pivot of the swing bridge, to take the place of the old ones which had shown signs of failure. The front of McKenzie's wharf was excavated, and a concrete core built inside for a length of 80 feet, to act as a cut-off to the leakage that poured through the seams of the rock. The result was most satisfactory, as the basin kept up fairly well after being filled, whereas formerly it was all we could do to fill it and keep it full for the passage of boats. Sundry small repairs were made to the station in general.

Smith's Falls Detached Lock Station (1 lock and 2 bridges).—Repairs were made to the lower sill of the lock. An iron-pipe railing was erected on top of the concrete wall below the lock. The joists and plank flooring of the fixed bridge across the waste channel were taken up and renewed. Some dredging was done above the lock, to complete the channel from the south side of the river. Sundry other small repairs were made in general.

Poonamalie Lock Station (1 lock).—The upper wing wall of the lock on the north side was taken down and rebuilt in cut stone, and portions of the south chamber wall of the lock were repaired. Some dry walling was built in the cut above the lock. Both the concrete aprons below the stoplog openings in the waste weir were concreted: and sundry small repairs were made to the station generally.

Beveridges Lock Station (2 locks and 1 bridge).—Small repairs were made to the sluices of the locks by our diver. Four new chain blocks were fitted and set in place. The cut between the piers below the lower lock was cleaned out by the dredge *Tay*, and a rock shoal also was blasted and removed. Sundry small repairs were made to the station generally.

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Perth Branch (1 basin and 4 bridges).—The work of removing the rock shoals in the Tay river between the town and Beveridges was completed last year, the rock being drilled and blasted and then immediately removed by our dredge *Rideau*. The work of rebuilding the basin wharves has been completed, about 150 feet having been taken down to water-line and rebuilt last year. The turntable of the swing span on Drummond street, having shown signs of failure, is being repaired by Messrs. James & Reid, of Perth. The work is not yet finished, but will be completed by May 1. The usual small repairs were made to the other three bridges, and also to the roadways, lawns, etc.

Bobs Lake Dam.—Our reservoir dam at the outlet of Bobs lake was rebuilt last summer in concrete, the old dam having been of timber. The new sill was lowered 12 inches so that we can now draw off a foot more water from the lake, which feeds the Tay branch of this canal, and also acts in a measure as a feeder to Lower Rideau lake.

Olivers Ferry Bridge.—No repairs were made here this year.

The Narrows Lock Station (1 lock and 1 bridge).—Two new stringers were placed between the piers below the lock; and sundry small repairs were made to the station in general.

Newboro Lock Station (1 lock and 1 bridge).—A new lay-by pier, 140 feet long, was built on the west side of the cut above the lock. The storehouse was shingled and small repairs made to the station generally.

Chaffey's Lock Station (1 lock and 1 bridge).—Both approaches to the swing bridge were rebuilt, and also the superstructure of the waste weir. The kitchen of the lock-labourer's house was reshingled. One of the beacon piers in the lower level (lake Opinicon) was rebuilt, having been lifted and wrecked by the ice last winter. The work was done by contract with Mr. Thos. Simmons. Sundry small repairs were made to the station in general.

Davis's Lock Station (1 lock).—Small repairs were made to the lock house, and to the lock masonry. A new lay-by pier, 140 feet long, was built on the west side below the lock, and small repairs made to the station generally.

Jones's Falls Lock Station (4 locks, 1 basin and 2 bridges).—One pair of lock gates was renewed. Small repairs were made to the lock house. The little bridge below the waste weir was taken down and rebuilt on concrete seats. The bottom of the lower lock was cleaned out by our diver. Sundry small repairs were made to the station in general.

Brass's Point Bridge.—Extensive repairs were made here last winter. The steel spans were jacked up and the piers under them taken down and rebuilt from low water line. Both approaches were also rebuilt, and the entire floor was renewed with new joist, plank, and guard-rail.

Brewers Upper Mills Lock Station (2 locks, 1 basin and 1 bridge).—The walls of the upper lock were grouted and pointed, and the bottom of the lock was thoroughly cleaned out and concreted. A new roof was laid on the kitchen of the lock house, and sundry small repairs were made to the station in general.

Brewers Lower Mills Lock Station (1 lock and 1 bridge).—The swing bridge was replanked, and the approaches at each end were rebuilt. Small repairs were made to the lock house and to the station generally.

Kingston Mills Lock Station (4 locks, 1 basin and 2 bridges).—One pair of lock gates was renewed, and some new sluice frames supplied. The long bridge over the waste channel and the By Wash bridge were each replanked. Four hundred cubic

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yards of stone were placed on the embankment, being supplied under contract with Mr. John Hogan. Six new stoplogs were supplied for the waste weir, and sundry small repairs were made to the station in general.

General.—The usual spring repairs, consisting of the pointing and grouting of the lock and bridge masonry, painting of lock gates, bridge, fences, etc., were made by our own lock men as usual, after they had come on duty for the season last April.

The heavy dimension stone for lock repairs was quarried by our own men last summer in Westport quarry, at which place it was also cut ready for building in the winter. It was freighted from Westport wharf to its various points of destination, by our own tugs and scows, and also a small quantity was freighted by steamboats chartered for the purpose.

The materials required for the year, such as cement, timber, stone, paint, oil, hardware, etc., were procured for us by the purchasing agent of the department, after which we delivered them where they were required, by our own tugs and scows.

Dredging Plant.—The dredge *Rideau* was employed the whole season in excavating the clay and rock shoals on the Tay branch of this canal, between Rideau lake and the town of Perth; and the work is now finished. She wintered in one of the locks at Smith's Falls, and was to have been rebuilt this winter, but in view of the expense of this work it was decided merely to repair her so as to enable her to work for another season or two. This repairing is now in progress.

The tug *Loretta* was employed as usual in towing and on inspection work. She is wintering in the Ottawa basin, and requires considerable repairs to her engines and boiler, which repairs are in progress.

The dredge *Tay* was employed last season in staunching the leakage in the dams at various lock stations from Kingston Mills to Ottawa, and has done very good work in this connection. She was also employed in deepening the cut between Hartwells and Hogsback lock stations.

The tug *Agnes* was employed during the season towing scows with the dredge *Tay*, and also in delivering stores.

The scows belonging to our dredging plant are now being repaired in the basin at Ottawa, and will all be in good shape when navigation opens next May.

The following is a statement of the highest and lowest water on the lower mitre sills of locks Nos. 1 and 47 at Ottawa and Kingston Mills lock stations, respectively:—

Ottawa, Lock No. 1.				Kingston Mills, Lock No. 47.			
Highest.		Lowest.		Highest.		Lowest.	
	ft. in.		ft. in.		ft. in.		ft. in.
April 30	13 0	April 2	7 0	April 28-30	7 10	April 1-2	7 7
May 16-17	14 2	May 30-31	13 1	May 1	7 10	May 20-29	7 4
June 1-2	13- 0	June 12	11 3	June 1-8	7 5	June 15	7 3
July 1	11 10	July 31	8 2	July 29-31	7 5	July 1-28	7 4
Aug. 23-24	9 3	Aug. 1-2	8 1	Aug. 28-31	7 10	Aug. 1-3	7 5
Sept. 1	8 11	Sept. 23	7 5	Sept. 1-8	7 10	Sept. 23-30	7 7
Oct. 4-8	9 0	Oct. 31	8 2	Oct. 1-9	7 7	Oct. 10-14	7 6
Nov. 25	8 4	Nov. 18	7 10	Nov. 1-4	7 6	Nov. 27-30	7 3
Dec. 16-18	9 5	Dec. 1	8 2	Dec. 1-4	7 2	Dec. 13-26	6 11
Jan. 29-31	9 10	Jan. 1-2	8 9	Jan. 28-31	7 3	Jan. 1-3	6 11
Feb. 5	10 9	Feb. 21-24	9 6	Feb. 24-29	7 6	Feb. 1-6	7 3
Mar. 31	12 0	Mar. 4-5	9 5	Mar. 28-31	7 7	Mar. 17-26	7 5

I have the honour to be, sir,

Your obedient servant,

A. T. PHILLIPS, M. Can. Soc. C.E.,

Superintending Engineer.

REPORT OF THE SUPERINTENDING ENGINEER, TRENT CANAL.

PETERBOROUGH, May 16, 1916.

W. A. BOWDEN, Esq.,
Chief Engineer, Department Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report for the fiscal year ended the 31st March, 1916, covering the work of construction chargeable to "Capital" Trent Canal.

ONTARIO-RICE LAKE DIVISION.

This division extends from Trenton, on lake Ontario, to Rice lake, a distance of 56½ miles, a detailed description of which has been given in former reports.

For construction purposes the division has been divided into seven sections or contracts, the estimated value of which, as revised to date, is about \$5,100,000, on which there has been expended for work done and materials delivered up to the 31st March, 1916, the sum of \$4,817,237.48 or about 95 per cent of the estimated value of the seven contracts at their respective contract rates.

There are on the division, eighteen locks, fourteen dams, and nineteen bridges. The locks are all finished and ready for the lock gates. The latter have been stepped in the first seven locks above Trenton. The dams are fully completed with the exception of five sluices in the bottom of dam 10, Campbellford, which will not likely be completed until the high level G.T.R. bridge immediately above the dam is built.

There are nineteen bridges on the division, one of which is across dam No. 10. They are all built and in commission with the exception of two. The substructure of the Gilmour siding bridge below lock 1 is only partly built, and the high level bridge for the Grand Trunk at Campbellford has not yet been begun.

Section No. 1.—The contractors for this section, Messrs. Larkin & Sangster, fully completed the works embraced in their contract in December, 1913, and a final estimate for the contract amounting to \$1,106,883.45 was sent in to the department in February, 1915.

Section No. 2.—This section extends from Glen Miller to Frankford, and the contractors, Messrs. Dennon & Rogers, have completed the work with the exception of about 7,500 yards of material above grade of submarine excavation which should be finished early this summer provided the contractors arrange for a dredge at an early date to come to Frankford to do the work. The material yet to be excavated lies in the upper end of the submarine channel above dam No. 6, and in the lower entrances of locks 4 and 5.

Section No. 3.—This section extends from Frankford to a point 3 miles west of Glen Ross. The work was let to the Canadian General Development Co., Ltd., who on the 9th February, 1914, assigned the work to Fred. A. Robertson & Co. The latter, in the spring of 1914, built a small dredging fleet at Glen Ross for the purpose of completing the excavation on the section.

During the season of 1915 there was excavated about 45,600 cubic yards of material (all classes). There are approximately 64,000 yards of material (all classes) yet to be excavated. Unless the contractors employ two dredges during 1916 the work will not be completed this fall.

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Section No. 4.—This section extends from Adam's Landing, a point 3 miles west of Glen Ross, to Campbellford. The contractors for the work, Messrs. Haney, Quinlan and Robertson, have practically completed the work on the section with the exception of the dredging in Bradley bay.

All the locks, dams, and bridges between Bradley bay and Campbellford are finished with the exception of the bottoms of five sluices in dam 10, which will not likely be completed until the Grand Trunk high level bridge at Campbellford is built.

No work has yet been done towards the construction of a high-level bridge for carrying the Grand Trunk railway across the river. The contract calls for the placing of a bascule span in the present bridge, but as this was objected to by the railway company it has finally been decided to raise the bridge and roadbed on each side of it so as to give for the present a clear head room of 29 feet for navigation under the bridge.

Bradley Bay Dredging.—For the purpose of executing the dredging from the lower end of the section to lock 8 on Bradley bay, a slack water expansion of the river, the contractors arranged with their agents, Messrs. Russell, Jennings & Ross, to bring up the river early in July, 1915, three dredges, scows, tugs, etc.

The first dredge entered the river at Trenton on July 3, 1915, and reached the upper end of section 2, Frankford, on the 7th, where she was held up two days digging out a channel for herself through a bar that crosses the river at the end of the section. She reached Glen Ross lock on the evening of the 9th, and on the 10th and 12th was employed stepping the gates of the Glen Ross lock. She was locked through the lock on the 15th and began work in the channel near the upper end of Wilson's island on the 19th July. A few days later the other two dredges began work in the same neighbourhood. Between July and the end of November when the dredges were laid up for the season, they excavated approximately 94,000 yards. There are about 125,000 yards yet to be excavated in the channel through the bay. If the three dredges do as much work per month as last season the dredging will be completed this fall. Dredging operations were resumed this year on the 18th April.

Section 5.—This section extends from Campbellford to Crow bay. The contractors, Messrs. Brown & Aylmer, fully completed the works embraced in their contract for the section on the 3rd September, 1915, and then laid up their dredging fleet at Campbellford pending the opening of the canal to lake Ontario, when they purpose taking it down the river.

The work done during the summer of 1915 was the completion of the dredging in the channel below lock 13, which they were unable to do until we raised the reach between locks 12 and 13 to normal navigation level on the 24th March, 1915, by the closing of dam No. 10. Since then we have constantly maintained the reach at about normal navigation level.

Owing to our not being able to raise this reach until the spring of 1915, dredging at this point could not be done by the contractors; otherwise this contract would probably have been finished in the fall of 1913 or earlier.

Section No. 6.—This section extends from Crow bay to Heeley Falls bridge. The contractors for this work, Messrs. Haney, Quinlan & Robertson, have practically completed the work with the exception of about 28,000 cubic yards of dredging, most of which is in the lower entrance of lock 15. They cannot do this work until dredges can be brought up the river.

In the event of the lock gates being stepped in locks 8 to 12 this summer, it is probable an effort will be made to have one of the spans temporarily removed from the Grand Trunk bridge at Campbellford for the passage through it of the pontoon gate lifter and a dredge. The gates would then be stepped in locks 13 to 17, which would

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enable the contractors to take a dredge up to Heeley Falls and complete their excavation there this autumn.

The Eastern Power Company's hydro-electric plant at Heeley Falls was shut down for about two-thirds of the year 1915, and when running at odd times, only carried a small load.

Section No. 7.—This section extends from Heeley Falls to Rice lake. The contractors, Messrs. Randolph Macdonald Co., Ltd., fully completed the works embraced in their contract on the 28th July, 1915. They immediately sent the balance of their dredging fleet and plant through the canal to Washago where it is now employed on their contract for section 3, Severn division.

A final estimate for the work, amounting to \$460,029.18, was sent in to the department on the 12th February, 1916.

During the summer of 1915 the engineering staff very carefully swept the river between the foot of Rice lake and Heeley Falls and placed a large number of spar buoys along the channel. This section of the river was transferred to the maintenance department of the canal on the 1st October, 1915.

BRIDGES.

Trenton Highway Bridge.—The swing span in the highway bridge situated at the mouth of the Trent river on Ferry street, formerly Dundas street, Trenton, Ont., was taken over in June, 1911, from the municipal corporation of the town of Trenton, in accordance with order in council dated 12th October, 1910; Trenton by-law No. 1019, 22nd May, 1911; and deed No. 19159, 5th June, 1911. A bridge tender for the swing span was appointed by the department in September, 1911.

The Trent river at this point is about 575 feet wide and from 14 to 18 feet deep. The bridge consisted of four 100-foot (covered) wooden spans, one wooden span of about 35 feet, and one swing span of about 130 feet. The five wooden spans rested on piers of cribwork, and the swing span on a pivot pier of stone masonry. The timber bridge was constructed in 1835 to supersede a ferry, and the swing span in 1887. The bridge originally belonged to the county of Northumberland, but was afterwards held by the county of Hastings. It is owned and maintained by the town of Trenton, with the exception of the swing span which was transferred to the Government in June, 1911, and is now maintained by the Trent canal. The swing span was a small truss, and provided two 51 foot clear openings for navigation. The west abutment and pivot pier were built of stone. The east pier of the span was a crib block which was partly torn down and rebuilt by the department in February, 1913.

When the swing span was taken over by the Government the entire bridge was in bad condition and it was then foreseen that a new bridge would have to be built in the near future. When repairs were made to the cribwork pier of the swing span in February, 1913, a tentative plan for a proposed new bridge was made. As the bridge forms a link in the main highway between Toronto and Montreal the design was based on meeting the probable future requirements of the highway and town. It consisted of a concrete substructure, three 125-foot fixed spans, and one 200-foot swing span, with a clear roadway of 24 feet, and two 5-foot sidewalks, with concrete floors throughout.

Owing to the seriously dilapidated condition of the whole bridge it was finally agreed in 1915, between the department and town of Trenton, to build a new bridge on the above general lines.

On the 12th August, 1915, a contract was entered into between the town of Trenton and the Ontario Bridge Company for the construction of a new bridge on the alignment of the old one: the new bridge to consist of a concrete substructure, three 119-foot fixed spans, and one 200-foot swing span, with 24 foot clear roadway, and two 5-foot sidewalks, for the bulk sum of \$127,183, the work to be completed on the 1st June, 1916.

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The Government agreed to pay \$87,183 as their share of the new bridge, leaving the sum of \$40,000 to be paid by the town. A by-law to this effect was submitted to the people on the 14th September, 1915, and was carried by a majority of 250.

The bridge company sublet the construction of the substructure to the Harvey Construction Co., of Deseronto, Ont., who began work early in October, 1915.

At the end of April, 1916, the substructure was entirely completed with the exception of the guide pier for the swing span, which will probably be completed early next month.

The erection of the superstructure was begun on January 14, and is now fully completed except the painting. The bridge was opened for vehicular traffic on the 29th March by the laying of a temporary roadway on the downstream half of the fixed spans. Foot passengers began crossing the bridge about a week earlier.

The old bridge went out of commission on the 12th January, 1916. Between the latter date and the 29th March, traffic was over the ice except during the mild weather of the first week of February when temporary provision was made for it over the bridge.

At the end of April, \$50,000 was paid by the Government to the town of Trenton on account of the government portion of the cost of rebuilding the bridge.

The swing span will be electrically operated and lighted.

A contract was entered into with the Canadian Northern Electric Company on the 19th February, 1916, for the equipment, which will probably be fully delivered and erected by the 1st July.

Port Severn and Muskoka Road Swing Bridges.—A contract for the manufacture and erection of these bridges on the Severn division was entered into with the Hamilton Bridge Works Co., Ltd., on the 1st June, 1915.

The bridge over the lower end of the Port Severn lock was completed and placed in commission on the 16th October, 1915.

The bridge at the Muskoka road over the canal at Washago was placed in commission on the 11th December, 1915. The superstructure has yet to be painted.

Canadian Northern Railway Bridge, Washago.—A contract for the manufacture and erection of the C.N.R. bridge over the canal at Washago, Ont., Severn division, was entered into with the Hamilton Bridge Works Co., Ltd., on the 1st June, 1915.

The fabrication of the bridge is not yet finished. It will be late this summer before it is erected and fully completed.

VALVES FOR LOCKS.

On the 1st June, 1915, a contract was entered into with the Dominion Bridge Company for the manufacture and erection of the wagon and cylindrical valves required for the locks of the Severn division and the new lock to be built at Bobcaygeon.

Part of the material has been fabricated and a small part of it delivered for the valves of the Swift Rapids lock. Should the concrete work of the Swift Rapids and Couchiching locks be built this year the valves for these locks will be installed.

As the contracts for the construction of section 1, Severn division, and the Bobcaygeon section have not yet been let, the work on this contract is not being proceeded with energetically as it is impossible to say when all the valves will be required.

LOCK GATE OPERATING MACHINES.

On the 21st May, 1915, a contract was entered into with the Wm. Hamilton Company for the manufacture and erection of the lock gate operating machines, anchorage fittings and pivots required for the lock gates of the locks on the Severn division and Bobcaygeon section.

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The company have practically completed the fabrication of the material and stored it until required on a leased portion of their yards in Peterborough. A small portion of the material required for the Swift Rapids lock has been delivered at the site of the lock.

LOCK GATES.

On the 8th August, 1913, a contract was entered into with Messrs. Roger Miller & Sons, Ltd., for the manufacture and erection of the lock gates for the Ontario-Rice Lake division.

The contract calls for the construction and erection in the locks of thirty-two pairs of gates, and the construction and storing of eight pairs of spare gates. The total value of work done and materials delivered up to the 31st March, 1916, amounted to \$230,277.93.

All the gates have been manufactured and launched, and those for the first seven locks above Trenton have been stepped, painted, and finished, and those for the locks between Bradley bay and Heeley Falls are now lying in the lower entrance of lock 7 at Glen Ross ready to be towed up the river and stepped in their respective locks as soon as the dredging of the shoals in the river between Frankford and Glen Ross will permit taking the pontoon gate lifter up the river. It is the intention to step the gates in locks 8 to 17 as soon as conditions permit doing so.

The lower gates of lock 1 were stepped in position on the 14th August, 1914, and those of lock No. 7 on the 12th July, 1915.

The spare gates have all been completed and sunk in a berth prepared in 1914 for them above dam No. 2 at Trenton.

SLUICE PIPES AND VALVES FOR SWIFT RAPIDS DAM, SEVERN DIVISION.

On the 27th October, 1915, a contract was entered into with the Wm. Hamilton Company, Ltd., for the delivery and erection of three sluice pipes with their valves, operating machinery, and electrical equipment for the Swift Rapids dam, section 2, Severn division.

Each of the tubes is 6 feet in diameter at the valve and 54 feet long. They are to be built into the bottom of the dam for the regulation of the river, and will operate under a head of 47 feet.

Part of the material has been fabricated and stored on leased ground in the yards of the company at Peterborough. It is not probable that the contract will be completed this year.

BOBCAYGEON.

In the fall of 1913 a survey was completed at Bobcaygeon for the purpose of preparing plans and specifications for the construction of a new lock at this point to the same dimension as those of the Ontario-Rice Lake division. Tenders for the work were received by the department on the 17th August, 1914, but owing to the outbreak of war in Europe the execution of the work is indefinitely delayed.

SEVERN DIVISION.

A description of the division was given in my report for the fiscal year ended the 31st March, 1914. For construction purposes it has been divided into four sections or contracts, the estimated value of which is about \$2,600,000, on which there has been expended for work done and materials delivered up to the 31st March, 1916, the sum of \$872,105.77 or about 33 per cent of the estimated value of the four contracts at their respective contract or estimated rates.

There are on the division, six locks, sixteen dams, and eight bridges. One lock is finished and in commission. Six dams and three bridges are finished and in commission.

Port Severn Section.—This section comprises the construction at Port Severn of a lock 14½-foot lift, 100 feet long between hollow quoins, and 25 feet wide, with 6 foot depth of water on the mitre sills, and the main regulating dam at the mouth of the river, together with several smaller dams in the immediate vicinity of Port Severn and the necessary excavation at the upper and lower entrances of the lock for providing a channel 6 feet deep at normal water level.

A contract for the work was entered into with the York Construction Company, Ltd., on the 24th September, 1913. The total value of work done and materials delivered up to the 31st March, 1916, was \$137,802.66, or approximately 95 per cent of the total value of the work.

The works embraced in the contract were fully completed on November 30, 1915. The final estimate for the work is about finished.

The gates of the Port Severn lock were stepped on the 16th July, 1915. On the 26th July the contractors allowed the Midland Retail Merchants' Association picnic to use the lock, on which date a large number of motor boats were locked up from Georgian bay into Gloucester pool and back in the evening. The lock remained in commission for the balance of the season. Last month a regular lockmaster was appointed by the department.

Section No. 1.—The plans and specifications for this section were completed and sent to the department on the 7th July, 1915, but it is now probable that the work will not be advertised for tenders until the European war is over.

The section extends from deep water in the Georgian bay, lake Huron, at a point about one mile southwest of the Minnicog beacon on island No. 181, to the lower end of section 2 above the Big Chute, a distance of about 17 miles. The work includes the three locks at Honey Harbour, Little and Big Chutes; the regulating dams at Big Chute and at the outlets of Six-mile lake into Gloucester pool; together with a lot of granite rock excavation in the Georgian bay near the Minnicog beacon, the lock pits, the canal channels from Honey Harbour to Gloucester pool and between the Little and Big Chutes.

Section No. 2.—This section extends from the upper end of section 1 at Big Chute to a point about one-half mile above Macdonald's rapids, a distance of about 11½ miles. The work includes a dam on Pretty channel north of the Big Chute; a dam about 70 feet high and a lock of 47-foot lift and power-house at Swift rapids; and the reconstruction of the Canadian Northern Railway bridge at Ragged rapids; together with a lot of granite rock excavation.

A contract for the work was entered into with the Inland Construction Co., Ltd., on the 23rd April, 1914. The total value of work done and materials delivered up to the 31st March, 1916, was \$406,882.66, or 57 per cent of the total value of the contract.

The dam at Pretty channel was finished last fall and is now used for regulating the Big Chute-Ragged Rapids reach. The dam at Swift rapids is about 50 per cent built, but no further construction on it can be proceeded with until an agreement has been made with the Orillia Water, Light and Power Commission relative to their hydro-electric development at Ragged rapids. The closing of the Swift Rapids dam drowns out Ragged rapids. The concrete foundation for the power-house at Swift rapids was finished last fall and the wheel penstocks and the controlling sluices of the dam in front of them will be finished next month. The upper entrance piers and lift wall of Swift Rapids lock are built and about 95 per cent of the excavation for the lock pit has been taken out. A large percentage of the rock excavation at Flat rapids, the Canadian Northern Railway bridge at Ragged rapids, and at Portage bay has been taken out.

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Section No. 3.—This section extends from the upper end of section 2 to deep water in Couchiching lake, a distance of about 15½ miles. The contract includes a lock of 20-foot lift, two highway swing bridges, one railway swing bridge, and several small dams at the head of the river in the vicinity of Washago, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with the Randolph Macdonald Company on the 4th August, 1914. The total value of work done and materials delivered up to the 31st March, 1916, was \$327,420.45, or 36 per cent of the total value of the work.

The dam across the west branch of the river at Washago was finished last summer and is now in use. The substructure of the Muskoka Road bridge was completed early last fall, and the superstructure erected and placed in commission on the 11th December, 1915. The substructure for the Canadian Northern Railway bridge is about 90 per cent finished. The pivot pier for the Hamlet highway bridge across the river is built, and the balance of the substructure will be completed this summer. About 50 per cent of the excavation for the pit of the Couchiching lock has been taken out. A large percentage of the canal prism between the lock and lake has been completed. The dredging in lake Couchiching is about 70 per cent finished. The grading of the Canadian Northern Railway diversion has been finished and the ties for the new track delivered together with part of the ballast.

STREAM MEASUREMENT.

In my annual report for the year ended the 31st March, 1914, a short description of the Trent watershed was given, and also the results of the stream measurement for the Trent and Crow rivers over sharp-crested weirs built at Heeley Falls on the Trent in November, 1911, and at the mouth of the Crow river in October, 1910.

Attached to this report are tables Nos. 1 and 2 showing the discharge over the weirs for the calendar year 1915. Table No. 3 represents the discharge over the Heeley Falls and Crow River weirs jointly; this is practically the discharge of the Trent river at Campbellford.

Table No. 4 gives the total actual monthly discharge in cubic feet from the weir measurements, and the deduced flow in cubic feet per second at each of the three foregoing places.

LAKE SURVEYS.

Very little work was done last year on these surveys. During the past winter a small field party completed the topography along the shores of Sturgeon lake, and the Scugog river up to Lindsay.

There are enclosed photographs of the Buckhorn dam during high water, April, 1916; also photographs showing the ice conditions at the back of dam No. 10, Campbellford, in March, 1916, and photographs of the new highway bridge built this year at Trenton, Ont.

I am, sir, your obedient servant,

ALEX. J. GRANT,
Superintending Engineer.

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TABLE No. 1.—Trent Canal, Year 1915, Water Gauge Readings.—Flow in Cubic Feet per Second.

Days.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1.....	99	99	536	793	1,015	826	437	437	826	486	413	644
2.....	99	99	503	756	992	739	429	470	681	486	413	635
3.....	99	99	494	719	972	662	429	494	555	486	421	625
4.....	102	102	477	690	972	589	437	520	429	494	429	598
5.....	102	106	470	653	951	486	453	777	413	494	437	581
6.....	102	106	486	625	939	536	453	1,069	397	494	453	563
7.....	102	106	503	729	939	589	453	2,313	383	486	429	536
8.....	102	106	519	846	929	635	437	2,186	421	477	413	546
9.....	102	106	536	951	1,015	672	429	2,075	470	486	397	546
10.....	99	109	536	1,047	1,069	719	429	1,952	503	494	383	555
11.....	99	109	453	1,136	1,158	768	437	1,885	503	503	367	536
12.....	99	113	453	1,226	1,004	729	453	1,805	512	520	352	520
13.....	99	117	473	1,331	1,004	690	453	1,715	520	528	338	503
14.....	102	126	494	1,355	867	662	461	1,600	520	536	316	486
15.....	102	135	515	1,379	919	625	477	1,488	520	536	294	494
16.....	109	140	536	1,404	962	581	486	1,367	528	536	280	512
17.....	117	150	536	1,416	1,015	546	477	1,261	536	536	268	520
18.....	122	150	503	1,428	1,080	503	470	1,238	536	536	261	503
19.....	131	160	503	1,440	982	503	470	1,226	520	536	261	486
20.....	122	160	563	1,464	909	512	461	1,204	512	520	255	470
21.....	117	166	625	1,404	826	520	453	1,181	494	503	261	453
22.....	113	166	690	1,355	836	520	429	1,047	477	486	261	429
23.....	113	171	808	1,296	846	563	413	899	470	461	268	429
24.....	113	171	909	1,204	857	607	429	768	470	429	294	429
25.....	113	374	899	1,114	867	662	453	768	477	397	323	429
26.....	113	644	888	1,015	768	607	461	777	477	367	352	437
27.....	109	607	882	929	662	555	470	787	486	374	383	453
28.....	109	572	877	951	589	503	461	787	486	390	453	453
29.....	106	.....	872	972	644	453	453	797	486	397	520	429
30.....	102	.....	867	992	700	453	429	808	486	397	589	413
31.....	102	.....	830	.....	768	.....	413	817	.....	405	.....	397
	3,320	5,269	19,236	32,620	28,056	18,015	13,895	36,518	15,094	14,776	10,884	15,610
Mean.....	107	188	621	1,087	905	600	448	1,178	503	477	363	504
Highest.....	131	644	909	1,464	1,158	826	486	2,313	826	536	589	644
Lowest.....	99	99	453	625	589	453	413	437	383	367	255	397

REMARKS.—Flow of Crow river, as measured over a sharp-crested weir, situated 800 feet above Crow bay.

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TABLE No. 2.—Trent Canal, Year 1915, Water Gauge Readings.—Flow in Cubic Feet per Second.

Days.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	1,054	1,064	1,600	2,052	2,185	2,561	1,208	1,284	2,098	1,423	1,442	2,229
2	992	1,038	1,642	2,006	1,748	2,489	1,189	1,284	2,136	1,284	1,571	2,189
3	1,092	1,183	1,664	1,767	1,459	2,512	1,189	1,199	1,542	1,360	1,583	1,965
4	1,073	1,098	3,158	1,942	1,600	2,075	1,227	1,284	992	1,604	1,527	1,854
5	1,063	1,098	2,755	1,896	1,748	1,600	1,189	3,447	904	2,011	1,410	1,725
6	1,101	1,098	2,417	2,029	1,832	1,440	1,256	4,028	889	2,143	1,045	1,392
7	1,208	1,227	2,611	2,120	1,600	1,341	1,659	3,713	1,347	2,742	1,026	1,288
8	1,117	1,208	2,326	2,371	1,600	1,642	1,360	3,553	1,440	2,912	1,566	1,618
9	1,117	1,227	2,755	1,877	1,620	1,832	1,478	3,393	1,348	2,561	1,795	1,707
10	1,151	1,189	2,584	1,877	1,540	1,942	1,813	3,211	1,466	2,466	1,760	1,849
11	1,151	1,189	2,489	2,139	1,662	2,162	1,581	3,309	1,303	2,417	1,724	1,265
12	1,151	1,136	2,489	2,706	1,874	2,231	1,440	3,322	1,600	2,611	1,905	1,284
13	1,151	1,170	2,371	2,880	2,095	2,162	1,421	2,161	1,706	2,529	1,611	1,585
14	1,171	1,189	2,584	3,006	2,775	2,029	1,402	2,348	1,737	2,407	1,763	1,748
15	1,151	1,170	2,804	3,606	3,049	2,029	1,322	2,280	1,771	2,205	1,914	1,719
16	1,208	1,406	1,817	3,823	3,211	2,052	1,360	2,238	1,849	1,284	1,865	1,678
17	1,189	1,246	1,919	3,743	3,006	2,052	1,402	2,272	2,104	1,402	1,842	1,748
18	1,208	1,227	2,489	3,743	3,055	2,052	1,303	2,176	1,600	1,716	1,747	1,581
19	1,227	1,208	2,257	3,796	3,340	2,098	1,284	2,123	1,562	1,686	1,652	1,813
20	1,208	1,208	2,326	3,796	3,211	1,767	1,341	2,053	1,740	1,696	2,029	2,063
21	1,239	1,227	2,257	3,823	2,979	1,854	1,322	1,878	1,851	1,794	2,371	2,245
22	1,136	1,151	2,162	4,822	2,956	1,767	1,341	1,440	1,822	1,822	2,633	2,334
23	1,170	1,227	2,257	4,883	4,151	1,722	1,341	1,502	1,752	1,581	3,014	2,305
24	1,045	1,284	2,371	5,833	5,092	1,642	1,341	1,624	1,614	1,448	2,862	2,548
25	1,045	1,440	1,984	5,214	5,092	1,520	1,611	1,678	1,478	1,878	2,642	2,611
26	1,117	1,520	1,984	5,214	5,035	1,421	1,440	1,719	1,664	1,792	2,682	2,683
27	1,151	1,581	1,877	4,530	3,933	1,379	1,284	1,534	2,008	1,766	2,371	2,864
28	1,151	1,562	2,098	4,157	3,131	1,379	1,322	1,402	1,747	1,753	2,253	3,176
29	1,151	.....	1,725	3,880	3,211	1,379	1,322	1,379	1,605	1,644	2,433	3,296
30	1,151	.....	2,075	2,831	2,930	1,284	1,322	1,666	1,571	1,265	2,199	3,156
31	1,136	.....	2,052	.....	2,561	.....	1,341	1,823	.....	1,098	.....	3,006
	35,275	34,571	69,899	98,362	85,287	55,415	42,411	68,323	48,246	58,300	58,237	64,524
Mean.....	1,138	1,235	2,254	3,278	2,751	1,847	1,368	2,204	1,608	1,881	1,941	2,081
Highest.....	1,239	1,581	3,158	5,833	5,092	2,561	1,813	4,028	2,136	2,912	3,014	3,296
Lowest.....	992	1,038	1,600	1,767	1,459	1,284	1,189	1,199	889	1,098	1,026	1,265

REMARKS.—Flow of Trent river as measured over a sharp-crested weir situated at Heeley Falls, about 3,000 feet above Crow bay.

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TABLE No. 3.—Trent Canal, Year 1915, Water Gauge Readings.—Flow in Cubic Feet per Second.

Days.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1.....	1,153	1,163	2,136	2,845	3,200	3,387	1,625	1,721	2,924	1,909	1,855	2,873
2.....	1,091	1,137	2,145	2,762	2,740	3,228	1,618	1,754	2,817	1,770	1,944	2,824
3.....	1,191	1,232	2,158	2,486	2,431	3,174	1,618	1,693	2,097	1,846	2,004	2,590
4.....	1,175	1,200	3,635	2,632	2,572	2,664	1,664	1,804	1,421	2,098	1,956	2,452
5.....	1,165	1,204	3,225	2,549	2,699	2,086	1,642	4,224	1,317	2,505	1,847	2,306
6.....	1,203	1,204	2,903	2,654	2,771	1,976	1,709	5,097	1,286	2,637	1,498	1,955
7.....	1,310	1,333	3,114	2,849	2,539	1,930	2,112	6,026	1,730	3,228	1,455	1,824
8.....	1,219	1,314	2,845	3,217	2,529	2,277	1,797	5,739	1,861	3,389	1,979	2,164
9.....	1,219	1,333	3,291	2,828	2,635	2,504	1,907	5,468	1,818	3,047	2,192	2,253
10.....	1,250	1,298	3,120	2,924	2,609	2,661	2,242	5,163	1,969	2,960	2,143	2,404
11.....	1,250	1,298	2,942	3,275	2,820	2,930	2,018	5,194	1,806	2,920	2,091	1,801
12.....	1,250	1,249	2,942	3,932	2,878	2,960	1,893	5,127	2,112	3,131	2,257	1,804
13.....	1,250	1,287	2,844	4,211	3,009	2,852	1,874	3,876	2,226	3,057	1,949	2,058
14.....	1,273	1,315	3,078	4,361	3,642	2,691	1,863	3,948	2,267	2,943	2,079	2,234
15.....	1,253	1,305	3,319	4,985	3,968	2,654	1,799	3,768	2,291	2,741	2,208	2,213
16.....	1,317	1,546	2,353	5,227	4,173	2,633	1,846	3,605	2,377	1,820	2,145	2,190
17.....	1,306	1,396	2,455	5,159	4,021	2,598	1,879	3,533	2,640	1,938	2,110	2,268
18.....	1,330	1,377	2,992	5,171	4,135	2,555	1,773	3,414	2,136	2,252	2,008	2,084
19.....	1,358	1,368	2,760	5,236	4,322	2,601	1,754	3,359	2,082	2,222	1,913	2,299
20.....	1,330	1,368	2,889	5,260	4,120	2,279	1,802	3,257	2,252	2,216	2,284	2,533
21.....	1,356	1,393	2,882	5,227	3,805	2,374	1,775	3,059	2,345	2,297	2,632	2,698
22.....	1,249	1,317	2,852	6,177	3,792	2,387	1,770	2,487	2,299	2,308	2,894	2,763
23.....	1,283	1,308	3,065	6,179	5,003	2,285	1,754	2,401	2,222	2,042	3,282	2,734
24.....	1,158	1,455	3,280	7,037	5,949	2,249	1,775	2,392	2,084	1,877	3,156	2,977
25.....	1,158	1,814	2,883	6,328	5,959	2,182	2,064	2,446	1,955	2,275	2,965	3,040
26.....	1,230	2,164	2,872	6,229	5,803	2,028	1,901	2,496	2,141	2,159	3,034	3,120
27.....	1,260	2,188	2,759	5,459	4,595	1,934	1,754	2,321	2,594	2,140	2,754	3,317
28.....	1,260	2,134	2,975	5,108	3,720	1,882	1,783	2,189	2,233	2,143	2,706	3,629
29.....	1,257	.....	2,597	4,852	3,855	1,832	1,775	2,176	2,091	2,041	2,953	3,725
30.....	1,253	.....	2,942	3,823	3,630	1,737	1,751	2,474	2,057	1,662	2,788	3,569
31.....	1,238	.....	2,882	.....	3,329	.....	1,754	2,640	.....	1,503	.....	3,403
	38,595	39,840	89,135	130,982	113,343	73,430	56,306	104,841	63,340	73,076	69,121	80,134
Mean.....	1,245	1,423	2,875	4,366	3,656	2,447	1,816	3,382	2,111	2,358	2,304	2,585
Highest.....	1,358	2,188	3,635	7,037	5,959	3,387	2,242	6,026	2,924	3,389	3,282	3,725
Lowest.....	1,091	1,137	2,136	2,486	2,431	1,737	1,618	1,693	1,286	1,503	1,455	1,801

REMARKS.—Total flow of Trent river at Campbellford as measured over the Crow and Heeley Falls weirs.

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TABLE No. 4.—Total flow of the Crow and Trent Rivers at Crow River, Heeley Falls and Campbellford for 1915.

Month.	Crow River.	Heeley Falls.	Campbellford.
	Millions of Cubic feet.	Millions of Cubic feet.	Millions of Cubic feet.
January.....	286.59	3,048.02	3,334.61
February.....	454.81	2,987.71	3,442.52
March.....	1,663.29	6,037.11	7,700.40
April.....	2,817.50	8,496.58	11,314.08
May.....	2,423.95	7,368.28	9,792.23
June.....	1,555.20	4,787.42	6,342.62
July.....	1,199.92	3,664.05	4,863.97
August.....	3,155.16	5,903.19	9,058.35
September.....	1,303.78	4,167.94	5,471.72
October.....	1,277.60	5,038.07	6,315.67
November.....	940.90	5,031.07	5,971.97
December.....	1,349.91	5,573.75	6,923.66
Totals.....	18,428.61	62,103.19	80,531.80
Average rate of flow per second for the year, cubic feet.....	584.36	1,969.28	2,553.64

REPORT OF THE SUPERINTENDENT, TRENT CANAL.

PETERBOROUGH, May 18, 1916.

SIR,—I have the honour to submit the annual report on the maintenance and operation of the Trent canal, for the year ending on the 31st March, 1916.

The extent of waterway open to navigation is the same as last year, namely, 160 miles from Trent Bridge to Washago, in addition to which other channels are maintained approximating 90 miles.

That section of the Trent river extending from 1,000 feet west of the Heeley Falls bridge to the village of Hastings, a distance of about 13 miles, upon which extensive improvement work has been done under the superintending engineer's office, was transferred to this office for maintenance on the 16th September last.

There were no interruptions to traffic throughout the year.

OPENING AND CLOSING OF NAVIGATION.

Hastings to Rice lake, opened April 20, closed November 30.

Rice lake to Peterborough opened April 17, closed December 4.

Peterborough to Lakefield, opened May 4, closed November 20.

Peterborough Lift Lock, opened May 6, closed November 8.

Lakefield to Bobcaygeon, opened April 19, closed November 18.

Bobcaygeon to Rosedale, opened April 26, closed November 20.

Kirkfield Lift Lock, opened May 4, closed October 25.

Kirkfield to lake Simcoe, opened May 18, closed October 30.

Lake Simcoe to Orillia, opened April 27, closed November 15.

Seugog river and Lindsay Lock, opened April 21, closed November 13.

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The following work was performed on the several divisions of the canal during the year:—

REPAIRS.

HEELEY FALLS TO RORCAYGEON.

Peterborough Lift Lock.—The steel plates of the chambers of this lock have become pitted with rust, in places to a depth of a sixteenth of an inch. To check the progress of this corrosion, the pits were thoroughly cleaned and paint applied to each pit after the lock had been closed for the season of 1915. The interiors of these chambers will be cleaned and painted before opening the lock for navigation in 1916.

Locks and lockgates.—The two top bars of the lower gates at Lovesick were renewed and new mullions and bridge plank provided for these gates.

Mullions and bridge plank were renewed at locks Nos. 2, 5, and 6.

The gate arm pits at lock No. 6 were rebuilt in concrete.

The lockgates at Buckhorn, Lovesick, Burleigh, Young's Point, No. 6, and No. 7 were painted.

Flag poles were provided at Lakefield, Young's Point, Burleigh and Lovesick.

Booms, Slides and Dams, Navigation Waters.—The top courses of the piers, and the sheeting of the dams at locks Nos. 4 and 5 were renewed.

The top courses of the dam at Gilchrist bay were rebuilt.

Repairs were made to the apron of the log slide in the Nassau dam.

New stoplogs were provided where necessary, and all booms maintained as usual.

Entrance Piers.—About 1,400 lineal feet of decayed oak walling on the entrance walls at locks Nos. 3, 4, 5, and 6 were removed and the walling checks filled with concrete. This work will be continued where decayed wallings have to be removed.

Banks and Prism.—The grading behind the lock walls at lock No. 6 was trimmed and sodded, and now presents a much better appearance than formerly.

An accumulation of boulders in the lower entrance to lock No. 7, as well as many boulders in the lower entrance at Young's Point, were removed.

Bridges.—Bridges at the following points were redecked:—Hastings, Nassau, Lakefield and Young's Point. Elm top planking was placed on the bridges at Bensfort and Wallace Point. The swinging section of the floating bridge at Gannon's Narrows, as well as the sections to which it is attached, were repaired, replanked and provided with a new guard railing. Minor repairs were made to bridges at Maria street, Peterborough, Burleigh, and Buckhorn, and to the masonry abutment of the bridge at lock No. 7. The bridges at Trent Bridge and Burleigh were painted.

BOBCAYGEON TO BALSAM LAKE.

Locks and Lockgates.—The valves in the lockgates at Bobcaygeon were repaired by diver, who also removed a quantity of débris from the chamber of this lock. Minor repairs were made to the gate of the dry dock at the same place.

The sills of the lock at Fenelon Falls were repaired by the diver.

Banks and Prism.—A small amount of rock was removed from the side of the canal above the lock at Fenelon Falls to enable boats, which ply between there and Coboconk, to turn.

Bridges.—The bridges at Bobcaygeon and Fenelon Falls were redecked. Other repairs were made to the bridge at Fenelon Falls, and minor repairs to the Rosedale bridge.

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HIELEY FALLS TO BOBCAYGEON.

Kirkfield Lift Lock.—Difficulty has been experienced in working the pumps, owing to the grating of the penstock becoming blocked with weeds and leaves. In order to relieve this trouble an air-pipe has been fitted to the penstock by means of which it is hoped the grating can be kept clear.

Locks and Lockgates.—A broken valve and frame were removed, and a new valve placed in the south leaf of the upper gates at lock No. 4.

Drainage pipes to collect and carry away seepage were put through the lower entrance wall at lock No. 2.

All the lockgates on this division were painted.

Booms, Slides and Dams, Navigation Waters.—Iron pipe railings for dams Nos. 1 and 2 were prepared during the winter and will be erected as soon as possible.

The dam at Victoria Road village was re-gravelled.

Banks and Prism.—Between locks 4 and 5 about 6,000 lineal feet of riprap, which was in need of repair, were repaired to a level of 1 foot higher than formerly.

About 1,000 lineal feet of stone protection were repaired on the exposed portion of the 4th Concession road, in the townships of Eldon and Carden.

About 100 rods of fence were built, where stone piles have been removed, on the north side of the canal, east of the Kirkfield lift lock.

The boundary road between the townships of Bexley and Eldon, through flooded land, for a distance of about 700 feet, was raised to a level of 2 feet above high water in Balsam lake.

The highway on canal property in the vicinity of Talbot was repaired with gravel for a distance of about 3,000 lineal feet.

Many obstructions were removed from the canal prism between the Balsam guard gate and the 7th Concession road, township of Carden.

Bridges.—The Victoria Road bridge was redecked. The pivot pier of this bridge is slowly settling.

GENERAL.

Booms, Slides and Dams, Reservoir Waters.—A number of new stoplogs were provided for Reservoir Lake dams, but no other work of any description was done on these dams. Dams at Percy lake and Paint lake are in such a condition that it is impossible to use these lakes for the storage of water. About 11,000 acre-feet of storage is thereby lost.

Guard Gates.—All guard gates were maintained in working order and raised for the winter months.

Banks and Prism.—Where necessary fences were repaired, ditches cleaned, and riprap repaired. Grass and weeds on canal banks were also cut.

Lockhouses and other Buildings.—The storehouse at lock No. 6 was enlarged and an ice-house was built at lock No. 7. Watch houses were provided at Wallace Point, Warsaw Road, and Victoria Road bridges.

Necessary repairs were made to the lock buildings at Hastings, Peterborough lift lock, Lakefield, Burleigh, Buckhorn, Young's Point, Bobcaygeon, and Kirkfield.

The machine shop at the Kirkfield lift lock which was without power from October to May was equipped with a gasoline engine to permit of repair work being done there during the winter months.

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Plant.—Ordinary repairs were made to maintain the plant in good condition, and extensive repairs were made to flat scow No. 13.

The shipyard formerly used for repairs to floating plant was upon the property of the McDonald Estate, and situated close to their saw-mill in the city of Peterborough. Owing to objections from the fire insurance underwriters it was necessary to provide another shipyard. The buildings were removed to lock No. 6, ways were placed, and grading done to provide the necessary accommodation there.

At the request of the Provincial Health Officer, septic tanks were installed on the dredge *Fenelon* and steamer *Bessie Butler*.

Aids to Navigation.—Lighthouses and buoys were painted and maintained as usual. The log floats carrying the lighthouses in the Scugog river were raised by placing additional timber under them. The acetylene machines were cleaned and repaired.

INCOME IMPROVEMENTS.

New Dump Scows.—Authority was given on the 30th June for proceeding with the construction of two new dump scows of 120 cubic yards capacity, materials for which were purchased last year. Work on the construction of these scows was started on the 1st of August. The scows are now completed, and will be launched and in use for the coming season's work.

Drilling and Blasting.—The work of drilling and blasting above Bobcaygeon was resumed on the 14th June, and discontinued on the 8th of September. An area 540 by 80 feet of what will be the channel approaching the upper entrance to the new canal has been drilled and blasted.

Lindsay Street Bridge.—A contract was entered into with the Hamilton Bridge Works Co., on the 26th April, 1915, for the erection of a highway swing span over the canal at Lindsay, to be completed by the 15th of July. The work of removing the old wooden bridge was commenced on the 6th of July. Necessary concrete work was done to the pivot pier, river pier, and abutment, and the erection of the new bridge was commenced on the 17th July. The time for the completion of this contract was extended to the 15th August. The work embraced in the contract was completed within that time; however, at the request of the town of Lindsay an additional sidewalk was provided on the west side of the bridge, which delayed the opening of the bridge until the 28th August.

Enlarging Off-take Drain, Kirkfield Lift Lock.—This off-take drain was insufficiently large to accommodate the flow at times when the reach above the lock was being unwatered. The drain was enlarged by the removal of a quantity of rock.

Riprap, Talbot River.—The work of protecting the exposed shores of the canalized Talbot river by riprapping, between Balsover and Talbot, was resumed on June 16, and discontinued for the season on October 18. It is expected that this work will be completed during the coming season.

Dredging.—The work of straightening the channel at Henderson's narrows, commenced last year, was completed, after which the dredge was taken to Buckhorn to remove the underwater portion of a coffer dam across the upper bays of the dam at Buckhorn, which had been placed to make alterations in that dam. This work was completed on the 18th June. The dredging plant was then taken to Peterborough to start the work of deepening and widening the channel of the Otonabee river to Rice lake, which work was charged to capital.

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CAPITAL.

In view of the early opening of 8-foot 4-inch navigation from lake Ontario to Rice lake, it was decided to proceed with the deepening of the Otonabee river between Rice lake and the city of Peterborough. The policy adopted was to first improve at points where the channel is insufficiently deep to accommodate the vessels at present using the river, and later to prosecute the work from Peterborough southward. The grade determined upon for this work between Peterborough and Rice lake is elevation 603.80-M.S.L.

The channel through Yankee Bonnett's bar was first deepened, and widened 25 feet. The old wing dam on the east side of the river at that point was also removed to the depth of the surrounding river-bed only.

The plant was moved to Howden's bar on the 11th August, and was engaged in deepening and widening at that point until the close of the season. For a distance of 1,600 feet the channel was deepened for a width of 65 feet; 15,500 cubic yards of material, scow measure, were removed. As spoil ground is not available at convenient distance, the dredge *Auburn*, of the superintending engineer's fleet was used to deposit this excavated material on the low-lying, marshy shores of the river. By such means the shores of the river are being greatly improved.

This work will be proceeded with during the coming season.

The water conditions on the Trent watershed were most favourable during the year 1915. The precipitation from the 1st of July to 31st December was about 3.50 inches more than the average, during the same period, for the past sixteen years, being particularly heavy in the months of July and August. As the result of this abnormal precipitation, it was possible to hold all the navigation lakes fully up to the desired levels throughout the fall, and at the same time provide a constant flow in the Otonabee river of about 1,700 second feet after August 1. In December this flow was increased to 2,500 second feet for the purpose of running off the surplus water from the storage and navigation lakes, in order to have these lakes at the desired levels before the freshet of 1916. The exceptional thaw during the month of January made it possible to run off a large volume of water; still, owing to conditions on the watershed, it was estimated that all the lakes and reservoirs would fill in freshet. This they did, and the amount of water in storage at present, together with the fact that very little water will be used for log driving during the coming season, will, it is estimated, permit of the flow in the Otonabee river being maintained at about 1,500 second feet during the coming summer.

I have the honour to be, sir,

Your obedient servant,

A. L. KILLALY,
Superintendent.

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REPORT OF ENGINEER IN CHARGE OF WELLAND SHIP CANAL.

ST. CATHARINES, Ont., June 30, 1916.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

SIR,—I beg to submit my annual report on the progress of construction on the Welland Ship Canal.

No additional contracts for construction have been awarded during the past year; consequently, the work in progress is the same as that for the period covered by my last annual report, namely, the construction of sections Nos. 1, 2, 3, 4-A and 5, section No. 1 being at the lake Ontario end of the canal and the other sections following consecutively toward lake Erie. The sections under construction comprise not quite one-half of the length of the canal between lakes. They include, however, all of the seven lift locks, and the greater part of the other heavy construction work, upon the completion of which the opening of the canal to navigation largely depends. Over the remainder of the route to lake Erie the work involved consists principally of excavation in thorough cut in order to straighten the present line, and in widening and deepening the present canal to the new dimensions; also building of the guard lock north of Port Colborne.

Operations on sections Nos. 1, 2, 3 and 5 progressed steadily during the season of 1915 until the latter part of December, when concreting was discontinued for the winter; and the majority of the machines engaged in earth excavation were closed down during January owing to weather conditions and the need for repairs. On section No. 3 rock excavation on the site of the flight locks was carried on all winter.

The winter months were employed by the various contractors in overhauling and making the necessary repairs to plant, hauling stone for concrete from section No. 3 to their respective works, and in other ways preparing for the present season's operations.

The opening up of work this spring was somewhat retarded owing to the backwardness of the season; and the continued rains during April and May hampered the contractors a good deal in their operations. Concreting, which was resumed about April 15 on sections Nos. 1 and 2, was three weeks later than the opening of 1915.

The shortage of labour prevalent throughout the country was felt by the contractors to some extent during the latter part of 1915, and labour conditions this spring looked quite serious, but the situation has improved somewhat, although it is becoming much more difficult to obtain and hold labour than it has been heretofore.

SECTION No. 1.

This section comprises work between station 0 and station 150, a distance of 2.84 miles, one-half of which is in the harbour and one-half inland.

Contractors.—The Dominion Dredging Company, Limited, of Ottawa, Ont.

Work Involved.—Construction of harbour for new lake Ontario entrance to canal, comprising 25-foot dredged channel, $1\frac{1}{2}$ miles long; construction of reinforced concrete entrance piers, retaining walls, etc; excavation of $1\frac{1}{2}$ miles of canal prism inland; construction of lock No. 1, with weirs, regulating pond, etc., and the substructure for bridges Nos. 1 and 2.

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The new harbour is being formed by the building of two long earthen embankments extending $1\frac{1}{2}$ miles out into the lake, which inclose and protect the entrance channel. The material to form these embankments consists principally of the dry excavation from sections Nos. 1, 2 and 3, which is hauled to the lake and dumped from timber trestles extended out as the dumping proceeds, as explained in detail in my last annual report. During the working seasons of the past year, the contractors for sections Nos. 2 and 3 have been hauling material steadily to the lake, section No. 2 dumping in the west embankment and section No. 3 in the east embankment. No dry material from section No. 1 has been disposed of in the harbour during the year, as dry excavation on this section has been completed with the exception of about 156,000 cubic yards at the south end, which is being reserved for backfill behind the east lock and entrance walls. The dredged material from the harbour has also been deposited on the site of these embankments, forming an underwater embankment, as explained in my last report. This material has also been deposited, as required, to minimize the effects of slides which often occur where the fresh dry material is being dumped.

The trestle for the west embankment has now reached the outer extremity of the harbour, almost $1\frac{1}{2}$ miles from the shore, and the filling over this distance is nearing completion. The trestle for the east embankment has reached a point 5,540 feet from the shore and its further extension, and widening out of the fill, is progressing steadily. Up to the present time 4,200,000 cubic yards of dry excavation from sections Nos. 1, 2 and 3, and 900,000 cubic yards of dredged material from the harbour have been placed in these fills, making a total of over 5,000,000 cubic yards out of the total estimated quantity of 7,500,000 cubic yards available for this purpose.

It was expected that a good deal of difficulty would be experienced in maintaining these embankments against storm action during the fall and winter months, now that they have reached the outer end of the harbour, and while some loss of material and damage to the trestles has occurred, this has not been of a very serious nature, and the building of the embankments is working out very successfully. The prevailing storms during the winter have been largely from the northwest, and owing to the greater length of the west embankment and the protection it has afforded the east embankment, it has suffered to a greater extent than the latter. On November 20 one pile bent was washed out of the west trestle. On December 29, after a series of heavy northwest gales, three bents were carried out, and the filling, which had been up to the bottom of the stringers, was washed out to water level over a distance of 225 feet. From February 25 to 28 a very severe storm from the northwest swept the lake, washing the material out of about seven bents, damaging the two bents at the extreme end, and carrying out completely three bents immediately adjoining. The west side of the fill, which was exposed to the full force of the storm, was undermined over a distance of about 500 feet at the end, causing a subsidence of this section of the embankment and main line tracks to below water level. The two end bents, which were thus left standing alone, disappeared completely on March 7, as well as one of the end bents in the gap left by the storm of February 28.

No damage was caused to the trestle on the east side, and the only loss during the winter was the washing of the material out of the seven end bents and washing out to water level of a few hundred feet of the embankment. Some rock from the excavation on section No. 3 was dumped on the east side during the winter for the purpose of protecting the trestle and the face of the embankment at the outer end.

While heavy storms have resulted in considerable loss of material, especially where the filling is green, these embankments have stood up very well under normal wave action. The slopes will eventually be protected by riprap from the rock excavation on section No. 3, and, as the embankments are being gradually completed, arrangements are now being made with the contractors for section No. 3 to commence hauling stone to the lake for this purpose.

Dredging.—Three dredges of large capacity were engaged all last season, and are now at work excavating the entrance channel to the required 25-foot depth. These dredges are: The *Fundy* with 6-yard dipper, *Delver* with 5-yard dipper, and *C. S. Boone* with 5-yard dipper, together with the tugs *McNaughton*, *Gwennith*, *Lynn B.* and *Alice*, four steel dump scows, two wooden dump scows, and other miscellaneous equipment. A drill boat, equipped with three steam rock drills, has also been in operation drilling blast holes for loosening the material ahead of the dredges. The material to be excavated is of a very hard nature, consisting for the most part of firmly cemented sand and clay, and for a distance of approximately 1,700 feet, rock crops up about 3 feet above the grade line. Consequently, dredging operations are necessary slow, but in view of the conditions which exist, fairly satisfactory progress is being made.

The dredges worked in the harbour until about the middle of December, 1915, when they were towed to Port Dalhousie and laid up for the winter. The *Fundy* and *Delver* commenced work for the present season on April 5, and the *C. S. Boone* on April 8. To date, 1,106,000 cubic yards of earth excavation have been removed, and 38,060 cubic yards of rock, the material all being disposed of in the harbour embankments.

Reinforced Concrete Crib.—The reinforced concrete cribs, of which the outer entrance piers and the docking on the east and west side of the inner harbour will be formed, are being constructed at Port Dalhousie by J. H. Tromanhauser & Company, sub-contractors for the Dominion Dredging Company, Limited. Upon completion, they are towed a distance of three miles to the new work and sunk in position. Each crib is built upon a floating pontoon of about 9-foot depth, which is so constructed that, upon completion of the crib, the sides and ends can be released and allowed to float away from the crib, while the bottom, which has been previously ballasted, is released and sinks below the crib. It is afterwards refloated and the several parts are re-assembled for use again. The general dimensions of the cribs are 110 feet long, 38 feet wide, and 34 feet in height, and each crib is divided into eighteen compartments by one longitudinal and eight transverse walls.

A new feature of their construction is the use of temporary wooden bottoms, one to each compartment, which are placed in the completed crib, properly caulked to ensure their being as nearly watertight as possible, and held in place by means of wooden braces and wedges. These bottoms support the crib when the pontoon bottom is removed and are left in place until the crib has been sunk in its final location in the work, when they are released by means of ropes attached to the wedges, and the bottoms float to the top and are recovered for use again. The main advantage derived from this method of construction is that the material with which the crib is filled will rest directly on the lake bottom and afford a much more stable foundation for the cribs than would be the case if they were constructed with fixed bottoms of timber or concrete. It was originally intended that the pontoons upon which the cribs are built should be stripped from the cribs at the building site, Port Dalhousie, but so far it has been found more advantageous to leave them in place during the process of towing to the new work and strip them off immediately before the crib is sunk in position. It is hoped that before long the original idea will be carried out on the remainder of the cribs to be built.

The steel reinforcement in the crib is designed mainly to resist earth pressure from the inside after the crib has been sunk and filled. The outside water pressure exerted during the operation of towing and sinking in place is taken up by a system of temporary interior wooden bracing, which is removed after the crib has been sunk in position. As this pressure is exerted for only a short period, the method adopted accomplishes the desired object, which would otherwise have to be attained by the more costly method of permanent steel reinforcement built into the walls of the crib.

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It was provided in the specifications that each crib should be founded on three rows of short piles on which the front, back and longitudinal walls would rest, but, if it was found that piles could not be driven, the method to be followed was to rest the crib on three windows of broken stone placed under the longitudinal walls in order to give the crib a level bearing. As the lake bottom has been found to be very hard, the latter method has been adopted with success.

The crib seats are prepared by dredging to a little below the elevation of the bottom of the cribs, and the stone is then placed by means of a spouting apparatus rigged up on one of the contractor's scows. The dredge *Dominion*, which was not found to be doing satisfactory work at dredging in the harbour, is being utilized in preparing foundations for and filling the cribs. Each crib contains 934 cubic yards of concrete and 112,000 pounds of reinforcing steel, and weighs approximately 2,000 tons, with some slight variations in the case of some corner cribs, and a few cribs at the outer entrance, which are made stronger on account of their exposed position.

During the season of 1915, eleven of these cribs were built by the sub-contractors, J. H. Tromanhauser & Company, at their works at Port Dalhousie, and three others have been completed since the opening up of work for the present season, this, with the one built during the fall of 1914, making fifteen completed cribs to date. Of this number, five cribs have been sunk in position in the work on the site of the outer entrance piers and six in the inner harbour for the west-side docking. The operation of sinking the cribs, which is accomplished by allowing water to enter through valves in the outer walls, has so far been quite successful, only in one or two cases difficulty being met with in maintaining the proper alignment owing to the weather becoming stormy while the sinking was in progress.

Crib No. 1, which was grounded in the entrance channel all last season owing to insufficient depth of water to permit of it being towed to position in the inner harbour, has not yet been floated, but as the water in the lake this season is almost 2 feet higher than last season, it is not anticipated that any great difficulty will be experienced in floating it, and this will be done in the near future.

Now that the contractors have become thoroughly familiar with the methods and special features of building and sinking these cribs, it is expected that much more rapid progress in their construction will be made during the present season.

The 42 foot reinforced concrete retaining wall on the west side below lock No. 1, which extends from the foot of the lock to a point near the present shore-line, a distance of 1,640 feet, is completed with the exception of portions of four monoliths adjoining the contractors' concrete mixing plant, which are being left until the concreting plant is removed. This wall was described in some detail in my last annual report.

Lock No. 1.—The construction of lock No. 1 is progressing favourably, and has now reached a stage where some idea may be gained of the immense size of these structures.

The method of concreting employed by the contractor is to mix all the concrete, both for the lock and lower entrance walls, at a mixing plant centrally located between lock No. 1 and the lake. The concrete, after mixing, is conveyed in 6-cubic-yard capacity hopper cars to a high travelling tower which moves backwards and forwards in the lock pit close to the face of the wall being built, upon tracks laid in the bottom of the lock chamber. The hopper cars are hauled up an incline attached to the travelling tower and the concrete dumped into a hopper near the foot of the tower, which also has a capacity of 6 cubic yards. While the hopper car is returning for a new batch of concrete and a second hopper car is being brought on to the tower platform, the concrete which was dumped into the tower hopper is being elevated, 1 cubic yard at a time, by a bucket running up and down the tower, which automatically dumps its load at the top into a small hopper connected with movable chutes, by means of which

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the concrete is spouted into position in the wall being built. Two of these towers are now in operation, one on either side of the lock chamber, and have proved to be a very economical method of placing concrete. The towers are quite mobile, and all portions of the wall are thus made readily accessible to one or other of these towers, which can be moved to any desired position with very little loss of time.

The elevation of the mitre sill of lock No. 1 is 212.5 above mean sea-level, which is also the elevation of the floor of the main filling culvert. The coping of the lock wall will be at elevation 294.

The monoliths of the lock walls have been numbered for convenience in recording operations, the monoliths in the west wall being identified by the numbers 0-W to 15-W, and in the east wall 0-E to 15-E, numbering from the foot of the lock.

The lock walls are being built in 60-foot monoliths, and a metal cut-off is provided in the expansion joints between adjoining monoliths, extending from the bottom to the top of the wall. This cut-off consists of two $\frac{1}{2}$ -inch strips of steel plate 6 inches wide, with a 6-inch strip of No. 18 copper rivetted between them. The whole is then bent Z-shaped and built into the wall as concreting proceeds in such a manner as to prevent the passage of water when the joint opens.

During the past season the west wall was brought up to elevation 265, which is the elevation of the floor of the mooring chamber, over practically its entire length, with the exception of the monoliths containing the single leaf and mitering gate recesses, and a good start was made on the construction of the east lock wall. There is still about 35 feet in height to be built on the west wall before the coping is reached, and this 35 feet will contain the mooring chamber, drainage culvert and conduit gallery. Concreting in the west wall is now proceeding in the two monoliths at the foot of the lock which will contain the gate recesses. Upon completion of these to the elevation of the balance of the west wall there will be practically a continuous concrete wall on the west side from the head of lock No. 1 to the lake, a distance of 3,400 feet.

Concreting in the east lock wall commenced in September, 1915, in monolith 14-E at the head of the lock. At this date monoliths 14-E, 13-E, 12-E, 11-E, 10-E, 9-E and 8-E are at elevation 258; 7-E at elevation 244; 6-E, 5-E, 4-E at elevation 212.5, and the foundation for the remainder of the wall is being prepared for concrete.

Lock No. 1 is founded directly on the rock which was found at the required elevation. The rock, however, is a shale or mudstone, which, when exposed, shrinks and disintegrates, but retains its natural characteristics when kept continually wet. It is necessary, therefore, in order to have a firm bond between the concrete floor of the lock and the underlying rock, that the rock should not be exposed until immediately prior to the placing of concrete, and for this purpose it is required in the contract that at least one foot of rock must be left covering the foundation upon which the floor slab will be built, until such time as the contractor is ready to place concrete, when the remaining rock shall be excavated, the surface thoroughly cleaned and immediately covered with concrete.

Owing to the high head of water which will exist at these locks and the possibility of water finding its way from the upper to the lower level through the rock foundation or between the foundation and the floor slab and creating undue pressure on the lock bottom, it is essential that no spaces or cavities should be allowed to exist between the foundation and the floor of the lock, nor in the rock itself, and in order to accomplish this, in addition to the great care which is being exercised in the construction of the lock walls to make certain that they bond thoroughly with the rock, it is proposed to firmly anchor the floor slab between the lock walls to the underlying rock by means of heavy steel anchor bolts, 14 feet long spaced about $4\frac{1}{2}$ feet centres both longitudinally and transversely. These will be sunk about 10 feet into the rock and well grouted in, with the top bent over 90° and imbedded in the concrete of the floor slab. At the head of the lock, immediately below the breast wall, where the pressure

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will be greatest, the spacing will be somewhat closer. After completion of the concrete work, the whole foundation of the lock, to a depth of at least 10 feet into the shale, will be grouted with cement grout under pressure.

The construction of the breast wall at the head of the lock, upon which the upper gates will rest, was carried on simultaneously with the upper monoliths of the lock walls, and was completed during the month of October, 1915. The excavation of the cross tunnel below the lock floor immediately in front of the breast wall was completed during the summer and about half of the trench lined with concrete.

Good progress has been made on the construction of the upper entrance walls to the lock. The east entrance wall is a mass concrete structure throughout, while the west wall is in part a reinforced concrete structure of the counterfort type.

These walls are founded on pile foundations, round timber piles having been driven an average depth of 22 feet through clay and gravel to refusal.

Concreting in the east wall commenced on September 22, 1915, and was carried on continuously during the remainder of the season. The wall is now completed from its south end to the temporary diversion of the Lake Shore road, which is as much as can be done while this diversion is in use.

Work on the west wall was also commenced in September, 1915, but very little progress was made until within the last couple of months.

Immediately above the breast wall, the forebay and entrance walls will be built upon a pile foundation, which is now ready between the breast wall and the N. S. and T. Railway Company's trestle.

Piles have also been driven for the piers of bridge No. 1, and also for the regulating weir.

The concrete substructure of bridge No. 2 was completed in the fall of 1915, ready for the steel superstructure.

Percentage of work completed.—On this section, out of an estimated total of 311,000 cubic yards of concrete, 123,000 cubic yards have been placed; and progress diagrams covering all the work involved, show that 47.5 per cent of the contract is completed to date, and that the contractors are about ten months behind the schedule which would enable them to complete the contract on the specified date, viz., March 31, 1917.

SECTION No. 2.

Section No. 2.—This section comprises all work between station 150 and station 380, 4.36 miles.

Contractors.—Messrs. Baldry, Yerburch & Hutchinson, Westminster, England, and St. Catharines, Ont.

Work Involved.—Excavation of canal prism and building of embankments; construction of locks Nos. 2 and 3 with entrance walls, weirs, etc.; substructure of highway bridges Nos. 3, 4 and 5 crossing canal, and Pond bridges over pondage at head of lock No. 3.

Operations on this section have progressed steadily during the past year, and a large amount of work has been done. The contractors have had four steam shovels and three drag-line excavators of large-bucket capacity employed in the excavation of the canal prism, together with two grading machines, drawn by traction engines, building watertight embankments to confine the waters of the canal and of the pondage at the head of lock No. 2. To date, 4,570,000 cubic yards of earth have been excavated, 2,700,000 cubic yards going to the harbour fills in the lake, 800,000 cubic yards to form watertight embankments, and the remainder in construction railway fills and as backfill in rear of lock and entrance walls.

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The excavating machines were kept employed until well on in January. About January 1, the area between lock No. 2 and the north end of the section was flooded to 3 feet above canal grade, and as the machines there were excavating to grade, it was necessary to suspend operations, and a little later in the month all the excavating machines were laid up for the winter, owing to severe weather preventing the dumping of material in the harbour embankments in the lake. The greater part of the excavating equipment was started up again during April, and concreting was resumed on April 17. The shortage of labour has acted against the contractors' operations to some extent since the opening of work for the present season, with the result that they have not been able to operate at their maximum capacity, but work on the section is now getting generally under way, with the prospect of more settled conditions after the period of unrest among the labouring class during the spring months.

The present status of excavation on this section may be summarized as follows:—

Commencing at the north end of the section, station 150 to station 180, the canal, with centre drainage ditch, is excavated to grade, with the exception of a small amount of material on the west slope required for railway tracks.

From station 180 to station 200 at the head of lock No. 2 excavation is complete to grade.

From station 200, working south, the canal is largely in fill until station 280 is reached, the ground rising gradually and at station 280 running into a very heavy cutting, which continues for a distance of 5,000 feet to the foot of lock No. 3.

Between lock No. 2 and station 297 the excavation is complete, with centre drainage ditch.

From station 297 to station 300 a good deal of material has been left in the prism to carry the diversion of the Queenston road.

From station 300 to the foot of lock No. 3, 3,000 feet, the canal is excavated to approximately elevation 344, grade elevation being at 310.5.

Excavation in the lock pit of lock No. 3 is also down to about elevation 344.

Between lock No. 3, which is immediately north of the present canal, and station 359, a cut has been made from about 35 feet west of the centre line to the west slope, to elevation 370.

From station 363 to station 370 the canal is excavated to elevation 377.

Between station 376 and station 380, which is the south end of the section, the contractors for section No. 3 have excavated to elevation 380 in making an incline to get to the grade of locks No. 4.

The centre drainage ditch referred to is necessitated by reason of the fact that the locks are being constructed to allow of 30 foot navigation while the reaches between locks are being excavated for but 25 foot navigation for the present, and in order to drain the locks when it becomes necessary at any time in the future to unwater the canal, the drainage ditch is being excavated in the bottom of the canal, east of the centre line, between locks. The excavation of this ditch is carried on by the machines after grade is reached in the canal prism. This ditch has also facilitated construction work.

Watertight Banks for Canal and Pondage at head of Lock No. 2.—The construction of the watertight embankments to retain the waters of the canal above lock No. 2 is progressing favourably. The west embankment is completed to grade, elevation 304.5, between station 211 and station 215, station 225 to station 227 and station 242 to station 268. Between these points the bank is built to about elevation 320, with the exception of a short space left to provide a connection with the construction railway. From station 268 to station 272 no work has been done on the bank, as there is a connection here from the canal to the construction railway which will have to remain until the end of next season.

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The east embankment is being constructed on the high ground some distance to the east of the canal prism, thus forming a large basin with an area of about 200 acres which will form the regulating pondage at the head of lock No. 2. No work has been done on this embankment between station 198 and station 200. From station 200 to station 210 the bank is built to elevation 322. From station 210 to station 282 the bank is built to grade, elevation 340.5.

The work on these embankments is being carried on by the several outfits of grading machines. These machines, working in the canal prism, plough up a furrow which is carried on an inclined belt conveyor and dumped into wagons driving alongside. The wagons haul the material to the embankments where it is dumped in layers of about 8 inches in thickness, which are well watered and compacted by the teams and loaded wagons driving over them, thus ensuring a thoroughly watertight bank.

Watertight Bank for Pondage at Head of Lock No. 3.—Of the portion of this embankment, 1,400 feet long, which follows along the Homer road, a section 800 feet in length is built to elevation 376 at the north end and to grade, elevation 387, at the south end. The seat is prepared for the portion extending from the Homer road in an easterly direction and forming the north bank for the pond, and about 500 feet of this portion is built to elevation 377.

Lock No. 2.—This lock is located about 9,000 feet south of lock No. 1. In order to reach a stable foundation for this lock, it was necessary to carry the lock walls down a considerable depth below the required elevation of the lock bottom. This was done by excavating trenches 52 feet wide and averaging 17 feet in depth, below the general level of the lock pit to the hard Medina shale upon which the walls are founded, and filling these trenches with concrete, thus forming a substantial subfoundation for the main walls. As the underlying shale is of a seamy nature and liable to disintegrate under exposure, it was required of the contractors that the rock foundation should not be entirely exposed until immediately preceding the placing of concrete, and that before concreting was commenced the bottom should be thoroughly cleaned of all loose material in order to give a firm bond between the rock and the concrete. As a precaution against water finding its way under the lock foundation from the reach above and exerting an upward pressure against the walls and floor, it was decided to thoroughly grout the rock below the subfoundations with a sand and cement mortar and thus stop up as far as possible all water-bearing fissures. The excavation of the lock pit and trench for subfoundations was carried on during the season of 1915 by one drag-line excavator and one steam shovel, and the work was completed to grade during October. While making the final cut for the subfoundations the excavating machines were closely followed by drills making holes in the rock. These holes were drilled 3 inches in diameter, 12 feet deep, and spaced 10 feet apart in two rows, one under the toe and the other under the heel of the walls. After the holes had been thoroughly cleaned out, grout was applied under pressure by a hand diaphragm pump acquired for the purpose. In all, about 400 holes were drilled in the two subfoundations, of which 50 per cent took grout readily, varying in amount from one gallon to 180 gallons. That the grout was finding its way through the seams was clearly evidenced by its appearing in many cases in adjacent holes. Investigation showed what had originally been a water-bearing seam, completely filled with the cement grout. Concreting in the subfoundations followed immediately after the grouting operations and was completed to the floor level of the lock in both walls before the close of the season, with the exception of short portions of the north end of the walls.

A new concreting plant for this lock was brought into operation in the spring of 1916. It consists of two 2-cubic-yard batch mixers located at the north end of the

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lock, with an overhead equipment for the handling of stone, sand and cement directly from the cars. The mixed concrete goes from the mixers into bottom-dumping buckets on flat cars, which are hauled by locomotives to travelling derricks which place the concrete in the walls.

The mitre sill of lock No. 2 will be at elevation 259, and the height of the various 60-foot monoliths in the lock walls to date is as follows:—

Monolith No.	Elev.	Monolith No.	Elev.
1 W.	No concrete.	1 E.	No concrete.
2 W.	247'0	2 E.	247'0
3 W. to 9 W. (incl.).	259'0	3 E.	259'0
10 W.	265'0	4 E.	253'3
11 W.	259'0	5 E.	252'7
12 W.	296'0	6 E. to 11 E. (incl.).	259'0
13 W.	261'0	12 E.	260'0
14 W.	301'5	13 E.	259'0
15 W.	259'0	14 E.	286'5
		15 E.	256'5

The cross tunnel below the breast wall and a section of the lock floor between monoliths 15E. and 15W. were built during the fall of 1915.

No further work has been done on the breast wall at the head of the lock during the past year. This wall is at present built to elevation 295'5, there remaining a lift of about 10 feet to complete it.

Concreting in the upper entrance walls progressed steadily during 1915, operations for the season being suspended on December 22.

The upper west entrance wall, which is of gravity section 722'5 feet long, with flare wall, was completed during August, with the exception of the forebay monoliths. The east wall, of gravity section, 333 feet long without flare wall, has no completed monoliths as yet, monoliths 2, 3, 4, and 5 being 18 feet below coping elevation; monolith 6, 12 feet; and monolith 7, 6 feet. No work has been done on the east wall since August, 1915, but it will be completed when, for any reason, the contractors are delayed in their operations on the lock walls. These entrance walls are founded on round piles driven through stiff material to refusal.

All of the piling for the foundation of the upper forebay has been driven, except a small area occupied by the contractors' concreting plant, and concreting is now in progress on the monoliths of the forebay walls which will connect the upper entrance walls with the lock walls.

One small steam shovel was employed during the past season excavating the channel for regulating weir on the east side of lock No. 2, the material being disposed of, by means of dump wagons, in the east watertight embankment above the lock. This excavation was completed in October.

Lock No. 3.—The site of this lock is about two and one-half miles south of lock No. 2, and immediately north of the present canal, which the ship canal will cross at this point. The construction of the foundation will be very similar to the construction of that of lock No. 2, as the conditions as regards nature of materials, depth to rock, grouting of foundations, etc., will be very much the same.

The driving of steel sheet piling, preliminary to the excavation of the breast wall pit at the head of the lock started in June, 1915, and was completed during September. The material encountered was somewhat similar to that found at lock No. 2, namely, blue clay of variable texture for some depth from the top, then sand and hard-pan. In the east half of the pit the 45-foot lengths of piling were of sufficient length to reach the hard-pan foundation, but in the west half a soft sandy clay was encountered below this level, and additional 11-foot 3-inch lengths of piling were driven, on top of the long piles, forcing the latter down to rock foundation. Considerable difficulty was experienced from the flow of water into the pit, as, although small in quantity, it carried sand with it, but this was overcome by confining it to a sump at the west end, and from there pumping it into the present canal during the construction of the

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breast wall. On account of the stiff nature of the blue clay in the upper part of the pit it was found impossible to excavate by means of a clam shell, which had been rigged for the purpose, and the excavation was, therefore, carried on by hand. This was completed during the summer, after which the underlying shale foundation was drilled and grouted, and concreting in the pit commenced November 2 and continued until February 16, by which time the wall was within 3 feet of the ground surface. Steam and tarpaulins were employed during freezing weather and no trouble experienced from frost. No further concrete operations will be carried on at lock No. 3 during the present season as the lock pit excavation will not be completed till late in the fall, and the contractors intend concentrating all their efforts on the construction of lock No. 2.

Miscellaneous.—Owing to the soft nature of the blue clay in the deep cutting near the village of Homer, a double row of round piles was driven along the berm with a view to protecting the bank against movement and possible slides in this material. This work was carried out by the contractors during the past season, piles being driven for a distance of 900 feet on the east berm and 600 feet on the west berm at 6-foot centres, with an average penetration of about 26 feet.

Sodding of canal banks and sides of drainage ditches has progressed during the year, and considerable fencing along the canal right of way has been completed.

Some concrete protection to slopes of banks at the water-line has been placed.

The bearing piles required in the foundation of bridge No. 4, which will carry the Queenston road over the canal at the village of Homer, were all driven in the fall of 1915 and the concreting in the abutments commenced October 26 and was continued until the latter part of December. Work was resumed during May and the abutments are now well advanced toward completion.

Progress diagrams of this section show that 45 per cent of the contract is completed to date and that the contractors are about twelve months behind the schedule which would enable them to complete the contract on the specified date, viz., March 31, 1917.

SECTION No. 3.

Section No. 3.—Comprises all work between station 380 and station 490, about two miles.

Contractors.—Messrs. O'Brien & Doheny and Quinlan & Robertson, Montreal, Que.

Work Involved.—Excavation of canal prism and lock sites, comprising the removal of approximately 2,700,000 cubic yards of rock and 3,400,000 cubic yards of earth; construction of twin locks in flight Nos. 4, 5, and 6; single lock No. 7, and masonry for guard gates, involving the placing of 1,250,000 cubic yards of concrete masonry; building of large earth dam with concrete corewall at head of flight locks; diversion of Welland division and main line of Grand Trunk Railway; crushing and furnishing of about 1,000,000 tons of crushed stone to contractors for sections Nos. 1 and 2; and other miscellaneous works.

As stated in my last annual report, the railway diversions referred to are completed and the new lines now in regular operation.

The excavation of the canal prism and lock sites has been carried on almost continuously by the contractors during the past year with eight steam shovels and a large equipment of engines, dump cars, etc., two large steam shovels having been added to the contractors' excavating equipment during the war. Of the total estimated quantity of material to be excavated on this section, to date 1,950,000 cubic yards of earth and 1,100,000 cubic yards of rock have been removed.

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The general progress of excavation on the section may be indicated as follows:—

From the north end of the section to the foot of twin locks No. 4, a distance of about 2,000 feet, the excavation is entirely in earth, the estimated quantity of material to be removed in this area being about 1,000,000 cubic yards. The contractors commenced work in this material in June, 1915, with one steam shovel, another shovel being added later in the season. One shovel has been operating in this area since the opening of the present season's work, and to date 250,000 cubic yards of earth have been excavated, the material being hauled to lake Ontario over the construction railway and disposed of in the east harbour embankment.

Twin Locks No. 4.—On the site of these locks practically all of the excavation to date has been in earth as there is a large amount of clay overlying the rock. After this earth excavation is completed there will remain about 60 feet of solid rock excavation at the south end of the lock, this diminishing to about 20 feet at the north end, before the grade of the locks is reached. It is anticipated that considerable of this rock will be of a quality suitable for crushing for concrete, but there will be a large quantity of unsuitable shale and it is required in the contract that this material shall be hauled to lake Ontario and deposited as stone protection along the slopes of the harbour embankment; 210,000 cubic yards of earth have been removed to date, the material being dumped as filling in the valley of the ten-mile creek on the east side of the canal.

Twin Locks No. 5.—The overlying earth material (84,000 cubic yards) has all been removed from the site of these locks, and rock excavation has been continuously under way since January, 1915. To date, 590,000 cubic yards of rock have been excavated, the good rock being sent to the crushing plant, and the poor wasted in the valley of the ten-mile creek.

Twin Locks No. 6.—135,000 cubic yards of earth, overlying the rock, were excavated from the site of these locks, and the machines have been continuously engaged in rock excavation during the past year. The east lock chamber is now complete to grade and the west chamber almost to grade, 270,000 cubic yards of rock having been removed, the bulk of it going to the crusher or into storage piles to be crushed later.

Reach between Twin Locks No. 6 and Single Lock No. 7, 2,000 feet. This area required little excavation except at the foot of lock No. 7 where the rock crops up, and has been utilized principally as a quarry for the excavation of large pieces of stone. The contractors for section No. 3 quarry this stone and load it on to cars supplied by the contractors for sections Nos. 1 and 2, who haul it to their works and use the stone as fillers or "plums" in their concrete.

To date, about 65,000 tons of "plums" have been excavated for use on sections Nos. 1 and 2.

Single Lock No. 7.—About 50 feet in depth of clay (240,000 cubic yards) has been removed from the site of this lock, to rock surface, elevation 545, grade of the lock chamber being 491.5. No rock excavation has been carried on as yet. It is anticipated that about 18 feet in depth of the rock from this site, being a hard gray limestone, will be of good quality for concrete. The underlying rock is not of the best quality and will probably be wasted.

Reach between Lock No. 7 and Guard Gates.—One shovel was employed here during the whole of last season excavating earth to rock surface, 278,000 cubic yards of clay having been removed to date. The amount of rock excavation here will be comparatively small as the rock slopes down below canal grade at about the middle of this area. The excavated material has all been used in the watertight embankment for the high dam at the head of locks No. 6.

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Guard Gates to South end of Section.—No work had been done between these points until May, 1916, when the contractors started one steam shovel excavating clay. There is about 40 feet of earth and rock excavation here, with the clay overlying the rock to a depth of approximately 25 feet. This material is being disposed of in the dam at head of locks No. 6 and will also be utilized for back-filling behind lock and entrance walls. The underlying rock is limestone of good quality and will be available for concrete this fall.

Drilling and Channelling.—The three large Keystone and three Cyclone drills, operated by electricity, have worked throughout the year drilling blast holes for the heavy rock excavation on the sites of locks Nos. 4, 5, and 6; a number of tripod drills, air driven, have also been employed close drilling along side walls for gate recesses; shallow drilling to grade in lock No. 6, and drilling in the "plum" quarry at the lower entrance to lock No. 7.

The four channelling machines have also operated steadily in locks Nos. 5, 6, and 7, making cuts along the side walls to the final lines of excavation and for the breast wall and cross tunnel trench at the head of locks No. 6. This method of obtaining a good vertical face without danger of shattering and disturbing the rock outside of the contemplated side lines is proving very satisfactory, especially in view of the variable nature of the rock encountered in the excavation. These machines average about 180 square feet of channelling per 10-hour day.

The blasting operations of the contractors have been carried on in such a way as to give cause for very little further complaint from residents in the vicinity.

Rock Crushing Plant.—The crushing plant erected by the contractors, under the their contract, to crush rock from the excavation for use as concrete aggregate on sections Nos. 1 and 2, has operated fairly satisfactorily during the year and sufficiently to cause no delay in the supply of crushed stone to the sections mentioned. Some delays in the operation of the plant have occurred by reason of accidents to machinery and necessary changes in equipment with a view to obtaining a more satisfactory product, but, as events have developed, it is not anticipated that, with the output of the crusher and the supply from the large stock pile of crushed stone which has been formed, there will be any shortage of stone for sections Nos. 1 and 2 in their operations during the present season.

During the delays in the operation of the crushing plant, rock from the excavation has been disposed of in storage piles in the vicinity, and considerable of this rock was later rehandled and put through the crusher.

The stock pile of crushed stone has been added to considerably during the year and contains at present approximately 150,000 tons of stone.

Crushed Stone.—The quality of the rock excavated from the sites of locks No. 4, 5, and 6 has not turned out as satisfactory as was hoped, and for the past few months no rock of sufficiently good quality to be crushed for concrete has been excavated. Preparations are now being made to excavate and crush the good rock which is exposed on the site of lock No. 7, and a shovel has been started stripping the clay overlying the rock south of the guard gates. There is quite a considerable quantity of excellent hard limestone in this portion of the canal prism, which will be available for crushing during the autumn months.

During the fall and winter of 1915-16 the crusher was kept going to a partial extent by crushing the rock which had been placed in storage during 1915 at times when the capacity of the crusher was not equal to that of the excavating machines. Only a small portion of this now remains to be crushed.

Washing Plant.—On account of the large amount of shale and dirt which is mixed with the rock as it comes from the excavation and of the difficulty in adjusting the

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crushing plant in such a way as to properly eliminate same, it was decided last fall to build a plant immediately adjoining the crusher for the purpose of washing the crushed stone. This work was carried on during the fall and winter and the plant is now in operation. It is proposed to wash all the crushed stone in the present stock pile, and any stone which in future may require it immediately after it is put through the crusher. The washing plant has been designed so that stone from the stock pile can be dumped into a hopper located at one side of the plant and be carried up by a bucket conveyor to the washers, and on the other side stone can be brought on a belt direct from the crusher to the washers. Cylindrical washing machines were first experimented with in washing the stone, but these were not satisfactory and were expensive to operate, and gravity chutes, of our own design, have been substituted; as the stone passes down these chutes it is thoroughly sprayed with water. This method of washing is operating very satisfactorily and producing a good concrete stone. A gravity water supply for washing the stone is obtained from the present canal immediately above lock No. 24 through a 12-inch cast-iron pipe-line, and the waste water is carried to the Ten-mile creek, after depositing its burden of sludge in a settling basin in low ground near the plant.

Dam at Head of Locks No. 6.—This dam, which will be 75 feet at its highest point and 3,300 feet long, extending from the head of locks No. 6 across the present canal to the high ground on the east side, forming a pondage of 84 acres for regulating the supply of water to the flight locks, is built with concrete core-wall and selected material from the excavation to form a thoroughly watertight embankment. The excavated material is dumped outside the dam site along both sides and rehandled into the dam by means of two drag-line excavators fitted with clam shell buckets. These machines have operated steadily during the working season rehandling 149,000 cubic yards of material into the dam, and for a length of 700 feet the dam is now built up to within 10 feet of final elevation, the other sections being in a lesser stage of advancement. Dredged material from section No. 5 is being brought down the canal in scows and dumped on the site of the dam across the pond above lock No. 19 of the present canal. For this purpose the towpath bridge above lock No. 19 was removed and a floating bridge put in its place to enable the tugs and scows to get through into the pond.

A row of triple lap sheet piling, overlapping the concrete corewall about 50 feet, is being driven between the end of the corewall and the weir at lock No. 19 as a cut-off under this portion of the dam, and this piling will eventually be carried across the canal to the east end of the dam.

Concreting in Entrance Walls.—Concreting operations on the upper entrance walls to locks No. 6 and upper east entrance wall to lock No. 7 were carried on during the season of 1915. The upper west entrance wall of locks No. 6 was entirely completed; also the upper east entrance wall, with the exception of a small portion at the south end. Portions of the upper forebay walls of locks No. 6, including some of the gate recesses, were also built during 1915. The west entrance wall is built on a natural clay foundation, with the toe, however, carried down to rock in a 6 foot trench, while the east entrance wall, on account of the greater depth of the rock surface, was built on a pile foundation.

A 2-cubic yard drum mixer was used in the construction of these walls, the concrete being placed by means of buckets handled by derricks. The mixing plant used is being superseded by a new arrangement not yet completed.

For concreting the upper entrance walls of lock No. 7 and the guard gates, the contractors built a travelling tower, somewhat on the lines of that in use on section No. 1, which moves along close to the face of the wall to be built, on tracks laid on the bottom of the canal. The concrete is elevated in the tower and spouted by means of a short movable spout to its desired place in the wall.

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Concreting in the upper east entrance wall commenced on November 17, 1915, and was carried on until December 14.

No concrete has been placed on section No. 3 so far this season.

Pondage at Head of Lock No. 7.—The construction of watertight embankments to form pondage at head of lock No. 7 was completed last season; also the two short reinforced concrete bridges to carry existing roadways over the pondage, macadamizing of roads, fencing, etc.; and the culvert under the canal was blocked and the waters of this portion of the Ten-mile creek are now absorbed in the present canal. The resulting 20 acres of pondage will be of service in equalizing levels when the ship canal is in operation.

Bridge No. 9.—The erection of the steel swing span to carry the Niagara, St. Catharines and Toronto Railway over the canal at the site of the guard gates south of Thorold, under contract to the Hamilton Bridge Works Company, Limited, has been completed and the railway will shortly be turned over the new structure.

Progress diagrams of work on this section indicate 28 per cent of the contract completed to date, and that the contractors are about eighteen months behind the schedule which would enable them to complete the contract on the specified date, viz. March 31, 1917.

SECTION No. 4A.

Section No. 4A.—This section comprised certain small pieces of work which were to have been included in the contract for section No. 4, but which could not be deferred when it was decided to postpone the letting of further general contracts.

Contractors.—Messrs. Maguire & Cameron, St. Catharines, Ont.

All work under this contract was completed in 1915 and the different structures brought into use.

The final estimate for this section totalled \$75,284, which is over \$12,000 less than my original estimate.

SECTION No. 5.

Section No. 5.—Comprising all work between Allanburg and Port Robinson, a distance of 2.6 miles.

Contractors.—The Canadian Dredging Company, Limited, Midland, Ont.

Work Involved.—Excavation of approximately 5,400,000 cubic yards of earth and 75,000 cubic yards of rock; construction of concrete substructure for bridge No. 13; concrete protection to banks, and other miscellaneous works.

This section covers that portion of the present canal through what is known as the "deep cut" between Allanburg and Port Robinson, which is to be widened on the west side and deepened to the new dimensions. The rock to be excavated is in the channel below the grade of the present canal near Allanburg.

The bulk of the excavated material is being disposed of on low-lying lands on the west side of the canal below Allanburg, including the bed of the old canal. To accomplish this, long embankments have been built with dry material excavated from the section by steam shovels, enclosing areas of low ground, and these areas are being filled to towpath level by a hydraulic dredge. The material excavated by the dipper dredges in widening and deepening the section is dumped in front of the hydraulic dredge, which transfers it to these areas. The excess water, after settlement, returns to the canal in a fairly clear condition. This method will reclaim and render valuable a considerable extent of otherwise practically worthless land.

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The dry excavation on the section is nearing completion, there remaining only about 50,000 cubic yards to be removed by the steam shovels. Four 60-ton shovels were employed last season until September, working day and night shifts, and since that time three shovels have been operating, working days only, as weather permitted, about 900,000 cubic yards of material having been removed during the year.

The dredging plant consists of three dipper dredges, one clam-shell dredge, one 20-inch hydraulic dredge, and one drill boat, together with the necessary complement of tugs, scows, etc.

During the year, the dipper dredges *Monarch*, *Sydenham*, and *Chief*, and the clam dredge *Leland*, have operated in the canal prism, and removed approximately 780,000 cubic yards of material. The greater part of this was taken to the pumping basin (which was excavated in the canal bank early last season) and dumped in front of the hydraulic dredge *Primrose*, which has worked day and night pumping the material into the north and south ponds between the present and the old canals. Of the balance a small portion was taken to lake Erie and the rest dumped directly from scows in the south pond, to which entrance was gained by a cut through the towpath of the present canal.

The drill-boat *Rock King* commenced work on September 1, 1915, drilling and blasting the rock in the bottom of the canal prism near Allanburg, and continued till December 24, when work was closed down for the winter. Operations were started again on May 1 of the present year. About 27,000 cubic yards have been drilled and blasted, of which approximately 14,000 cubic yards were removed during the season of 1915 by the dipper dredge *Monarch*. This was disposed of in lake Erie and in the pond near lock No. 19 of the present canal on the site of the dam at the head of locks No. 6 on section No. 3. The rock has been found very refractory and acts very badly from a contractor's standpoint.

In order to reduce the length of discharge pipe from the hydraulic dredge *Primrose* required to fill the north pond, a new pumping basin was excavated about three-quarters of a mile north of the old basin, in which the dredge is now working.

Work on concrete protection to banks was commenced in August, 1915, on the west side of the canal at Port Robinson, and 2,300 lineal feet have been completed. A concrete boat-landing and stairway was also constructed immediately north of bridge No. 13 at Port Robinson. The canal has now been widened at this place and the completed work has a very good appearance.

In an endeavour to prevent slides in soft material a row of piles was driven along the berm on the west side between station 742 and station 772, in the same way as described on section No. 2.

Trimming and sodding of the excavated slopes has been carried on during the year, as weather condition of the slopes permitted.

Bridge No. 13.—This structure having a clear span of 200 feet will take the place of the present highway bridge at Port Robinson. The substructure will consist of two main wing abutments with a small approach abutment on top of the bank on the west side. Work on the foundation for the west abutment was commenced in July, 1915. The pit was excavated to a depth of 12 feet, after which triple-lap sheet piling was driven around the site to form a cofferdam to hold out both clay and water. Before further excavation was carried on, bearing piles, of which 411 are required for this abutment, were driven within the cofferdam through blue clay, sand and hard-pan. A long follower was used and the pile heads were driven to grade. Pile-driving was completed early in the present season and the excavation of the pit is now being proceeded with. No work has been done on the east abutment to date.

A fire on June 2, 1915, of unknown origin, although probably started by a locomotive cinder, destroyed the building, with the exception of the outside walls, which was in use as office quarters for the staff on this section. All of the records were saved, and the greater part of the other miscellaneous contents. During the summer the building was rebuilt, and reoccupied in October.

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CONSTRUCTION RAILWAY.

Progress diagrams indicate 52 per cent of this contract completed to date.

Construction Railway.—This is a double-track line paralleling the canal from lake Ontario to the lower end of section No. 3, a distance of about $7\frac{1}{2}$ miles, built by the department, complete with block signal and telephone despatching systems, for the purpose of hauling excavated material from sections Nos. 1, 2 and 3 to the harbour embankments in the lake, and for the hauling of crushed stone and “plums” for concrete from section No. 3 to sections Nos. 1 and 2.

The railway has been in continuous operation during the past year, and during the working season was taxed nearly to capacity by the large amount of traffic passing over it. During the year covered by this report 1,700,000 cubic yards of excavated material have been handled over the railway to the harbour embankments, 270,000 tons of concrete stone hauled to section Nos. 1 and 2, together with considerable material deposited as back-fill behind lock and entrance walls, and other miscellaneous freight. As an instance of the volume of traffic handled over the railway during the busy season, in the month of July, 1915, 5,917 trains, including both loaded and return empties, were moved, this averaging 228 trains per day, or one train every six minutes day and night. As many as 360 trains have been handled over the line in one day of twenty-four hours.

A section gang has been employed maintaining the track and roadbed in a state of efficiency; and during the year the whole operation of the railway has progressed very satisfactorily. In spite of the heavy traffic no accidents have occurred, outside of a few of a minor nature entailing no serious results.

Sand.—As stated in my last year's report, the problem of obtaining a first-class sand was an exceedingly difficult one to solve, and the variable nature of the sand which was being obtained from the St. David's pits caused an endless amount of trouble to ourselves and to the contractors.

There were rumours of a sand deposit in lake Ontario, near the mouth of the Niagara river, but the contractors had already investigated so many alleged sand deposits in the lake that they did not think it worth while trying any more. As the sand problem was quite serious at the time, and as the contractors claimed that no really suitable sand was available outside of the pits which they controlled, I decided that while there was any chance of lake sand being obtained every effort should be made to locate suitable deposits. I therefore rented a small sand-pumping outfit and a tug fitted with a small water jet and had the mouth of the Niagara river thoroughly investigated, with the very pleasing result that an enormous deposit of sand was located. This deposit was investigated far enough to show that there was at least sufficient of good quality to supply all the requirements of the ship canal.

A considerable quantity of the sand examined was found to be too fine for concrete work, but there was also a very large quantity of coarser sand. All the information obtained was handed over to the contractors, and they immediately rented an outfit to investigate this sand deposit, and satisfied themselves as to the quantity and nature of the material. They then entered into a contract with La Cie Generale d'Entreprises Publiques, and this company, since May, 1916, has been supplying sand from this locality and delivering it into a large bin erected on the harbour embankment at Port Weller. Occasionally, at first, parts of scow loads of sand would be of a rather fine character, but the quality has been steadily improving and at present a splendid sample of clean sharp coarse sand is being delivered, and the sand problem is now considered to be settled and should give no further cause for worry during the continuance of the work.

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Pipe-line for Water Supply.—The experimental 300-foot section of reinforced concrete pipe, 48-inch diameter, mentioned in my last annual report, was built at Port Colborne and some tests made on it. As, however, the waters of the Welland river cannot be turned into the canal until section No. 7 and other sections on the summit level are well under way, and as the contracts for these sections have not yet been let, and in view of the shortage of labour and high price of material, it will be in the best interests of the department to allow the pipe-line construction to stand over until such time as the main contracts on the summit level are awarded.

Miscellaneous Contracts.—The only miscellaneous contracts of any importance awarded during the year are as follows:—

September 25, 1915.—W. E. Dillon & Co., Toronto, supply and delivery of 400 sections of metal cut-off for expansion joints.

February 23, 1916.—Standard Clay Products, Ltd., St. Johns, Que. Supply and delivery of 56,400 duct feet of vitrified clay conduit for electrical installations in lock chambers.

May 15, 1916.—Peck Rolling Mills, Ltd., Montreal, supply and delivery of 3,679 steel anchor bolts (550,135 pounds) for floor of lock No. 1.

All of these have been satisfactorily completed.

Staff.—The following is a full list of members of the staff who have been granted leave of absence for overseas military service:—

R. C. Morgan.. . . .	Transitman,	Head office.
H. M. Campbell.. . . .	Draughtsman	"
G. M. Hamilton.. . . .	"	"
A. W. L. Butler.. . . .	Assist. Engineer	"
J. W. Perkins.. . . .	Draughtsman	"
Roy G. Sneath.. . . .	"	"
D. Lauder.. . . .	Chauffeur	"
J. B. McAndrew.. . . .	Instrumentman	"
J. F. Pringle.. . . .	Assist. Engineer	"
O. W. Ross.. . . .	Transitman	"
A. G. Riddell.. . . .	Mechanical Engineer	"
W. Kiddell.. . . .	Picketman, Survey Party.	"
C. J. Swift.. . . .	Instrumentman, Section No. 1.	"
W. W. Wallace.. . . .	Leveller	"
E. O. Holt.. . . .	Rodman	"
F. Ellis.. . . .	Axeman	"
St. B. Sladen.. . . .	Instrumentman	"
H. Wallace.. . . .	Inspector	"
E. R. Bradley.. . . .	Rodman	"
C. W. Tilbrook.. . . .	Inspector	"
H. S. Clark.. . . .	Instrumentman, Section No. 2.	"
S. Dicks.. . . .	Rodman	"
J. Richards.. . . .	"	"
M. J. Gordon.. . . .	Leveller	"
F. N. Waite.. . . .	Rodman	"
R. A. Bradley.. . . .	"	"
E. P. Muntz.. . . .	Assist. Engineer	"
J. C. Ball.. . . .	"	Section No. 3.
D. Clark.. . . .	Time-keeper	"
R. Raynor.. . . .	"	"
D. C. Spears.. . . .	Rodman	"
R. E. Smythe.. . . .	Instrumentman	"
S. F. Speck.. . . .	Inspector	"
M. B. McLean.. . . .	Instrumentman	"
H. Barrett.. . . .	Axeman	"
L. Battle.. . . .	Stenographer	"
J. F. Rees.. . . .	Chainman	"
I. H. Dawson.. . . .	Assist. Engineer, Section No. 5	"
L. B. Adams.. . . .	Transitman, Section No. 9.	"
T. E. Jones.. . . .	Operator, Con. Railway.	"
E. C. Harris.. . . .	"	"
(Killed in England during Zeppelin Raid.)		
Phillip Brett.. . . .	Operator, Con. Railway.	"
(Invalided home.)		

In addition to the above, eighteen members who were not eligible for leave have resigned and joined the overseas forces.

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Others have resigned in order to better their positions, with the result that the remaining members of the staff, even with the assistance of new hands taken on since the outbreak of the war, find it very difficult to keep pace with the progress of the work.

I am, sir,

Your obedient servant,

J. L. WELLER,
Engineer in Charge.

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REPORT OF SUPERINTENDING ENGINEER, WELLAND CANAL.

St. CATHARINES, June 30, 1916.

SIR,—I have the honour to submit my annual report on the maintenance and operation of the Welland canal and its branches for the fiscal year ended 31st March, 1916.

NAVIGATION SEASON.

The canal opened to navigation on the 15th April, and closed to through navigation on the 15th December, 1915. It was arranged, however, to pass the steamer *Hamiltonian* through on the 17th and 18th of December. The canal between Port Colborne and Welland remained open until the 22nd of December, and between Allandale and lock 19, until the 1st January, 1916.

ACCIDENTS.

There were no accidents or breaks of any importance.

On the 22nd November, 1915, the steamer *H. G. Dalton* downbound, received some minor injuries through striking a ridge of rock a short distance south of Allandale bridge, turned up by a dredge working on section No. 5 of the Welland ship canal.

Bridge 11, carrying the Welland division of the G. T. R. over the canal a short distance south of Thorold, was slightly damaged by a car being derailed. Repairs were made by and at the expense of the railway company.

SLIDES.

The remainder of the slide, which occurred on the 4th December, 1914, in the westerly bank of the summit level, about one-half mile north of the air line railway bridge, was removed shortly after the opening of navigation by the Canadian Dredging Company, a contract with them having been entered into.

IMPROVEMENTS—NEW CANAL.

At the opening of the 1916 season of navigation the Gowan lock gate safety device had been installed on the head gates at locks Nos. 5, 7, 9, 10, 17, 18, 19, 20, 21, 23, and 24.

During the summer, a bracketed sidewalk, 6 feet clear width, was erected on the Niagara Street bridge over the canal, in the city of St. Catharines.

IMPROVEMENTS—OLD CANAL.

The steel highway swing bridge, known as Marlatt's bridge, over the old canal, the work on the ship canal having rendered it of no further use, was moved down by scow to a new crossing over the old canal at Lyndon street, Thorold, and placed on concrete piers built to receive it. A fixed span of reinforced concrete was built at each approach. As the reinforced concrete floor slab of the steel bridge is still uncompleted, the bridge has not yet been opened to traffic.

PORT COLBORNE.

The government grain elevator in 1915, for the first time since its erection in 1908, showed a decrease in business, due to scarcity of canal tonnage and to shortage

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in ocean bottoms out of Montreal, caused by war conditions; 28,733,822 bushels of grain were received as against 38,604,140 bushels in 1914 and 21,441,826 bushels in 1913. The net earnings were \$73,093.14 as compared with \$103,822.49 the previous year and \$53,047.06 in 1913.

The addition to the elevator, giving a total storage capacity of two million bushels, was completed during the year.

REPAIRS—NEW CANAL.

Ordinary repairs to the structures on the new canal were carried out as usual. The wooden floor of the highway bridge carrying Ontario street over the by-pass to lock No. 3 weir was replaced by a reinforced concrete floor slab supported on steel I-beams. The wooden float connecting the harbour at Port Dalhousie with the by-pass below lock No. 1 weir was replaced by a wooden, single-leaf, hinged, foot bridge. The superstructure of the wooden bridge supported on bents carrying the travelled highway over the by-pass leading to lock No. 1 weir was renewed in wood. The stone abutments of the heelpath bridge at the head of lock No. 8, which were undermined and in an unstable and tumble-down condition, were rebuilt partly in concrete and partly in masonry; the centre pier, which also was ready to fall over, was removed, and the two fixed spans were replaced by a wooden float suitable for foot traffic. Foot bridges over the weirs at locks Nos. 13, 14, 17, and 22, and a road bridge over lock No. 15 weir, which were decayed and unsafe, were renewed by reinforced concrete bridges during the year. Lock No. 20 was unwatered in March, 1916, and the foundations of the upper and lower recesses, which has been undermined, repaired in concrete. Lock No. 21 was also unwatered during the spring of 1916 and repairs in concrete made to part of the foundation of the lower recess, where a leak of considerable size had developed.

REPAIRS—OLD CANAL.

The old canal was unwatered from the 6th June to the 16th June, inclusive, and repairs were made to the underwater structures. Mill owners took advantage of the unwatering and made necessary repairs. The usual repairs to the works on the old canal were made during the year. Foot bridges over the weirs at locks Nos. 8, 9, 10, and 11, which were in an unsafe condition, were replaced by reinforced concrete bridges.

The work which was begun the previous year, of building a reinforced concrete bridge of fixed span to replace the highway swing bridge over lock No. 24, old canal, at Thorold, was completed.

A reinforced concrete foot-bridge was built over the hydraulic race in St. Catharines, near lock No. 4, replacing a wooden bridge which was decayed and in a bad state of repair.

The wooden spillway connecting hydraulic races Nos. 2 and 3 near the Canada Hairecloth Company's plant, which was in a bad state of repair, was renewed.

The city of St. Catharines completed the St. Paul Street high-level bridge over the old canal. It is a steel structure of nine spans founded on concrete piers.

WELLAND CANAL FEEDER.

The freshet in the Grand river this spring (1916), did considerable damage to departmental works at Dunnville. The principal damage was caused by ice, which was very heavy. The water did not reach the height it did in the 1912 and 1913 floods. Two bents or three spans of the highway bridge over Sulphur creek, and two bents, four spans of the long bridge or dam were carried out, completely interrupting vehicular traffic. Several gates of the dam and flash boards of the weirs were also washed

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away. Considerable damage was also done to the remaining bents and foundation cribs. About 550 lineal feet of a new reinforced concrete "L" post railing along the embankment were very badly damaged. A reinforced concrete platform on the northerly side of the Dunnville lock connecting the easterly and westerly recesses was built, replacing the old wooden platform which was badly decayed and unsafe.

The easterly highway swing bridge (wood) over the feeder at Stromness was replaced by the swing bridge (iron bottom chords) which was formerly over the old canal immediately below Allanburgh lock (lock 26), being rendered available by Welland Ship Canal work, and the decayed wooden centre pier and abutments were renewed in concrete.

The feeder junction waste weir, which became undermined by a leak under the breast-wall, was repaired, necessitating the unwatering of the feeder for several weeks. The large hole caused by the leak and the aprons were concreted. The road bridge at this weir was renewed in wood; the wooden valve stringers were replaced by reinforced concrete beams and new valve winches installed.

GENERAL.

The water in lake Ontario during the 1915 season of navigation averaged 1.03 feet lower, and that in lake Erie 0.48 foot lower than during the 1914 navigation season.

Owing to the war, military forces continued to guard vulnerable points on the present canal.

The following superannuated employees died during the year:—George Thompson, Bart. O'Leary, T. L. M. Tipton, Michael Corcoran, Frederick Lay, Alexander Hannah, Terrance Johnson, Charles H. Collier.

Attached is a statement of moneys collected for fines and for damages to canal property by different vessels, etc.; also a statement showing the highest and lowest recorded depths of water for each month on the mitre sills of the locks at Port Dalhousie and Port Colborne.

Respectfully submitted,

L. D. HARA,
Acting Superintending Engineer.

WELLAND CANAL.

Statement showing the highest and lowest depths of water on the lower mitre sill, lock No. 1, new Welland canal, Port Dalhousie, for the fiscal year ending March 31, 1916:—

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1915	Ft. In.	Ft. In.		Ft. In.	Ft. In.
April.....	15 2	15 1	October.....	15 6	15 0
May.....	15 3	15 1	November.....	15 0	13 11
June.....	15 3	15 1	December.....	14 9	14 5
July.....	15 3	15 1	1916		
August.....	15 8	15 4	January.....	15 5	14 7
September.....	15 7	15 4	February.....	15 5	15 3
			March.....	15 8	15 4

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Statement showing the highest and lowest depths of water on the upper sill, lock No. 26, new Welland canal, Port Colborne, for the fiscal year ending March 31 1916:—

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1915	Ft. In.	Ft. In.		Ft. In.	Ft. In.
April.....	13 10	12 8	October.....	14 10	13 6
May.....	14 8	12 11	November.....	16 7	12 11
June.....	14 7	13 2	December.....	14 10	10 3
July.....	15 2	13 0	1916		
August.....	15 0	13 4	January.....	15 9	12 6
September.....	16 5	13 3	February.....	15 2	12 10
			March.....	14 4	12 1

Statement of moneys collected for fines and damages caused to canal property by vessels, etc., during the fiscal year ended March 31, 1916:—

Date of fine or damage.	Name of Vessel.	Amount of fine or damage.	Amount paid.	Date paid.	Where paid.
1890		\$	cts.	1915	
Sept. 7.....	Str. "T. D. Stimson".....	4,509	55	July 8	Pt. Dalhousie.
				" 11	"
				Aug. 12	"
				" 25	"
				Sept. 3	"
				" 15	"
				Oct. 6	"
				Nov. 18	"
				1916	
				Jan. 10	"
				" 18	"
				Mar. 7	"
1914				1915	
July 23.....	Dredge "C. M. Hall".....	8	68	May 13	"
" 27.....	Str. "Sarnor".....	2,180	98	Aug. 31	Department,
Aug. 11.....	" "J. W. Nicholas".....	27	91	May 13	Pt. Dalhousie.
" 25.....	" "J. B. Ketcham 2nd".....	12	16	June 1	"
Oct. 4.....	" "Rock Ferry".....	14	07	" 23	"
1915					
April 19.....	" "Wahcondah".....	8	75	" 1	"
" 28.....	" "Keywest".....	17	86	" 10	"
" 29.....	" "Calgarian".....	8	60	Sept. 7	"
May 5.....	" "Saskatoon" (fine).....	10	00	June 14	"
" 25.....	" "Natironeo".....	28	25	Dec. 30	"
" 28.....	" "Byron Whitaker".....	20	89	Sept. 17	"
" 30.....	" "John Sharpless".....	147	91	Oct. 30	"
June 2.....	" "Ogdensburg".....	18	20	Dec. 27	"
" 14.....	" "Rochester".....	14	54	Sept. 16	"
" 15.....	" "E. L. Fisher".....	19	30	" 13	"
July 8.....	Brg. "Hamilton".....	21	73	Oct. 4	"
" 15.....	Confederation Const. Co.	13	25	Nov. 6	"
Aug. 2.....	Str. "H. G. Dalton".....	13	87	Sept. 10	"
" 6.....	" "Keybell".....	21	35	Oct. 29	"
Nov. 17.....	" "Veronica".....	25	75	Dec. 11	"
" 19.....	" "Keywest".....	11	17	1916	
				Feb. 4	"

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REPORT OF THE SUPERINTENDING ENGINEER, SAULT STE. MARIE CANAL.

SAULT STE. MARIE, April 6, 1916.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 31, 1916.

The canal was opened for traffic on April 13, and closed on December 16, having been in operation for 248 days.

The traffic passing through the St. Marys river during 1915 was much greater than the year before, but not as great as the season of 1913. The freight traffic through the Canadian and United States canals during the season of 1915 amounted to 71,290,304 tons, an increase of 29 per cent; the passengers numbered 50,336, a decrease of 16 per cent, and the registered tonnage of vessels 56,399,147, an increase of 34 per cent.

The Canadian registered tonnage through both canals amounted to 4,326,402, an increase of 1 per cent; and the freight tonnage carried in Canadian vessels amounted to 4,202,752, a decrease of 14 per cent.

The freight tonnage through the Canadian canal amounted to 7,738,119, a decrease of 72 per cent; the passengers numbered 24,730, a decrease of 19 per cent.

The great falling-off in the traffic through the Canadian canal was caused by the operation of the new "third lock" on the American canal.

Before the opening of the new lock the Canadian canal had an advantage of 6 inches in draught over the American canal, and was the point in the system of navigation which governed the loading of vessels. Since the opening of the new lock, the Canadian lock has lost this advantage in draught, and the point which governs the loading draught of vessels is somewhere in the St. Clair river.

ACCIDENTS AND DAMAGES.

The steamer *Glenfinnan* of the Great Lakes Transportation Company, of Midland, Ont., after leaving the dock, upbound, at 9.40 p.m. on April 29, went aground on the north side of the Vidal Shoal cut, about one hundred feet clear of the channel. The accident was caused by the range lights being out and some of the gas buoys, marking the cut, not being in position. The *Glenfinnan* was released at 6.30 p.m. on May 1, after being lightered of 700 tons of package freight. She was leaking in her fore peak tank and her forward tank on the port side, but was able to proceed on her way.

The steamer *Jupiter*, of the Interlake Steamship Company, Cleveland, Ohio, entered the canal, downbound, at 4.30 p.m. on November 2, while a heavy southwest gale was blowing, and owing to the wind and also the current setting around the northwest pier, she was forced against the corner of the pier, striking on the port side about seventy-five feet from her bow. One plate was damaged and the stern of the vessel swung around and grounded on a line with the north side of the pier. She was pulled off with two tugs without difficulty and was able to proceed. No damage was done to the pier.

IMPROVEMENTS.

The work of renewing the top of the lower south pier, which was commenced in 1914, was continued and a further length of 300 feet was renewed by removing the timber cribwork to a point below the water line and rebuilding with concrete walls and a stone filling.

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The usual spring work of getting ready for the opening of navigation by overhauling the machinery, painting the lock gates, etc., was carried on; and also the work of cleaning out the lock at the close of navigation.

The floats along the north side of the canal were overhauled and seven new floats, 6 feet in width by 100 feet in length, were built.

The usual reports are attached hereto.

I have the honour to be, sir,

Your obedient servant,

J. W. LE B. ROSS,

Superintending Engineer.

SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT since Opening of Lock, September 9, 1895.

Season.	1895	Increase or decrease over previous season.	1896	Increase or decrease over previous season.	1897	Increase or decrease over previous season.
Period open.....	Sept. 9 Dec. 6	.....	May 7 Dec. 10	.....	April 27 Dec. 14	.....
Canadian registered tonnage.....	125,240	.....	586,571	461,331	398,343	-188,228
United States registered tonnage.....	623,131	.....	3,810,794	3,187,663	3,406,018	-404,776
Total tonnage.....	748,371	.....	4,397,365	3,648,994	3,804,361	-593,004
Lockages.....	698	.....	3,042	2,344	2,976	-66
Vessel passages.....	1,193	.....	5,189	3,996	4,376	-813
Time passing lock.....	212 h. 27 min.	.....	984 hr. 22 min.	771 hr. 55 min.	684 hr. 11 min.	-300 hr. 11 min.
Average time lockage.....	18-26	.....	18-42	.....	13-79	.....
Period open.....	1898	.....	1899	.....	1900	.....
Canadian registered tonnage.....	April 11 Dec. 9	.....	April 26 Dec. 20	.....	April 23 Dec. 16	.....
United States registered tonnage.....	403,331	4,988	561,739	158,438	579,528	17,769
Total tonnage.....	2,354,606	-1,051,412	2,388,441	33,855	1,616,139	-772,802
Lockages.....	2,757,937	-1,046,424	2,950,200	192,263	2,195,667	-754,533
Vessel passages.....	2,520	-456	2,610	90	2,205	-245
Time passing lock.....	3,712	-664	3,820	103	3,163	-657
Average time lockage.....	609 hr. 30 min. 14-51	-74 hr. 41 min.	643 hr. 16 min. 14-78	33 hr. 46 min.	541 hr. 24 min. 14-73	-101 hr. 52 min.
Period open.....	1901	.....	1902	.....	1903	.....
Canadian registered tonnage.....	April 20 Dec. 21	.....	April 1 Dec. 20	.....	April 2 Dec. 13	.....
United States registered tonnage.....	776,331	196,803	1,366,087	589,736	1,016,385	250,298
Total tonnage.....	2,448,962	56,492	3,238,069	1,565,438	3,145,020	-93,049
Lockages.....	2,906	253,295	4,604,156	2,155,194	4,761,405	157,249
Vessel passages.....	4,243	701	3,418	512	3,242	-176
Time passing lock.....	724 hr. 38 min. 14-96	1,080	5,169	926	4,418	-751
Average time lockage.....	183 hr. 14 min.	925 hr. 57 min. 16-25	201 hr. 19 min.	883 hr. 10 min. 16-34	-42 hr. 47 min.

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1904	Period open.....			1905		1906	
	Canadian registered tonnage.....			April 10		April 14	
	United States registered tonnage.....			Dec. 20		Dec. 22	
	Total tonnage.....			1,799,336		1,959,186	159,850
	Lockages.....			3,739,224	242,001	4,399,990	660,766
	Vessel passages.....			5,538,560	1,066,134	6,359,176	820,616
	Time passing lock.....			4,031	1,308,135	4,152	121
	Average time lockage.....			5,853	1,019	5,912	60
				1,060 hr. 10 min.	249 hr. 10 min.	1,131 hr. 23 min.	70 hr. 24 min.
				15-79		16-35	
1907	Period open.....			1908		1909	
	Canadian registered tonnage.....			April 21		April 21	
	United States registered tonnage.....			Dec. 15		Dec. 16	
	Total tonnage.....			2,556,552	268,203	2,912,586	356,034
	Lockages.....			7,038,389	-2,923,588	14,899,562	7,861,173
	Vessel passages.....			9,594,941	-2,655,385	17,812,148	8,217,207
	Time passing lock.....			3,667	-929	5,046	1,379
	Average time lockage.....			5,344	-809	6,420	1,076
				1,258 hr. 35 min.	-103 hr. 23 min.	1,853 hr. 45 min.	595 hr. 10 min.
				20-59		17-31	
1910	Period open.....			1911		1912	
	Canadian registered tonnage.....			April 22		April 24	
	United States registered tonnage.....			Dec. 13		Dec. 19	
	Total tonnage.....			3,089,863	-32,205	3,273,614	183,751
	Lockages.....			16,242,103	-3,984,980	22,516,040	6,273,937
	Vessel passages.....			19,331,966	4-4,017,185	25,789,654	6,457,688
	Time passing lock.....			5,229	-881	6,200	1,971
	Average time lockage.....			6,802	-1,483	7,866	1,064
				1,704 hr. 25 min.	-623 hr. 15 min.	1,811 hr. 45 min.	107 hr. 20 min.
				19-55		17-53	
1913	Period open.....			1914		1915	
	Canadian registered tonnage.....			April 20		April 13	
	United States registered tonnage.....			Dec. 14		Dec. 16	
	Total tonnage.....			3,471,713	-274,636	3,033,569	-438,144
	Lockages.....			13,824,250	-8,356,477	5,446,731	-8,377,519
	Vessel passages.....			17,295,963	-8,631,133	8,480,300	-8,815,663
	Time passing lock.....			4,712	-1,554	3,496	-1,216
	Average time lockage.....			6,078	-2,119	4,374	-1,704
				1,654 hr. 30 min.	-491 hr. 20 min.	984 hr. 05 min.	-670 hr. 25 min.
				21-07		16-88	

Report of Traffic passing Sault Ste. Marie Canadian and American canals.

Year.	Number of vessels passed.	Registered tonnage of vessels.	Total freight tonnage.	Cost of carrying per mile, ton.	Estimated value of freight carried.	Percentage of freight carried in Canadian vessels	Number of passengers.
1855.	193	106,296	14,503	1-3	102,214,948	3-5	8,295
1860.	916	403,657	153,721	1-35	128,178,208	4-0	9,230
1865.	997	409,062	181,638	1-31	135,117,267	3-8	19,777
1870.	1,828	539,826	539,883	1-1	145,436,957	4-1	17,153
1875.	2,033	1,259,534	833,465	0-99	143,114,502	3-5	19,685
1880.	3,503	1,734,890	1,321,906	1-14	139,573,129	3-75	23,766
1885.	5,380	3,033,837	3,256,628	0-83	218,235,927	3-0	36,147
1890.	10,557	8,454,435	9,041,213	0-79	281,364,750	2-2	24,856
1891.	10,191	8,400,935	8,886,759	1-05	267,041,959	3-1	26,190
1892.	12,580	10,647,203	11,214,333	1-18	289,906,865	4-0	25,896
1893.	12,008	8,949,754	10,796,572	0-99	349,405,014	6-0	18,869
1894.	14,491	13,110,366	13,195,860	0-85	334,502,686	6-0	27,236
1895.	17,956	16,806,781	13,062,580	0-84	416,965,481	5-0	31,056
1896.	18,615	17,249,418	16,239,061	0-80	537,463,454	5-0	37,056
1897.	17,171	17,619,923	18,932,755	0-78	569,830,188	7-0	40,213
1898.	17,761	18,622,764	21,234,634	0-67	626,104,173	6-0	43,426
1899.	20,255	21,958,347	25,255,810	0-67	654,010,844	6-0	49,082
1900.	19,452	22,315,834	25,643,073	0-67	595,019,844	6-0	58,555
1901.	20,041	24,626,976	28,403,065	0-67	791,357,837	6-0	59,663
1902.	26,659	31,955,582	35,961,146	0-68	865,957,838	9-0	59,377
1903.	18,596	27,736,444	34,674,437	0-71	865,957,838	9-0	55,175
1904.	16,120	24,364,138	31,546,106	0-71	634,800,268	6-0	37,695
1905.	21,679	36,617,699	44,270,680	0-71	882,263,141	6-0	54,204
1906.	22,155	41,098,824	51,751,080	0-84			63,033
1907.	20,437	44,087,974	58,217,214	0-80			62,758
1908.	15,181	31,091,730	41,390,557	0-69			53,287
1909.	19,204	46,751,717	57,895,149	0-78			59,048
1910.	20,899	49,856,123	62,363,218	0-74			68,933
1911.	18,673	41,653,488	53,477,216	0-67			79,951
1912.	22,778	56,736,807	72,472,676	0-67			66,577
1913.	23,795	57,989,715	79,718,344	0-68			77,194
1914.	18,717	41,986,339	55,369,934	0-60			59,418
1915.	21,233	56,399,147	71,290,304	0-71			50,336

CAR FERRY TERMINALS.

CAPE TORMENTINE, N.B., May 18, 1916.

SIR,—I have the honour to submit my annual report on the construction of the car ferry terminals on the strait of Northumberland at Cape Tormentine, N.B., and Carleton Point, P.E.I.

TERMINAL AT CAPE TORMENTINE.

A contract was entered into with Mr. A. T. Mackie, April 28, 1913, and the date of completion has been extended to the 31st of August, 1916. Difficulty was experienced by the contractor in obtaining the class of labour which the work demands, and in making progress under unfavourable advance with the work, but the dredging plant was unable to provide the progress desired.

The contract includes the construction of cribwork for the landing slip and in widening the old pier as an approach to the ferry landing; a rubble mound breakwater providing protection from easterly and southerly weather, and the substructure of concrete piers and abutment for the transfer bridge.

Cribwork.—All the cribs for the landing slip and the widening of the old pier have been built up to deck level, leaving 230 feet of sea-wall, a portion of decking and 2,000 tons of cribfill to complete this work, estimated as one month's work.

Rubble mound breakwater.—The core of the breakwater was deposited for its full length and a temporary protection of large rubble stone has been placed on the slopes. The contractor has provided a travelling derrick designed for this work, and the bedding and placing of the coping and rubble stone will be pushed forward towards an early completion. The stone for the breakwater is obtained from the Sackville-freestone quarries situated in the town of Sackville, 36 miles from the terminal works. The railway transportation for the stone at the outset was not satisfactory but has now much improved.

Dredging of Turning basin and approach.—The work done under the contract was confined last season to the turning basin, and an area of 43 per cent of total area to be dredged has been executed.

Additional dredging.—To provide an entrance channel round a ridge of solid rock found to exist within the contract lines, a second dredge was employed. Only a small area of this additional work remains to be dredged.

Raising of Cape Tormentine Pier.—The old timber pier which will be used as the approach to the ferry landing has been raised about two feet to conform with the level of the new works. A small quantity of cribfilling, track-laying and ballasting will put this section of the work in readiness for operation.

Abutment and piers for transfer bridge.—The six piers which provide a foundation for the columns of the transfer bridge have been completed, and preparations made to build the abutment. An early completion of this work is anticipated, which will permit the erection of the transfer bridge.

TERMINAL AT CARLETON POINT.

A contract with the Roger Miller Company was entered into September 2, 1913, and the time of completion has been extended to August 31, 1916. The work comprised

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in the contract provided for the construction of a stone approach extending out from the shore 1,600 feet and followed by 637 feet of pier on the sea side and 230 feet on the harbour side, which provides a landing for the ferry; the construction of a rubble mound breakwater 700 feet long; the dredging out of a turning basin and the construction of piers and abutments for the transfer bridge.

Approach to landing.—The core stone of the approach to the landing was carried out for its full length and large rubble stone deposited on the slopes for protection. The finished work has advanced to 850 feet from shore. Every effort is being made to push forward this work.

Cribwork for landing slip.—Nearly all the materials for this work have been delivered on the ground. A complete plant for the construction of the cribs was provided and during the season seven cribs were built to within 3 feet of deck level at Point du Chêne, N.B.; four were towed to Carleton Point, three of which were put in place and filled with ballast. Arrangements are complete to push forward this construction without interruption. Owing to Carleton Point not providing sufficient protection at the outset for the construction of cribs and other work, the contractors found it necessary to build the cribs for the landing slip at Point du Chêne to an elevation of 3 feet above high water.

Rubble mound breakwater.—The stone for the breakwater and approach to landing is obtained from a quarry close to Shediac, N.B., and also from the Wallace quarries, in both cases about 40 miles distant from the terminal works. The core for the rubble mound breakwater has been deposited for its full length, and the slopes temporarily protected with large rubble stone. The contractors have added to their plant a travelling derrick specially designed for this work, in order that construction may be advanced with the least possible delay.

Dredging.—The work of dredging out the turning basin had to be left until protection from the seas for the plant engaged was provided by the approach to the landing and the breakwater. These works were not sufficiently advanced until late in the summer to permit a dredge operating with safety. The work of dredging will now be taken in hand and every effort made to provide sufficient space to allow the ferry to be docked as soon as possible.

CARLETON BRANCH LINE RAILWAY.

The construction of the branch line railway connecting the Cape Traverse branch of the Prince Edward Island Railway with the terminal at Carleton Point was started December 1, 1913, and has been undertaken by day labour. The clearing, grading, and ditching have been completed, and the track for $2\frac{1}{4}$ miles. All materials and equipment necessary to lay the track to the ferry landing have been provided and provision made to bring this work to an early completion.

In concluding this report I wish to draw attention to the exposed location of the works to high seas from rough weather, which has caused much lost time in the operating of the floating plant employed on both terminals, and to the short season of 1915 caused by the late presence of ice in the strait of Northumberland well into the month of May, and to the stormy weather in the early autumn.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,

Engineer in charge.

HUDSON BAY RAILWAY.

WINNIPEG, May 22, 1916.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my report for the fiscal year ending March 31, 1916.

Clearing.—The right of way has been cleared to Kisenachisk river, mile 395.

Grading.—Grading operations were carried on as far as mile 383 and by the first of November the road-bed was completed to mile 378, or within 47 miles of Port Nelson. During the winter, supplies have been put in and camps established to complete the remaining portion of the work during the coming season. Material moved during the past year amounts to 2,347,000 cubic yards.

Tracklaying.—Track has been laid from mile 220 to 241, the end of steel being at the first crossing of the Nelson river at Manitou rapids. Further progress in laying track will not be made until the completion of the bridge at this point.

Trainfill and Ballast.—Pits at mile 127, 157 and 191 have been worked during the season. The material in the two latter was only suitable for train filling; consequently, all ballast and surfacing materials had to be hauled from mile 127, where the quality is very good. Surfacing was carried to mile 225, a considerable number of depressed grades were brought up, and all temporary trestles were filled up to that point. Material handled by trains amounted to 916,400 cubic yards.

Telegraph Line.—The telegraph line was built from mile 175 to mile 237, and a single wire was carried to mile 241.

Tanks.—Two (2) standard tanks at mile 185 and 214 were erected and the water supply laid into them.

Bridges.—The bridge which carries the railway across the Nelson river at Manitou rapids is of the anchored cantilever type, having a main span of 304 feet 6 inches, and a total length (including the plate girder approach span at the east end) of 608 feet, the deck being 94 feet above the river. The substructure was commenced on August 13, and completed October 27. The erection of steel work was started by the Canadian Bridge Company on December 2, and on March 31 there remained only two week's work to complete same. Great credit is due to the bridge company for the very efficient manner in which they handled this contract under the severe weather conditions which prevailed during the winter months at this point.

Trestles.—Trestles were erected over the Armstrong river at mile 235; over creek at mile 237, and at the west approach to Manitou Rapids bridge. At Armstrong lake, mile 226, several bents of the trestle collapsed on May 25, on account of settlement of piles under trainload. Owing to the difficulty of securing long piles at this season of the year, and with a view of hastening the work, it was decided to put in a series of

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rock-filled round-timber cribs, over which, on a temporary grade, traffic is now being carried. After all bridge material and erection outfit had been taken across and delivered at Manitou rapids, it was decided, during the winter months to do some further rock-filling over the long crib, as same was settling unevenly and going out of line. This work was completed about the end of March. It will take considerable material to complete the embankment across this lake, but until we get a favourable opportunity to do this work the temporary grade will be used.

Surveys.—Owing to a change in the development plan at Port Nelson, the terminal yards site was moved on to higher ground and it was necessary to re-locate the last 30 miles of the line; this was done during the winter months, and a satisfactory location obtained.

General.—During the past season good progress was made on the grading and bridge erection, but, owing to the long haul and to inferior digging in one of the pits, the train filling and ballasting did not come up to expectations. Some delay was occasioned by a small sink hole which developed at mile 207, and also at Armstrong Lake crossing.

A weekly mail service from the end of steel to Port Nelson was maintained during the summer by canoe, and by dog team in the winter.

Twelve (12) members of the staff were granted leave of absence in order to enlist for active service abroad, and in addition to these, fifty-eight (58) others have enlisted. a considerable number now being on the firing line.

Casualties.—I regret to report that W. A. Sones was drowned on May 11, at Shell rapids, on the Nelson river, through misadventure, the canoe being upset and carried down the rapids. J. H. Challoner, timekeeper at residency No. 27, died on November 8, from natural causes.

I have the honour to be, sir,

Your obedient servant,

J. W. PORTER,
Chief Engineer.

HUDSON BAY RAILWAY TERMINALS AT PORT NELSON.

PORT NELSON, April 20, 1916.

W. A. BOWDEN, Esq.,
Chief Engineer,
Dept. of Railways and Canals,
Ottawa.

SIR,—I have the honour to present the following annual report upon the works of the Hudson Bay Railway Terminus at Port Nelson, for the year ending March 31, 1916.

The work of former years was largely of a preliminary nature, and preparatory to the really difficult work to be accomplished.

During the year just closed, a considerable part of the works necessary to the erection of deep-water wharves has been constructed, and the manner in which such works have withstood the erosive action of the tidal currents, and the ice movements of the estuary, has been most gratifying.

It was necessary to increase the working forces at Port Nelson by the importation of a large number of timber workers and other mechanics. In order to have them at hand during June, July, August, September, and October, it was necessary to bring them in by the tote road before the break-up, which occurs about the middle of April.

During April, May, June and July, a large number of ship carpenters were engaged on the construction of scows and dredges. These were not completed until a month after the opening of navigation. The cribworkers were engaged on the dry-dock, the reconstruction of wharf No. 1, which had been wrecked by the ice, and the extension of wharf No. 3, so as to enclose the mud bank with sheet piling and crib-work, and, at the same time, to provide wharf space and a breakwater for the protection of the other wharves.

During the above period, the mechanical forces were greatly overtaxed by the demands of the dump scows, drydock gates, derricks, and many other items of the plant, the ironwork of which had to be created from whatever material or scrap was available.

The labour forces were used on a great variety of work, such as gathering rock from the beach, the filling of cribs, the grading of a storage yard, so as to make it less liable to fire, and other things too numerous to mention.

A gang of about thirty lumber jacks were engaged during the spring, in driving their winter cut to the mouth of the Airhole river, and, later in the summer, in bringing it in rafts down the Nelson to tide water.

Two beacons have been built during the year, one at Nelson shoal and the other at Flamboro Head.

The breaking up of the winter roads in the spring of 1915 was very early, and, on May 3, a lake-like area in the harbour opened up and cleared of ice; due to colder weather, the remaining ice held together until the twenty-seventh of May, when the general break-up occurred. The shore ice, and that drifting in the harbour, rendered it impossible to float craft until the sixteenth of June, at which date the *Kathleen* was floated.

During the month of May and until the 8th of June, there was great danger of the camps being destroyed by fire, due to the excessively dry weather. Fortunately, a

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snowstorm on the eighth of June and another on the seventeenth relieved the situation. Previous to the arrival of the snowstorm, the layer of moss which overlies the whole country was as dry as powder, and the slightest spark from a dinkey engine, a carelessly thrown match, or cigarette, would instantly start a fire. At times the whole camp was called upon to fight fires, with consequent demoralization to the works.

In June, Flamboro Head wharf was built, and the channel buoyed from Port Nelson to Deer island. On the 26th of the same month, the $1\frac{1}{2}$ yard dredge and the stern-wheeler were taken to Flamboro Head, where the dredge worked for the remainder of the season.

On account of driving ice, the placing of buoys in the seaward channel was delayed until the beginning of July; and it was not until the fifth that salving of timber by scows began from the wrecked ship *Alette*.

During the early part of July, the works did not progress favourably, due to delay in the completion and placing in commission of the floating plant, and due to difficulty with the scour, which was not altogether unexpected, but was found developing to such an extent as to place great difficulty in the way of the permanent works being started at the point intended.

At this time, it was decided to start the permanent deep-water works 2,000 feet up-stream from the breakwater, instead of from the end of it, as had been formerly contemplated. From that date onwards, the works progressed rapidly, and at the end of navigation season, October 25, there were twelve piers built and in place. The outermost is a little less than half a mile from shore, and 116 feet long by 62 feet wide. Work was continued into November on filling and protecting these cribs for the winter, and preparing them to receive the eleven steel spans. These eleven spans have since been erected in place.

The 3-yard dredge was launched on July 27, and was utilized dredging pier sites shortly afterwards. The suction dredge was drydocked on the 26th of July, and was taken out to work in the channel on September 5.

It would take too much space to describe the work which was done by the several dredges, tugs, lighters, scows, gasoline boats, cranes, pile drivers, derricks, and steam shovels; but all were utilized so as to construct and protect as many bridge piers as possible. No attempt was made to excavate large quantities of earth, but rather to obtain suitable riprap and filling from all sources and deliver it to the place required.

During the season, the ss. *Adventure* and ss. *Bellaventure* made three trips from Halifax and Sydney to Port Nelson; and the ss. *Durley Chine* and ss. *Sheba* each made two trips. The old sailing hulk *Benmore* was towed by the *Bellaventure* to Sydney, and back to Port Nelson with a load of coal. No accidents occurred to any ship. The first ship to arrive was the *Bellaventure* on August 1. The *Bellaventure*, *Adventure*, and *Sheba*, all left Port Nelson together on October 22. Arctic ice was met by the first three ships arriving at Port Nelson, and the last three departing.

Early in November, the forces at work at Port Nelson were reduced to about two hundred men. Those who were laid off made the journey of 180 miles, to the end of steel, on foot, along the partly constructed Hudson Bay railway.

During the winter the Dominion Bridge Company had a force of about twenty men engaged on the riveting of the structural steel for the bridge. In February, this force was increased to about forty-five, when erection of the spans on the piers began.

A gang of about twenty-five men was used throughout the winter in a logging camp on the Airhole river, about eighty miles from Port Nelson.

The mechanical forces were busy all winter on the overhauling of the plant, the carpenters on the construction of additional shops and scows, while the labouring gangs were used in tearing up trestles which had served their purpose, and much other work connected with the totting of supplies, the keeping of tracks open, and the handling of supplies and materials.

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The Marconi station has been moved to a new foundation, more suited to a perpetually frozen country than the one on which it was first built.

The hospital has also been moved to a more advantageous location than that where it at first stood.

The weather during the summer of 1915 was the best yet experienced at Port Nelson; but the snowfall during the winter was excessively heavy, and drifted to such an extent that it greatly hampered lumbering, toting, and the work at Port Nelson. The following table shows the average temperature from morning and evening readings:—

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
	°	°	°	°	°	°	°	°	°	°	°	°
1913	-42.0	-24.6	-15.1	22.5	29.3	43.9	53.0	51.7	37.6	21.2	8.3	-5.7
1914	-23.9	-28.5	- 7.7	12.0	31.7	43.4	55.8	53.3	46.2	32.0	8.0	-7.6
1915	-21.6	6.6	*3	26.1	31.0	41.2	49.7	52.3	40.3	28.6	12.0	2.8
1916	-22.8	-21.1	- 7.2	...	...	...	...	...	...	...	...	...

There was only one fatal accident during the year. The man, a Russian, fell overboard off a floating scow, late in October, and was drowned. The health of the workmen has been good, and no deaths from sickness have occurred.

A telegraphic service has been maintained by wireless with The Pas, throughout the year; and there has also been a mail service once a week, except at break-up and freeze-up periods.

On the 31st of March, 1916, which closes the fiscal year, an additional force of about one hundred and sixty men was en route to Port Nelson. It is planned to bring in another fifty men about the first of June. These will travel partly on the grade of the Hudson Bay railway, and partly by gasoline boat.

The appropriation has been reduced for the coming year, and, consequently, it is not possible to prosecute the work as economically as would otherwise have been possible. The transportation of men continues to be a heavy charge upon the works.

Yours truly,

D. W. McLACHLAN.

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REPORT OF THE ENGINEER IN CHARGE DARTMOUTH TO DEANS
BRANCH INTERCOLONIAL RAILWAY.

DARTMOUTH, N.S., June 26, 1916.

W. A. BOWDEN, Esq.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit the following report on the progress of the construction of the Dartmouth to Deans branch of the Intercolonial Railway of Canada, during the fiscal year ended March 31, 1916.

Principal contract.—The work covered by the contract with Messrs. M. P. & J. T. Davis, including grading, trestles and culverts, tracklaying, ballasting and fencing, etc., was finished during the fiscal year, grading being finished in November, and all operations ceasing in December, 1915.

Steel bridges.—Twenty-nine steel bridges in all were erected, ranging from 20-foot to 125-foot spans, and were divided into three contracts as follows: Dominion Bridge Company of Lachine, Que., five bridges; the Dickson Bridge Works Company, of Campbellford, Ont., four bridges; McGregor & McIntyre, Ltd., of Toronto, twenty bridges.

The Dominion Bridge Company's contract is finished, and those of the Dickson Bridge Works Company, and McGregor & McIntyre, Ltd., also finished except final coat of paint.

Telegraph Line.—A telegraph line of one wire, on cedar posts, was erected from Dartmouth to Upper Musquodoboit, under a contract with Mr. A. McGillivray, of Antigonish; N.S.

Present condition of line.—The line is generally in good condition, but some trouble has been experienced from the sliding of the slopes of clay cuttings, particularly those about Lawrencetown. When the contractors' grading operations ceased in November, 1915, this sliding material had been removed in so far as it had filled the cuttings at that time; the sliding has subsequently continued, especially during spring thaws and rainy weather, and some further work will be necessary to get these cuttings into permanent satisfactory condition.

The embankments are, for the most part, up to grade and of full width, but at some points on soft bottoms subsidence has occurred, requiring lifting and surfacing of track beyond ordinary maintenance work.

Since the beginning of the operation of the line by the Government, in January last, it has become apparent that some additional sidings will be necessary for the handling of the lumber traffic.

Yours truly,

W. A. HENDRY,
Engineer in Charge.

SESSIONAL PAPER No. 20

REPORT OF INSPECTING ENGINEER.

OTTAWA, July 29, 1916.

SIR,—I have the honour to report that the following inspections of railways, subsidized by the Dominion Government, were made by me during the fiscal year ending March 31, 1916:—

April 25 to May 6, 1915.—Canadian Northern Ontario Railway: Montreal to Port Arthur.

May 13 to 23, 1915.—Canadian Pacific Railway: Gimli to Riverton.

May 24 to June 3, 1915.—Kettle Valley Railway: Midway to Penticton; Penticton to Merritt and Hope to Coldwater Junction.

June 5 to 21, 1915.—Canadian Northern Pacific Railway: Vancouver to Yellowhead Pass.

June 22 to 29, 1915.—Kettle Valley Railway: Inspection of records at Penticton.

August 14 to 29, 1915.—Canadian Northern Ontario Railway: Montreal to Port Arthur.

September 25 to 30, 1915.—Canadian Northern Railway: Prince Albert to Battleford.

October 1, 1915.—Canadian Northern Alberta Railway: Edmonton to Yellowhead Pass.

October 2 to 6, 1915.—Canadian Northern Pacific Railway: Yellowhead Pass to Vancouver.

October 6 to 8, 1915.—Kettle Valley Railway: Fraser River Bridge.

October 20 to 25, 1915.—Canadian Northern Ontario Railway: Montreal to Port Arthur.

November 16 to 20, 1915.—Dominion Atlantic Railway: Centreville to Weston and Canning Spur.

November 23 and 24, 1915.—Lake Erie and Northern Railway: Galt to Port Dover.

November 25 and 26, 1915.—Canadian Northern Ontario Railway: Toronto to Ottawa.

January 24 to 26, 1916.—Canadian Northern Ontario Railway: Inspection of Montreal-Port Arthur records at Toronto.

January 27 and 28, 1916.—Lake Erie and Northern Railway: Inspection of Galt-Port Dover records at Galt.

March 22 to 26, 1916.—Canadian Northern Ontario Railway: Inspection of Ottawa-Port Arthur records at Toronto.

The field work represents 5,150 miles of line inspected, all of which has been reported on in detail.

I have the honour to be, sir,

Your obedient servant,

ALEX. FERGUSON,
Inspecting Engineer.

PART IV.

Report of the Government Chief Engineer of the
Western Division of the National Trans-
continental Railway.

Sir COLLINGWOOD SCHREIBER, K.C.M.G.

OTTAWA, April 1, 1916.

The Hon. FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report on the progress made with the works of construction on the western division of the National Transcontinental railway (Grand Trunk Pacific railway) for the fiscal year ended on the 31st of March, 1916.

The western division of the Grand Trunk Pacific railway extends from the city of Winnipeg, Man., to the city of Prince Rupert, B.C.

For construction purposes, it is divided into two sections, viz.:—

The "prairie section," extending from the east bank of the Assiniboine river, in the city of Winnipeg, to the east bank of Wolf creek, Alberta.

The "mountain section" begins on the east bank of Wolf creek and extends to Prince Rupert.

The Government guarantee is limited to \$13,000 per mile on the "prairie section". On the "mountain section" the guarantee is 75 per cent of the cost of construction.

The standard of the road is not to be inferior to the main line of the Grand Trunk Railway of Canada between Montreal and Toronto, so far as may be practicable in the case of a newly constructed line of railway, and the road is to be constructed according to plans and specifications to be approved by the Government.

Prairie Section—915 miles in length.

The road throughout this section is so far advanced towards completion as to be in very fair condition for public traffic, and has been successfully operated during the financial year just closed.

There are two points which require to be disposed of before I shall be in a position to issue a final estimate.

First.—As to whether or not the class of structures which I consider necessary to comply with the standard called for by the statute.

When the works of construction were commenced in the year 1905, I prepared a statement of these structures. The Grand Trunk Pacific Railway Company, however, having refused to comply with the requirements so set out, an Order in Council, dated the 19th of July, 1906, was passed to the effect that the matter so in question was to be settled by arbitration, unless, in the meantime, settled amicably.

So far as I am aware, no action has been taken in this direction.

Some of the structures have been built about ten years and are now showing necessity for heavy repairs or renewals, the life of the timber of which they are constructed having almost come to an end. In fact, a pile trestle bridge about 84 miles west of Winnipeg, 150 feet high and about a quarter of a mile in length, during a cyclone, blew down from end to end, the piles having become so rotten that they broke off. The Grand Trunk Pacific Railway Company proceeded to rebuild, and in about three weeks were again running trains over it. In the meantime, the traffic was run around the gap over the Canadian Pacific railway. Similar structures are being maintained and renewed at the cost of capital.

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Second.—As to whether or not legislation will be passed approving of the agreement for the use of the Canadian Northern Railway Company's station and yard at Edmonton by the Grand Trunk Pacific Railway Company.

On the "prairie section" there are erected eight steel structures of considerable magnitude resting on concrete abutments, piers, and pedestals, and one resting on wooden pile abutments. All the rest are of timber, both bridges and culverts.

The buildings erected may be enumerated as follows: 5 divisional stations, 123 way stations, 56 section-houses, 127 toll-houses, 101 bunk-houses, 6 round-houses, 4 machine shops, 7 coaling stations, 21 water stations, 1 car shop, 3 freight-houses, 2 ice-houses, 4 sand-houses, 3 storehouses, 45 stockyards, 98 loading platforms.

The works remaining to be done to complete this section according to contract, and their estimated cost, are as follows:—

1. Grading in making up embankments to specified height and width.. . . .	\$ 87,500 00
2. Ballasting to complete final lift.. . . .	650,000 00
3. For passenger station, passenger yard at Edmonton, and preparing same for use.. . . .	435,000 00
4. For the erection of permanent structures on the first 280 miles west from Winnipeg.. . . .	1,200,000 00
Total to complete the "prairie section"... . .	<u>\$2,372,500 00</u>

If legislation is passed approving of an agreement between the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company for the joint use of the station and yard at Edmonton, the above item No. 3—\$435,000—may be wiped out; and if it be decided that the erection of temporary structures on the first 280 miles west from Winnipeg is admissible, the above item No. 4—\$1,200,000—may be wiped out.

My estimate, as above, of \$2,372,500 would then be reduced by a total of \$1,635,000, leaving the estimated cost to complete the "prairie section," \$737,500.

Mountain Section—830 miles in length.

The works of construction have made very poor progress during the fiscal year ended the 31st of March, 1916, owing, no doubt, to the financial stringency caused by the war. The work has been chiefly confined to the clearing out of slides in cuttings, making up embankments that have slid out of place, a small amount of ballasting, the building of four round-houses, two divisional station-houses, six water stations and two freight-houses.

On this section there have been built in all the following: 59 steel bridges resting on concrete abutments, piers, and pedestals; 2 concrete arch structures, 7 round houses, 5 machine shops, 3 coaling fuel stations, 7 oil fuel stations, 35 water stations, 1 car shop, 4 divisional stations, 115 way stations, 1 trainmen's house, 10 section-houses, 135 tool-houses, 18 bunk- or sleeping-houses, 6 freight-houses, 8 ice-houses, 3 sand-houses, 1 storehouse, 1 stockyard, 2 docks, 1 coaling dock, 1 loading platform.

There yet remains to be executed to complete this section according to statute and the plans and specifications as follows:—

Along the Section—

Filling in of temporary trestles and sink holes.. . . .	\$ 402,500
Ballasting—417 miles of second lift.. . . .	325,000
Divisional stations.. . . .	75,000
Way stations.. . . .	8,000
Three round houses to complete.. . . .	50,000
Idlprapping.. . . .	22,500
Wooden bridges.. . . .	65,000
200 miles of fencing.. . . .	60,000
3,235 tons of first-class steel rails.. . . .	129,400
Tracklaying above rails.. . . .	10,000

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Along the Section—*Concluded.*

120 switches..	\$ 21,000
Lifting thirteen miles of second-class steel rails..	1,950
Tracklaying in yards—13 miles..	15,000
Divisional stations to complete..	40,000
Two water stations to complete..	10,000
Machinery and tools to equip machine shops..	125,000
Two car repair shops..	20,000
Five tool-houses..	500
Eight sectionmen's houses..	9,600
Seven bunk or sleeping houses..	4,200
Three trainmen's houses..	37,500
One machine shop to complete..	5,000
Small buildings, such as sand houses, etc..	10,000
Three divisional freight houses..	18,000
Track fastenings or joints..	18,000
	<hr/>
	\$1,483,200

At Prince Rupert—

1 car shop..	\$ 9,000
1 carpenter shop..	10,000
10 miscellaneous buildings..	30,000
1 stock yard..	8,000
1 terminal station house..	176,000
1 water service..	25,000
1 round-house, 18 stalls..	125,000
1 machine shop..	75,000
1 engine and car shop..	64,000
1 boiler shop..	100,000
1 freight shed..	55,000
1 freight shed to complete..	10,000
1 dock for heavy shipping..	500,000
Completing terminal yard..	100,000
	<hr/>
	\$1,287,500
	<hr/>
	\$2,770,700
Add 10 per cent for contingencies..	277,070
	<hr/>
Total estimate to complete the mountain section..	\$3,047,770

I may add that the above estimated cost of work remaining to be done at Prince Rupert is such as, in my opinion, will provide for the efficient conduct of business of that port for the next twelve years.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer Western Division N. T. Ry.

PART V.

QUEBEC BRIDGE RECONSTRUCTION.

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS.

MONTREAL, July 13, 1916.

SIR,—I beg to report progress of work on the construction and erection of the new Quebec bridge for the fiscal year ending March 31, 1916, as follows:—

During the fiscal year 1915-16, remarkably satisfactory progress has been made in the construction and erection of this structure. At the beginning of the year the north anchor arm was completed with the exception of the upper half of two panels next the main pier. During the past year the north anchor arm was completed, as well as the entire north cantilever arm. The weight of steel erected on this side of the river during this year amounted to about 15,000 tons. The lifting girders and hangers at the end of the cantilever arm were also put in place, which erection equipment will be used in connection with the lifting of the suspended span to its proper place.

After the steelwork had been entirely erected, the 1,000-ton traveller used for this work was taken down preparatory to re-erection at Sillery Cove, some three miles below the bridge site, where the suspended span will be erected during the coming season.

On the south shore the anchor arm was entirely erected, including the main posts over the pier and erection equipment left in such a position as to start the erection of the cantilever arm at the earliest possible moment during the coming season. The weight of steel erected on this side of the river during the season amounted to about 17,000 tons.

Owing to the experience gained on the north side, the erection of the south anchor arm was effected in considerably shorter time than the north anchor arm.

The accuracy of the shopwork was such that all steelwork on both sides of the river, went together with surprising ease, practically no adjustments having to be made in the field.

Preparations for a start on the erection of the suspended span are being made. Concrete piers for supporting the falsework have been put in place, and the erection of the falsework, traveller, and superstructure itself, will proceed immediately.

From the experience gained on the north side, it is expected that the south cantilever arm will be erected much more rapidly than the north cantilever arm, and if no hitch occurs, all the main steelwork of the bridge, including the suspended span, should be entirely erected by August, 1916. The floating in of the suspended span will probably take place about a month later.

In the shop practically all the main steelwork has been fabricated. There still remains a quantity of minor members, such as bracing, sidewalk handrailing, stairs, etc., to be fabricated. This work will probably be completed early in the summer.

At the mills all the main material, with the exception of a few replace orders for material that has been rejected, has been rolled. There are still a number of pins to be manufactured at the works of the Bethlehem Steel Company, but these are well under way, and this order should be completed early in the summer.

The status of the work to date is as follows:

	Total to March 31, 1915.	Total to March 31, 1916.
	Tons.	Tons.
Raw material ordered from the mills...	54,000	71,000
“ received at the shop...	50,028	70,296
Fabricated at shop...	38,518	64,942
Members delivered at site...	36,528	62,641
Steel erected and partially riveted...	15,000	47,000
Total estimated weight...		66,000

All of which is respectfully submitted.

C. N. MONSARRAT,

Chairman and Chief Engineer.

HON. FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa, Ont.

PART VI.

REPORT OF THE GENERAL MANAGER OF GOVERN- MENT RAILWAYS AND OTHER OFFICIALS FOR THE YEAR 1915-16.

General Manager of Government Railways.

Report of the Chief Engineer, Government Railways.

- “ Mechanical Accountant, Government Railways.
- “ General Solicitor, Government Railways.
- “ Comptroller and Treasurer, Government Railways.
- “ Superintending Engineer, Halifax Ocean Terminals.

GOVERNMENT RAILWAYS.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,

MONCTON, N.B., September 25, 1916.

SIR,—The undersigned has the honour to submit the following report on the working of the Canadian Government Railways for the fiscal year ending March 31, 1916.

This report covers the Intercolonial Railway, the Prince Edward Island Railway, the International Railway, the New Brunswick and Prince Edward Island Railway, the St. John and Quebec Railway, and the Transcontinental Railway.

The annual statement of the Employces' Relief and Insurance Association is hereto attached.

It should be pointed out that the railway's contribution to this from earnings amounted to \$10,000.

The annual statement of the Intercolonial and Prince Edward Island Railways Employee's Provident Fund is hereto attached.

It should be pointed out that the railway's contribution from earnings to this fund amounted to \$100,000.

Separate accounts were, during the said fiscal year, kept for each railway, and these accounts will be considered separately in this report.

INTERCOLONIAL RAILWAY.

The following reports of the officials are enclosed:—

The report of the Chief Engineer, on works chargeable to Capital and Revenue Accounts.

Report of the Superintendent of Rolling Stock, statements relating to the Mechanical Department.

Report of the General Solicitor.

Report of the General Superintendent, statement of casualties.

Report of the Safety Engineer.

Report of the Comptroller and Treasurer as follows:—

1. Capital Account.
2. Revenue Account.
3. Maintenance of Way and Structures.
4. Maintenance of Equipment.
5. Traffic Expenses.
6. Transportation, Rail Line.
7. Transportation, Water Line.
8. Miscellaneous Operation.
9. General Expenses.
10. General Stores Account.
11. General Balance.
12. Statement of Receipts and Expenses.
13. Equipment Renewal Account.
14. Rail Renewal Account.
15. Fire Renewal Account.
16. Statement of Cash Received.
17. Statement of Averages.

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18. Statement of Articles carried by the Railway.
19. Statement of Freight carried by the Railway.
20. Statement of Passengers carried by the Railway.
21. Descriptive Statement of traffic transported.
22. Operative Statement of principal revenue producing freight.
23. Statement of Coal shipped over the Intercolonial.
24. Statement of Receipts—Passenger, Freight, Mails and Sundries.

CAPITAL ACCOUNT.

The cost of the road and equipment on March 31, 1915, was \$108,123,294.84. The additions during the year were as follows:—

To improve triple valve air brakes..	\$ 3,400 00
Additional facilities, Amherst..	14,462 08
Anti-creepers and tie plates..	20,927 28
Strengthen bridges..	700,000 00
Diversion of line and branch to wharf, Chatham..	523 94
Double tracking, Chaudière Junction to St. Romuald..	29,401 06
Diversion of line between Nelson and Derby Junction	4,061 00
Diversion of line between North Sydney and Leitches Creek..	59,990 29
Increase accommodation at Fredericton.. . . . .	.....
General protection of highways..	259 39
Docks and wharves at Halifax..	30,000 00
New terminal facilities, Halifax..	3,162,304 82
Increase accommodation and provide machinery, Halifax.. . .	3,496 42
Willow Park sewer, Halifax..	52 00
Subway and facilities, Hampton..	505 00
Installation of block system in connection with operation.. .	6,600 00
Installation of telephone system in connection with operation..	9,283 02
Improvements at Levis..	71,715 71
Locomotive and car shops with equipment, Moncton..	81,467 97
Elimination of level crossings and grades, Moncton..	83,657 02
Installation of roofing, Moncton..	3,656 87
Provide new car ferry and dock for same, Mulgrave	343,850 16
Original construction..	600 00
Permanent wiring of engine houses..	6,460 92
Permanent farm crossings and culverts	3,135 51
Increased facilities at divisional points, power plants.. . . .	19,965 61
Pugwash spur line—Pugwash Harbour..	413 60
Raising grade, Memramcook to Sackville..	3,500 00
Rolling stock..	2,250,000 00
Safety appliances for equipment..	24,000 00
Standard track signs	313 29
Standard clocks for divisional points..	2,151 00
Increase accommodation at Mont Joli..	15,998 57
Spur line to Courtenay bay, St. John	1,643 83
Surveys and inspection..	68,753 76
Improvements at Sussex..	928 68
Sydney Mines diversion..	4,745 56
Tile drainage in wet cuts..	2,710 06
Increase accommodation and facilities along the line.. . . .	102,000 00
Increased facilities at Trenton..	11,883 16
Towards construction of railway, Dartmouth to Deans.. . . .	330,360 13
Increase water supply..	7,955 82
Bathurst spur line..	62,400 00
Branch line, Sunny Brae to Mulgrave..	21,209 18
New coaling plant, Levis..	75,000 00
(Exchequer Court award) Cape Breton railway..	795 10
Total..	\$7,646,538 71
LESS—To increase accommodation at Fredericton..	3,273 31
Grand total..	\$7,643,265 40
Making the total cost on March 31, 1916..	\$115,766,560 24

Explanations in regard to the expenditure on Capital Account will be found in the reports of the Chief Engineer and Superintendent of Rolling Stock.

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The gross earnings and the working expenses for the year compare as follows:—

Gross earnings..	\$14,068,791 41
Working expenses..	12,551,495 84
Surplus..	<u>\$1,517,295 57</u>

There was a gain of \$1,517,295.57 from the operation of the railway for the year. Part of this surplus has, under authority of 1-2 George V, chapter 8, been charged to improvements and betterments, or in other words, for work which under ordinary circumstances if there had not been a surplus of earnings over working expenses we would be justified in asking Parliament to vote the railway under capital account. The following renewal accounts have therefore been credited as under:—

Rail renewal..	\$ 190,000 00
Fire renewal..	100,000 00
Equipment renewal..	1,225,895 57
Total..	<u>\$1,515,895 57</u>

During the year ending March 31, 1916, there was charged to working expenses the sum of \$510,000, and credited to renewal accounts as follows:—

Fire renewal..	\$ 60,000 00
Rail renewal..	150,000 00
Equipment renewal..	300,000 00
Total..	<u>\$510,000 00</u>

REVENUE.

The gross earnings compare as follows with those of the previous year:—

1914-15..	\$11,444,873 14
1915-16..	14,068,791 41
Increase..	<u>\$2,623,918 27</u>

The earnings from passenger traffic compare as follows:—

1914-15..	\$3,291,916 96
1915-16..	4,010,879 58
Increase..	<u>\$718,962 62</u>

The earnings from freight traffic compare as follows:—

1914-15..	\$7,310,765 11
1915-16..	9,200,339 21
Increase..	<u>\$1,889,574 10</u>

The earnings from mails, express, freight, and miscellaneous compare as follows:—

1914-15..	\$842,191 07
1915-16..	857,572 62
Increase..	<u>\$15,381 55</u>

The earnings per mile of railway compare as follows:—

1914-15..	\$7,899 44
1915-16..	9,181 53
Increase..	<u>\$1,282 09</u>

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The earnings per train mile compare as follows:—

1914-15..	\$1 52
1915-16..	1 87

The number of passengers carried compare as follows:—

1914-15..	3,613,371
1915-16..	4,124,387
Increase..	511,016

The weight of revenue-producing freight compare as follows:—

1914-15.. tons.	4,529,002
1915-16.. "	5,447,220
Increase.. "	918,218

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Passenger statement, showing monthly the number of local and through passengers carried and the mileage.

Freight statement, showing monthly the number of tons of local and through freight carried and the mileage.

Statement of receipts, showing monthly the receipts from passenger traffic, freight traffic, and mail and sundries.

Comparative statement, showing the principal articles of freight carried during the year and the preceding year.

Descriptive statement of freight transported, showing a few of the principal articles.

Statement of coal transported, showing station from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the railway.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

1914-15..	\$11,438,373 14
1915-16..	12,551,495 84
Increase..	\$1,113,122 70

The averages compare with those of last year as follows:—

Per mile run by engine in 1914-15	\$1 25
Per mile run by engine in 1915-16	*1 30
Per mile run by trains in 1914-15	1 52
Per mile run by trains in 1915-16	*1 59

The working expenses per mile of railway:—

1914-15..	\$7,894 96
1915-16..	*8,220 89

* The above include expenses for water line, being operation of steamers *Sheba* and *Durley Chine*, amounting to \$50,619.83.

The mileage for 1914-15 was 1,448.82, and was increased for the year ending March 31, 1916, to 1,526.78.

During the year ending March 31, 1916, 584,611 ordinary ties were put in the track, and 168.72 miles of track ballasted, and a total of 33.36 miles of ditching

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completed to provide better drainage for the roadbed; 5.48 miles of additional business sidings and 4.49 miles of private sidings were provided at various points. Bridges, culverts, wharfs, fences, and buildings were repaired, and 107.77 miles of standard woven wire fence erected, and 0.47 miles of standard wire fence repaired.

The superintendent of rolling stock reports rolling stock purchased, rebuilt in shops, etc.

A number of bridges on the railway were repaired; a statement of bridges repaired and replaced will be found in the report of the chief engineer.

The result of surveys to get preliminary information required to ascertain cost of double tracking and reduction of grades will be found in the report of the chief engineer.

HALIFAX OCEAN TERMINALS.

Progress report of the work done on the new Halifax ocean terminals will also be found attached to the chief engineer's report.

STORES.

The value of general stores carried over from the previous year was..	\$2,379,244 22
The value of stores purchased and charges from other departments was..	5,410,852 11
Total of	\$7,790,096 33
The value of stores used and sold..	6,034,101 86
Balance of general stores on hand March 31, 1916.. . . .	\$1,755,994 47

PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1915-16 was 274.6 miles. The gauge is 3 feet 6 inches.

The cost of road and equipment, March 31, 1915, was.. . . .	\$ 9,490,899 71
The expenditure during year 1915-16 was..	1,350,472 73
Making a total cost on March 31, 1916..	\$10,841,372 44

Gross earnings..	\$390,926 82
Working expenses..	545,020 62
Deficiency..	\$154,093 80

The gross earnings compare with the previous year as follows:—

1914-15..	\$415,495 44
1915-16..	390,926 82
Decrease..	\$24,568 62

The working expenses compare with the previous year as follows:—

1914-15..	\$598,226 97
1915-16..	545,020 62
Decrease..	\$53,206 35

The necessary work to maintain the railway in a state of efficiency, renewing of track and switch ties, and the ballasting of several miles of track, has been carried out.

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NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

This road was taken over August 31, 1914, and forms the connecting link between the main line of the Intercolonial and the new car ferry, which is to be operated between Cape Tormentine, N.B., and Carleton Point, P.E.I. The line runs from Cape Tormentine to Sackville, and is 36.05 miles in length.

Amount expended to March 31, 1916, to bring line up to Intercolonial Branch Line standard, \$24,999.97.

The gross earnings and the working expenses to March 31, 1916, compare as follows:—

Gross earnings.. . . .	\$50,414 34
Working expenses.. . . .	76,844 63
Deficiency.. . . .	<u>\$26,430 29</u>

In addition to amount of working expenses, there was paid \$10,186.29 as interest on purchase price.

Statements giving detailed information in regard to traffic, etc., will be found appended to this report.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

This road was taken over August 1, 1914. It extends from Campbellton, N.B., to St. Leonards, N.B., and is 111.30 miles in length.

Amount expended to March 31, 1916, to bring line up to Intercolonial Branch Line standard, \$2,637.47.

Gross earnings and working expenses to March 31, 1916, compare as follows:—

Gross earnings.. . . .	\$104,623 49
Working expenses.. . . .	116,651 38
Deficiency.. . . .	<u>\$12,027 89</u>

In addition to amount of working expenses, there was paid \$90,000 as interest on purchase price.

Statements giving detailed information in regard to traffic, etc., will be found appended to this report.

NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg, and is 2,002.71 miles in length. which includes the Grand Trunk Pacific branch line from Fort William to Lake Superior Junction.

The gross earnings and working expenses to March 31, 1916, compare as follows:—

Gross earnings.. . . .	\$3,758,387 39
Working expenses.. . . .	3,860,528 75
Deficiency.. . . .	<u>\$102,141 36</u>

In addition to amount of working expenses there was paid the sum of \$300,000 on account of rental Lake Superior branch.

Statements giving detailed information in regard to traffic, etc., will be found appended to this report.

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ST. JOHN AND QUEBEC RAILWAY.

This road extends from Centreville to Gagetown, the portion Centreville to Fredericton being taken over on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915, for operation by the Canadian Government Railways. The mileage from Centreville to Gagetown is 119.87 miles.

The gross earnings and working expenses to March 31, 1916, compare as follows:—

Gross earnings..	\$57,742 71
Working expenses..	90,757 13
Deficiency..	<u>\$33,014 42</u>

Statement giving detailed information with regard to traffic, etc., will be found appended to this report.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS
EMPLOYEES' PROVIDENT FUND.

The report of the fund, which has been separately furnished, shows:—

A credit balance on March 31, 1915..	\$376,826 29
During the fiscal year the contributions of the employees amounted to..	\$114,579 21
The contribution of the railway amounted to	100,000 00
Making a total of..	214,579 21
Amount received for refunds, etc..	1,155 47
To which is to be added the interest..	9,832 22
Making a total of..	<u>\$602,393 19</u>
Total expenditure was..	253,890 45
Leaving a balance to the credit of the fund on March 31, 1916..	348,502 74

I have the honour to be, sir,

Your obedient servant,

F. P. GUTELIUS.

The Hon. FRANK COCHRANE,
Minister of Railways,
Ottawa, Ont.

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INTERCOLONIAL RAILWAY—REPORT OF CHIEF ENGINEER'S DEPARTMENT, 1915-16.

NOTE.—Mileage shown covers actual length of track.

ROADBED AND TRACK.

Subdivision or Branch.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
District No. 1—				
Mont Joli.....	83.44		11.30	23.00
Rivière du Loup.....	118.13		22.21	19.34
Lévis.....	22.69	3.72	1.75	8.63
Chaudière.....	115.80		11.10	14.21
Nicolet.....	16.76		0.60	0.90
Rivière Ouelle wharf.....	6.48		0.90	
Rivière-du-Loup wharf.....				4.61
Rimouski wharf.....				2.58
Ste. Rosalie Jct. to Montreal (joint section).....	37.03	37.03		
Quebec Bridge connection.....				2.37
Total.....	400.33	40.75	47.86	75.64
District No. 2—				
Moncton.....	175.25		16.71	42.37
Dalhousie.....	6.74			1.42
Campbellton.....	105.38		9.41	7.54
Fredericton.....	110.64		4.45	8.10
Loggieville.....	13.77		1.03	6.43
Total.....	411.78		31.60	65.86
District No. 3—				
Halifax.....	62.12	14.04	8.56	61.79
Truro.....	124.75	7.08	19.83	30.50
St. John.....	89.36	3.05	13.00	53.58
Pt. du Chene.....	11.89		1.10	3.48
Dartmouth (including D. to D.).....	81.57		1.06	3.77
Moncton.....				23.00
Total.....	369.69	24.17	43.55	176.12
District No. 4—				
Sydney.....	101.84		4.0	*27.2
Mulgrave.....	122.35	2.0	8.2	16.17
Stellarton.....	79.40		3.0	15.70
Trenton.....	8.30		0.4	4.85
Pugwash.....	4.60			2.00
Sunny Brae.....	12.52		0.2	0.69
Pictou.....	2.23		0.4	2.70
Vale.....	5.35		0.0	0.50
Total.....	336.59	2.0	16.2	69.81

* Includes 1.6 miles old M.L. track between Georges River and Scotch Lake.

NOTE.—The length of the Intercolonial part of the Moncton subdivision has been reduced by 10.76 miles owing to the abandonment of the line between Moncton and Pacific Junction, and using the track of the National Transcontinental Railway between these points for the operation of all trains. See table of mileages, N.T.Ry.

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SUMMARY INTERCOLONIAL RAILWAY.

District No.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
1	400.33	40.75	47.86	75.64
2	411.78	.....	31.60	65.86
3	369.69	24.17	43.55	176.12
4	336.59	2.00	16.20	69.81
Total for I.C.R.....	1,518.39	66.92	139.21	387.43

SUMMARY CANADIAN GOVERNMENT RAILWAYS.

Railway.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
Intercolonial.....	1,518.39	66.92	139.21	387.43
Prince Edward Island.....	274.60	.....	31.30	.....
National Transcontinental.....	2,002.71	13.45	170.37	256.49
Grand Trunk Pacific Ry. (leased lines).....	192.09	.....	17.85	*40.15
New Brunswick and Prince Edward Island Ry.....	36.05	.....	0.93	3.35
International.....	111.30	.....	1.90	6.45
St. John and Quebec.....	119.87	.....	6.08	3.60
Total.....	4,255.01	80.37	367.64	697.47

RAILS.

The main line has been relaid with new 85-pound rail on the several districts as follows:—

District No.	Miles of Track.
1	26.70
2	26.04
3	12.43
4	11.00
Total track miles, new 85-lb. rail laid..	76.17

With the good relay rail released in laying the above, the main track was relaid at various mileages, and all piped, excessively battered or otherwise defective rails removed from the track.

New 80-pound rails were laid in the main line as follows:—

District No. 1. 1.95 miles.

Relaying rails were laid in the main line of branch lines releasing 56-pound rail as follows:—

District No. 2. 3.77 miles.

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The mileage of the various weights of rail in the main tracks of through main line and branches is as follows:—

District.	Weight of Rail.					
	50 lb.	56 lb.	67 lb.	70 lb.	80 lb.	85 lb.
1			7.40	15.67	308.45	74.90
2			106.83		255.92	49.03
3	4.40	7.40	28.68	4.25	316.47	32.96
4		17.90	89.91		195.98	34.74
Total.....	4.40	25.30	232.82	19.92	1,076.82	191.63

TIE RENEWALS.

Track ties have been renewed during the year as follows:—

District.	Main Line.	Average per Mile.	Sidings and Spurs.	Average per Mile.
	No.	No.	No.	No.
1	116,488	286	14,663	121
2	153,883	373	14,340	64
3	150,044	349	19,483	87
4	106,406	314	9,304	108

A total of 385 sets of switch ties were renewed during the year.

BALLASTING.

Ballasting of the roadbed has been completed over the following mileage:—

District	No.	Miles.
No. 1		18.72
" No. 2		32.68
" No. 3		75.82
" No. 4		41.50
Total		168.72

DITCHING.

A total of 33.36 miles of ditching has been completed to provide better drainage for roadbed.

BANK WIDENING.

A total of 16.81 miles of embankment was widened out by filling to strengthen track and bring the roadbed to standard width.

TILE UNDERDRAIN IN WET CUTS.

District.	8-inch.	6-inch.
	Lin. ft.	Lin. ft.
1		2,450
2	2,245	3,325
3		3,300
4		3,300
Total.....	2,245	12,375

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PROTECTION OF EMBANKMENT AND CUTTINGS.

District No. 1.—Mont Joli subdivision, at mileage 24.2, a protection wall of heavy riprap was built on the north side of the track.

District No. 2.—Fredericton subdivision, at mileage 80, a protection dyke of brush and stone, 200 feet long, was built. At mileage 83.96 a dyke 150 feet long of the same construction was built.

District No. 4.—Sydney subdivision, 1,400 lineal feet of cribwork was constructed.

ROCK CUTTINGS.

At various points on the Campbellton, Halifax, Mulgrave, and Sydney subdivision, loose and dangerous rocks have been removed from the sides and slopes of cuttings.

NEW TRACKS AND CHANGES IN MAIN LINE.

District No. 1.—Levis subdivision, between St. Romuald and Chaudière Curve, 3.12 miles of second main line have been completed. Between the Quebec Bridge connection (mileage 9.13, Levis S.D.), and the Quebec bridge, 2.37 miles of sidings have been taken over from the National Transcontinental Railway.

District No. 2.—Moncton subdivision, a cut-off 4,663 feet long was constructed between mileage 11.64, Moncton subdivision, and mile 10.76, Pacific Junction, former Napadogan subdivision, National Transcontinental Railway. This cut-off was put in service in December, 1915, and all Intercolonial trains are now run over the Napadogan subdivision of the National Transcontinental Railway from Pacific Junction to Moncton. The Intercolonial main-line track, sidings, and bridges have been taken up. Berrys Mills station on the Intercolonial was abandoned, and the National Transcontinental Railway station originally at Lutesville was moved to a new location opposite to the old Berrys Mills station, and the name changed to Berrys Mills. An agent was assigned to the station and a 600-foot loading siding and loading platform built. This change reduced the mileage of parallel line by 9.1 miles and eliminated 0.75 miles of sidings.

NEW LINES TAKEN OVER FOR OPERATION.

On January 1, 1916, the Dartmouth and Deans Railway, from Woodside to Upper Musquodoboit, 67.10 miles, was taken over for operation by the Intercolonial Railway. This branch is being constructed, under contract, by the Department of Railways and Canals. Station and other buildings, water supplies, passing and business tracks have still to be constructed.

On May 31, 1916, the Vale Railway, running easterly from New Glasgow to Thorburn, a distance of 5.42 miles, was taken over for operation. This is now shown in the time table as the "Vale Subdivision." The line was laid with 56-pound relay rail. The right of way still remains to be cleared and fenced.

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A spur line 2.42 miles long, with siding facilities, was built from mileage 120.76, Moncton subdivision, just east of Bathurst station, to the pulp and paper mills of the Bathurst Lumber Company at Bathurst, N.B. The total length of track built is 14,850 feet. The spur is now operated by the Bathurst Lumber Company.

District No. 3—	Feet.
Sackville, new siding.. . . .	550
District No. 4—	
Trenton, extension.. . . .	1,040
Summary of business sidings completed:—	
District No. 1.. . . .	10,993
" No. 2.. . . .	16,987
" No. 3.. . . .	550
" No. 4.. . . .	1,040
Total.. . . .	29,570

BUSINESS AND OTHER SIDINGS TAKEN UP.

District No. 1—	Feet.
Carmel pit.. . . .	12,304
Blake (part).. . . .	221
Goodhue.. . . .	418
Soulard.. . . .	1,125
Total.. . . .	18,399

PRIVATE SIDINGS.

Location	Name of Person or Firm.	Feet.
District No. 1—		
Mont Joli, mile 8.9.. . . .	Isidore St. Laurent.. . . .	1,000
" " 68.34.. . . .	Brown Corporation.. . . .	6,424
Lévis " 11.8.. . . .	Dry Dock Co.. . . .	3,635
" " 12.0.. . . .	Davie Shipbuilding and Rep. Co.. . . .	2,034
Total.. . . .		13,093
District No. 2—		
Bathurst.. . . .	Bathurst Lumber Co.. . . .	3,141
Campbellton S.D., mile 43.11.. . . .	Aquilas Lajoie.. . . .	440
" " 45.54.. . . .	Jos. Laforce.. . . .	400
Loggieville " " 6.30.. . . .	H. A. Frank.. . . .	313
Fredericton " " 57.20.. . . .	H. Holmes.. . . .	264
" " " 1.09.. . . .	S. R. McElwec.. . . .	324
Total.. . . .		4,882
District No. 3—		
Stewiacke.. . . .	J. Lewis & Sons.. . . .	853
Halifax.. . . .	Brandram-Henderson.. . . .	222
Truro S.D., mile 85.2.. . . .	C. S. Hickman.. . . .	320
Humphreys.. . . .	LeB. D. Lockhart.. . . .	230
St. John.. . . .	St. John Exhibition Association.. . . .	322
Moncton.. . . .	John H. Marks.. . . .	608
Pt. du Chêne.. . . .	Roger Miller, P.E.I. Co., Ltd.	110
Lawrencetown.. . . .	Pictou Contractors Supply Co.. . . .	380
Dartmouth.. . . .	Dartmouth Coal and Supply Co.. . . .	30
Woodside.. . . .	Acadia Sugar Refinery Co.. . . .	238
Port Elgin.. . . .	C. S. Hickman.. . . .	575
Total.. . . .		3,888

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District No. 4—

Sydney S.D., mile	70°08..	C. L. Osborne..	700
" " "	86°70..	McMillan..	523
Mulgrave " "	63°4	W. Robertson..	295
" " "	44°34..	Cameron & Fraser..	58
Trenton " "	1°78..	Nova Scotia Steel and Coal Company..	270
Total..			1,846

Summary of private sidings constructed—

	Feet.
District No. 1..	13,093
" No. 2..	4,882
" No. 3..	3,888
" No. 4..	1,846
Total..	23,719

WATER SERVICE.

District No. 1.—Chaudière Junction: A standard No. 1 enclosed 40,000-gallon tank was erected to replace one destroyed by fire November 26, 1914. The old pump was dismantled and shipped to Stores department.

Trois Pistoles: Repairs were made to lower reservoir.

DeLotbinière: Tank repaired and painted.

The counter balance weights of six tanks were raised to give greater clearance.

District No. 2.—The tanks, pipe-lines, boilers and pumps at Canaan, Harcourt, Rogersville, Newcastle, Beaver Brook, Red Pine, Bathurst, Belledune, Charlo, Mata-pedia, Millstream, Routhierville, Causapséal, Petit Metis, Loggieville, Millerton, Blackville, Durham, and Gibson, were given an overhauling and repaired.

Jacquet River: New 40,000 gallon standard enclosed tank erected.

Dalhousie Junction: A new concrete dam to form a reservoir was built, and a 10-inch pipe-line laid from the reservoir to a new Sheffield-Johnson standpipe at the main line. The water pipes in the station were overhauled and repaired.

Campbellton: Repairs were made to the water tank and standpipe, to the pipe-lines for heating and watering cars, and to the toilets in the resthouse.

Val Brilliant: Arrangements have been made to replace the wood tank destroyed by fire in 1914 with a new steel 40,000-gallon tank and 10-inch standpipe. The concrete foundations for the tank have been built and the tank will be erected as soon as delivered by the manufacturers.

District No. 3.—Painsee Junction: Pipe-line for station water supply renewed.

Island Yard (St. John): Water supply and lavatories installed in the yard office.

Moncton: Water metres were installed in the general offices, car service building, gas plant, car cleaning yard, oil storage house, engine house, station and yard office.

District No. 4.—Water metres were installed in the engine houses at Stellarton and Pictou.

Extension to the water supply lines was made at New Glasgow, Tatamagouche, Westville, and Sydney.

A new pump was installed in the pump house at River John, and a second-hand boiler in the pump house at Oxford Junction.

BUILDINGS.

New buildings, platforms, alterations, and additions to existing buildings were constructed as follows:—

District No. 1.—Mont Joli subdivision: Mont Joli, new concrete platform 750 feet by 8 feet.

Rivière du Loup: New stock pens of standard wire fence construction were erected at Ste. Helène, Ste. Louise, Carrier, River Ouelle Junction, and St. Charles Junction.

Lévis subdivision: Lévis, a new freight shed 400 feet by 40 feet, including office and lavatories, was constructed. The shed is of brick with steel frame with a tar and gravel roof, on a concrete foundation. The office is steam heated, and the whole shed is lighted by electricity. There are extension cords to permit of lights being taken into cars. The building has continuous sliding doors on the track side. The shed was put in service January 1, 1916, and the old shed abandoned. The new shed was built by contract.

A coal handling plant for unloading coal from ships was constructed, for storing and loading into cars railway coal consumed between Rivière-du-Loup and Drummondville. It has two structural steel towers, 131 feet high, each fitted with a 2-ton grab bucket and hoist. The towers are movable, and have a range of 252 feet along the unloading dock. The coal is carried on an electrically driven cableway, 1,700 feet long, supported on a timber trestle, to 21 receiving pockets of 84 tons capacity each. These pockets are equipped with chutes for loading cars. The pockets, cableway, and towers were erected by contract, and the necessary tracks by the railway forces. The capacity of the plant is 500 tons per hour, with the grab buckets of both towers working. It takes the place of the locomotive plant formerly used at the Princess pier.

St. Romuald: New station platform built for double track.

Chaudière Subdivision. St. Apollinaire, new wood freight shed 50 feet by 26 feet. New two-stall outside privies were erected at St. Apollinaire and St. Perpetue, and a new mail crane at Mont Joli.

Platform scales were placed in the freight sheds at Lévis (2), Montmagny (1), Laurier (1).

Buildings were strengthened and repaired as follows: Mont Joli, engine house; Bic station, waiting room; Trois Pistoles, station roof; St. Eloi, station stairway; Isle Verte, station; St. Arsene, station; Rivière-du-Loup, machine shop and engine house; Old Lake Road, station roof; St. Helene, station roof; St. Phillipe, station roof; St. Francois, station roof; St. Pierre, station; St. Valier, station; Chaudière Junction, enginehouse, boiler room, machine shop, and office; Levis, B. & B. shop and ice-house relocated; DeLotbinière, station and agent's dwelling; Villeroy, section dwelling, St. Cyrille, agent's dwelling and station; Aston Junction, station; Manseau, station; St. Leonard Junction, station; Bagot, station; Lemieux, station; Ste. Rosalie Junction, station.

Station platforms were renewed in wood at nineteen locations, and in cinder at three locations.

District No. 2.—New stations were built on district No. 2 as follows: Derby Junction new No. 5 station and platform. Hodgins, shelter.

Standard coal sheds were built at the following points: Gloucester Junction, Belledune, St. Moise.

A standard double tool house was built at Harecourt.

Loading platforms of standard height and clearance were built at Newcastle, Chatham, and Berrys Mills; and a transfer platform of standard height, 369 feet long, at Newcastle.

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Standard freight shed platforms were built at the following points: Matapedia, Lac au Saumon.

Standard stock pens were built at the following points: Nash's Creek, Sayabec, Jacquet River.

Station platform at Doaktown was lowered to standard height and given standard clearance.

Coal bins were built as follows: Red Pine, in freight shed; Millstream, in tank.

Station and other buildings were given a general overhauling and repairs as follows: Coal Branch, station; Rogersville, station; Newcastle, station; Dalhousie Junction, station; New Mills, station; Campbellton, station; Flatlands, station; St. Florence, station; Amqui, station; St. Moise, station; Petit Metis, station; Gibson, engine-house, ice-house, and stores building.

In addition to the stations enumerated, 33 stations, 40 station platforms, 13 freight sheds, 6 loading platforms, and 1 dwelling were given general repairs.

The exteriors of the following stations were painted: Rogersville Elm Tree, Matapedia, Millerton, Upper Blackville, Loggieville, Gibson, Newcastle.

The interiors of the following stations were painted or papered: Dalhousie Junction, Chatham, Canaan, Adamsville, Kent Junction, Newcastle.

Eight dwellings were painted on the outside at points as follows: Bartibogue, Campbellton, Matapedia (2), Millstream (2), Millerton, and Quarryville, and wood passenger platform was built at Berrys Mills, and a cinder passenger platform at Adamsville.

District No. 3.—New passenger stations were erected as follows: Humphreys, standard No. 3 station; Lantz, shelter station.

New standard passenger wood platforms were built at the following points: Shubenacadie, Stewiacke, Apohaqui, Bloomfield, Passekeag, Lakeside, Quispamsis.

Cinder passenger platforms were built at McLeods and Model Farm.

Standard coal houses were built at Lakeside, Anagance, and Torryburn.

Three passenger and freight platforms were renewed as follows: Greenville, station platform; Amherst, freight shed; Plumweseep, station platform.

Standard stock pens were erected at Petitecodiac, Penobsquis, Apohaqui, and Passekeag.

A new standard freight shed and machinery platform was built at Oxford Junction.

At Moncton repairs and additions were made at the shops, roundhouse, stores and office buildings, etc., new skylights on mechanical shops; office rearranged in stores building; floor in boiler shop renewed; roofs insulated, passenger car shop and brass foundry; new hydrant house at shops; transfer platform at freight shed extended 80 feet; and umbrella roof constructed; brass foundry extended 50 feet; planing mill roof trusses repaired.

District No. 4.—New stations were built as follows: Trenton, new standard No. 2 station, with wood passenger platform, 357 feet long; Sylvan Valley, shelter station.

Passenger platforms were renewed at the following places: North Sydney, West River, Eureka, Merigomish, Marshy Hope, Westville, Sylvan Valley.

Standard wire fence stock pens were erected at Lansdowne, Conns Mills, Pugwash.

Station and other buildings were raised standard height above the track, or had projections cut off to give standard side clearance, at Iona, Denmark, River John.

Coal bins and coal houses were built at Sylvester, Marshy Hope, Merigomish.

A new track scale was installed at Sydney Mines.

A freight shed platform was built at North Sydney.

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Buildings and wharves were repaired, moved, and painted as follows: The old North Sydney Junction station was moved to a point on the main line east of Georges River station. Little Bras d'Or, outside porch built. Sydney, station painted outside, platform and hand-rail put in high tank, and new toilets installed. Stellarton, engine-house and turntable repaired, and concrete water metre-house built. New Glasgow, station rearranged. James River, freight shed repaired. Scotsburn, freight shed moved to new location. Pictou, turntable and wharf repaired. Pugwash, wharf repaired. Trenton, new loading platform built, and lighting posts installed on platform.

FENCING, NEW AND REPAIRS.

New standard wire fence, 108.27 miles, was erected as follows:—

District.	New Wire Fence.	Wire Fence Repaired.
	Miles.	Miles.
1.....	37.45	
2.....	18.77	0.47
3.....	16.15	
4.....	35.40	
Total.....	107.77	0.47

TERMINAL IMPROVEMENTS.

District No. 1.—Mont Joli: The main-line track was straightened to permit of a switching lead being installed to facilitate switching movement. A concrete platform was constructed at the station. A siding for loading potatoes was put in and the track scale moved to a new location at the west end to relieve congestion in the yard. This track was extended westwardly to give more space for weighing operations. A feed-water heater, with necessary piping, was installed in the engine-house.

An engine-type generator was installed in the engine-house to supply current for lighting the engine-house, passenger station, ice-house, freight shed, and offices. Wall-type reflectors with 100-watt lamps were installed in the engine-house and complete wiring system in iron conduit was installed in all buildings.

Rivière-du-Loup: A second track was laid across the Rivière-du-Loup bridge to facilitate switching operations. A siding was built in Gauvreau yard for the storage of disabled cars. The electric lighting system in the engine-house was improved by the addition of tungsten lamps with reflectors, and the wiring put in iron conduit. A new boiler feed pump as an auxiliary was put in, and a vacuum pump added to improve and reduce the cost of heating the shops and engine-house.

Chaudière Junction: The electric lighting and boiler feed pump systems were improved by the installation of 100-watt tungsten lamps and a feed water heater.

District No. 2.—Campbellton: The heating system in the engine-house was improved by the installation of a vacuum pump and a change in the system to heat by exhaust instead of live steam, to effect greater economy in fuel consumption. A feed water heater and an auxiliary boiler feed pump were put in. Electric lighting fixtures were installed on the platform where cars are watered.

Gibson: The boiler in the engine-house was replaced with a second-hand boiler.

District No. 3.—Halifax: The track rearrangement on new pier No 2 was completed. A new timber coping was placed on the retaining wall at the car cleaning plant, and electric and water metres installed in new pier No. 2 to register electric

current and water used. The railway power wires were repaired, and poles on the city's streets were repainted. Cluster lights were installed on piers 2 and 9 to facilitate loading of transports at night.

Windsor Junction: The capacity of the yard was increased by 100 cars by the installation of 4,900 feet of sidings, and train movement facilitated by the addition of three cross-over tracks.

Rockingham: Additional storage for 480 cars was provided by installing 19,200 lineal feet of sidings. The station and freight shed were wired for electric lighting.

Richmond: Additional tracks totalling 3,220 feet were installed, increasing the storage capacity of the yard by 65 cars.

Moncton: The Main street subway and track changes in connection therewith were completed. A fire protection system was installed at the new shops. A radial brick chimney, 175 feet high, was built, eliminating two draft fans, steam operated, with a view to effecting economy in maintenance and operation. A feed water heater of greater capacity was installed, and electric-driven sump pump and a 500-k.v.a. synchronous motor condenser, 940-k.v.a. turbo generator, were installed in the power-house, to effect greater economy and to improve the voltage regulation, thus increasing the capacity of the power-house. A duplex compound air compressor was installed in the engine-house. An auxiliary generator for charging the batteries of electrically lighted cars was installed in the car shops.

Cast-iron lamp posts, fitted with high power nitrogen gas-filled lamps, were installed to improve the lighting to the approaches of the passenger station.

The private telephone lines through the railway yards were renewed, and seven new telephones added to the system.

Water meters were installed in the general offices, car service building, gas plant, car cleaning yard, engine-house, coaling plant, and oil storage house, to effect a saving in water consumption and reduce the expense.

Sidings were constructed in the yard for the storage of scrapped locomotives, car storage, scrap unloading, rail saw, and official cars, total of 4,850 lineal feet.

A rearrangement of the station driveways and grounds was made.

Truro: A boiler feed pump and feed water heater was installed in the engine-house. A vacuum pump was put in, and the heating system in the engine-house was altered to use exhaust instead of live steam.

District No. 4—Sydney: Feed water heater and air compressor installed in the engine-house. The electric lighting system in the engine-house was improved by the addition of 100-watt tungsten lamps, and the wiring put in iron conduit. A boiler feed water heater and duplex air compressor were also installed in engine-house.

Point Tupper: A boiler feed pump and feed water heater and vacuum pump were installed in the engine-house. The heating system was changed from live to exhaust steam, to effect greater economy.

Stellarton: The electric lighting in the engine-house was improved by the addition of 100-watt tungsten lamps, and the wiring put in iron conduit. A water meter was installed. A feed water heater was installed in the engine-house. A cross-over was put in the main line at the station to facilitate the movement of trains.

DAMAGE BY FLOOD.

District No. 2.—A freshet in the Nashwaak river in the spring of 1915 flooded the track at four locations on the Fredericton subdivision, doing considerable damage to the roadbed.

District No. 3.—A high tide on September 27, 1915, at Point du Chene damaged 150 feet of the roadbed.

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District No. 4.—High tides damaged the roadbed at Pieton Landing, Pugwash, Brown's Point, and Loch Broom.

DAMAGE BY FIRE.

Location.	Date.	Damage.
District No. 1—		
Riv.-du-Loup S.D.—		
Mile 108.	September 30, 1915	102 rods wire fence.
" 109.	" 30, 1915	40 "
Lévis S.D.—		
Ville Marie	October 1, 1915	Station platform damaged.
St. Romuald.	May 27, 1915	Roof of station damaged.
Chaudière S.D.—		
St. Leonard.	June 2, 1915	175 ties burned.
Daveluyville.	August 3, 1915	24 "
Mile 1'5.	" 3, 1915	150 fence posts, 7 telegraph posts.
Ste. Rosalie Jct.	June 27, 1915	Station slightly damaged.
District No. 2—		
Moncton S.D.—		
Mile 147'5.		400 fence posts and 40 rods fence wire.
District No. 3—		
Halifax S.D.—		
Old Pier No. 2.	March 14, 1916	Wharf 525 x 80, shed 487 x 47, six box cars.
District No. 4—		
Sydney S.D.—		
Boisdale.	January 7, 1916	Station and part of platform.
Point Tupper.	March —, 1916	Foundation boiler house.

SURVEYS.

Resurveys for standard right of way plans have been made as follows: District No. 4, Mulgrave S.D., mile 0.0 to 42.0, 42 miles.

Surveys and plans for standard track profiles have been completed as follows:—

District No. 1—	Mile		Miles.
Nicolet S.D.	0'0 to 16'8.		16'8
Chaudière S.D.	100'0 " 115'8.		15'8
Riv.-du-Loup (Wharf Br.)	0'0 " 4'2.		4'2
Riv. Ouelle.	0'0 " 6'5.		6'5
Quebec Br. Connection.	0'0 " 2'4.		2'4
			45'7
District No. 2—			
Campbellton S.D.	80'0 to 100'0.		20'0
Fredericton S.D.	0'0 " 110'7.		110'7
Loggieville S.D.	0'0 " 13'8.		13'8
Dalhousie S.D.	0'0 " 6'7.		6'7
			151'2
District No. 3—			
St. John S.D.	0'0 to 89'3.		89'3
Pt. du Chêne S.D.	0'0 " 12'0.		12'0
Dartmouth S.D.	0'0 " 15'0.		15'0
N.B. and P.E.I.	0'0 " 36'0.		36'0
			152'3
District No. 4—			
Mulgrave S.D.	0'0 to 42'0.		42'0
Vale S.D.	0'0 " 5'4.		5'4
Sydney S.D.	75'0 " 91'5.		16'5
			63'9
Total.			413'1

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Station-ground yard plans have been completed as follows:—

	Plans.
Mont Joli S.D.	11
Rivière du Loup.	18
Lévis.	5
Chaudière.	23
Nicolet.	1
Rivière Ouelle Wharf Branch.	2
Moncton.	10
Dalhousie.	1
Campbellton.	9
Fredericton.	20
Loggieville.	2
Halifax.	11
St. John.	23
Truro.	21
Dartmouth.	2
Pt. du Chene.	3
Sydney.	21
Stellarton.	4
Trenton.	1
Sunny Brae.	2
Total.	190

TRACK CENTERING.

Track has been recentered and curves spiralled as follows:—

District No. 1.	30'15
" No. 2.	128'69
" No. 3.	21'05
" No. 4.	31'50

CONSTRUCTION SURVEYS.

Grade reduction and line improvement surveys were made as follows:—

	Miles.
Reconnaissance.	310
Preliminary and projected location.	354
Location.	102
Track record surveys.	37
Inspection of survey lines.	128
Inspection of proposed routes.	37

BRIDGES AND CULVERTS.

Repairs and renewals to bridges and culverts have been made as follows:—

District No. 1.—Mont Joli Subdivision: Mile 60.7—An overhead bridge, carrying a highway, consisting of a converted through lattice girder on concrete abutments, was completed.

Mile 83.3.—The bridge over the Rivière-du-Loup was completed, and final coat of paint applied.

Bridges 14.1 and 56.9 were finally completed.

One I-beam span was replaced with a 30-inch C.C. pipe and fill.

Six wooden stringer openings were replaced with concrete pipe and cast-iron culverts and filled.

Three concrete rail covers with ballast floors were substituted for I-beam stringers and open-wood decks.

Two bridges had the decks renewed.

The masonry abutments of one bridge were repaired; five bridges were painted, and one wood box culvert renewed.

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Rivière-du-Loup Subdivision: Bridges, 3.9, 21.7, 24.3, 26.6, 28.3, 35.5, 35.6, 47.3, 57.7, 77.5, and 77.8, all of which were practically completed last year, were given a final coat of paint, and are now complete.

Mile 111.0—Two new concrete abutments and one pier were built by contract and a new 50-foot D.P.G. span was put in.

Two wood stringer openings were replaced with concrete pipe culverts, and filled.

Two concrete rail covers, with ballast floors, were substituted for I-beam stringers and open-wood decks.

Three bridges were given light repairs.

Old bridges painted, six.

Culverts filled, one.

Lévis Subdivision: The following new bridges which were practically completed last year were given a final coat of paint, and such other work as was necessary to complete them: 17.96, 18.15, 19.7, 20.1, 20.3.

Mile 19.5—Old steel span replaced with two spans from mile 18.3, with alterations to existing masonry and new bridge seats and ballast walls.

Mile 20.2—A new D.P.G. span for second track was erected.

Mile 20.8—N.T.R. overcrossing was completed this year. The bridge now consists of a 3-span D.P.G. bridge on concrete and masonry abutments.

I-beam spans were replaced with concrete rail culverts at two locations.

A wood stringer opening was replaced with concrete pipe culvert and fill at mile 18.0.

One wood box culvert was renewed and one culvert filled.

Chaudière Subdivision: The following new bridges, which were practically completed last year, were given a final coat of paint and such other work as was necessary to complete them was done: 2.2, 6.6, 13.0, 13.2, 23.6, 24.5, 30.7, 31.7, and 43.1.

Mile 50.8—Gentilly River, 30-foot through plate girder span was erected, and a new concrete abutment built.

Two I-beam spans were replaced with concrete rail culverts.

Ten wood stringer openings were replaced with concrete pipe culverts, and filled.

Twenty-four bridge decks were renewed.

Four wood box culverts were replaced with concrete pipe culverts, and one wood box with a concrete rail culvert.

The masonry was repaired at eight bridges.

Five bridges were repainted.

One wood box culvert was renewed.

Four culverts were filled.

Quebec Bridge Connection: The masonry of the Chaudière River bridge was repaired.

District No. 2.—Moncton Subdivision: Kouchibouquais River—An 85-foot D.P.G. span was erected complete on the new masonry built last year.

The following new bridges, which were practically complete last year, were given the final field coat of paint, and completed: 61.2, 65.1, 118.1, 125.5, 136.2, 152.5, 159.8.

The decks on twelve bridges were renewed.

The masonry of seventeen bridges was repaired.

Fifteen bridges were repainted.

Mile 80.0—Highway over-crossing, new concrete abutments built. The old rail truss will be replaced in 1916-17 with a 64-foot lattice girder span.

Mile 120.7—Highway over-crossing, new concrete abutments built. The old rail truss will be replaced in 1916-17 with a 105-foot lattice girder span.

Mile 152.5—Highway over-crossing, new concrete abutments built. The old rail truss will be replaced in 1916-17 with a 105-foot lattice girder span.

Mile 10.6—The span was removed from this bridge on account of the abandonment of the main line of the I.R.C. between mileage 2 and 11.6.

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Campbellton Subdivision: New bridges which were practically completed last year were given a final field coat of paint and completed as follows: 5.2, 43.4, 58.6, 102.1.

Mile 91.10—A new wood overhead farm crossing bridge.

Mile 104.7—An I-beam span on masonry walls was replaced with a concrete rail top culvert.

The decks were renewed on seven bridges.

The masonry of two bridges was repaired.

Twenty-five bridges were repainted.

Fredericton Subdivision: New bridges which were practically completed last year were given a final coat of paint and completed as follows: 49.2, 86.9, 105.3.

Alterations to bridge seats and ballast walls for heavier steel spans have been made at bridges 13.5, 13.6, 13.9, 20.9, 21.5, 70.6, 99.3 and 99.4. New steel spans will be erected in 1916-17.

Mile 62.7—New concrete abutments have been built. A 30-foot through plate girder will be erected in 1916-17.

Mile 92.4—New concrete abutments have been built. A 23-foot deck plate girder will be erected in 1916-17.

Mile 95.3—New concrete abutments have been built. A 23-foot I-beam span will be erected in 1916-17.

Mile 102.6—The grade at this bridge was raised 3 feet. Material for a concrete pile trestle is now on the ground for erection in 1916-17.

Fifteen stringer openings were strengthened to permit of the running of heavier engines.

Four wood box culverts were replaced with concrete pipe culverts.

One wood box was renewed.

Five culverts were repaired.

Four bridges were repainted.

Loggieville Subdivision: The steel work of two bridges was cleaned and painted.

Bathurst Spur, Mile 0.5—A through plate girder span 88 feet long was erected over the Little river.

District No. 3.—Halifax Subdivision: Mile 1.0—Richmond yard, a steel overhead foot bridge composed of two through trusses, 118 and 60 feet, respectively, with stairway for ascending to the street level, was erected complete.

The following bridges which were practically completed last year were given a final field coat of paint and completed: 9.1, 18.2, 19.5, 20.5, 29.4, 38.2, 57.9, 58.4.

Mile 34.8—A rail concrete cover with ballast floor was substituted for an open wood deck.

Culvert repaired, 2.

Bridges painted, 2.

Wood culverts replaced with concrete pipe, 20.

Truro subdivision: The following bridges, which were practically completed last year, were given a final field coat of paint and completed: 8.2, 14.5, 23.2, 47.1, 80.1.

Mile 79.5—Highway over-crossing, new concrete abutments have been completed. A 105-foot through lattice girder has been fabricated and shipped to the site for erection in 1916-17.

Mile 96.3—Palmer's Pond, a D.P.G. span, 82 feet long, was erected complete.

Mile 97.0—Dorchester subway, a 24-foot I-beam span, 23 feet long, was erected and completed.

Mile 111.2—Memramcook river, a D.P.G. span 63 feet long was erected and completed.

Mile 124.6—Main street subway, Moncton. This work has been practically completed. Culverts repaired, six. Culverts replaced with concrete arches, one. Repairs to bridge masonry, fourteen. Bridges cleaned and painted, five.

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St. John Subdivision: Mile 64.4—Highway over crossing, new concrete abutments built. A 105-foot through lattice girder has been fabricated and shipped to the site for erection in 1916-17.

Mile 68.5—Highway over-crossing, new concrete abutments have been built. A 105-foot through lattice girder has been fabricated and shipped to the site for erection in 1916-17.

New decks on bridges, three. Bridges cleaned and painted, eighteen. Bridge and culvert masonry repaired, nineteen. Concrete rail top culverts replacing stringer openings, seven. Rail concrete covers replacing stringer openings and wood deck, two. Concrete pipe culverts replacing other culverts, four.

Dartmouth Subdivision: Culverts replaced with concrete and cast-iron pipe, two. Repairs to masonry of bridges, one. New decks on bridges, two. Concrete rail top culverts, one.

Point du Chene Subdivision: Mile 8.1—Alterations were made to the masonry and a new steel superstructure composed of one 65-foot 6 inches and three 64-foot 6 inches D.P.G. spans was erected complete.

District No. 4.—Sydney Subdivision: Mileage 9.8—River Inhabitants. The masonry has been altered to fit a new steel superstructure composed of one D.P.G. 53 feet, and one T.P.G., 104 feet. The steel work has been received and is being erected.

Mileage 11.34—Dowling's Gulch. A steel trestle is being replaced with a 10-foot concrete arch and fill. The arch is complete, and filling has been started, work being done under contract.

Mileage 12.9—McDonald's Gulch. A steel trestle is being replaced with a 10-foot rail top culvert and fill. The culvert work has been started and will, with the filling, be completed in the latter part of 1916. Work is being done by contract.

Mileage 23.1—River Deny's. The masonry has been altered to fit a new steel superstructure composed of one T.P.G. 78 feet 5 inches and one T.P.G. 104 feet long. The steel has been fabricated and will be on the site in 1916, when erection will be proceeded with.

Mileage 27.3—Mill Brook. A steel trestle is being replaced with a 14-foot concrete culvert and fill. The culvert is complete, and the filling will be finished in the fall of 1916. Work is being done under contract.

Mileage 87.3—Ottawa Brook. The steel trestle is to be replaced with a heavier trestle. The new concrete substructure has been completed, and the steel fabricated and partly shipped. The erection will be completed in 1916-17.

Mileage 38.6—Walker's Gulch. The steel trestle is to be replaced with a heavier trestle. The new concrete substructure has been started, and will be finished early in 1916. The new steel work has been fabricated and will be shipped to the site and erected in 1916-17.

Mileage 40.9—Jamesville No. 1. The steel trestle is being replaced with a 48-inch cast-iron pipe culvert, encased in concrete, and fill. The culvert has been completed and filling started. The work will be finished in the fall of 1916. Work is being done under contract.

Mileage 41.1—Jamesville No. 2. The steel trestle is being replaced with a 48-inch cast-iron pipe culvert, encased in concrete, and fill. The culvert has been completed and the filling will be started in the spring and completed in the fall of 1916. Work is being done under contract.

Mileage 41.6—Jamesville road. The masonry has been altered to fit a heavier span. New steel work—a 330-foot D.P.G.—has been fabricated; it will be shipped to the site in the spring of 1916, and erected.

Mileage 45.7—The grade of the track was raised 3 feet, and a heavier superstructure, composed of six 238' 6" trough-truss spans and a 241-foot swing span of the through-truss type, fabricated and delivered on the site. The fixed spans were erected complete, and the work on the swing span started. The whole bridge will be com-

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pleted early in 1916. Plans have been prepared and material purchased for automatically interlocking the swing span.

Mileage 60.0—A 60-foot through plate girder span was replaced with a double 14-foot rail concrete culvert and fill.

Mileage 91.2—Leitches Creek. The 102-foot through-truss span is to be replaced with a through-plate girder designed to carry heavier engines. The necessary alterations to fit the new span have been made to the masonry. The new steel work has been fabricated, and will be shipped to the site and erected in 1916.

Mileage 92.3—Balls Creek. The 103-foot through-truss is to be replaced with a through plate girder, designed to carry heavier engines. The necessary alterations have been made to the masonry to fit the new span. The steel work has been almost completely fabricated and will be shipped to the site and erected in 1916.

Mileage 92.7—Campbell's Brook. The present through plate girder will be replaced with a through girder of heavier design. The necessary alterations have been made to the masonry to fit the new span. The steel work has been fabricated and will be shipped to the site and erected in 1916.

Mileage 98.6—Sydney River. The present 103-foot through-truss will be replaced by a through plate girder of heavier design. The necessary alterations have been made to the masonry; the new steel work has been fabricated and shipped and will be erected in 1916.

The following new bridges, practically completed in 1914-15, have been given a final field coat of paint and completed: 87.4, 88.0.

Bridges strengthened with temporary bents to carry heavier engines, thirteen.

Mulgrave Subdivision: Mileage 0.05—Leper Brook. Two 24-foot I-beam spans to replace old box girder under the main line and siding were shipped and erection started. They will be completed early in 1916.

Mileage 56.1—French river. A through plate girder 87 feet long of heavier design was erected complete on the existing masonry.

Mileage 89.5—South river. Pile bridge replaced with a 14-foot rail concrete culvert.

Mileage 93.4—Taylor's meadow: Pile bridge replaced with a 6-foot rail concrete culvert.

The following new bridges, which were practically completed last year, were given a final field coat of paint and completed, 65.9, 81.1, 82.2, 84.5, and 120.3.

Wood wall stringer openings replaced with cast-iron pipe culverts, three.

I-beam spans replaced with concrete rail culverts, four.

Bridges painted, four.

Bridges repaired, one.

The ferry slips at Mulgrave and Point Tupper were altered to fit the new *Scotia*.

Stellarton Subdivision: One wood stringer opening was replaced with a concrete arch pipe culvert, and the Pictou Harbour bridge was strengthened and repaired.

BRIDGE SURVEYS.

In the field, 806 bridges have been measured up and the office record books completed.

TURNTABLES.

The turntables at Mont Joli, Rivière-du-Loup, Chaudiere Junction, Laurier, and Ste. Rosalie Junction, were overhauled and repaired.

SESSIONAL PAPER No. 20

STATION GROUND BEAUTIFICATION.

Station ground improvement and beautification was begun, and grass plots and flower beds have been put in as follows:—

		Stations.
District	No. 1..	9
"	No. 2..	10
"	No. 3..	5
"	No. 4..	5

TIE PLATES.

Standard shoulder tie plates were put in the main line track as follows:—

District	No. 1	7,200
"	No. 2	23,600
"	No. 3	18,720
"	No. 4	94,400
		<hr/> 143,920

SIGNALS.

Four interlocked home signals were installed to give protection to trains crossing the C.P.R. line at grade at Drummondville.

SEMAPHORES.

Semaphores were renewed at Harecourt, Derby Junction, Petit Rocher, Jacquet River, Charlo, Eel River, Doaktown.

Fifty-five standard two-position train order signals were purchased for installation in 1916-17 at stations on districts 2 and 3.

ELECTRIC LIGHTING.

The following stations were wired for electric light, exclusive of terminal points previously noted: Milford, Dalhousie.

Repairs were made to electric lighting system at—

St. John—Primary power wires.
 Moncton—Coaling plant.
 Sussex—Freight shed and office.
 Amherst—Freight shed and office.
 Sackville—Baggage room.
 Newcastle—Baggage room.
 Rivière du Loup—Freight shed and baggage room.

Thirty-five additional electric lights were installed throughout the ship *Prince Edward Island* to obtain the required illumination.

CROSSING GATES.

Crossing gates were installed at Main Street crossing, Sussex, N.B.

CROSSING BELLS.

A crossing bell was installed at the highway crossing at Little Bras d'Or, Sydney subdivision.

GENERAL.

Concrete culvert pipe was manufactured by the railway forces as follows:—

	Lineal feet.
36" round.	1,324
30" "	424
24" "	1,980
18" "	3,008
36" arch.	135
30" "	287
24" "	222
Total	<hr/> 7,380

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RAIL RACKS.

About 1,520 pairs of concrete rail racks, giving one pair to the mile, have been manufactured and delivered over the entire system, and are now being put in place.

SAFETY FIRST.

"Safety first" signs have been distributed and put up in all conspicuous places: At public road crossings, section tool houses, freight sheds, stations, and at other points.

C. B. BROWN,
Chief Engineer.

HALIFAX OCEAN TERMINALS.

Since the date of my last report, 31st March, 1915, the works then described as in progress under contracts Nos. I, II and III in connection with the Halifax ocean terminals have been continued steadily throughout the whole year, and good progress has been made on both the railway and dock works.

HALIFAX OCEAN TERMINALS RAILWAY.

Contracts Nos. 1 and 2 (let as one contract).

Contractors, The Cook Construction Company, Limited, and Wheaton Bros.

Works included: Contract No. 1, grading of railway from Rockingham to Jubilee House, about $3\frac{1}{2}$ miles, and including the formation of a freight terminal yard in Bedford basin, and a diversion of the Intercolonial railway at Fairview. Contract No. 2, grading of railway from Jubilee House to Halifax harbour, including filling along the west shore of Halifax harbour for proposed bulkhead quays and piers, and the construction of a rubble-mound breakwater.

Date of acceptance of offer, July, 1913. Work begun, July 31, 1913. Date specified for completion of works, July 1, 1915. Estimated amount of contracts:—

Contract No. 1.. . . .	\$ 407,995 00
" No. 2.. . . .	1,035,160 00
	<hr/>
	\$1,443,155 00
	<hr/>

Percentage of work done (based on estimated cost of \$1,443,155): During year 1915-16, 65 per cent.

The time for the completion of the works under contract 1 and 2 expired July 1, 1915, and was extended to January 1, 1916, and again until October 1, 1916.

The works under these contracts have been considerably increased by the extension of the terminal yard in Bedford basin; the widening of the cutting between Stanford's pond and Mumford road for better drainage; deepening the cutting from "Oaklands" to Young avenue; widening of the cutting and terminal yard from Bower road to Pleasant street; extension in length of breakwater; and the filling of the core for proposed pier "B."

SESSIONAL PAPER No. 20

GRADING.

Rockingham to Fairview.—Early in the year it was decided to extend the new freight terminal yard northward from Mount St. Vincent academy to the south shore of Birch cove, and the filling from station 203 to station 235 (I.R.C. chainage) is accordingly being widened from a double-track embankment to the full width now required for the yard tracks.

About 75 per cent of the filling required for the enlarged yard is completed between station 160 and station 203 (I.R.C. chainage) and between these stations about 80 per cent of the heavy riprapping for the protection of the sea slopes of the yard has been completed.

Between station 158 and station 148 (I.R.C. chainage) filling for the altered and additional tracks leading to Richmond is being proceeded with, using materials from Fairview subway excavations.

Switching lead and yard tracks have been laid by the Government railways forces on a portion of the terminal yard, providing standing capacity for 650 cars, and these tracks have been used during this winter season.

Station 0+00 (= Station 178+88.9 I.R.C. chainage) to station 27+80. Commencement of new railway to Halifax and South Western Railway crossing.—From station 0+00 to station 20+00 the raising of the grade of the existing main line has been deferred until the close of this winter season's shipping traffic. From station 20+00 to station 27+80 the grading is nearly completed except at Fairview subway, where the excavations for lowering Kempt road, Dutch Village road, Bedford, and Campbell roads to pass through the proposed subway are about 30 per cent completed.

Four dwelling houses have been moved off the right of way and placed on new concrete foundations on Government lands clear of the road diversions and railway grading.

Station 27+80 to station 161+00 Halifax and South Western Railway Crossing to Cobourg Road.—The cuttings and embankments are practically formed to the required widths and grade throughout, but the slopes are still to be trimmed, and the subgrade and side ditches finished. From station 31 to station 37 the soft black mud and moss which formed the bottom of Stanford's ponds were removed down to hardpan and rock bottom and backfilled to subgrade with rock obtained from the railway cuttings further south.

Temporary wooden foot bridges over the railway cuttings have been erected west of Prince Arthur street and on the line of Cobourg road. The latter also carries a temporary wooden flume which carries the flow of the main sewer across the cutting.

Temporary wooden bridges and roadways suitable for vehicular and pedestrian traffic have been constructed north of and clear of the sites of the permanent bridges to be erected at Jubilee road and Cobourg road.

A temporary road for use during the construction of the railway has been made along the west side of the right of way and across the "Anderson" property to connect Cobourg and Jubilee roads.

Station 161+00 to station 182+50, Cobourg Road to Oakland Road.—The rock cutting has been drilled and blasted in two lifts to final grade and width throughout, but there is an average depth of about 15 feet of rock still to be excavated from the bottom of the cutting.

Temporary crossings over the cutting at grade and by temporary timber bridges, and Temporary roads on the west side of the cutting have been provided from time to time as required between South street and Oakland road for the use of the public.

Private roadways have been constructed to give access from the late Sir Sandford Fleming's property, "The Lodge," to Cobourg road and South street in lieu of the

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old driveway now abandoned across the railway right of way to Oxford street. The roadway to "Birchdale" and "Thornvale" has also been diverted where it joins Cobourg road inside and along the west side of the railway right of way.

Station 182+50 to station 217+00, Oakland Road to "Maplewood" Driveway.—This cutting has been excavated almost to full bottom width and depth throughout, but the slopes have still to be trimmed, subgrade formed, and side ditches taken out.

The temporary roads and crossings at grade have been maintained at station 205+50.

Station 217+00 to station 241+00, "Maplewood" Driveway to Young avenue.—Additional right of way has been taken to cover the whole of the blocks east of Tower road from the south side of Owen street to the north side of Clarence street, and revised plans have been adopted for widening the cutting so as to greatly improve the terminal yard approaches and provide for future extensions.

The bottom width of the cutting varies from 35 feet at the present Bower road crossing to about 200 feet at Young avenue, and is now about 70 per cent excavated mostly to permanent grade.

Two dwelling-houses on Young avenue have to be moved off the site of the cuttings and new sites and foundations for these houses are being prepared on the west side of Young avenue north of Owen street, and to these the houses will later be moved bodily.

Station 241+00 to station 264+00, Young avenue to Pleasant street.—The excavation of the terminal yard areas between Young avenue and Pleasant street has been continued mainly along the west side of the main receiving and departure yard between Young avenue and old Pleasant avenue.

A new temporary road for vehicular traffic has been constructed on the south side of the railway yard cuttings, from Young avenue eastward along Clarence street and north eastwards to Owen street and thereby to Pleasant street.

FILLING EAST OF PLEASANT STREET.

The filling of the areas to be reclaimed from the harbour has been continued behind the sites of the north quay of basin No. 1 and of the bulkhead passenger landing quay.

The high-level filling for the passenger train shed, etc., has been extended up to those buildings in H. M. lumber yard and at the gas works, which are still in use and cannot at present be removed.

PERMANENT DRAINAGE.

The following concrete culverts have been built:—

- Station 187+25—Two feet by 2 feet 9 inches by 45 feet, box culvert under main line.
- Kempt Road—Three feet by 8 feet by 128 feet, box culvert to carry brook from Stanford's ponds under lowered road approach to Fairview subway, east side.
- Quinpool Road—Two feet by two feet 9 inches by 135 feet. To carry surface water from berm ditches under road.

Work has been begun on the new concrete lined channel 7 feet 6 inches by 9 feet by 187 feet to carry the Stanford's ponds brook where lowered through the Carritte Paterson Manufacturing Company's property, and thence under the I. R. C. main line into Bedford basin by a 6 feet by 9 feet by 90 feet rail top concrete culvert.

The timber culverts and drains to pass the water and drainage from the west side through the widening and terminal yard filling in Bedford basin have been extended as required from time to time.

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WATER SUPPLY.

The water main in Cobourg road has been temporarily diverted and arrangements made from time to time as the excavations proceeded to maintain an uninterrupted service.

A 6-inch diameter cast-iron pipe-line has been laid by arrangement with the city of Halifax along the west side of the railway right of way from Bower road to "Belmont," with branch connections to the cottages in the "Marlborough Woods" and to "Belmont."

A permanent water pipe crossing under the railway has been put in at station 126 to maintain the supply to "Armdale," and a similar temporary pipe crossing has been put in at station 136 to connect the old "Jubilee" pipe line.

A branch water-pipe line 1½ inches diameter has been laid from the city main in Cobourg road following the private roadway to "Fairfield," and another branch 2-inch diameter pipe has also been laid from the same main along the "Birchdale" road and to "The Lodge" and "Thornvale."

POLE LINES, WIRES AND CABLES FOR TELEGRAPH, TELEPHONE AND ELECTRIC POWER TRANSMISSION.

The poles, wires, and cables of the Western Union Telegraph Company, Canadian Pacific Railway Company Telegraphs, Interecolonial Railway Signal System, Maritime Telegraph and Telephone Company, Halifax Electric Tramway Company's electric lighting and power lines, military cables, etc., have been taken down and removed, diverted, reconstructed and altered where required by the new works or for safety, or in order to be clear of the contractors' plant and operations. Great care has been taken in all cases to maintain these services as far as possible without interruption.

GAS WORKS.

Arrangements have been made with the Halifax Electric Tramway Company, Ltd., for the construction of new gas works on sites at the north end of H. M. lumber yard east of the line of Water street produced southward, and on the west side of Water street between Morris and Fawson streets. Grading and other works for the construction of these new gas works are in progress, and when the new works are sufficiently advanced the old gas works on the site of the proposed new train shed will be removed and the filling, etc., for the train shed continued.

BREAKWATER.

The construction of the rubble mound breakwater from the west shore of Halifax harbour at "Prince of Wales Cove" to "Reid Rock" has been continued throughout the year. The rock filling for the "Core" is practically completed and the heavy riprap protecting the slopes is about 75 per cent completed. A large portion of the heavy rock for paving the top surface of the mound has been delivered on the breakwater, and is ready for setting.

Settlement of the rubble mound has been found fairly regular, and there has been no trouble arising from slips or slides.

The beneficial effects of the breakwater upon the terminal site protected by it, have been very noticeable, especially on the dredging and quay wall construction work.

DOCKS (FIRST UNIT).

Contract No. 3.

Contractors: Messrs. Foley Bros., Welch, Stewart & Fauquier.

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Works included: Dredging and filling, quay walls, substructures for transit sheds and buildings, sewers and other works.

Date of acceptance of offer: November, 1913.

Work begun: March, 1914.

Date specified for completion of works: All work north of cope line of north quay of pier "A," May 1, 1916; all other works, May 1, 1917.

Estimated amount of contract: \$5,250,000.

Percentage of work done March 31, 1915 (based on estimated cost of \$5,250,000), 3.86 per cent.

Percentage of work done March 31, 1916 (based on estimated cost of \$5,250,000), 34.23 per cent.

Percentage of work done during year 1915-16, 30.37 per cent.

SUBMARINE ROCK DRILLING AND BLASTING.

The drilling and blasting of the rock to be removed from the basins and sites of the quay walls was carried on up to the 8th August, 1915, by drill boat No. 1. After that date a second drill boat, similar to but larger than No. 1 and fitted with ten "Key-stone" drills of the well-sinking type as against the seven similar drills on drill boat No. 1 was brought into operation.

The two drill boats have been working continuously day and night, with only such slight delays as were due to minor breakdowns and repairs.

"Drill boat No. 1" working in good rock has drilled and blasted as much as 2,500 cubic yards in one week, and "drill boat No. 2," 3,500 cubic yards per week. Under ordinary working conditions the two drill boats drill and blast 3,000 to 4,000 cubic yards of rock per week.

Very satisfactory progress has been made, and this work should be completed well within contract time.

At the present time about 24,000 cubic yards of rock have been drilled and blasted ahead of the dredging.

DREDGING.

Dredging of the inner or west ends of the basins and of the sites of the quay walls was continued up to the end of June, 1915, by the dipper dredge *King Edward*. Since that time, the dredging has been carried on by the larger and more powerful dipper dredge *Cynthia*, which is capable of dredging in hard materials to a depth of 50 feet, and has been fitted with an 8½ cubic yards manganese steel bucket specially designed for dredging rock and hard materials.

The dredging beyond the depths which could be reached by the dipper dredges has been continued by the 5½ cubic yards orange peel dredge *Lord Kitchener*, and the maximum depth to which foundations have had to be carried is about 75 feet below L.W.O.S.T.

The total dredging under this contract is about 70 per cent completed. The portions of basins Nos. 1 and 2 which had to be deepened have been dredged nearly to the full required depths with the exception of a small portion of the south half of basin No. 2, which has still to be drilled and blasted.

The materials dredged from the basins consist of mud, hardpan, and very seamy hard shale or slate rock with the strata irregular and much displaced and crumpled.

The dredging for the quay walls of basin No. 1 and the head wall of pier "A" is practically completed.

The dredging for the south side of pier "A" and for the west or bulkhead quay of basin No. 2 is about 50 per cent completed, and the dredging for the bulkhead passenger landing quay wall foundations is about 70 per cent completed.

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At the northeast corner of pier "A" a pocket of very soft black mud was encountered and removed by the dredge *Lord Kitchener*. This material was unsuitable for filling, and was discharged at sea.

The dredging for the foundations of the northern 800 feet of the bulkhead passenger landing quay has been much slower than was anticipated on account of a deposit of very hard red boulder clay overlying the rock. On account of this material, it has been found necessary to carry the foundations down to a greater depth where the boulder clay is found than would have been required on a rock bottom in order to prevent the quay wall from sliding forward. The required depths are a few feet beyond the reach of the dipper dredge *Cynthia* and as drilling and blasting have had to be resorted to on account of the hardness of the boulder clay the rate of progress made by the orange peel dredge *Lord Kitchener* has necessarily been slow.

QUAY WALLS.

Bulkhead Passenger Landing Quay.—The granite filling for the rubble mound foundations for the centre portion of the bulkhead passenger landing quay is nearly completed to full height and width for its length of about 600 feet.

The extension of the north return wall of the landing quay shoreward in mass concrete west of the section to be constructed in block work is nearly completed up to 1 foot below L.W.O.S.T.

North Quay of Basin No. 1.—The diving bell commenced work on the foundations to be placed under compressed air for "stacks" of blocks Nos. 6 and 7 on June 15, 1915, and by January 21, 1916, had prepared foundations for 42 stacks or 924 lineal feet of quay wall.

Block setting commenced on September 25, 1915, and by March 31, 1916, 41 stacks of blocks or 902 lineal feet of quay wall had been set to the full height of the block work or just above high water of ordinary spring tides.

The cells of twelve of these stacks of blocks or for 262 lineal feet of wall have been filled with concrete and dredged materials in accordance with the plans. A further length of 25 stacks or 550 lineal feet of wall has the mass concrete cells filled with concrete, and the rubble filling in the other cells is being proceeded with.

North Quay Pier "A".—The diving bell commenced work on the west end of the north quay of pier "A" on January 31, 1915, and by March 31, 1916, had prepared foundations under compressed air as far as stack No. 19, or for 418 lineal feet of wall.

BLOCK MOULDING YARD.

The block moulding yard is being extended west of Pleasant street, and now contains 268 block moulding platforms with standard gauge railway track connections to each platform. The whole yard is lighted with electricity so that work may be carried on by night as well as by day.

On the reclaimed area for the terminals north of basin No. 1 and west of the passenger landing quay standard gauge tracks have also been laid down and a large block storage yard constructed.

During the season, 1,201 cellular blocks were completed, making a total to date of 1,218. Of these, 410 have been set in the quay walls and 808 are in the storage yard ready for setting.

Forty-four sets of specially constructed steel forms with a large number of spare parts and several sets of specially constructed wooden forms for curved blocks are in use.

On an average working day, ten reinforced concrete blocks each weighing about 63 tons and containing about 30 cubic yards of concrete and 3 tons of steel were made. The cement used was obtained from the factories at Belleville and Montreal, and the steel from the plants at Sydney and New Glasgow, N.S.

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During the season 34,908 cubic yards of reinforced concrete and 5,593,126 pounds of steel were used in the reinforced concrete cellular blocks.

The manufacture and setting of the cellular blocks has been found to be a simple, expeditious, and efficient process for economical quay wall construction in deep water.

FILLING QUAY SPACES AND PIER "A."

All the dredged materials, excepting the small quantity of soft mud which was found unsuitable, have been used for filling in the solid core of pier "A" and in the other quay spaces behind the quay walls and also for filling the cells of the quay walls for which rock dredgings were used.

SAND AND GRAVEL.

Early in the season, the contractors made arrangements for obtaining sand and gravel and shingle from the sea beaches near East Lawrencetown. A spur track about three-quarters of a mile long was laid from the Dartmouth and Deans branch of the Canadian Government Railways to the beaches, and loading plant and tracks installed. South of Woodside on the east side of Halifax harbour, opposite the site of the docks, another spur track and timber trestle for unloading railway cars of gravel and sand by dumping direct to scows was constructed. The length of the railway haul is about 16 miles, and the distance by scows across the harbour to the dock works is about $1\frac{1}{2}$ miles.

About 70,000 cubic yards of gravel and sand of good quality have been delivered on the dock works from these beaches free from interruption on account of fog or other weather conditions.

PILE MOULDING YARD.

The making of reinforced guide and key posts for the quay walls and of the reinforced concrete piles for foundations for permanent buildings and sheds was sublet by the principal contractors to the Nova Scotia Construction Co., Ltd., who have made in their well-laid-out and equipped yards at Eastern Passage, 605 guide and key posts from $12\frac{1}{2}$ inch. by $12\frac{1}{2}$ inch. to 16 inch. by 16 inch. in section and from 28 feet 6 inches to 52 feet in length.

They have also made 1,000 reinforced concrete piles 16 inches by 16 inches in section and in lengths of from 40 to 55 feet.

These posts and piles are being transported from the moulding and seasoning yards at Eastern Passage to the docks by water.

In the pile moulding yard at the Eastern Passage during the season, 4,457 cubic yards of concrete and 1,276,800 pounds of steel have been used.

GRANITE QUARRY.

The granite quarries, distant from the docks about $2\frac{1}{2}$ miles by water, and situated on lands acquired by the Government at Purcell's Cove for the purposes of the ocean terminals have been opened up and well equipped with plant, and they have been worked steadily throughout the year.

Some 75,000 cubic yards of granite rubble have been taken from the lower or rubble quarry and 45,000 cubic feet of granite blocks of good quality for cut stone have been quarried from the upper or cut stone quarry. The rubble is being placed in the rubble mound foundations for the deep sections of the quay walls. The blocks for cut stone will be dressed and used for the facing and the coping of the quay walls from 1 foot below I.W.O.S.T. and upward.

Appended are statements of men employed and statements of additional plant placed on the works.

JAMES MCGREGOR,

Superintending Engineer.

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Contracts Nos. 1 and 2, The Cook Construction Company, Ltd., & Wheaton Bros., Contractors. Statement of number of men employed (exclusive of office staff, superintendents, and general foremen). Average per day per month for year April 1, 1915, to March 31, 1916:—

	Contract No. 1.	Contract No. 2.	Total.
April..	120	380	500
May..	154	368	522
June..	134	387	521
July..	131	397	528
August..	129	287	416
September..	116	279	395
October..	176	219	395
November..	228	175	403
December..	130	318	348
January..	99	211	310
February..	94	209	303
March..	59	195	254

Construction work has been carried on continuously by day and night shifts all the year round.

Statement of additional plant on works March 31, 1916, over plant reported on works on March 31, 1915:—

Two traction electric "Cyclone" drills, size of bits 5½-inch.
Two standard gauge 6-wheel 65-ton locomotives, with tenders.
Thirty standard gauge 16 cubic yard side air dump cars.

Contract No. 3, Messrs. Foley Bros., Welch, Stewart & Fauquier, contractors. Statement of number of men employed (exclusive of office staff, superintendents, and general foremen), for the year April 1, 1915, to March 31, 1916:—

April..	251
May..	365
June..	490
July..	506
August..	526
September..	530
October..	563
November..	555
December..	456
January..	412
February..	356
March..	446

Construction work has been carried on continuously by day and night shifts all the year round.

Statement of additional plant on works March 31, 1916, over plant reported on works on March 31, 1915:—

1 dipper dredge, *Cynthia*.
3 hopper dump scows, 800 cubic yards capacity.
2 tugs, *Lord Roberts* and *Lord Beresford*.
1 wooden scow No. 12, 24' by 100'
1 " " No. 13, 26' by 75' (about).
1 " " No. 15, 24' by 100'
1 standard gauge locomotive crane, 150 tons (Industrial Iron Works).

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NATIONAL TRANSCONTINENTAL RAILWAY.
ROAD-BED AND TRACK.

Subdivisions.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
District No. 1—				
Quebec.....	125.87	2.17	10.30	19.95
Fitzpatrick.....	118.78		8.65	11.42
Parent.....	102.54		8.15	6.97
Doucet.....	107.09		9.46	11.93
Cadorna Branch.....	5.90			0.23
Bridge to Champlain Market.....	6.48	6.48		
Total.....	466.66	8.65	36.56	50.50
District No. 2—				
O'Brien.....	112.59		6.32	0.40
Cochrane.....	129.08		11.58	15.24
Hearst.....	125.11		13.47	8.83
Grant.....	131.23		12.19	8.56
Armstrong.....	132.71		12.05	6.51
Total.....	630.72		56.61	39.54
District No. 3—				
Fort William.....	60.76		4.96	32.33
Raith.....	137.73		14.74	7.82
Graham.....	123.21		11.31	25.31
Winnipeg.....	128.96	4.80	9.74	48.05
Total.....	450.66	4.80	40.75	113.51
District No. 5—				
Moncton.....	10.76		1.41	9.37
Napodogan.....	106.63		8.18	13.00
Edmundston.....	113.06		8.83	14.08
Monk.....	123.99		10.64	12.64
Lawrence.....	100.23		8.39	3.85
Total.....	454.67		37.45	52.94

SUMMARY.

District No.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
1.....	466.66	8.65	36.56	50.50
2.....	630.72		56.61	39.54
3.....	450.66	4.80	40.75	113.51
5.....	454.67		37.45	52.94
Totals.....	2,002.71	13.45	170.37	256.49

NOTE.—Of the above the following lines are operated under lease from the Grand Trunk Pacific Railway Company:—

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Subdivision.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
District No. 3—	Miles.	Miles.	Miles.	Miles.
Fort William.....	60.76	.....	4.96	32.33
Raith.....	131.33	.....	12.89	7.82
Total.....	192.09	.....	17.85	40.15

RAILS.

A total of 2.8 miles of track were relaid with new 80-pound rail as follows:—

	Miles of Track.
Fort William subdivision.....	0.8
Raith subdivision.....	2.0
Total track miles of new 80-lb. rail laid.....	2.8

The mileage of the various weights of rail in the main tracks of through main line and branches are as follows:—

Weight of Rail.	56-lb.	67-lb.	72-lb.	75-lb.	80-lb.
	Miles.	Miles.	Miles.	Miles.	Miles
N.T.R. west of Quebec bridge.....	3.5	1.16	.....	.....	1,364.74
G.T.P. Leased Lines Ft. William to Superior Jet.....	.....	.....	5.0	6.0	181.09
N.T.R. Moncton to Diamond Jet.....	.....	.....	.....	.....	454.67
Totals.....	3.5	1.16	5.0	6.0	2,000.50

TIE RENEWALS.

Track ties have been renewed during the year as follows:—

District.	Main Line.	Average per mile.	Sidings and Spurs.	Average per mile.
No. 1.....	51,415	110	.....	.....
No. 2.....	22,865	36
No. 3.....	124,363	276	29,593	192
No. 5.....	99,455	219	926	10
Total.....	298,098	149	30,519	71

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DITCHING.

Ditching: 27.67 miles of ditching have been completed, to provide better drainage for the road-bed, and where clay cuts are sliding and filling up the ditches.

PROTECTION OF EMBANKMENTS AND CUTTINGS.

At mileages 59 and 61, O'Brien subdivision, riprap protection has been built where the embankment was washed away on account of the water level at lake Abitibi having been raised by the Abitibi Power and Paper Company, and the cost of the work charged to the Abitibi Power and Paper Company.

ROCK CUTTINGS.

At mileage 119.7, Quebec subdivision, loose and dangerous rocks have been removed from the cuttings.

NEW TRACKS AND CHANGES IN MAIN LINE.

New Lines.—On May 1, 1915, the National Transcontinental Railway from the city of Quebec, in the province of Quebec, to Winnipeg, in the province of Manitoba, a distance of 1355.95 miles, was taken over for operation as a part of the Canadian Government Railways System, and was put in operation as such on June 1, 1915; previous to the above date that portion of the railway between Superior Junction, Ont., and Winnipeg, Man., a distance of 258.57 miles, had been operated for some time by the Grand Trunk Pacific Railway Company, and after May, 1915, the Grand Trunk Pacific Railway continued to operate this portion of the line until July 1, 1915, when the operation was taken over by the Canadian Government Railways. Previous to May 1, 1915, on the portion of the line between Quebec and Superior Junction, the contractors who had constructed the railway had been maintaining a service for some time, as follows:—

Between Quebec and Fitzpatrick, a distance of 132.35 miles.

Between Peter Brown Creek, Que., and Hearst, Ont., a distance of 278.57 miles.

The maximum gradient westbound is 0.6 foot per hundred, and eastbound 0.4 foot per hundred, all grades being compensated for curvature. The maximum curvature is 6 degrees, and with few exceptions all the bridges and culverts are of permanent construction and designed for heavy power.

Passing sidings of a standard length of 3,500 feet were built at intervals, averaging about 7 miles.

For the purpose of operation this line was divided into eleven subdivisions, as shown in the table of road-bed and track.

At each terminal point there is a brick and concrete enginehouse, coaling plant, cinder hoist, machine shops, etc., combined station and office building, and adequate trackage for the handling of traffic.

There are 190 frame-construction station buildings on concrete foundations, as follows: 180 N.T.R. design "A," 2 N.T.R. design 26 feet by 60 feet, 8 N.T.R. design "D," also a station of special design at Hervey Junction, which is used as a joint station with the Canadian Northern Railway.

On September 1, 1915, the line from Cap Rouge to Cadorna was put in operation. This line is 5.79 miles long and consists of 4.92 miles between Cap Rouge and St. Malo, which was acquired by the Government from the Canadian Northern Quebec Railway, and which was extended by the National Transcontinental Railway Commissioners in the summer of 1915, 0.87 mile to a connection with the Canadian Pacific Railway at Cadorna, 3.30 miles west of Quebec, and the National Transcontinental Railway passenger trains run into the city of Quebec to Palais

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station, under an agreement with the Canadian Pacific Railway for joint terminal facilities at Quebec. This line is laid with 56- and 67-pound rail, with a maximum gradient of 0.6 foot per hundred, and a maximum curvature of 12 degrees.

On July 1, 1915, the Grand Trunk Pacific branch, known as the Fort William branch, between the junction with the National Transcontinental Railway at Superior Junction, Ont., and Fort William, a distance of 192.09 miles, was taken over for operation by the Canadian Government Railways, under lease from the Grand Trunk Pacific Railway Company. There are terminal facilities on this line at Raith, 56.9 miles from Fort William, and at Mission on the west side of the Kaministiquia river, which provides lake shipping facilities at the port of Fort William, there being track connections with the terminal elevator of the Grand Trunk Pacific Elevator Company.

Line changes.—At a point 10.76 miles west of Moncton, a cut-off line 4,663 feet long was constructed by the Intercolonial Railway from that point to mileage 11.64 on the Moncton subdivision of the Intercolonial Railway. This cut-off line was put in service on December 12, 1915, since which date both Intercolonial and National Transcontinental Railway trains have been operated over the Transcontinental Railway from Moncton to mile 10.76, and the portion of the Intercolonial Railway between the junction of the cut-off line and mileage 2 from Moncton has been abandoned, and the rails, etc., taken up. The portion of the National Transcontinental Railway between Moncton and mile 10, used jointly by Intercolonial Railway and National Transcontinental Railway trains, is being operated as a part of district No. 2 on the Intercolonial Railway.

Inter-Switching Tracks.—The operation of the interchange tracks at mileage 7.5 Quebec subdivision, with the Canadian Pacific Railway, has been discontinued and the switches lifted, as the operation of the Cadorna branch from Cap Rouge, and the use of Quebec terminals under a joint terminal agreement with the Canadian Pacific Railway has done away with the necessity for this track.

At mileage 123.0, Quebec subdivision, the private sidings constructed for the Brown Corporation, to provide facilities at that point for interchange with the Canadian Northern Railway, if required, as the sidings of the Brown Corporation are connected to both the National Transcontinental Railway and the Canadian Northern Railway.

At Cochrane, Ont., two tracks were built to provide facilities for the transfer of business between the National Transcontinental Railway and the Temiskaming and Northern Ontario Railway.

At the west end of Cochrane yard a connecting track, 400 feet long, was built between the two main line tracks to enable the "National" train running between Toronto and Winnipeg to receive and discharge business at the Temiskaming and Northern Ontario Railway station, and pass from one railway to the other without unnecessary switching, the switch in the National Transcontinental Railway track being installed by the Canadian Government Railways and the balance of the track laid by the Temiskaming and Northern Ontario Railway.

East of the Temiskaming and Northern Ontario station at Cochrane, a connection was constructed between the main lines of the Temiskaming and Northern Ontario Railway and the National Transcontinental Railway, 650 feet long; the portion on the Temiskaming and Northern Ontario Railway, 300 feet long, was built by that railway, and the balance of 350 feet on the National Transcontinental Railway right of way was built by the Transcontinental Railway. This connection is to provide for the interchange of through freight trains and to give access from the Temiskaming and Northern Ontario main line to the National Transcontinental Railway main line, for engines bringing the "National" and other trains into Cochrane from the west.

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Interchange tracks with the Bangor and Aroostook Railway were constructed at mile S9.2, Edmundston subdivision.

BUSINESS SIDINGS, ETC.

Business sidings, loading tracks, etc., have been constructed as follows:—

District No.	Feet.
District No. 1—	
St. Marc, business siding.. . . .	311
District No. 2—	
Makamik, business siding.. . . .	372
District No. 3—	
Hunter, business siding.. . . .	380
District No. 5—	
Berry's Mills, business siding.. . . .	600
Mile, 95.8, Lawrence S.D., business siding.. . . .	330
Total.. . . .	990

SUMMARY OF BUSINESS SIDINGS CONSTRUCTED.

District	Feet.
No. 1.. . . .	311
" No. 2.. . . .	372
" No. 3.. . . .	380
" No. 5.. . . .	990
Total.. . . .	2,053

PRIVATE SIDINGS.

Location.	Name of Person or Firm.	Feet.
District No. 1—		
Quebec S.D., mile 95.76.. . . .	St. Maurice Lumber Co.. . .	329
" " 123.01.. . . .	Brown Corporation.. . . .	3,415
Fitzpatrick S.D., mile 69.78.. . . .	St. Maurice Lumber Co.. . .	1,847
Parent S.D., mile 5.29.. . . .	Gatineau Industrial Co.. . .	1,170
Doucet " " 40.79.. . . .	L. Goulet.. . . .	280
" " " 83.91.. . . .	Department of Justice, Canada.. . . .	685
Total.. . . .		7,717

Location.	Name of Person or Firm.	Feet.
District No. 5—		
Monk S.D. M. 31.23.. . . .	Frank Belanger.. . . .	268
Monk S.D. M. 41.91.. . . .	Victor Abut.. . . .	350
Monk S.D. M. 45.23.. . . .	Blue River Lumber Co.. . . .	6,698
Monk S.D. M. 56.02.. . . .	Fraser Lumber Co.. . . .	1,950
	Total.. . . .	9,266

SUMMARY OF PRIVATE SIDINGS CONSTRUCTED.

District No. 1.. . . .	7,717
District No. 5.. . . .	9,266
Total.. . . .	16,983

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WATER SERVICE.

District No. 1.—St. Casimir: A connection was made with the town supply to provide water for the National Transcontinental Railway station for domestic purposes.

District No. 2.—Wabikin: Owing to the high water in the river at this point, the pump to the railway water supply was moved and placed on dry ground under the tank. The high water was caused by the damming of the river by the Abitibi Power and Paper Company, and the cost of moving the pump is being charged against this company.

Grant: During the severe cold weather in the winter, trouble was experienced through the source of the supply at this point freezing up, and to provide temporary relief a 6-inch pipe-line, 1,600 feet long, was laid to a small stream, which was dammed, and the water pumped into the tank by a steam pump.

Ycliffe: The 15-horsepower Fairbanks-Morse combined gasoline engine and pump at this point was replaced with a 10-horsepower pump of the same make, and the pump removed changed to Graham on district No. 3 and installed at that point.

District No. 3.—Graham: The 15 horse-power Fairbanks-Morse combined gasoline engine and pump removed from Ycliffe was installed at Graham as an auxiliary to the 10 horse-power pump of the same make in service at that point, the 10 horse-power pump having been found too small to supply sufficient water during the heavy months of traffic.

District No. 5.—North Branch: The water supply at this point not being required, under present traffic conditions, the 15 horse-power gasoline combined engine and pump was taken from this point and installed at Newcastle, on District No. 2 of the Intercolonial railway.

Monk: A well was drilled to provide suitable drinking water for use in Monk station.

Armagh: Heavy repairs to the pipe-line of the gravity supply were made.

BUILDINGS.

Buildings, platform alterations, and additions were constructed as follows:—

District No. 1.—Cap Rouge: A standard section tool-house was moved from Sterling and erected at Cap Rouge to serve as an operator's office. A platform, 15 feet long, was built and the necessary alterations made to the building.

District No. 2.—Makamik: The station building was moved from its original location at mileage 18.33, O'Brien subdivision, to a new location at mileage 15.7.

District No. 3.—Millidge: A new pump-house was constructed to replace one destroyed by fire.

District No. 5.—Berry's Mills: The station at Lutesville was moved to Berry's Mills and a new platform constructed at that point, and a new loading platform and business siding built.

Caron Brook: A shelter station platform was provided at this point.

Blue River: The station and platform at Tarte was moved to mileage 44.24, Monk subdivision, and the name changed to Blue River.

Sully Siding: Shelter station and platform was provided.

St. Eleuthere: The station and platform at St. Eleuthere was moved to mile 59.64, Monk subdivision.

River Manie: The station and platform at Lippee was moved to mile 85.86, Monk subdivision, and the name changed to River Manie.

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FENCING.

Some 1.91 miles of standard board fence and snow fence have been erected as follows:—

District No. 1—	Miles.
Quebec S.D., portable snow fence.	1.12
Parent S.D., portable snow fence.	0.22
Total.	1.34
District No. 2—	
Hearst S.D., portable snow fence.	0.10
District No. 3—	
Winnipeg S.D., standard board fence	0.47

TERMINAL IMPROVEMENTS.

District No. 1.—Fitzpatrick: A connection was made with the stationary boiler and a steam pipe-line 250 feet long laid to the coach track for the purpose of keeping coaches standing at this point over night under steam. A water connection was also laid to this point.

Parent: A connection was made with the stationary boilers in the roundhouse, and a steam pipe-line 250 feet long was laid to the coach track, for the purpose of keeping coaches standing over night under steam.

District No. 2.—Cochrane: Steam and water pipes, 60 feet long, were laid to connect the coach track with the steam pipe in the engine-house.

A board partition was built between the machine shop and dynamo room, to protect the dynamo from dust.

Two old frame buildings were moved and placed alongside the stores building to provide increased storage.

A small building was moved and placed adjoining the repair track for the use of car repairers and eight 30-foot. wheel bays were built alongside same with a narrow-gauge Lorry track. A small section tool-house was moved from the yard and placed at the west end of the Temiskaming and Northern Ontario Railway station for the use of car inspectors.

Hearst: The scale track was lined over and live rails provided on the scales.

Steam, water and sewer connections were laid across the yard, and four connections placed along the main line for the purpose of thawing out coaches on through trains, and providing facilities for the watering of same. A steam connection was also made to the coach track to provide facilities for keeping coaches standing over night under steam, and a connection was made with the station heating system so that this building could be heated from the central power plant.

A spare section tool-house was moved and placed in position for the use of car repairers, and the necessary wheel bays built.

An inside stairway was built in the station leading to the basement, the only access previously being a trap door in the office floor.

Grant.—A steam connection and drain were laid from the boilers in the engine-house across the yard about 750 feet, and three steam connections provided along the main line, for the purpose of thawing out coaches on through trains. Connection was also made with the station heating system so that this building can be heated from the central power plant.

A spare section tool-house was moved and placed in position for use of the car repairers, and the necessary wheel bays built.

Armstrong: A steam connection was laid across the yard about 1,000 feet long, and three steam connections installed along the main line for the thawing out of

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coaches on through trains. A connection was made with the station heating system so that steam could be used for the heating of the station from the central power plant.

A spare section tool-house was moved and placed in position for use of the car repairers, and the necessary wheel bays built.

District No. 3.—Graham: A connection with the stationary boiler to the engine-house was made across the yard with a steam pipe, about 750 feet long, and four steam connections installed along the main line for the purpose of thawing out coaches on through trains. A connection was also made from the station so that that building may be heated from the central power plant.

Transecona: A standard board fence, 2,495 feet long, was built along the north side of the shops to protect the property from trespassing, a gate and watchman's shelter being built opposite the midway.

District No. 5.—Monk: Trouble has been experienced in the boot of the coaling plant by water from a spring in the vicinity. During the fall of 1915 the original contractors, Roberts, Schaefer & Co., did considerable work in connection with this, which was not completed, and further work will have to be undertaken in 1916.

DAMAGE BY FLOOD.

*District No. 2.—*The approaches to the Pagwachanan River bridge, mile 76.2, Hearst subdivision, were damaged by the fall rains, and the embankments were strengthened.

DAMAGE BY FIRE.

District No. 1.—Uniacke: The section tool-house was destroyed by fire in August, 1915, and was replaced by tool-house removed from Doucet.

District No. 2.—Hearst: The enginemens' restaurant was totally destroyed by fire on March 9, 1916.

District No. 3.—Millidge: Pump house was burned on January 19, 1916.

BRIDGES AND CULVERTS.

Repairs and renewals to bridges and culverts have been made as follows:—

District No. 3.—Winnipeg S. D., Bridge 71.5: This structure is a pile bridge, 375 feet long and 30 feet high; 24 pile bents were cut off and replaced with timber bents.

Fort William S. D., Bridge 49.3: This structure is a pile bridge, 148.5 feet long and 49 feet high. The piles in this structure were renewed.

District No. 5.—Edmundston S. D., Culvert 31.0: The northwest corner of the culvert was undermined, and temporary bents were placed in same to hold the cop of the culvert until permanent repairs are made in 1916.

Napodogan S. D., Culvert 35.3: The northwest wing wall of this structure cracked and fell into the stream, and temporary crib work was built to hold the embankment until permanent repairs are made in 1916.

Edmundston S. D., Bridge 66.5: Little Salmon river. An investigation and report in connection with the substructure of the above bridge was made to cover the necessary repairs in 1916, and the tops of sixteen of the pedestals were water-proofed.

STAFF SYSTEM.

An electric train staff system was installed between Superior Junction and Graham on District 3, a distance of 6.2 miles.

C. B. BROWN,
Chief Engineer.

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PRINCE EDWARD ISLAND RAILWAY.

ROAD-BED AND TRACK.

Subdivision or Branch.	Main Line.	Passing Sidings, other Sidings, and Spurs.
	Miles.	Miles.
Charlottetown.....	116.1	16.1
Souris.....	54.7	4.8
Georgetown.....	24.4	2.9
Cape Traverse.....	11.8	1.0
Murray Harbour.....	47.8	4.8
Elmira.....	9.9	0.9
Montague.....	6.2	0.4
Vernon.....	3.7	0.4
Total.....	274.6	31.3

RAILS.

The following rails were laid during the year, replacing defective rail in track:—

	Feet.
Charlottetown subdivision.....	504
Souris subdivision	76
Murray Harbour subdivision.....	864
Elmira subdivision.....	105
Total	1,549

The mileage of the various weights of rail in main tracks is as follows:—

Track miles of 50-lb. rail.....	3.6
“ 52 “	95.1
“ 56 “	40.1
“ 58 “	134.2
“ 67 “	1.6
Total.....	274.6

TIE RENEWALS.

Ties have been renewed during the year as follows:—

Subdivision.	Main Line.	Average per mile.	Sidings.	Average per mile.
Charlottetown.....	17,607	151	733	45
Souris.....	6,225	114	200	42
Georgetown.....	2,553	105	100	34
Cape Traverse.....	674	57	70	70
Murray Harbour.....	3,172	66	130	27
Elmira.....	54	6		
Montague.....	584	94		
Vernon.....	453	123		
Total.....	31,322	114	1,233	39

Thirty-one sets switch ties renewed; twenty switch stands renewed; fifteen frogs renewed.

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BALLASTING.

There were 2.2 miles of track ballasted with sand and 0.15 mile ballasted with cinders. Total, 2.35 miles.

DITCHING.

A total of 2.2 miles of ditching has been done, and old ditches cleaned out.

PROTECTION OF EMBANKMENTS AND CUTTINGS.

St. Peters—230 feet of stone filled cribwork built.
Midgell—50 feet of stone filled cribwork built.
Marie—70 feet of stone filled cribwork built.

BUSINESS SIDINGS.

The following business sidings have been constructed during the year:—

	Feet.
Fanning, Georgetown S.D., new.. . . .	377
Scotchfort, Souris S.D., extension.. . . .	200

PRIVATE SIDINGS.

The following private siding was put in:—

Location—	Subdivision.	Name of Firm.	Feet.
Richmond.. . . .	Charlottetown.	McLellan & Williams.. . .	378

WATER SERVICE.

A new tank with pump, boiler, and pump-house was erected at Emerald Junction.

BUILDINGS.

General repairs were made to all buildings requiring same, and new buildings, platforms, alterations, and additions to existing buildings were constructed as follows:—

Charlottetown Subdivision.

Charlottetown.—Steam heating installed in mechanical and freight offices.

Milton.—New section tool-house.

Emerald.—New tank and pump-house.

Summerside.—New floor put in freight shed on wharf, and a bonded goods room built.

Wellington.—New stock pen built

Richmond.—New stock pen built.

Ellerslie.—New section tool-house.

Bloomfield.—New section tool-house.

Alberton.—New rain conductors put on station.

Tignish.—New roof put on engine-house, old one having been blown off. New timber on ash pit.

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*Souris Subdivision.**Bear River.*—New section tool-house.*St. Charles.*—New standard shelter 11 by 25 feet.*Five Houses.*—A new cinder platform put down.*Marie.*—New standard shelter 11 by 25 feet.*Morell.*—New section tool-house.*Mount Stewart.*—A new double section tool-house and a coal shed for station built.*Georgetown Subdivision.**Georgetown.*—Station platform renewed.*Murray Harbour Subdivision.**Southport.*—A new cinder platform put down.*Melville.*—Station platform was renewed.*Wood Island.*—New station platform.*Murray River.*—New station platform.

FENCING.

New standard wire fence, portable and permanent snow fences have been erected as follows:—

Subdivision.	Wire Fence, New.	Portable Snow Fence.	Permanent Snow Fence.	New Gates.
		Feet.	Feet.	
Charlottetown.....	2.3	780	2,972	46
Souris.....	3.4	.....	680	20
Georgetown.....	1.9	.....	400	15
Murray Harbour.....	.....	.....	.....	15
Cape Traverse.....	0.6	300	.....	4
Total.....	8.2	1,080	4,052	100

In addition, repairs were made to all fences where required.

TERMINAL IMPROVEMENTS.

Charlottetown.—Plank roadway was removed and filled in permanently with clay and stone and covered with cinders.

Tignish.—590 feet of pipe fence erected around grass plot.

SURVEYS.

Re-surveys for standard track profiles have been completed for entire railway, and plans made except miles 40 to 48 of the Murray Harbour subdivision.

Right of way surveys have been made as follows:—

Subdivisions—

Charlottetown.....	Mile 0'00 to 116'1
Souris.....	" 0'00 54'7
Georgetown.....	" 0'00 24'4
Cape Traverse.....	" 0'00 11'8
Murray Harbour.....	" 0'00 47'8
Elmira.....	" 0'00 9'9
Montague.....	" 0'00 5'2
Vernon.....	" 0'00 3'7

Total..... 274'6

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Plans of above surveys have been completed as follows:—

Subdivisions—

Charlottetown.. . . .	Mile 60 to 116.1 — 56.1
"	" 10 35.0 — 25.0
Vernon.. . . .	" 0 3.7 — 3.7
Total.. . . .	84.8

Surveys and plans have been made for standard station ground plans as follows:—

Charlottetown subdivision—Emerald Junction, Kensington, O'Leary.
Montague subdivision—Montague.

BRIDGES AND CULVERTS.

Charlottetown Subdivision—

Mile 6.0	Concrete pipe culvert.. . . .	24-inch diameter by 60 ft. long.	
" 13.0	"	24 " "	60 "
" 29.0	Cast-iron pipe culvert.. . . .	12 " "	48 "
" 31.0	"	12 " "	72 "
" 34.4	"	12 " "	96 "
" 48.2	"	12 " "	60 "
" 62.6	Concrete pipe culvert.. . . .	30 " "	32 "
" 67.3	" rail top culvert	7 ft. x 8 ft.	40 "
" 69.0	" pipe culvert.. . . .	30-inch diameter by 18 "	18 "
" 70.0	Cast-iron pipe culvert.. . . .	12 " "	84 "
" 88.3	" (double).. . . .	16 " "	36 "
" 98.2	Concrete pipe culvert.. . . .	15 " "	21 "
" 99.1	"	18 " "	23 "
" 105.9	Cast-iron pipe culvert.. . . .	16 " "	18 "
" 106.9	"	16 " "	24 "
" 107.5	Concrete pipe culvert.. . . .	24 " "	25 "
" 111.1	"	30 " "	21 "

Souris Subdivision—

Mile 10.0	Cast-iron pipe culvert.. . . .	18 " "	24 "
" 12.0	"	18 " "	24 "
" 13.0	Concrete pipe culvert	24 " "	50 "
" 13.4	"	24 " "	40 "
" 32.5	Cast-iron pipe culvert.. . . .	16 " "	24 "
" 33.0	Concrete pipe culvert	18 " "	130 "
" 33.0	Cast-iron pipe culvert.. . . .	16 " "	36 "
" 33.1	"	18 " "	24 "
" 35.0	"	16 " "	36 "
" 37.0	"	24 " "	20 "
" 37.3	"	24 " "	20 "
" 38.0	Bridge repaired and new stringers put in.		
" 45.0	"		
" 45.0	Cast-iron pipe culvert, 18 inches diameter by 36 feet long.		
" 50.0	Cast-iron pipe culvert, 18 inches diameter by 120 feet long.		
" 49.6	Concrete slab substituted for stringers.		

Georgetown Subdivision—

Mile 34.1 Bridge repaired and new stringers put in.

In addition two open culverts were filled in, 5 pit cattle guards were replaced with surface guards and general repairs made to culverts, etc., where required.

DOCKS AND WHARVES.

Summerside.—Extensive repairs were made to wharf and 220 feet built new on creosoted piles and planked.

Alberton.—Three hundred feet of new retaining wall was built.

C. B. BROWN,

Chief Engineer.

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INTERNATIONAL RAILWAY OF NEW BRUNSWICK—DISTRICT No. 2.

This road was taken over as the International subdivision of the Intercolonial Railway on August 1, 1914.

It forms a short connection between northwest New Brunswick, at Campbellton, and the upper St. John valley, at St. Leonards, where it connects with the Canadian Pacific Railway; also by means of the Van Buren Bridge Company's tracks, with the Bangor and Aroostook Railway in the state of Maine, and with the National Transcontinental Railway.

ROADBED AND TRACK.

Table of Mileages.

Subdivision.	Main Line. Miles.	Passing Siding. Miles.	Other Sidings and Spurs. Miles.
Leonard.. . . .	111'3	1'90	6'45

RAILS IN TRACK.

The present composition of main line is as follows:—

	Miles.
56-pound rails.. . . .	10'0
60 " 	59'0
67 " 	42'3
Total.. . . .	111'3

PRIVATE SIDINGS.

The following private sidings have been built:—

Sub-division.	Location.	Name of Owner.	Length. Feet.	New or Extension.
Leonard.. . . .	Mile 88'40	A. E. Hammond.. . . .	441	New.
" 	" 91'65	" 	817	"
" 	" 99'80	" 	835	"
Total.. . . .			2,093	

INTERSWITCHING TRACKS.

A siding 450 feet long has been laid at mile 109.7, forming a connection with the Bangor and Aroostook Railway.

STATIONS AND WATER SUPPLY.

Necessary repairs were made to the water service and station buildings.

DAMAGE BY FIRE AND FLOODS.

In spring of 1915 freshets in Grog brook covered the track in several places and washed portions of the embankment away at various points between mile 20 and 33—no serious damage at any point.

BRIDGE AND CULVERT RENEWALS.

Twenty-six bridges were painted; one culvert replaced with a concrete pipe, and another with a rail top culvert.

C. B. BROWN,
Chief Engineer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY—
DISTRICT No. 3.

MILEAGE.

Main Line..	36.05
Passing sidings..	0.93
Other sidings and spurs..	3.35

The present composition of the main line is as follows:

	Miles.
80-pound.	9.24
56 "	26.81

Main Line.	Average per Mile.	Sidings.	Average per Mile.
21,892	605	643	150

PRIVATE SIDINGS.

Location.	Name of Firm.	Feet.
Port Elgin.	C. S. Hickman & Co.	575

BRIDGES AND CULVERTS.

Surveys and plans have been made for the renewal of five wooden bridges, which work will be carried out in 1916-17.

C. B. BROWN,
Chief Engineer.

ST. JOHN AND QUEBEC RAILWAY.—DISTRICT No. 2.

	Other Sidings		
	Main Line.	Passing Sidings.	and Spurs.
Subdivision.	Miles.	Miles.	Miles.
Centreville,	119.87	4.08	3.60

Rails in Track.—The present composition of main line is as follows: 80-pound rails, 119.87 miles.

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Ditching.—Fifteen miles of ditches in cuts have been cleaned.

Protection to Embankments and Cuts.—During the spring of 1915 serious trouble was experienced in the clay cuttings on the first 30 miles north of Fredericton. Owing to insufficient catch-water ditches in some cases, but mainly owing to the nature of the clay, when the snow is melting and frost is coming out of the ground, it is impossible to hold the sides of the cuts on a $1\frac{1}{2}$ to 1 slope, and the clay slides down and covers the track. A large number of men were employed to keep the track open and a ditcher was engaged for a month in removing the material. Means of permanent prevention of slides are under consideration.

Private Sidings.—The following private sidings have been built:—

Subdivision.	Location.	Name of Owner.	Length.	New or Extension.
Centreville.. . . .	Mile 36.70	H. Manuel.. . . .	400	New
"	" 56.60	G. G. Scott.. . . .	400	"
Total.. . . .			800 feet.	

Surveys.—Several reconnaissance surveys were made in connection with the extensions and development of this railway.

Bridge and Culvert Renewals and Turntables, Centreville Subdivision:—

Culvert 5.42: Replaced 24-inch corrugated iron pipe with 30-inch concrete pipe.

Bridge 9.9: Oromocto river, put new hoisting cable on lift spans.

Gagetown: Resurfaced centre pier and circle rail of turntable.

Summary of amounts taken out of maintenance appropriation, 1915-16, and charged to working expenses, which might have been properly charged to betterments (capital).

Intercolonial—

District No. 1..	\$ 212,153 83
“ No. 2..	258,624 97
“ No. 3..	289,357 65
“ No. 4..	200,271 94
Prince Edward Island	37,831 00
New Brunswick and Prince Edward Island Railway	18,851 93
St. John and Quebec	1,807 09
International Railway of New Brunswick	27,093 50
Mechanical	133,000 00
	<hr/>
	\$1,178,991 91

National Transcontinental Railway—

District No. 1...	16,581 51	
“ No. 2...	13,303 70	
“ No. 3...	24,345 00	
		54,230 21
Total...	\$1,233,222 12	

NOTE.—Details are furnished but are not printed.

C. B. BROWN,

Chief Engineer.

REPORT OF THE SAFETY DEPARTMENT.

Monthly safety meetings have been held by the district committees at Lévis, Campbellton, Truro, and New Glasgow, by the terminal committees at Rivière-du-Loup, St. John, Halifax, and Sydney, and by the car and locomotive shop committees at Moncton. These committees consist of a chairman (who is the local officer in charge of the district, terminal, or shops) other local officers and employee representatives from all branches of the service, who, in the performance of their

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regular duties watch out for unsafe conditions and practices, which might cause injuries, rectifying what they can and reporting the others to the chairman for consideration and correction.

At these meetings the safety of the employees and the public was generally discussed by the members, and consideration given to particular matters which might cause injuries to either.

During the year the individual members and the committees as a whole have reported the correction of nearly twenty-eight hundred unsafe conditions and over eleven hundred unsafe practices, or a total of about thirty-nine hundred corrections.

The following special work was done in the shops at Moncton to insure greater protection to employees and also to safeguard the property: 37 machine gears were enclosed with netting and rail; 7 emery wheels were equipped with shields; 3 band saws were encased; 4 cut-off saws were encased; 2 rip saws were equipped with guards; 1 boring bar had guards applied; the sidewalk leading from overhead bridge was repaired; pipe on acetylene machine was changed; walk was made along shafting in the brass shop; floors were repaired in the machine shop; large doors between the erecting and machine shops were repaired; gate was put in rear of rivet furnace to keep men from passing; motor balcony railing in the blacksmith shop was repaired; steam piping in the freight car shop was repaired; draft pipes in the blacksmith shop were repaired; stack over the springmakers' fire was renewed; floor in the tender shop was repaired; floor in the boiler shop was laid of concrete; drill sockets were made for the drilling machine; danger signals were made for use in the different shops; run leading to the end of stores platform was extended; belt on machine in the R. H. machine shop was encased; piping on the air tank in the boiler shop was repaired; notices were made for main water valves and posted on valves; circuit breakers in the planing mill were made safe; a guard was put around the chimney base at the new shops; netting was placed around benches to protect men from chipping; covering on motors in the tin shop were made safe; drip from steam hammer in the frog shop was changed so that it would not drop on men shunting; pulleys on the stores elevator were repaired; gates were renewed on the stores elevator; a new guard was placed on the tube cutter in the boiler shop; grab tongs in the boiler shop were repaired and made safe; windows in the shops were extensively repaired; cranes in the shops were repaired.

Additional guards have been placed on machines at the Rivière-du-Loup shops, as well as in roundhouses and shops at other points where greater protection was found to be necessary.

During the year there were twelve employees killed, four hundred and sixty-nine injured; two passengers killed, twenty-one injured; and twenty-three all others killed and twenty-nine injured.

During the month of August, 1915, two safety committees were organized at Transcona shops; one in the locomotive department, and one in the car department. Since that time, these committees have reported the correction of one hundred and eighty-nine unsafe conditions and one hundred and sixty-eight unsafe practices, which has resulted in improved working conditions, and provided greater safety for the employees.

Suitable bulletins containing safety suggestions and information have been sent out at frequent intervals to the various terminals, shops, roundhouses, etc., for posting where they will come to the attention of all.

J. E. LONG,
Safety Engineer.

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REPORT OF THE MECHANICAL ACCOUNTANT.

I beg to submit the following information for the annual report for the fiscal year ended the 31st March, 1916:—

A.—Statement showing the number of locomotives and the different classes of other rolling stock owned by the Government Railways (excepting the Prince Edward Island Railway).

B.—Statement showing the mileage made and the coal, oil, grease, and waste consumed by locomotives on the Intercolonial Railway.

C.—Statement showing the number of locomotives and the different classes of other rolling stock on the Prince Edward Island Railway.

D.—Statement showing the mileage made and the coal, oil, grease, and waste consumed by locomotives on the Prince Edward Island Railway.

E.—Summary of the principal work done in the shops at Moncton, Halifax and Rivière-du-Loup for the Intercolonial Railway. (Not printed; being numerous small details.)

F.—Summary of the principal work done in the shops at Charlottetown for the Prince Edward Island Railway. (Not printed; being numerous small details.)

The following rolling stock was purchased during the year:—

On Capital Account—

- 24 locomotives (20 consolidation and 4 shunting).
- 2 sleeping cars.
- 6 first-class day coaches.
- 20 box cars, 80,000 capacity, steel frame.
- 200 platform cars, 80,000 capacity, steel underframe.
- 200 Hart-Otis steel dump cars, 100,000 capacity.
- 5 steel snow-ploughs.
- 3 steam wrecking cranes.
- 2 all steel centre ballast ploughs.
- 2 ballast unloaders (Lidgerwood).
- 1 steam shovel (Atlantic type).
- 2 rail unloaders.

On Consolidated Revenue Fund Account—

- 11 sleeping cars.
- 2 parlour cars.
- 1 dining car.
- 1 official car, "Transcona."
- 1,000 box cars, 80,000 capacity, steel frame.

On Equipment Renewals Account:—

- 8 sleeping cars.
- 10 colonist cars.

These cars replaced 1 first-class, 15 second-class, 1 postal and 1 baggage destroyed.

The following rolling stock was built in the shops at Moncton on Capital Account:—

- 4 baggage cars.
- 2 postal cars, steel underframe, are under construction in the Moncton shops and are nearing completion.

Locomotive No. 1036 was taken into the shops, rebuilt, put into service and added to the equipment.

- 1 55-foot flat car was built in the shops at Moncton for carrying motor boats.
- 50 standard push cars were built in the shops at Moncton.

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International branch line passenger car No. 5 was repaired in the shops at Moncton, was changed to combined mail, baggage and express, renumbered 2299, and added to the equipment.

The following cars were converted in the shops at Moncton:—

3 second-class passenger, 1 baggage, 32 box and 35 flat to wrecking cars.

37 box and 25 flat to boarding cars.

1 postal to baggage car.

12 box to flangers.

45 box to vans.

Sleeping cars "Dalhousie," "Montmorenci," and "Kennebecasis," to superintendents' cars (official).

First-class No. 99 to General Superintendent's car.

First-class car No. 170 to General Manager's car.

Parlour cars "Dufferin" and "Malagash" to café parlour cars.

2 dining to commissary cars.

1 postal and express to full postal.

Smoking-rooms were removed from 4 first-class cars and the cars were put into suburban service.

50 box cars were lined for carrying potatoes.

Sofas were remodelled in 3 sleeping cars.

Bracket lamps were changed from upright to turndown in 3 dining cars.

Folding wash basins were changed to one continuous nickeline washstand in 2 sleeping cars.

The following rolling stock was transferred to the National Transcontinental, and was charged to Consolidated Revenue Fund Account:—

74 locomotives.

9 first-class passenger cars.

2 baggage and first-class passenger cars.

13 colonist cars.

4 second-class passenger cars.

2 baggage cars.

3 official cars.

45 vans.

16 boarding cars.

28 cinder cars.

17 snow ploughs.

12 flangers.

6 wrecking outfits.

50 push cars.

Interecolonial rolling stock was used on the branch lines during the year, as follows:—

New Brunswick and Prince Edward Island Railway: 4 locomotives, 2 passenger cars, 13 freight cars.

International Railway: 2 locomotives, 3 passenger cars, 122 freight cars.

National Transcontinental Railway, east of Quebec: 16 locomotives, 8 passenger cars, 549 freight cars.

St. John and Quebec Railway: 2 locomotives, 3 passenger cars, 62 freight cars.

In addition to the ordinary repairs that were made to the locomotives in the shops at Moncton and Rivière-du-Loup, 12 were fitted with superheaters—9 at Moncton and 3 at Rivière-du-Loup.

J. J. WALKER,

Mechanical Accountant.

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INTERCOLONIAL AND NATIONAL TRANSCONTINENTAL.

STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line on the 31st March, 1915, and the 31st March, 1916.

	Passenger Cars.												Freight Cars.														
	Locomotives.	Sleeping Cars.	Parlour Cars.	Dining Cars.	Colonist Cars.	1st class passenger and official cars.	2nd class passenger cars.	Postal cars.	Baggage cars.	Box baggage cars.	Air brake instruction car.	Steam motor car.	Total passenger cars.	Box cars.	Refrigerator cars.	Platform cars.	Pulpwood cars.	Oil tank cars.	Hopper cars.	Gondola cars.	20-ton coal cars.	Hart Otis steel dump cars.	Stock Cars.	Hart convertible dump cars.	Pit cars.	Vans.	Total freight cars.
On hand, serviceable and repairing, March 31st, 1915.	409	48	8	20	55	158	35	35	71	26	1	1	508	9067	191	2733	48	54	523	4	219	276	175	300	4	135	13729
To be replaced at March 31st, 1915.						1	14	1					16	138	7	365	4	1	117	1	157		10			4	804
Total equipment at March 31, 1915.	409	48	8	20	55	159	99	36	71	26	1	1	524	9205	198	3008	52	55	640	5	376	276	185	300	4	139	14533
Purchased during the year on Capital Account.	24	2				6							8	20		200						250					470
Purchased on Consolidation Revenue Fund Account.		11	2	1		1							15	1000													1000
Purchased on Equipment Renewals Account to replace—see cars replaced below.		8			10								18														
Rebuilt in the shops—Loco. No. 1036.	1																										
Postal car No. 606 changed to baggage.								1	1																		
Sleeping cars "Dalhousie," "Montmorency" and "Kennelbec" changed to Superintendents' cars.			3			3								4													
Built in the shops at Moncton on Capital Account.										1						1											1
Built in the shops at Moncton, 1-55 foot motor-boat car.																											
International passenger car No. 5 repaired and renumbered "C.G.R." No. 2299.								1					1														
Converted in the shops at Moncton: to wrecking cars, 2 second-class passenger, 1 baggage, 32 box, 35 platform; to boarding cars: 37 box, 25 platform; to flanger: 12 box; to vans: 45 box.							3		1				4	126		69									45	141	
Total equipment, March 31st, 1916.	434	66	10	21	65	169	96	36	75	26	1	1	566	10099	198	3239	52	55	640	5	376	526	185	300	4	184	15863

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To be replaced at March 31, 1915, as above.....	1	14	1	16	138	7	365	4	1	117	1	157	10	9	4	804	
Condemned and destroyed during the year 1916.....	1	4	2	6	174	1	192	29	50				7			462	
Total condemned and destroyed to March 31st, 1916.....	1	18	1	22	312	8	557	4	1	146	1	207	17		13	1266	
Purchased on Renewals Account to replace as shown above.....	1	15	1	18													
Rebuilt and converted in Moncton shops as shown above.....		3	1	4	126		60									186	
Total to be replaced at March 31st, 1916.....	1				186	8	497	4	1	146	1	207	17		13	1080	
Add serviceable and repairing.....	433	66	10	21	566	9913	190	2742	48	54	494	4	169	326	300	4	171
Total equipment at March 31st, 1916, as shown above.....	434	66	10	21	566	10099	198	3239	52	55	640	5	376	526	300	4	184
The following Intercolonial Railway rolling stock was used on the branch lines, as follows:—																	
N.B. & P.E.I. Ry.....	4	2	1	3	6	1	3						1	2		13	
International Railway.....	2	3	1	3	119		2						1			122	
National Transcontinental East of Quebec.....	16	3	4	8	490	1	38	2					18			549	
St. John & Quebec Railway.....	2	2	1	3	55	2	3						1	1		62	

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INTERCOLONIAL AND NATIONAL TRANSCONTINENTAL—Concluded.

STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line on the 31st March, 1915, and the 31st March, 1916—Concluded.

	Work Cars.																													
	Auxiliary cars.	Store supply cars.	Printsch gas cars.	Snow ploughs, common.	Snow ploughs, wing.	Snow ploughs, steam rotary.	Snow ploughs, double track.	Snow ploughs, double end.	Flangers.	Steam cranes.	Ballast spreaders, Rogers.	Ballast trimmer.	Centre ballast ploughs.	Side ballast ploughs.	Ballast spreaders, wing.	Concrete mixers.	Sand blast machine.	Well boring car.	Ditchers.	Steam derricks.	Hand derricks.	Steam shovels.	Portable rail sawing and boring machine.	Pile drivers.	Survey and inspection cars.	Rail unloaders.	Wrecking cars.	Boarding cars.	Total work cars.	
On hand, serviceable and repairing, March 31st, 1915.	23	1	2	48	22	2	2	1	42	19	2	1	5	5	2	1	4	1	1	1	1	7	3	1	2	16	..	..	..	215
To be replaced at March 31st, 1915.	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
Total equipment at March 31st, 1915.	23	1	2	51	22	2	2	1	42	19	2	1	5	5	2	1	4	1	1	1	1	7	3	1	2	16	..	..	..	218
Total equipment at March 31st, 1916.	23	1	2	51	27	2	2	1	54	24	2	1	7	5	4	1	4	1	1	1	1	7	4	1	2	16	271	32	378	145
Total equipment, March 31st, 1916.																														

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INTERCOLONIAL RAILWAY.

STATEMENT of milcage, coal, oil, grease and waste consumed by Locomotives for the year ended 31st March, 1916.

Months.	Loco- motive mileage.	Consumption.					Average Consumption per 100 miles.				
		Coal.	Valve oil.	Engine oil.	Waste. (Wool and cotton.)	Grease.	Coal.	Valve oil.	Engine oil.	Waste. (Wool and cotton.)	Grease.
1915.		Tons.	Pints.	Pints.	Lb.	Lb.	Lb.	Pints.	Pints.	Lb.	Lb.
April.....	700,525	42,434	10,813	19,325	2,399	4,877	13,569	1.54	2.76	0.34	0.71
May.....	724,517	41,493	11,854	21,971	2,746	3,525	12,829	1.64	3.02	0.38	0.67
June.....	773,980	42,825	11,314	21,518	3,097	4,266	12,394	1.46	2.79	0.40	0.55
July.....	823,686	44,926	12,706	24,689	2,935	4,721	12,217	1.54	3.00	0.36	0.57
August.....	829,003	45,197	12,807	23,102	3,277	4,909	12,212	1.54	2.79	0.40	0.59
September.	794,330	44,554	12,153	22,035	2,855	4,214	11,305	1.53	2.77	0.36	0.53
October....	838,461	48,098	13,525	22,860	2,675	5,049	12,848	1.61	2.73	0.30	0.60
November.	833,400	50,394	13,722	23,308	3,169	5,220	13,557	1.64	2.80	0.38	0.63
December.	954,183	63,037	16,476	26,161	3,034	5,522	14,798	1.73	2.74	0.32	0.58
1916.											
January....	918,456	62,672	16,060	27,399	3,241	4,876	15,285	1.75	2.98	0.35	0.53
February..	858,977	58,888	14,126	24,018	3,256	4,799	15,356	1.64	2.80	0.38	0.56
March.....	969,163	68,268	16,530	27,637	3,886	6,628	15,779	1.60	2.85	0.40	0.68
	10,018,681	612,786	162,086	284,023	36,570	58,606	13,705	1.62	2.83	0.36	0.58

J. J. WALKER,

Mechanical Accountant.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line on the 31st March, 1915, and the 31st March, 1916.

	Passenger Cars.										Freight Cars.								Work Cars.		
	Locomotives.	1st class passenger cars.	2nd class passenger cars.	Combination 2nd class and baggage cars.	Postal and smoking cars.	Combined postal and baggage cars.	Baggage cars.	Total passenger cars.	Box cars.	Refrigerator cars.	Stock cars.	Oil tank cars.	Hart convertible cars.	Coal cars.	Platform cars.	Vans.	Total freight cars.	Snow ploughs.	Plankers.	Steam shovels.	Total work cars.
On hand, serviceable and repairing, at March 31st, 1915.....	22	19	9	5	4	3	6	46	308	3	28	1	15	11	150	3	519	10	8	1	19
To be replaced at March 31st, 1915.....	9	4	4	2	...	1	2	13	5	...	...	...	...	1	4	1	11	1	...	...	1
Total equipment at March 31st, 1915.....	31	23	13	7	4	4	8	59	313	3	28	1	15	12	154	4	530	11	8	1	20
To be replaced at March 31st, 1915, as above.....	9	4	4	2	...	1	2	13	5	...	...	...	...	...	4	1	11	1	...	...	1
Burned and condemned during the year, 1916.....	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	1
Total condemned at March 31st, 1916.....	9	5	4	2	...	1	2	14	5	...	...	...	...	1	4	1	11	2	...	...	2
Rebuilt during the year.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
To be replaced at March 31st, 1916.....	9	5	4	2	...	1	2	14	5	...	...	...	...	1	4	1	11	2	...	...	2
Add serviceable and repairing.....	22	18	9	5	4	3	6	45	30	3	28	1	15	11	150	3	519	9	8	1	18
Total equipment at March 31st, 1916.....	31	23	13	7	4	4	8	59	313	3	28	1	15	12	151	4	530	11	8	1	20

J. J. WALKER,

Mechanical Accountant.

7 GEORGE V, A. 1917

PRINCE EDWARD ISLAND RAILWAY—*Concluded.*

STATEMENT of mileage, and coal, oil and waste consumed by Locomotives for the year ended 31st March, 1916.

	Loco- motive mileage.	Consumption.				Average consumption per 100 miles.			
		Coal.	Valve oil.	Engine oil.	Waste (cot- ton.)	Coal.	Valve oil.	Engine oil.	Waste (cot- ton.)
		Tons.	Pints.	Pints.	Lb.	Lb.	Pints.	Pints.	Lb.
1915.									
April.....	31,864	950	472	816	582	5,963	1.48	2.56	1.82
May.....	38,413	1,086	500	980	663	5,655	1.30	2.55	1.72
June.....	39,713	1,034	556	1,088	661	5,207	1.40	2.74	1.66
July.....	49,196	1,290	708	1,392	852	5,244	1.43	2.82	1.73
August.....	45,016	1,163	688	1,308	764	5,169	1.52	2.90	1.69
September.....	45,072	1,239	672	1,280	716	5,498	1.49	2.81	1.58
October.....	43,132	1,197	556	1,104	735	5,552	1.28	2.56	1.70
November.....	40,582	1,259	620	1,128	755	6,207	1.52	2.78	1.86
December.....	38,714	1,170	536	1,080	152	6,046	1.38	2.78	0.39
1916.									
January.....	30,961	920	452	940	694	5,946	1.46	3.03	2.24
February.....	29,661	849	400	844	572	5,728	1.34	2.84	1.92
March.....	35,406	1,143	672	1,192	554	6,456	1.89	3.36	1.53
	467,730	13,300	6,832	13,152	7,700	5,688	1.45	2.81	1.64

J. J. WALKER,

Mechanical Accountant.

SESSIONAL PAPER No. 20

REPORT OF GENERAL SOLICITOR.

CONTRACTS AND AGREEMENTS ENTERED INTO BY CANADIAN GOVERNMENT RAILWAYS, FISCAL
YEAR ENDING MARCH 31, 1916.

No.	Date of Contract.	Entered into with	Description.
	1915		
7744	April 9.	Corporation of the town of Pictou, N.S.	Supply of water at Pictou, N.S.
7745	" 14.	Corporation of the town of Antigonish, N.S.	Supply of water at Antigonish, N.S.
7736	" 14.	Sumner Company.	Installation of a shaving exhaust for the planing-mill and the cabinet shop at Moncton, N.B.
7753	May 5.	Eastern Steel Company, Limited.	Manufacture and delivery of foot bridge crossing for Richinond yard, Halifax, N.S.
7754	" 5.	Eastern Steel Company, Limited.	Manufacture, supply and erection of highway bridge for Fairmount avenue, North Sydney, N.S.
7760	" 5.	Town of St. Germain de Rimouski, Que.	Supply of water to the I.C.R. at Rimouski, Que.
7766	" 5.	Onesiphore Carbonneau.	Supply of water to the I.C.R. at L'Islet, Que.
7769	" 19.	Nova Scotia Car Works, Limited.	Supply and delivery of 200 steel flat cars of 40-ton capacity.
7819	July 17.	Williams and Wilson, Limited.	Construction of a coaling plant at Levis, Que.
7824	" 30.	Hamilton Bridge Works Co., Ltd.	Manufacture, erection and completion of superstructure of Scoudouc River Bridge.
7825	" 30.	G. B. Mitchell.	Construction, erection and completion of a brick freight shed at Levis, Que.
7843	Aug. 7.	McLaggan, McBean & Bell.	Construction of a standard No. 5 station at Humphreys, N.B.
7849	" 14.	John W. McManus Co., Ltd.	Construction and completion of a spur line of railway from a point on main line of the I.C.R. about 1.8 miles east of Bathurst, N.B., to a point at or near the Bathurst Lumber Company's mills.
7856	" 17.	J. A. Boulay.	Construction, erection and completion of a freight shed at St. Apollinaire, Que.
7863	" 20.	National Steel Car Company, Ltd.	Delivery of 350 steel frame box cars.
7864	" 20.	Canadian Car & Foundry Co., Ltd.	Delivery of 650 steel frame box cars of 40-ton capacity.
7859	" 24.	Rhodes Curry Company, Ltd.	Construction, erection and completion of a No. 2 standard station at Trenton, N.S.
7862	" 27.	McLaggan, McBean and Bell.	Construction, erection and completion of a station at Derby Junction, N.B.
7865	" 28.	Dominion Bridge Company, Ltd.	Manufacture, erection and completion of Grand Narrows bridge.
7869	" 28.	Rhodes Curry Company, Ltd.	Superstructure of Main street subway at Moncton, N.B.
7877	Sept. 13.	Jones Girouard Company, Ltd.	Construction of culverts, bridge superstructures, filling of certain bridges on Sydney S.D.
7866	" 15.	R. C. Sutherland.	Construction of pier and renewal of abutments St. Henri bridge.
7885	" 17.	Rhodes Curry Company, Ltd.	Manufacture, erection and completion of the following bridges on the line of the I.C.R. Main Road crossing bridge, Connors crossing bridge, Keough's culvert bridge, Boiestown road bridge, Clearwater Brook bridge, McBean's bridge, Estey's Brook bridge, Manzer's Brook bridge No. 1, Manzer's Brook bridge No. 2, Leper Brook bridge.
7887	" 21.	Lynch, Peekham & Gorman.	Construction of the foundation for a coaling plant at Levis, Que.
7890	" 23.	Hamilton Bridge Works Co., Ltd.	Manufacture, erection and completion of the following bridges: River Inhabitants bridge, Indian-town Brook bridge, Bartholomew river bridge, and Cross Creek bridge.
7897	" 24.	Canadian Locomotive Company, Ltd.	Fifteen consolidation type freight locomotives
7895	" 28.	Dominion Bridge Company, Limited.	Manufacture, erection and completion of the following steel railway bridges, Ottawa Brook bridge, Walker's Gulch bridge, St. Henri bridge.
7896	" 28.	Canadian Bridge Company, Limited.	Manufacture, erection and completion of the following steel railway bridges: Denny's River bridge, Jamesville Road bridge, Leitches Creek bridge, Ball's Creek bridge, Campbell's Brook bridge, Sydney River bridge.

7 GEORGE V, A. 1917

REPORT OF GENERAL SOLICITOR—*Concluded.*CONTRACTS AND AGREEMENTS ENTERED INTO BY CANADIAN GOVERNMENT RAILWAYS, FISCAL
YEAR ENDING MARCH 31, 1916—*Concluded.*

No.	Date.	Entered into with	Description.
7907	Oct. 7..	George W. Jewett & Company.....	Construction of reinforced concrete culverts on Mulgrave, S.D.
7908	" 7..	John W. McManus Co., Ltd.....	Construction of a line of railway about $\frac{3}{4}$ of a mile in length from a point on the main line of the I.C.R. about 10 miles west of Moncton to a point on the mainline of the N.T.R.
7921	" 27..	R. C. Sutherland.....	Construction of substructures with concrete abutments of following bridges: Fredericton S.D. Boiestown Road bridge, Cross Creek bridge, McBean's Brook bridge, Estey's Brook bridge.
8048	Dec. 21..	Custodis Canadian Chimney Company, Ltd.....	Erection of a radial brick chimney, etc., for the power-house, I.C.R., Moncton, N.B.
	1916		
8094	Feb. 7..	F. H. Hopkins & Company., , , , ,	Supply and delivery of one wrecking crane of 100-ton capacity complete for N.T.R.
8095	" 7..	F. H. Hopkins & Company.....	Supply and delivery of one wrecking crane of 100-ton capacity complete for N.T.R.
8171	Mar. 2..	Dominion Iron & Steel Co., Ltd.....	Supply and delivery of 12,500 gross tons of steel rails.
8317	" 25..	Canadian Allis-Chalmers, Ltd.....	Delivery of four switching locomotives.
8318	" 25..	Canadian Allis-Chalmers, Ltd.....	Delivery of six consolidation type freight locomotives.
8319	" 25..	Canadian Locomotive Company, Limited.	Supply and delivery of 15 consolidation type freight locomotives (69" drivers).
8329	" 25..	Canadian Locomotive Company, Limited.....	Supply and delivery of 5 Pacific type passenger locomotives (69" drivers).
8330	" 25..	Canadian Locomotive Company, Limited.	Supply and delivery of 5 Pacific type passenger locomotives (73" drivers).

H. F. ALWARD,

*General Solicitor,**Canadian Government Railways.*

SESSIONAL PAPER No. 20

PROPERTY CONVEYED TO CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916.

No. of Deed.	Date of Deed	Grantor.	Description.	County and Province.	Area.	Amount.
	1906					\$ cts.
*8416	Sept. 25	Emilio Smith, <i>et al.</i>	Land at Halifax, N.S.	Halifax, N.S.	2,553 sq. ft.	3,896 96
*8418	Dec. 24	Robert Miller.	"	"	1-15 acres	402 50
	1910					
*8417	Jan. 13	Susan A. Veith, <i>et al.</i> (estate George A. Veith).	"	"		
*7278	April 15	Neil A. Chevarie, <i>et al.</i>	Land in the Township of Kings.	Kings Co., P.E.I.	30,726 sq. ft. 0-46 acre	258 08 240 00
	1911					
*7282	Mar. 15	Hugh J. Campbell.	"	"	0-74	97 50
*7283	" 15	John J. Campbell.	"	"	1-26	97 50
*7702	" 21	Lawrence Young, <i>et ux.</i>	Land at Little Bras d'Or.	Cape Breton, N.S.	0-30	150 00
*7704	April 5	Bridget Sison, <i>et al.</i>	"	"	0-84	200 00
*7712	" 5	Robert B. Christie, <i>et ux.</i>	"	"	0-09	150 00
*7716	" 7	Alexander Nicholson, <i>et al.</i>	" Florence.	"	1-60	600 00
*7280	" 13	James N. McPhee, <i>et ux.</i>	Land in Township of Kings.	Kings, P.E.I.	1-01	75 00
*7714	" 14	Annie E. Johnston, <i>et mar.</i>	Land at Florence.	Cape Breton, N.S.	0-01	25 00
*7700	" 15	Alice Young.	" Little Bras d'Or.	"	1-36	300 00
*7708	" 15	Michael Chas. Jessome, <i>et ux.</i>	"	"	0-48	50 00
*7710	" 15	John McIntyre.	"	"	0-87	280 00
*7707	" 18	Henry Jessome, <i>et ux.</i>	" Little Bras d'Or.	"	1-08	717 00
*7713	" 18	Henry W. Christie, <i>et ux.</i>	" Florence.	"	0-19	150 00
*7715	" 19	Flora McDonald.	"	"	1-11	400 00
*7703	" 20	Francis Cantwell, <i>et ux.</i>	" Little Bras d'Or.	"	1-50	1 00
*7706	" 20	Roderick McKay, <i>et ux.</i>	"	"	0-05	50 00
*7711	" 22	John R. McIntyre, <i>et ux.</i>	"	"	0-02	35 00
*7717	" 26	Samuel Pero.	" Florence.	"	0-09	100 00
*7705	" 29	Maggie McIntyre, <i>et mar.</i>	" Little Bras d'Or.	"	1-31	300 00
*7755	" 29	County of Cape Breton.	"	"	6-55	1 00
*7719	May 4	Rector, Warden and Vestry, Parish of Trinity, Sydney Mines, N.S.	"	"		
*7279	" 19	Allan McDonald.	Land in Township of Kings.	Kings, P.E.I.	0-20	500 00
*7281	" 19	Catherine McDonald.	"	"	10-51	465 10
					0-92	113 00

*Too late for last year's report.

7 GEORGE V, A. 1917

PROPERTY CONVEYED TO CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916—Continued.

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
						\$ cts.
1911						
*7277	June 15	Frederick S. McDonald.	Land in Township of Kings.	Kings, P.E.I.	0.557 acre.	1,000 00
*7701	" 23	Alice Young.	Land at Little Bras d'Or.	Cape Breton, N.S.	0.48 "	1 00
*7698	July 2	John Oran, <i>et al.</i>	"	"	0.94 "	165 00
*7286	" 14	Hugh J. Campbell.	Land in the Township of Kings.	Kings, P.E.I.	0.5 "	80 00
*7284	Sept. 11	Ada F. Boyd Willis.	"	"	3.12 "	165 00
*7699	Oct. 12	Catholic Episcopal Corporation of Antigonish.	Land at Little Bras d'Or.	Cape Breton, N.S.	2.46 "	707 00
1912						
*7285	Mar. 21	Alfred Morrow.	Land in Township of Kings.	Kings, P.E.I.	0.19 "	150 00
*7740	May 31	Daniel R. McKay, <i>et ux.</i>	Land at Stellarton.	Pictou, N.S.	3.727 "	1,490 80
*7721	Aug. 12	William Daly, <i>et ux.</i>	" Sydney Mines.	Cape Breton, N.S.	0.007 "	180 83
*7722	" 22	Margaret McArthur.	"	"	0.062 "	100 00
*7709	Oct. 17	N.S. Steel & Coal Co., Ltd., and Eastern Trust Co.	"	"	9.97 "	2,736 80
*7718	" 17	Nova Scotia Land Co., Ltd.	" Florence.	"	2.81 "	1 00
*7720	Dec. 4	Richard, William & Eliza Cox.	" Sydney Mines.	"	0.85 "	617 50
1913						
*7184	May 30	Mary E. Watson, <i>et al.</i>	" Middle Musquodoboit.	Halifax, N.S.	0.91 "	13.65
*7195	" 30	Howard Fulton, <i>et ux.</i>	"	"	1.09 "	89.55
*7194	" 30	Win. Deckman, <i>et ux.</i>	Upper Musquodoboit.	"	3.04 "	91.20
*7197	" 30	Chas. McGinnigle.	"	"	2.17 "	150 00
*7198	" 30	James Holman, <i>et ux.</i>	"	"	0.05 "	1 00
*7201	" 30	Wellwood Reynolds, <i>et al.</i>	"	"	1.36 "	54.40
*7202	" 30	David Archibald, <i>et al.</i> (Trustees Presbyterian Church).	"	"	2.40 "	100 00
*7155	June 9	J. A. Gould, <i>et ux.</i>	" Elusvale.	"	4.50 "	135 00
*7186	" 9	D. W. B. Reid, <i>et al.</i>	"	"	4.10 "	280 00
*7203	" 9	Herbert Zwicker.	"	"	1.87 "	56 10
*7205	" 9	George A. Horton, <i>et ux.</i>	"	"	2.55 "	140 00
*8172	" 17	Anne M. Morrow.	Upper Musquodoboit.	"	0.95 "	128.50
*7175	July 1	James Bombriek, <i>et ux.</i>	Land in Township of Kings.	Kings, P.E.I.	2.19 "	98.55
*7177	" 1	John Gilbert.	Land at Little River.	Halifax, N.S.	6.00 "	102 00
*7187	" 1	S. Louise Malcolm.	" Meagher's Grant.	"	3.14 "	200 00
			" Little River.	"	1.23 "	1 00
*7193	" 4	Richard M. Roberts.	Land at Eastern Passage.	"	4.95 "	40 00
*7204	" 26	George Horne, <i>et al.</i>	"	"	"	123.75
		A. Cospian Day, <i>et ux.</i>	Middle Musquodoboit.	"	"	"

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*7246	Aug.	1	Frank McVarish, <i>et ux.</i>	"	Harmony Junction.....	Kings, P.E.I.	18,692 sq. ft.	75 00
*7178	Aug.	2	Jos. P. Taylor.....	"	Middle Musquodoboit.....	Halifax, N.S.	0.88 acre.....	44 00
*7196		2	Burk Dillman, <i>et ux.</i>	"	Upper Musquodoboit.....	"	2.50 "	250 00
*7446	Sept.	6	Henrietta I. McNab, <i>et al.</i>	"	Eastern Passage.....	"	2.11 "	500 00
*7180	"	6	Alex Sutherland, <i>et ux.</i>	"	Middle Musquodoboit.....	"	5.79 "	186 20
*7199	"	17	Frank A. Reynolds, <i>et al.</i>	"	"	"	0.73 "	36 50
*7447	"	20	John Trider, <i>et ux.</i>	"	Eastern Passage.....	"	0.97 "	25 00
*7448	"	24	John E. Hines, <i>et ux.</i>	"	"	"	0.25 "	15 00
*7449	"	26	Benjamin Hines.....	"	"	"	0.52 "	40 00
*7450	"	26	Ann S. Burse, <i>et al.</i>	"	"	"	0.26 "	15 00
*7451	"	27	J. Cleary, <i>et ux.</i>	"	"	"	6.37 "	60 00
*7452	Oct.	2	Henry Horne.....	"	"	"	1.01 "	10 00
*7200	"	3	Wm. H. Guild, <i>et ux.</i>	"	Elmsville.....	"	5.67 "	141 75
*7453	"	3	Henrietta I. McNab.....	"	Eastern Passage.....	"	1.61 "	132 20
*7939	"	6	Peter G. Archibald, <i>et ux.</i>	"	Upper Musquodoboit.....	"	2.22 "	88 80
*7454	"	7	Fannie Himelman.....	"	Eastern Passage.....	"	0.67 "	20 00
*7455	"	7	F. Sawlor, <i>et ux.</i>	"	"	"	0.12 "	5 00
*7456	"	7	Donald Horne, <i>et al.</i>	"	"	"	0.76 "	20 00
*7457	"	7	Margaret Booth, <i>et al.</i>	"	"	"	2.50 "	109 35
*7458	"	10	Ed. J. Trider.....	"	"	"	1.23 "	25 00
*7459	"	31	R. J. McDonald, <i>et al.</i>	"	"	"	0.21 "	15 00
*7727	"	30	Emma J. Colbourne, <i>et mar.</i>	"	"	"	"	"
*7460	Nov.	11	Ed. McKenzie, <i>et ux.</i>	"	Pugwash.....	Cumberland, N.S.	19,200 sq. ft.	412 33
*7724	"	12	Edgar A. Bent, <i>et al.</i>	"	Eastern Passage.....	Halifax, N.S.	0.29 acre.....	10 00
*7725	"	12	Chas. T. DeWolfe, <i>et al.</i>	"	"	Cumberland, N.S.	8,120 sq. ft.	45 81
*7726	"	12	Geo. Cooper and E. J. Goodwill	"	"	"	27,805 "	1,275 53
*7728	"	12	George Seaman, <i>et ux.</i>	"	"	"	4,250 "	62 99
*7729	"	12	Bessie Daniel.....	"	"	"	6,504 "	234 35
*7730	"	12	Chas. E. Bent, <i>et ux.</i>	"	"	"	16,740 "	339 19
*7731	"	12	Edgar A. Bent, <i>et ux.</i>	"	"	"	12,989 "	673 89
*7461	"	14	Ellen E. Donaldson.....	"	Eastern Passage.....	Halifax, N.S.	7,480 "	360 78
*7463	"	15	J. E. Horne, <i>et ux.</i>	"	"	"	0.27 acre.....	25 00
*7462	"	15	Geo. J. Horne, <i>et al.</i>	"	"	"	1.21 "	150 00
*7464	"	17	Lydia Doherty, <i>et al.</i>	"	"	"	0.26 "	40 00
*7465	"	17	K. McKenzie, <i>et ux.</i>	"	"	"	0.08 "	15 00
*7179	"	21	Chas. R. Tupper.....	"	Middle Musquodoboit.....	"	6.20 "	90 00
*7466	"	27	Samuel Hiltz, <i>et al.</i>	"	West Lawrencetown.....	"	1.78 "	750 00
*7467	"	29	The Starr Mfg. Co., Ltd.	"	Land near Eastern Passage.....	"	1.10 "	2,100 00
*7160	Dec.	1	Alex Burnett, <i>et ux.</i>	"	Upper Musquodoboit.....	"	2.63 "	323 50
*7176	"	8	Thos. Rourke, <i>et ux.</i>	"	Meagher's Grant.....	"	1.93 "	175 00
*7468	"	9	C. W. Rhind, <i>et ux.</i>	"	Little River.....	"	6.55 "	131 00
*7469	"	9	Jno. Diekie, <i>et ux.</i>	"	Middle Musquodoboit.....	"	1.50 "	75 00
*7828	"	30	John McFetridge, <i>et ux.</i>	"	"	"	4.66 "	260 00
1914								
*7987	Jan.	2	M. J. Ingraham, <i>et ux.</i>	"	North Sydney.....	Cape Breton, N.S.	0.32 "	1,600 00
*8370	"	2	Isaiah Crittendon.....	"	Pirate Cove.....	Guy'sboro, N.S.	"	650 00
*7428	"	31	Jno. G. Bissett.....	"	Cole Harbour.....	Halifax, N.S.	11.59 "	3 50

Too late for last year's report.

7 GEORGE V, A. 1917

PROPERTY CONVEYED TO THE CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916—Continued.

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
						\$ cts.
*7429	1914	F. Brown, <i>et ux.</i>	Land at East Lawrencetown...	Halifax, N.S.	0.76 acre.	76 00
*7423	Jan. 31	D. A. Hutchinson, <i>et ux.</i>	" Upper Musquodoboit...	"	1.36 "	200 00
*7422	Feb. 3	Wm. Nagle, <i>et ux.</i>	" West Lawrencetown...	"	0.22 "	2 20
*7421	" 19	J. E. Sedgewick, <i>et ux.</i>	" Middle Musquodoboit...	"	5.10 "	506 00
*7430	" 25	R. J. Thompson, <i>et ux.</i>	" Cow Bay...	"	4.21 "	25 26
*7424	" 27	S. C. W. Tait, <i>et al.</i>	" Eastern Passage...	"	1.45 "	390 00
*7432	Mar. 18	Jno. A. McLean, <i>et ux.</i>	" Meagher's Grant...	"	3.89 "	77 80
*7425	" 19	Duncan Slade...	" Crayford's Falls...	"	2.38 "	25 00
*7426	" 19	D. W. B. Reid, <i>et ux.</i>	All that portion of a right of way to pass and repass from Main Post Road, Elmsvale, Musquodoboit unto Grant- or's Land.	"	1.28 acres.	1 00
*7427	" 19	Joseph Day, <i>et ux.</i>	" Meagher's Grant...	"	2.46 "	50 00
*7431	April 6	Charlotte Dunbrack.	" Water diversion rights re 1.99 acres at Upper Musquodoboit.	"		49 20
*7203½	" 6	H. Zwicker.	" Water diversion rights re 1.87 acres of land at Elmsvale.	"		500 00
*7475½	May 7	G. P. Redmond.	" Water diversion rights re 2.13 acres of land at Centre Musquodoboit.	"		25 00
*7770	June 22	Malcolm MacMillan.	Land at Big Pond...	Cape Breton, N.S.	2.51 acres.	440 00
*8176	Sept. 23	Barton E. McDonald, <i>et al.</i>	Land in Township of Kings...	Kings, P.E.I.	1.76 "	289 70
*8386	Oct. 5	Dolena C. McLean, <i>et al.</i>	Land at Leitch Creek...	Cape Breton, N.S.	1.39 "	100 00
*8355	Nov. 23	Isabella M. Moore, <i>et al.</i>	" North Sydney...	"	1.18 "	1,100 00
*8173	Dec. 5	Daniel J. McDonald, <i>et ux.</i>	Land in Township of Kings...	Kings, P.E.I.	1.45 "	2,400 00
*7835	" 30	D. J. McIntosh & C. E. Hamilton.	Land at North Sydney...	Cape Breton, N.S.	0.92 "	100 00
*7885	" 31	Alex. G. Musgrave, <i>et ux.</i>	"	"	55,200 sq. ft.	1,800 00
*7992	" 31	Blanche A. Moore...	"	"	0.38 acre.	800 00
*8349	" 31	John Allan, <i>et ux.</i>	"	"	0.57 "	630 00
*8395	" 31	Wm. H. Dunlap, <i>et ux.</i>	" Leitch Creek...	"	1.12 "	1,200 00
*8398	" 31	Eliza McDonald.	"	"	6,700 sq. ft.	225 00
						115 00
*8044	1915	Anna L. Isabella Grant, <i>et al.</i>	" North Sydney...	"	0.32 acre.	400 00
*8361	Jan. 1	Alex. McDonald, <i>et ux.</i>	"	"	0.30 "	700 00
*7982	" 4	Daniel D. Ferguson, <i>et ux.</i>	"	"	8,000 sq. ft.	450 00
*8390	" 5	Alexis Allen.	Leitch Creek...	"	0.77 acre.	1,035 00
*7743	" 6	Wm. H. Brown, <i>et ux.</i>	Pugwash...	Cumberland, N.S.	2,960 sq. ft.	235 48
*8357	" 6	Sydney Salter, <i>et ux.</i>	" North Sydney...	Cape Breton, N.S.	0.18 acre.	850 00

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*8391	6	Louis H. Moffatt, <i>et ux.</i>	Leitch Creek.	1-64	2,802 00
*7991	9	Ednah E. Moore.	North Sydney	0-2	500 00
*7983	12	Robt. W. & Annie M. Kelly.	"	63,330 sq. ft.	825 00
*7984	13	Charles Green.	"	66,750	2,000 00
*7986	14	Robt. Hayward	"	7,323	1,400 00
*8354	14	Thos. L. Rudderham, <i>et ux.</i>	"	0-16 acre.	1,450 00
*7836	15	Louis A. Moore, <i>et ux.</i>	"	1-47 acres	4,800 00
*8355	15	Esther Gouthro, <i>et al.</i>	"	0-02	10 00
*7993	15	Chas. R. Moore, <i>et ux.</i>	"	1-17	2,125 00
*8175	16	Peter J. Jackson.	Kings P.E.I.	0-57	165 00
*8348	16	Neil J. McDonald.	Cape Breton, N.S.	0-80	2,000 00
*8348	16	Robt. Musgrave, <i>et ux.</i>	"	0-46	925 00
*8392	23	John J. Moffatt.	North Sydney	42,000 sq. ft.	4,850 00
*7837	25	Harriet Moore.	Leitch Creek	0-89 acre	1,030 00
*7990	25	John Redmond.	North Sydney	1-16	4,380 00
*7988	28	Wm. F. Moffatt.	"	70,700 sq. ft.	1,475 00
*8388	Feb. 6	Murdoch McLean, <i>et ux.</i>	Leitch Creek	0-07 acre	825 00
*7989	9	Etta Musgrave.	North Sydney	1-25	2,000 00
*8360	11	Geo. H. Murray, <i>et ux.</i>	"	1-56	1,650 00
*8387	11	Elia Maloney, <i>et al.</i>	Leitch Creek	1-93	4,400 00
*8351	12	M. W. Ingraham, <i>et ux.</i>	North Sydney	0-02	550 00
*8352	12	Alexander McDonald.	"	7,150 sq. ft.	430 00
*8353	12	Cecily A. Forbes, <i>et ux.</i>	Leitch Creek	95,857	1,550 00
*8393	12	Chas. A. Munn, <i>et ux.</i>	North Sydney	0-80 acre.	2,850 00
*8350	13	Agnes I. Bertram.	Nelson	0-70	132 00
*7955	18	James Vye.	"	0-57	193 10
*7958	18	Peter C. Appleby.	"	1-08	191 40
*7952	19	James Robinson.	"	0-046	55 31
*7957	2	Wm. J. Shanahan.	"	3-90	165 00
*8174	2	Edward A. Paquet.	New Harmony	0-66	100 43
*7954	10	Amy J. Vye.	Nelson	0-66	136 95
*7956	10	Amy J. Vye.	"	3-40	40 00
*8420	13	George Lapiere.	West Lawrencetown	0-96	168 96
*7953	15	Joseph English.	Nelson	1-50	319 46
*7946	16	Bishop of Chatham, N.B.	"	0-77	207 40
*7950	23	Chas. H. McLeod, <i>et ux.</i>	"	1-18	1 00
*8397	26	George F. M. Forbes.	Cape Breton, N.S.	0-30	423 00
*7947	27	Wm. M. Sullivan, <i>et ux.</i>	Halifax, N.S.	1-17	100 00
7980	April 1	John McFetridge, <i>et al.</i>	Northumberland, N.B.	2-44	2,225 00
8396	13	Dominion Coal Co., Ltd.	Halifax, N.S.	1-98	662 97
7949	28	Ernest Flett, <i>et ux.</i>	Cape Breton, N.S.	0-37	3,025 00
8389	28	Louisa A. Moore, <i>et al.</i>	Cape Breton, N.S.	0-97	1,300 00
8356	29	John B. Musgrave, <i>et ux.</i>	North Sydney	0-11	30 00
8082	30	Wm. E. Deckman.	Upper Musquodoboit	7-21	36 15
8419	30	Jno. Vincent, <i>et ux.</i>	Cole Harbour	0-50	250 00
8394	May 10	Catherine Rudderham, <i>et al.</i>	Leitch Creek	6-37	2,612 18
7948	13	Thos. W. Flett, <i>et al.</i>	Nelson	0-20	525 00
8359	14	Joseph Salter.	North Sydney	2,902-5 s. ft.	80 00
7844	21	Sarah O. LeBlanc & Wm. A. Breaux.	College Bridge	"	"

*Too late for last year's report.

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PROPERTY CONVEYED TO CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH, 31, 1916—*Concluded.*

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
	1915					\$ cts.
8047	May 24	J. B. Levesque.	Land at St. Roch-des-Aulnais.	I. Islet, P.Q.	Crossing.	25 00
7834	June 6	John Petite, <i>et ux.</i>	" North Sydney.	Cape Breton, N.S.	3,000 sq. ft.	750 00
7989	" 10	Richard M. Roberts.	" Upper Musquodoboit.	Halifax, N.S.	3-14 acres.	20 00
7996	" 18	David Archibald, <i>et ux.</i>	" "	"	3-28 "	483 96
7998	" 19	J. Watson McCurdy.	" "	"	6-85 "	355 69
7994	" 22	Albert Hollan, <i>et ux.</i>	" "	"	3-48 "	1,290 58
7995	" 22	Daniel Millen.	" "	"	5-31 "	591 21
7821	July 8	Henri Lagueux.	St. Ronnald.	Levis, Quebec.	Crossing.	500 00
7822	" 8	Delphis Brochu & Henri Lagueux.	" "	"	"	800 00
8078	" 12	Pierre Cantin.	" "	"	8,196 sq. ft.	300 00
8073	" 13	R. C. Brown, <i>et ux.</i>	Woodside.	Halifax, N.S.	0-65 acres.	1,897 60
8379	" 26	John W. Ingraham.	North Sydney.	Cape Breton, N.S.	0-322 "	525 00
7951	Aug. 3	Clarence E. Brown, <i>et ux.</i>	Nelson.	Northumberland, N.B.	1-669 "	290 45
8049	" 9	Margaret Lynch.	Fredericton.	York, N.B.	4-967 "	1 00
8107	" 18	Bridget Swan.	Little Bras d'Or.	Cape Breton, N.S.	0-28 "	50 00
8402	" 21	Wm. D. Conrod, <i>et ux.</i>	Lawrencetown.	Halifax, N.S.	3-14 "	327 82
7940	Sept. 1	Puis Gannon.	North Sydney.	Cape Breton, N.S.	6-41 "	620 79
8073	" 9	Arthur Lemieux.	St. Ronnald.	Levis, Quebec.	5,201 sq. ft.	100 00
8074	" 9	Arthur St. Hilaire.	" "	"	12,943 "	450 00
7902	" 10	Joseph Cariveau.	Montmagny.	Montmagny, Quebec.	Foot path.	75,300 00
8001	" 17	Margaret Young Wilson.	Halifax.	Halifax, N.S.	71,425 sq. ft.	4,850 00
8075	" 17	Margaret Young Wilson.	" "	"	1,750 "	2,050 00
8000	" 20	Margaret Young Wilson.	" "	"	1,750 "	8,200 00
8076	" 20	Samuel Young Wilson.	" "	"	5,536 "	8,200 00
7997	" 29	Inglis W. Spratt, <i>et ux.</i>	Upper Musquodoboit.	"	0-23 acre.	35 00
8383	Oct. 15	Arthur B. Coughlan, <i>et ux.</i>	Nelson.	Northumberland, N.B.	0-77 "	452 66
8077	Nov. 22	Odhar Cowperthwaite.	St. Marys.	York, N.B.	0-70 "	455 00
8399	" 26	Arthur Boutillier, <i>et ux.</i>	Halifax.	Halifax, N.S.	"	99,665 50
8400	" 29	Eva L. McLeod, <i>et mar.</i>	" "	"	"	1 00
8341	Dec. 1	Henry Goodwin, <i>et al.</i>	Middle Musquodoboit.	"	6-47 acres.	753 32
8401	" 1	Fenwick W. Kent, <i>et al.</i>	Upper Musquodoboit.	"	2-47 "	150 00
8413	" 1	James Robinson.	Nelson.	Northumberland, N.B.	1-187 "	294 72
8325	" 2	Win. Archibald, <i>et ux.</i>	Centre Musquodoboit.	Halifax, N.S.	3-66 "	685 00
8326	" 2	Franklin Kent, <i>et ux.</i>	Upper Musquodoboit.	"	5-56 "	875 00
8342	" 3	Clarence A. Muir, <i>et al.</i>	" "	"	1-47 "	1,185 78
8403	" 11	Peter Kuhn, <i>et ux.</i>	Cole Harbour.	"	19-18 "	60 00
8108	" "	Neil McLean.	Mill Brook.	Cape Breton, N.S.	0-275 "	45 00
	1916					
8331	Feb. 4	John Ferguson, <i>et ux.</i>	Marie.	Kings, P.E.I.	0-107 "	700 00
8322	" 8	Norman Stewart, <i>et ux.</i>	Upper Musquodoboit.	Halifax, N.S.	3-90 "	137 00
8323	" 9	Halifax Lumber Co., Ltd.	Three Fathoms Harbour.	"	13-77 "	117 60
8384	Mar. 3	Amie & Dan. A. McDonald.	West Bay Road.	Inverness, N.S.	3-92 "	

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PROPERTY CONVEYED TO CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916—HALIFAX OCEAN TERMINALS.

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
	1912.		Land at Halifax, N.S.	Halifax, N.S.	21,000 sq. ft.	\$ 5,000 00
*8185	April 2	Geo. W. Jenkins, <i>et al.</i>	"	"	"	1,500 00
	1913.					3,000 00
*8121	Mar. 17	John J. Quinn	"	"	2,080	3,000 00
*8155	Mar. 20	Nicholas J. Low	"	"	6,900	2,550 00
*8120	April 3	Samuel McAuley	"	"	3,564	2,820 00
*8122	April 4	Albro, Langille,	"	"	3,960	4,200 00
*8118	April 12	Michael Fripps, <i>et ux.</i>	"	"	4,785	4,250 00
*8119	April 14	John E. Butler	"	"	5,764	3,150 00
*8116	April 15	Nicholas J. Low	"	"	3,944	3,000 00
*8117	April 15	Frederick Greenough, <i>et ux.</i>	"	"	3,000	3,250 00
*8305	April 17	Richard Giles, <i>et ux.</i>	"	"	3,461	3,050 00
*8206	April 19	Win. N. Dunbrack	"	"	3,000	2,970 00
*8296	April 19	W. G. Thomson, <i>et al.</i>	"	"	3,000	3,500 00
*8303	April 21	Matilda Humphries, <i>et al.</i>	"	"	3,100	3,600 00
*8308	April 21	Joseph Ingram, <i>et ux.</i>	"	"	3,000	17,000 00
*8306	April 24	Isaac Hiltz, <i>et ux.</i>	"	"	4,905	6,000 00
*8311	April 28	J. F. Chisholm	"	"	330,000	3,500 00
*8250	April 29	Robert Miller, <i>et ux.</i>	"	"	1,560	3,900 00
*8235	May 1	Adam B. Crosby	"	"	4,905	3,725 00
*8310	May 1	Frederick E. Hall, <i>et ux.</i>	"	"	1,900	2,750 00
*8221	May 2	Thomas B. McCartney	"	"	3,550	3,000 00
*8210	May 2	Leo Boudreau, <i>et ux.</i>	"	"	2,453	3,250 00
*8211	May 5	Thomas Hopper	"	"	2,460	3,100 00
*8215	May 7	T. F. Bardow, <i>et ux.</i>	"	"	3,770	5,000 00
*8276	May 13	Francis Cook, <i>et ux.</i>	"	"	2,080	2,970 00
*8309	May 15	Vincent Pettipas	"	"	3,960	3,500 00
*8259	May 17	Winifred Morton, <i>et vir.</i>	"	"	6,000	2,500 00
*8238	May 19	Margaret C. Pugh	"	"	14,800	3,000 00
*8284	May 22	Henry Romans	"	"	3,000	2,970 00
*8307	May 22	Andrew Mitchell	"	"	2,460	3,500 00
*8212	May 23	G. J. Burton, <i>et ux.</i>	"	"	2,452	200 00
*8193	May 27	Henry Roper	"	"	2,460	3,000 00
*8214	May 28	Henry Roper	"	"	4,360	6,100 00
*8164	May 28	Mary Eva Dunn, <i>et vir.</i>	"	"	4,300	5,700 00
*8204	May 29	W. H. Muir, <i>et ux.</i>	"	"	6,180	7,150 00
*8237	May	Sophia C. Crane	"	"	171,200	10,000 00
*8257	May 29	Joseph Outerbridge, <i>et ux.</i>	"	"	"	"

*Too late for last year's report.

7 GEORGE V, A. 1917

PROPERTY CONVEYED TO CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916—HALIFAX OCEAN TERMINALS—Concluded.						
No. of Decd.	Date of Decd.	Grantor.	Description.	County and Province.	Area.	Amount.
	1913.		Land at Halifax, N. S.	Halifax, N. S.	2,760 sq. ft.	\$ cts.
*8219	June 1	Annie S. Stanford	"	"	17,680	6,000 00
*8251	June 1	Rufus C. Bayer, <i>et ux.</i>	"	"	4,647	10,000 00
*8253	June 9	Amelia A. Higgs	"	"	1,750	4,250 00
*8231	June 13	Wm. Gaul, <i>et ux.</i>	"	"	3,000	350 00
*8304	June 13	John D. Dunbrack	"	"	5,325	7,000 00
*8126	June 18	Affie M. Oxley	"	"	2,460	3,200 00
*8213	June 21	Mrs. Flora Lake, <i>et vir.</i>	"	"	3,000	350 00
*8207	June 24	Harry H. Mitchell	"	"	2,188	2,300 00
*8275	June 25	Ann Honora Cox	"	"	1,405	1,800 00
*8223	June 30	Margaret Netzier	"	"	3,128	3,000 00
*8166	July 3	Ellen T. Kelly, executrix, Denis Kelly, executor, estate of Denis Kelly	"	"	718,740	14,000 00
*8166A	July 3	Margaret Cartile	"	"	11,980	9,000 00
*8168	July 29	John McMillan	"	"	5,900	1,250 00
*8124	July 31	Francis Smith	"	"	19,600	4,000 00
*8125	July 31	Wm. B. Wallace, <i>et ux.</i>	"	"	3,931	6,000 00
*8184	Aug. 19	B. H. Collins, <i>et ux.</i>	"	"	16,575	2,800 00
*8200	Aug. 19	Wm. A. Geizer	"	"	2,800	3,300 00
*8290	Aug. 21	Chas. J. Bulger, <i>et ux.</i>	"	"	5,232	6,800 00
*8229	Aug. 25	James Maher, <i>et ux.</i>	"	"	19,800	300 00
*8302	Aug. 28	Caroline Kirkwood, <i>et vir.</i>	"	"	580	7,500 00
*8288	Sept. 2	Alfred G. Cross	"	"	42,740	4,000 00
*8300	Sept. 2	Robert O. Mullin, <i>et ux.</i>	"	"	57,200	15,540 00
*8197	Oct. 1	J. Gordon Bennett, <i>et ux.</i>	"	"	317,000	
*8227	Oct. 16	Clinton A. Proctor, <i>et al.</i>	"	"		
*8199	Oct. 21					
	1914.					
*8263	Aug. 31	Eastern Trust Company, reconveyance of lot 25, Mrs. Margaret Smith	"	"	1,750	2,500 00
*8209	Nov. 11	Eastern Trust Company, reconveyance of lot 93, Mary F. Heenan, <i>et al.</i>	"	"	1,390	700 00
*8208	Nov. 11	Eastern Trust Company, reconveyance of lot 4, Sarah Fultz	"	"	2,430	3,850 00
		Lot 5, estate J. Thomson	"	"	1,710	3,600 00
		Lots 52, 53, and 54, Bessie B. Elliott and Jas. F. Elliot	"	"	38,980	10,000 00
		Lot 39, Bessie R. Hart, <i>et vir.</i>	"	"	23,975	5,000 00
		Lot 36, Arthur D. Mitchell, <i>et ux.</i>	"	"	4,020	4,832 00
		Lot 35, Jessie A. Naylor	"	"	4,020	4,750 00

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*8216	Nov. 25.....	Thos. F. Tobin.....	“	“	“	12,060	“	9,750 00
	1915							
*8270	Mar. 23.....	Frederick F. Mathers.....	“	“	“	13,460	“	7,798 39
8205	April 22.....	B. H. Collins.....	“	“	“	1,515	“	800 00
8169	Mar. 24.....	Eastern Trust Company, reconveyance of lot, Frank D. Graham.....	“	“	“	3,420	“	4,500 00

*Too late for last year's report.

7 GEORGE V, A. 1917

LEASES GRANTED BY THE CANADIAN GOVERNMENT

No.	Date of Signature.	Lessee.	Lands or rights demised.
	1915.		
7734	April 7....	John Barrett.....	Land at Sussex, N.B.....
7735	" 7....	Town of Levis, P.Q.....	Right and privilege to lay and maintain a 1½-inch conduit under the right of way and across the tracks of the I.C.R. at Levis, P.Q.
7749	" 26....	J. A. Bishop, Geo. Gibson, Joseph. Bray, W. D. Ritchie, and D. C. Ritchie.	Lands at Moncton, N.B.....
7759	May 12....	The Dept. of Public Works of Canada.	Right and privilege to connect with railway's water pipe at Hampton, N.B., and draw water therefrom for the purposes of Post Office.
7799	June 1....	Harry H. Scovil and R. W. Otty Barnes, representing Hampton Tennis Club.	Land at Hampton, N.B.....
7797	" 9....	Gilroy & Stonehouse.....	Land at Oxford, N.S.
7804	" 21....	Dominion Molasses Co.....	Right and privilege to lay and maintain sewer pipes under the tracks at Dartmouth, N.S.
7800	" 28....	N.B. Telephone Co.....	Right to cross Main street subway with wire conduit (underground) at Moncton, N.B.
7801	" 28....	Imperial Oil Co., Ltd.....	Crossing I.C.R. tracks at Londonderry, N.S., with pipe line.
7817	" 30....	William Irving.....	Land in parish of Addington, Matapedia, Restigouche county.
7807	July 2....	Ovide Michaud.....	Right and privilege to lay a ¾-inch pipe at Val Brilliant, Que.
7820	" 10....	City of St. John.....	To lay sewer pipe under I.C.R. track at St. John, N.B.
7857	" 26....	Theophile Fournier.....	Right to lay and maintain 2½-inch wooden pipe on I.C.R. property at Sayabec, P.Q., in consideration of which lessee to supply water to railway at annual charge of \$12.00 for station purposes and \$12.00 for dwelling purposes.
7858	" 20....	James Shanahan.....	Land in the parish of Nelson, N.B.....
7870	" 27....	Wallace W. Morrison.....	Land at Londonderry, N.S.....
7872	Sept. 9....	Barney's River Weighing Co.	Land at Avondale, N.S.....
7881	" 13....	Dept. Marine & Fisheries...	Right and privilege to lay a 4-inch water main across the I.C.R. right of way at Dartmouth, N.S.
7882	" 13....	Dr. M. Lunam.....	Right and privilege to lay and maintain a 1-inch iron pipe across the right of way at mileage 182-16 Moncton S.D.
7883	" 13....	Canadian Oil Companies, Limited.	Right and privilege to lay and maintain a 2½-inch pipe across the right of way at mile 184-62 Moncton S.D.
7889	" 25....	Corp. of the Town of Dartmouth.	Right and privilege to lay and maintain a 9-inch sewer pipe across right of way of the I.C.R. at Dartmouth, N.S.
7903	" 28....	Elmer Sullivan.....	Right and privilege to lay a 6-inch sewer pipe, together with a ½-inch water pipe under the tracks of the I.C.R. at mile 34 Leonard S.D.
7915	Oct. 7....	Townsend & Squire.....	Land at Georges River, N.S.....
7913	" 7....	Maggie and Albert J. Chapman.	Land at Dorchester, N.B.....
7929	" 27....	McLellan Foundry and Machine Works, Ltd.	Land at Campbellton, N.B.....
7932	Nov. 4....	James Casey.....	Land at Shediac, N.B.....
8046	" 4....	N.B. Telephone Co.....	Right and privilege of erecting and maintaining a telephone line across the right of way and over the tracks of the I.C.R. at mileage 1-35 Campbellton S.D., and a pole on the right of way.
8052	" 4....	Edouard Ruel.....	Right and privilege to lay and maintain an 8-inch tile drain pipe across the right of way and under the tracks of the I.C.R. at mileage 11-9 Levis S.D., P.Q.
7936	" 5....	John A. Johnson.....	Land at Berry's Mills, N.B.....
7938	" 6....	Moncton Tramways, Electricity and Gas Co.	Right and privilege to lay and maintain a 2-inch malleable iron gas pipe across the right of way and under the tracks of the I.C.R. at Humphreys, N.B.

SESSIONAL PAPER No. 20

RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916.

Area.	Term.	Commence- ment of term.	Annual Rental.	Due each year.	First instal- ment due.
			\$ cts.		
600 sq. ft.....	During pleasure.....	April 1, 1915..	10 00	April 1,	April 1, 1915
.....	"	Mar. 9, 1915..	1 00	Mar. 9,	Mar. 9, 1915
5,000 sq. ft.....	"	May 1, 1915 ..	1 00	May 1	May 1, 1915
.....	"	May 1, 1915 ..	25 00	May 1	May 1, 1915
.....	"	June 1, 1915 ..	10 00	June 1	June 1, 1915
3.17 acres.....	"	" 1, 1915..	7 50	" 1.....	" 1, 1915
.....	"	" 1, 1915..	1 00	" 1.....	" 1, 1915
.....	"	" 1, 1915..	1 00	" 1.....	" 1, 1915
.....	"	April 1, 1915..	1 00	April 1,	April 1, 1915
7,000 sq. ft.....	"	July 1, 1915 ..	10 00	July 1	July 1, 1915
.....	"	" 1, 1915..	1 00	" 1.....	" 1, 1915
.....	"	June 1, 1915..	1 00	June 1,	June 1, 1915
.....	"	Aug. 1, 1915..	1 00	Aug. 1.....	Aug. 1, 1915
0.182 acre.....	"	" 1, 1915..	5 00	" 1.....	" 1, 1915
45,000 sq. ft.....	"	July 1, 1915..	10 00	July 1.....	July 1, 1915
200 sq. ft.....	"	Mar. 1, 1914 ..	1 00	Mar. 1.....	Mar. 1, 1914
.....	"	June 1, 1915..	1 00	June 1.....	June 1, 1915
.....	"	Aug. 1, 1915 ..	1 00	Aug. 1.....	Aug. 1, 1915
.....	"	" 1, 1915 ..	1 00	" 1.....	" 1, 1915
.....	"	June 1, 1915 ..	1 00	June 1.....	June 1, 1915
.....	"	Oct. 1, 1915 ..	1 00	Oct. 1.....	Oct. 1, 1915
0.29 acre.....	"	July 1, 1915 ..	10 00	July 1.....	July 1, 1915
980.6 sq. ft.....	"	Oct. 1, 1915 ..	10 00	Oct. 1.....	Oct. 1, 1915
2,370 sq. ft.....	"	" 1, 1915 ..	10 00	" 1.....	" 1, 1915
0.71 acre.....	"	July 1, 1915 ..	10 00	July 1.....	July 1, 1915
.....	"	" 1, 1915 ..	2 00	" 1.....	" 1, 1915
.....	"	Nov. 1, 1915 ..	1 00	Nov. 1,	Nov. 1, 1915
6,020 sq. ft.....	"	" 1, 1915 ..	1 00	" 1	" 1, 1915
.....	"	" 1, 1915 ..	1 00	" 1	" 1, 1915

7 GEORGE V, A. 1917

LEASES GRANTED BY THE CANADIAN GOVERNMENT RAILWAYS,

No.	Date of Signature.	Lessee.	Lands or rights demised.
1915.			
7941	Nov. 20....	Charles Logan.....	Land with use of two roadways, Moncton, N.B....
7944	Dec. 2....	South River Mutual Tel. Company.	Right and privilege of erecting and maintaining telephone wires over the property and under the tracks of the I.C.R. at South River, N.S.
7978	" 9....	Town of Bathurst.....	Right and privilege to lay and maintain a 10-inch cast iron water pipe across the right of way and under the tracks of the I.C.R. at Bathurst, N.B.
7979	" 9....	N.B. Telephone Co., Ltd...	Right and privilege to lay and maintain 2 telephone wires across the right of way and under the tracks of the I.C.R. at Upper Dorchester, N.B.
7975	" 9....	N.B. Telephone Co., Ltd...	Right and privilege to lay and maintain 2 telephone wires across the right of way and under the tracks of the I.C.R. at College Bridge, N.B.
1916.			
8063	Jan. 14....	Miramichi Steam Nav. Co.	A piece of wharf property forming part of the I.C.R. property at Chatham, N.B.
8064	" 14....	Municipality of the Parish of Val Brillant.	Right and privilege to lay and maintain 12-inch terra cotta sewer pipe under the tracks and across the right of way of the I.C.R. at Val Brillant, P.Q.
8066	" 14....	Municipality of Amqui.....	Right and privilege to lay and maintain a 2-inch cast iron pipe across the right of way and under the tracks of the I.C.R. at mile 61.15 Campbellton S.D.
8079	" 21....	Henry Fraser.....	Land at Truro, N.S.....
8091	Feb. 1....	Leonidas Boisvert.....	Land in Township of Ashburton, county of Montmagny, Que.
8097	" 8....	N.B. Telephone Co., Ltd...	Right and privilege of stringing and maintaining wires across the right of way and over the tracks of the I.C.R. at Humphreys, N.B.
8098	" 8....	A. S. Black.....	Land at Truro, N.S.
8101	" 8....	Payzant Card Co., Ltd.....	Land at Dorchester, N.B.....
8102	" 14....	Matapedia Water Supply Co.	The right to take water from the old I.C.R. reservoir at Matapedia through a 2-inch pipe. To make and maintain a 1-inch connection from the 1-inch pipe line running from the new I.C.R. reservoir to the standpipe and to lay and maintain a 4-inch cast iron pipe last mentioned from a point in a westerly direction for a distance of 450 feet to a point opposite 691.95 on the I.C.R. main line, at which point the said 4-inch pipe is to cross under the main line and siding across and on the I.C.R. right of way.
8128	" 19....	St. John Railway Co.....	Right and privilege to erect and maintain two electric light wires across the right of way and over the tracks of the I.C.R. at Renforth, Kings county, N.B.
8129	" 19....	J. C. McNeil.....	Land at Iona, N.S.....
8160	" 28....	Rev. Fr. W. Sormany.....	Land at Rogersville, N.B.....
8161	" 29....	Pierre Thibeault.....	Land at Ste. Florence, Que.....
8177	Mar. 9....	Dougald McDonald.....	Land at Berry's Mills, N.B.....
8179	" 11....	Eastern Steel Company.....	Privilege to lay and maintain a 4-inch steam pipe enclosed in a 12-inch pipe, and electric power line enclosed in a conduit under the I.C.R. tracks at Trenton, N.S.
8180	" 11....	Est. Alex. E. Alexander.....	Land at Campbellton, N.B.....
8181	" 11....	Town of Bathurst.....	Right and privilege to erect and maintain 2 telephone wires and 2 electric wires across the right of way and over the tracks of the I.C.R. at mile 122.32 Moncton S.D., and 2 poles on the right of way to support the said wires.
8182	" 11....	H. W. Wentzell.....	Right and privilege to lay and maintain one 4-inch terra cotta sewer pipe across the right of way and under the tracks of the I.C.R. at Dartmouth, N.S.

SESSIONAL PAPER No. 20

FISCAL YEAR ENDING MARCH 31, 1916—Continued.

Area.	Term.	Commence- ment of term.	Rental.	Due each year.	First instal- ment due.
			\$ cts.		
2,025 sq. ft.....	During pleasure.....	Nov. 1, 1915..	10 00	Nov. 1.....	Nov. 1, 1915
.....	".....	April 1, 1914	1 00	April 1.....	April 1, 1914
.....	".....	Nov. 1, 1915..	1 00	Nov. 1.....	Nov. 1, 1915
.....	".....	Sept. 1, 1915..	1 00	Sept. 1.....	Sept. 1, 1915
.....	".....	" 1, 1915..	1 00	" 1.....	" 1, 1915
.....	".....	Jan. 1, 1916..	100 00	Jan. 1.....	Jan. 1, 1916
.....	".....	Aug. 1, 1915..	1 00	Aug. 1.....	Aug. 1, 1915
.....	".....	Jan. 1, 1916..	1 00	Jan. 1.....	Jan. 1, 1916
72 sq. ft.....	".....	Dec. 14, 1914..	10 00	Dec. 14.....	Dec. 14, 1914
5.47 acres.....	".....	Jan. 1, 1916..	1 00	Jan. 1.....	Jan. 1, 1916
.....	".....	May 1, 1916..	1 00	May 1.....	May 1, 1916
72 sq. ft.....	".....	Dec. 14, 1914..	10 00	Dec. 14.....	Dec. 14, 1914
433 sq. ft.....	".....	Feb. 1, 1916..	10 00	Feb. 1.....	Feb. 1, 1916
.....	".....	May 1, 1915..	60 00	May 1.....	May 1, 1915
.....	".....	Mar. 1, 1916..	1 00	Mar. 1.....	Mar. 1, 1916
720 sq. ft.....	".....	Aug. 1, 1915..	10 00	Aug. 1.....	Aug. 1, 1915
0.54 acre.....	".....	Dec. 1, 1915..	10 00	Dec. 1.....	Dec. 1, 1915
480 sq. ft.....	".....	Mar. 1, 1916..	10 00	Mar. 1.....	Mar. 1, 1916
4.77 acres.....	".....	Mar. 1, 1916..	5 00	Mar. 1.....	Mar. 1, 1916
.....	".....	Mar. 1, 1916..	1 00	" 1.....	" 1, 1916
2,857 sq. ft.....	".....	" 1, 1916..	10 00	" 1.....	" 1, 1916
.....	".....	" 1, 1916..	3 00	" 1.....	" 1, 1916
.....	".....	" 1, 1916..	1 00	" 1.....	" 1, 1916

7 GEORGE V, A. 1917

LEASES GRANTED BY THE CANADIAN GOVERNMENT RAILWAYS,

No.	Date of Signature.	Lessec.	Lands or rights demised.
1916			
8320	Mar. 25....	Corp. of Town of Sydney...	Right and privilege to lay and maintain one 18-inch water pipe across the right of way and under the tracks of the I.C.R. at Sydney, N.S.

TRANSCONTINENTAL

7930	1915. Oct. 27....	N.B. Telephone Co., Ltd...	Right and privilege to lay and maintain an underground cable under tracks and across the right of way of the N.T.R. at St. Leonards, N.B.
7981	Dec. 14....	Brown Corporation.....	Right and privilege to erect a metallic telephone circuit (94 wire miles) on the telegraph poles on the right of way of the lessor between LaTuque and Windago, N.T.R.
8036	" 23....	Transcona Shell Co.....	Frog shop and south bay of freight car shop at Transcona for the manufacture of shells.
8053	" 30....	Customs Dept. of Canada...	Land at St. Leonards, N.B.....
	1916.		
8065	Jan. 14....	Municipality of the Town of Transcona.	Land at Transcona, Man.....
8096	Feb. 8....	Pierre Blier.....	Land at Estcourt, P.Q.....
8130	" 19....	Temiskaming & Northern Ontario Ry. Commission.	Right and privilege to pay and maintain a 4-inch cast iron pipe across the right of way and under the tracks of the N.T.R. at Cochrane, Ont.

PRINCE EDWARD

	1915.		
7750	April 26....	Dept. of Public Works.....	Land at Tignish, P.E.I.....

SESSIONAL PAPER No. 20

FISCAL YEAR ENDING MARCH 31, 1916—*Concluded.*

Area.	Term.	Commence- ment of term.	Annual Rental.	Due each Year.	First instal- ment due.
			\$ cts.		
.....	During pleasure.....	Mar. 1, 1916 ..	1 00	Mar. 1	Mar. 1, 1916

RAILWAY.

.....	During pleasure.....	Nov. 1, 1915 ..	1 00	Nov. 1.....	Nov. 1, 1915
.....	"	Dec. 1, 1915..	470 00	Dec. 1.....	Dec. 1, 1915
.....	One year.....	" 1, 1915 ..	6,780 00	.....	" 1, 1915
1,875 sq. ft.....	During pleasure.....	" 1, 1915..	1 00	" 1.....	" 1, 1915
13.8 acres.....	"	Jan. 1, 1916 ..	10 00	Jan. 1.....	Jan. 1, 1916
2.2 acres.....	"	Sept. 1, 1915..	10 00	Sept. 1.....	Sept. 1, 1915
.....	"	" 18, 1915..	1 00	" 18.....	" 18, 1915

ISLAND RAILWAY.

.....	During pleasure.....	May 1, 1914..	1 00	May 1.....	May 1, 1914
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H. F. ALWARD,
General Solicitor Canadian Government Railways.

7 GEORGE V, A. 1917

STATEMENTS OF THE COMPTROLLER AND TREASURER.
No. 1.—INTERCOLONIAL RAILWAY—Capital Account, Year ended March 31, 1916.

1915	DR.	\$	cts.	1915	Cr.	\$	cts.
Mar. 31	To Cost of Intercolonial Railway to date.....			Mar. 31..	By Dominion of Canada.....		
	Improve triple valve air brakes.....	3,400	00			108,123,294	84
	Additional facilities, Amherst.....	14,462	08				
	Anti-creeper and tie plates.....	20,927	28				
	Strengthen bridges.....	700,000	00				
	Division of line and branch to wharf, Chatham	523	94				
	Double tracking, Chaudiere Junction to St.						
	Ronald.....	29,401	06				
	Division of line between Nelson and Derby						
	Junction.....	4,061	00				
	Division of line between North Sydney and						
	Leitch Creek.....	59,990	29				
	Increase accommodation at Fredericton.....						
	General protection of highways.....	259	30				
	Docks and wharves at Halifax.....	30,000	00				
	New terminal facilities, Halifax.....	3,162,304	82				
	Increase accommodation and provide machinery,						
	Halifax.....	3,496	42				
	Willow Park sewer, Halifax.....	52	00				
	Subway and facilities, Hampton.....	505	00				
	Installation of block system in connection with						
	operation.....	6,600	90				
	Installation of telephone system in connection						
	with operation.....	9,283	02				
	Improvements at Levis.....	71,715	71				
	Locomotive and car shops with equipment,						
	Moncton.....	81,467	97				
	Elimination of level crossings and grades,						
	Moncton.....	83,657	02				
	Installation of roofing, Moncton.....	3,656	87				
	Provide new car ferry and dock for same, Mul-						
	grave.....	343,850	16				
	Original construction.....	600	00				
	Permanent wiring of enginehouses.....	6,460	92				
	Permanent farm crossings and culverts.....	3,135	51				
	Increased facilities at Divisional points—power						
	plants.....	19,965	61				
	Pugwash spur line—Pugwash Harbour.....	413	60				
	Raising grade, Memramcook to Sackville.....	3,500	00				
	Rolling stock.....	2,500,000	00				
	Safety appliances for equipment.....	24,000	00				
	Standard track signs.....	313	29				

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Standard clocks for divisional points.....	2,151 00				
Increase accommodation at Mont Joli.....	15,998 57				
Spur line to Courtenay Bay, St. John.....	1,643 83				
Surveys and inspections.....	68,753 76				
Improvements at Sussex.....	928 68				
Sydney Mines diversion.....	4,745 56				
Tile drainage in wet cuts.....	2,710 06				
Increase accommodations and facilities along the line.....	102,000 00				
Increased facilities at Trenton.....	11,883 16				
Increase water supply.....	7,955 82				
Towards construction of railway, Dartmouth to Deans.....	330,360 13				
Bathurst spur line.....	62,400 00				
Branch line, Sunny Brae to Mulgrave.....	21,209 18				
New coaling plant, Lewis.....	75,000 00				
(Exchequer Court Award) Cape Breton Railway	795 10				
	7,646,538 71				
	3,273 31				
By increased accommodation at Fredericton.....					
		1916			
		Mar. 31			
			By Dominion of Canada		
				7,643,265 40	
				115,766,560 24	

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

No. 2.—INTERCOLONIAL RAILWAY—Revenue Account, Year ended March 31, 1916.

Working Expenses.	\$ cts.	\$ cts.	Earnings.	\$ cts.
Maintenance of way and structures...	2,279,778 20		Freight earnings.....	9,200,339 21
Add: Part of earnings for year transferred to Rail Renewal Account and debited to this account.....\$150,000			Passenger earnings....	4,010,879 58
Part of earnings for year transferred to fire renewal Account and debited to this account.....\$60,000	210,000 00	2,489,778 20	Mail and express earnings.....	781,452 30
			Miscellaneous earnings	76,120 32
Maintenance of equipment.....	2,067,679 33			
Add: Part of earnings for year transferred to equipment Renewal Account and debited to this account.....	300,000 00	2,367,679 33		
Traffic expenses.....		256,871 81		
Transportation—rail line.....		6,930,096 31		
Transportation, water line.....		50,619 83		
Miscellaneous operations.....		152,058 44		
General expenses.....		304,391 92		
*Balance.....		1,517,295 57		
		14,068,791 41		14,068,791 41

*This balance of \$1,517,295.57 represents the surplus earnings for the year ended March 31st, 1916, less \$1,400 expended by the Department of Railways and Canals on account of gratuities. The net surplus of \$1,515,895.57 has been taken for the purpose of Betterments, as detailed in Statement No. 10. This surplus does not include the amount of \$510,000 which has been charged in the ordinary way to Working Expenses, and credited to Renewal Accounts.

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

No. 3.—INTERCOLONIAL RAILWAY—Maintenance of Ways and Structures, Year ended March 31, 1916.

	\$	cts.
No. 201. Superintendence.....	111,023	93
" 202. Roadway maintenance.....	228,956	38
" 206. Tunnels and subways.....	40	21
" 208. Bridges, trestles and culverts.....	151,022	88
" 212. Ties.....	333,157	96
" 214. Rails.....	245,377	91
" 216. Other track material.....	155,713	17
" 218. Ballast.....	88,289	90
" 220. Track laying and surfacing.....	586,357	25
" 221. Right of way fences.....	52,119	55
" 223. Snow and sand fences and snowsheds.....	378	81
" 225. Crossings and signs.....	25,323	39
" 227. Station and office buildings.....	137,104	91
" 229. Roadway buildings.....	9,301	87
" 231. Water stations.....	12,876	31
" 233. Fuel stations.....	5,831	71
" 235. Shops and enginehouses.....	68,782	59
" 237. Grain elevators.....	869	74
" 239. Storage warehouses.....	703	84
" 241. Wharves and docks.....	41,172	31
" 243. Coal and ore wharves.....	9	80
" 245. Gas producing plants.....	463	47
" 247. Telegraph and telephone lines.....	4,753	82
" 249. Signals and interlockers.....	13,189	12
" 257. Power transmission system.....	912	17
" 265. Miscellaneous structures.....	2,655	86
" 267. Paving.....	424	53
" 269. Roadway machines.....	4,029	45
" 271. Small tools and supplies.....	14,190	79
" 272. Removing snow, ice and sand.....	139,528	75
" 274. Injuries to persons.....	1,816	87
" 276. Stationery and printing.....	9,260	19
" 277. Other expenses.....	1,057	54
" 278. Maintaining joint tracks, yards and other facilities. Dr.....	55,182	91
	2,499,894	09
Cr.		
" 279. Maintaining joint tracks and other facilities. Cr.....	10,115	89
	2,489,778	20

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

No. 4.—INTERCOLONIAL RAILWAY—Maintenance of Equipment, Year ended
March 31, 1916.

	\$ cts.
No. 301. Superintendence.....	78,484 49
" 302. Shop machinery.....	68,093 47
" 304. Power plant machinery.....	10,498 43
" 308. Steam locomotives, repairs.....	666,163 54
" 308a. Steam locomotives—renewals.....	133,333 34
" 314. Freight train cars—repairs.....	847,353 24
" 314a. Freight train cars—renewals.....	100,000 00
" 317. Passenger train cars—repairs.....	359,602 26
" 317a. Passenger train cars—renewals.....	66,666 66
" 320. Motor equipment of cars—repairs.....	357 30
" 323. Floating equipment—repairs.....	5,246 53
" 326. Work equipment—repairs.....	10,927 61
" 332. Injuries to persons.....	755 22
" 334. Stationery and printing.....	10,187 40
" 335. Other expenses.....	15 17
" 336. Maintaining joint equipment at terminals. Dr.....	9,994 67
	<hr/> 2,367,679 33

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

No. 5.—INTERCOLONIAL RAILWAY—Traffic Expenses, Year ended March 31, 1916.

	\$ cts.
No. 351. Superintendence.....	58,776 08
" 352. Outside agencies.....	119,400 97
" 353. Advertising.....	43,273 42
" 354. Traffic associations.....	4,046 78
" 357. Insurance.....	2 24
" 358. Stationery and printing.....	30,869 84
" 359. Other expenses.....	502 48
	<hr/> 256,871 81

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

No. 6.—INTERCOLONIAL RAILWAY—Transportation, Rail Line, Year ended
March 31, 1916.

	\$	cts.
No. 371. Superintendence.....	74,835	12
" 372. Despatching trains.....	136,355	38
" 373. Station employees.....	936,843	42
" 374. Weighing inspections and demurrage bureaux.....	1,677	20
" 376. Station supplies and expenses.....	117,891	70
" 377. Yardmasters and yard clerks.....	51,202	00
" 378. Yard conductors and brakemen.....	249,347	88
" 379. Yard switch and signal tenders.....	15,792	12
" 380. Yard enginemen.....	149,717	09
" 382. Fuel for yard locomotives.....	235,739	71
" 385. Water for yard locomotives.....	8,541	31
" 386. Lubricants for yard locomotives.....	3,275	33
" 387. Other supplies for yard locomotives.....	2,773	52
" 388. Enginehouse expenses—yard.....	47,633	10
" 389. Yard supplies and expenses.....	21,079	85
" 390. Operating joint yards and terminals. Dr.....	185,805	80
" 392. Train enginemen.....	738,338	81
" 394. Fuel for train locomotives.....	1,900,319	22
" 397. Water for train locomotives.....	65,956	22
" 398. Lubricants for train locomotives.....	31,851	28
" 399. Other supplies for train locomotives.....	21,268	68
" 400. Enginehouse expenses—train.....	304,928	71
" 401. Trainmen.....	944,362	21
" 402. Train supplies and expenses.....	234,038	49
" 403. Operating sleeping cars.....	60,283	22
" 404. Signal and interlocker operation.....	7,560	24
" 405. Crossing protection.....	18,452	32
" 406. Drawbridge operation.....	3,096	49
" 407. Telegraph and telephone operation.....	12,242	47
" 408. Operating floating equipment.....	66,336	97
" 410. Stationery and printing.....	75,639	15
" 411. Other expenses.....	10,557	77
" 412. Operating joint tracks and facilities. Dr.....	17,870	89
" 414. Insurance.....	6	79
" 415. Clearing wrecks.....	21,559	07
" 416. Damage to property.....	12,790	60
" 417. Damage to live stock on right of way.....	7,070	00
" 418. Loss and damage—freight.....	111,731	24
" 419. Loss and damage—baggage.....	495	83
" 420. Injuries to persons.....	13,875	18
	7,009,142	38
CR.		
" 391. Operating joint yards and terminals. Cr.....	79,046	07
	6,930,096	31

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

No. 7.—INTERCOLONIAL RAILWAY—Transportation, Water Line, Year ended
March 31, 1916.

	\$ cts.
No. 431. Operation of vessels.....	50,619 83

S. L. SHANNON,
Comptroller and Treasurer.

No. 8.—INTERCOLONIAL RAILWAY—Miscellaneous Operations, Year ended March 31,
1916.

	\$ cts.
No. 441. Dining and buffet service.....	136,670 50
" 442. Hotels and restaurants.....	9,349 60
" 443. Grain elevators.....	6,038 34
	152,058 44

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

No. 9.—INTERCOLONIAL RAILWAY—General Expenses, Year ended March 31, 1916.

	\$	cts.
No. 451. Salaries and expenses of general officers.....	29,126	28
" 452. Salaries and expenses of clerks and attendants.....	116,459	04
" 453. General office supplies and expenses.....	5,444	50
" 454. Law expenses.....	17,088	31
" 455. Insurance.....	10	83
" 456. Relief department expenses.....	9,394	91
" 457. Pensions.....	93,641	56
" 458. Stationery and printing.....	23,178	07
" 460. Other expenses.....	10,048	42
	304,391	92

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

No. 10.—INTERCOLONIAL RAILWAY.—Improvements and Betterments.—Year ended March 31, 1916.

	\$	cts.
Maintenance of way and structures—		
No. 214. Rails.....	152,000	00
" 216. Other track material.....	15,200	00
" 220. Track laying and surfacing.....	22,800	00
" 227. Stations and office buildings.....	100,000	00
Maintenance of equipment—		
" 308a. Steam locomotives—renewals.....	544,842	47
" 314a. Freight train cars—renewals.....	408,631	86
" 317a. Passenger train cars—renewals.....	272,421	24
	1,515,895	57

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

No. 11.—INTERCOLONIAL RAILWAY—General Balance, Year ended March 31, 1916.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
To Cash.....		0 02			By Dominion of Canada.....	975,039 68	
General stores.....	1,755,994 47				Intercolonial and Prince Edward Island Rail- ways Employees Provident Fund.....	348,502 74	
Station agents.....	373,759 13				Fire Renewal Account.....	247,943 21	
Receiver general—Provident Fund account.....	1,626,319 24				Equipment Renewal Account.....	3,064,700 62	
Receiver general—unclaimed wages account.....	3,273 81				Rail Renewal Account.....	400,000 00	
Auditors suspense account.....	153,766 84				Unclaimed Wages Account.....	3,265 41	
Cash in transit.....	13,117 13						5,039,451 66
Commissary stock.....	22,831 47				By Individuals and Companies Ledger—		
Commissary stock—Moncton restaurant.....	274 09				Amherst Malleable Iron Co.....	40 42	
Commissary stock—Newcastle restaurant.....	284 54				John Abrams Sons.....	11 00	
Unclaimed freight.....	2,671 44				P. G. Archibald.....	15 00	
Loss and damage freight—suspense.....	11,159 60				Beersville Railway and Coal Company.....	216 20	
Rail Loan Account.....	77,353 66				L. S. Brown.....	0 50	
Freight in Transit Account.....	29,411 59				Brown Corporation.....	2,732 46	
Expenditure for road and equipment—suspense—					Brandrum-Henderson, Ltd.....	2,203 29	
Pier No. 2, Halifax.....	6,346 88				J. L. Black and Sons.....	15 00	
				4,078,613 91	British-Canadian Co-operative Society.....	237 75	
To Individuals and Companies Ledger—					Cumberland Railway and Coal Co.....	149 00	
Alabama and Vicksburg Railway.....		2 66			Chatham Railway.....	0 07	
Atlantic Coast Line.....		72 95			Canadian Oil Companies.....	72 35	
Armour Car Lines.....		6 38			Caviechi & Pagano.....	2 83	
H. & A. Allan.....		0 40			Coldbrook Realty and Development Company.....	827 12	
Aulac Station.....		16 76			Coldbrook Excelsior Works.....	238 76	
Atlanta, Birmingham and Atlantic Railway.....		1 60			John H. Crandall.....	15 00	
American Refrigerator Transit Company.....		64 72			Dubs and Company.....	98 63	
Auelison, Topeka & Santa Fe Railway.....		211 22			Dominion Express Company.....	2 01	
Ann Arbor R.R.....		40 89			Dominion Molasses Company.....	15 00	
Alabama Great Southern Ry.....		2 52			W. H. Duffy.....	288 85	
Steamship <i>Amelia</i>		0 70			Dave Shipbuilding and Repairing Company, Ltd.....	3 01	
Atlanta & West Point Ry.....		1 66			W. R. Deyemish.....	8 60	
Alabama, Tennessee & Northern Ry.....		1 21			Elmsdale Company.....	1,190 18	
Auld Brothers.....		76 76			Electric Boat Co.....	15 00	
Sir W. G. Armstrong, Whitworth & Co.....		2,416 89			J. Fenderson & Co.....	44 38	
American Maize Products Co.....		0 67			T. E. Fernald & Co.....	223 50	
Boston & Maine R.R.....		1,139 51			Finch, Prunty & Co.....	6,077 10	
Baltimore & Ohio Ry.....		542 79			Foley Bros. Welch, Stewart & Fauquier.....	49 85	
Boston & Albany Ry.....		68 80			G. B. Fanwick.....	15 00	
Boisdale Station.....		45 65			H. A. Frank.....	188 12	
Bangor & Aroostook Ry.....		19 94			Fraserville Coal Co.....	15 00	
Buffalo, Rochester & Pittsburgh Ry.....		53 09			J. M. Fulton.....	15 00	
Bessemer & Lake Erie Ry.....		26 17			Grand Lake Lumber Co.....	383 00	
Ovide Broutlard.....		92 09			Gulena Signal Oil Co.....	74 77	
Pathurst Lumber Co.....		6 68			H. J. Gnrson & Co.....	256 71	
Belt Ry. Co. of Chicago.....		2 91					
John Breakey Lumber Co.....		406 99					

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Battye Brick & Stone Co.	29 50	Luther Goodspeed & Son.	207 44
Dun, Brown Steamship Co.	125 70	Abner Gordon.	161 79
Samuel Baker.	19 83	Gannon & Weir.	370 68
D. J. Buckley.	8 08	Philippe Gendron.	15 00
Barrett Manufacturing Co.	22 68	Hillis & Sons.	593 79
A. P. Boisseau.	30 59	Charles & Davidson Hill.	359 81
Caruquet Ry.	13 436 20	T. A. Hurley.	168 09
Canadian Express Co.	2,701 26	Howard W. Holmes.	264 06
Cape Breton Ry.	76 50	Jos. Joseph & Bros Co.	254 51
Canadian Pacific Railway—General.	62 689 21	LeB. D. Lockhart.	97 39
Charlottetown Steam Navigation Co.	1 04	W. S. Loggie & Co.	98 82
Canadian Pacific Railway—New Brunswick Division.	62 145 51	La Cie Industrielle de Rimouski.	222 92
Central Vermont Ry.	252 91	Peter Lyall & Son Construction Co.	432 93
Coal & Coke Ry.	3 96	Wm. H. Miller.	72 35
Canada Iron Corporation.	1,473 78	Miramichi Lumber Co.	136 67
Canadian Northern Ry.	3,989 25	R. W. Mayer.	235 76
Cincinnati, Hamilton & Dayton Ry.	65 13	F. M. Murray.	158 27
Cleveland, Cincinnati, Chicago & St. Louis Ry.	539 83	McLean, Holt & Co.	10 23
Canada Atlantic & Plant SS. Line.	42 04	D. H. McKay.	94 55
Chicago, Milwaukee & St. Paul Ry.	129 34	W. A. McKay & Co.	138 00
Cincinnati Northern Ry.	1 55	C. L. Osborne.	227 95
Chicago, St. Paul, Minneapolis & Omaha Ry.	41 23	Jos. Ouellet.	15 00
Chicago & North Western Ry.	387 51	David Porter.	137 18
G. S. Campbell & Co.	21 25	Jas. Pender & Co.	15 00
Chicago & Alton Ry.	161 01	Prinecrest Farms Co.	15 00
Cincinnati, New Orleans & Texas Pacific Ry.	64 02	Quebec Construction Co.	51 44
Chicago, Rock Island & Gulf Ry.	15 19	F. J. Rafferty.	15 00
Chicago, Burlington & Quincy Ry.	43 75	Savoie & Co.	387 62
Central R.R. of New Jersey.	28 24	Thos. Samson.	15 00
Chesapeake & Ohio Ry.	63 78	Chas. P. Stephen.	78 50
Cutahly Refrigerator Line.	3 81	Susman & Cohen.	2 00
Colorado & Southern Ry.	1 13	A. A. Sutherland.	15 00
Chicago & Eastern Illinois Ry.	15 88	Rev. W. E. Sormany.	15 00
Canadian Locomotive Co.	17 37	Hartley G. Steeves.	15 00
Chicago, New York & Boston Refrigerator Co.	1 53	Town of New Glasgow.	80 00
Chicago, Indianapolis & Louisville Ry.	29 71	Townsend & Squires.	15 00
Chicago, Cincinnati & Louisville Ry.	1 26	W. L. Tuttle.	15 00
Central New England Ry.	4 79	G. A. Warman.	155 00
Colchester Coal & Ry. Co.	369 35		
Chicago, Rock Island & Pacific Ry.	104 65	By Individuals and Companies Suspense Ledger—	
Chicago Great Western Ry.	96 73	Dominion Atlantic Railway.	5 32
Chicago, Peoria & St. Louis Ry.	14 61	New Brunswick & Prince Edward Island Ry.	255 08
Copper Crown Ry.	45 13	Prince Edward Island Ry.	90 13
Central of Georgia Ry.	2 93	St. John & Quebec Ry.	194 45
Frank A. Cutting Co.	2 92		
Canadian Westinghouse Co.	9 28	By Traffic Ledger—	
Customs Department.	15 00	Boston & Maine R.R.	3,196 38
		Boston & Albany Ry.	20 20
		Carried forward.	3,216 58
	154,608 56		5,059,069 85
			19,103 21
			544 98

No. 11.—INTERCOLONIAL RAILWAY—General Balance, Year ended March 31, 1916—Continued.

Dr.		\$	cts.	\$	cts.	Cr.	\$	cts.	\$	cts.
Brought forward.....		154,668	56	4,078,613	91	Brought forward.....	3,216	58	5,059,099	85
To	Canada & Gulf Terminal Ry.....	6,823	12			By Canadian Pacific Ry.....	8,773	29		
	Chicago Junction Ry.....	25	76			Chicago, Rock Island & Pacific Ry.....	93	37		
	Canadian Car & Foundry Co.....	1,045	63			Chicago Burlington & Quincy Ry.....	0	74		
	Canada Cement Co.....	418	51			Chicago, Milwaukee & St. Paul Ry.....	31	63		
	Carolina, Clinchfield & Ohio Ry.....	4	24			Canadian Northern Ry. System.....	274	66		
	Carritte, Patterson Co.....	165	36			DeWolf & Son.....	98	05		
	Chicago River & Indiana Ry.....	8	78			Eastern S.S. Co.....	124	00		
	Canfield Tank Line.....	27	16			Grand Trunk Pacific Ry.....	91	77		
	California Despatch Line.....	0	33			Grand Trunk Ry. (European Office).....	627	39		
	Cook Construction Co. and Wheaton Bros.....	3,781	62			Inverness Railway & Coal Co.....	365	57		
	Canada Steamship Lines.....	7	56			Interprovincial Navigation Co.....	13	80		
	Continental Lumber Co.....	41	77			Kent Northern Ry.....	79	18		
	Chambers Electric Light & Power Co.....	146	64			Lehigh Valley Ry.....	59	97		
	Cushing Co. (Ltd.).....	41	60			Michigan Central Ry.....	47	28		
	W. H. Copp.....	1	94			Maine Central Ry.....	5,534	10		
	La Corporation de Levis.....	11	70			Minneapolis, St. Paul and S. S. Marie Ry.....	41	77		
	Department of Agriculture.....	290	38			New York Central Ry.....	61	20		
	Department of Public Works.....	102	64			New York, New Haven & Hartford Ry.....	756	83		
	Department of Marine and Fisheries.....	11,619	98			Pennsylvania R. R.....	80	81		
	Department of Militia and Defence.....	14,729	48			Quebec Central Ry.....	99	30		
	Dominion Atlantic Railway.....	4,280	83			Reid Newfoundland Ry.....	1,275	90		
	Dominion Coal Co.....	8	51			Salisbury & Albert Ry.....	31	82		
	Dominion Iron and Steel Co.....	7,671	39			Temiskaming & Northern Ontario Ry.....	429	74		
	Delaware, Lackawanna & Western Railway.....	191	09			Union Pacific Ry.....	275	86		
	Duluth, South Shore and Atlantic Railway.....	184	24			Wabash Ry.....	20	42		
	Department of Interior.....	2	50						22,505	03
	Department of Railways and Canals.....	5,205	47			By Car Service Ledger—				
	Detroit & Mackinac Railway.....	3	07			Hoosac Tunnel & Wilmington Ry.....	2	25		
	Detroit, Toledo & Ironton Railway.....	24	02			Illinois Southern Ry.....	1	80		
	Denver & Rio Grande Railway.....	3	75			New York Central Ry.....	1	90		
	Alfred Dickie Lumber Co.....	86	45			South Buffalo Ry.....	15	30		
	Geo. Dumont.....	8	07						21	25
	Detroit & Toledo Shore Line.....	0	51			By Rents Ledger—				
	T. A. S. DeWolf & Son.....	45	04			Edmund White.....	2	50		
	M. P. & J. T. Davis.....	246	97			W. O. McAllister.....	5	67		
	Douglas & Co.....	10	30			Joseph Otis.....	1	00		
	Department of Naval Service.....	2	80			T. B. Cochran.....	1	50		
	Duluth, Winnipeg & Pacific Railway.....	23	53			Black & McDougall.....	10	00		
	Dairy Shippers' Despatch.....	2	26			O. M. Melanson & Co.....	10	00		
	F. E. Doughney.....	10	00			Dos. LeBlanc.....	0	20		
	Rufus E. Diekie.....	28	18			Geo. Lovett.....	0	75		
	Denver & Salt Lake Railway.....	0	42							

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Elgin & Havelock Railway.....	72 58	Ovide Brouillard.....	1 00
Erie Railroad.....	504 72	Town of Truro.....	1 00
Eastern S.S. Co.....	7 05	Town of New Glasgow.....	1 00
Elgin, Joliet & Eastern Railway.....	1 71	Town of Fraserville.....	1 00
Engineers & Contractors (Ltd.).....	58 58		
El Paso & Southwestern Ry.....	0 42		
Eastern Car Co.....	3, 279 51		
Eastern Hay and Feed Co.....	155 50		
Eastern Steel Co.....	95 73		
Capt. J. A. Farquhar.....	9 60		
Furness, Withly & Co.....	14 75		
Fruit Growers' Despatch.....	4 02		
Fort Worth & Denver City Ry.....	15 39		
C. Fred Fawcett.....	605 56		
Fort Dodge, Des Moines & Southern Ry.....	3 06		
Frederickton & Grand Lake Coal & Ry. Co.....	688 50		
W. Fraser.....	2 87		
Grand Trunk Ry.....	45, 745 46		
General Storekeeper.....	353 56		
Green Bay & Western Ry.....	0 81		
Galveston, Harrisburg & San Antonio Ry.....	37 07		
Gulf, Colorado & Santa Fé Ry.....	1 19		
Great Northern Ry. Line.....	171 23		
Georgia Southern & Florida Ry.....	27 70		
German American Tank Line.....	9 99		
Grand Trunk Ry. Suspense.....	98 75		
Grand Rapids & Indiana Ry.....	24 50		
Georgia R. R.....	27 57		
Georgia & Florida Ry.....	26 13		
Norton Griffiths Dredging Co.....	957 50		
General Car & Machinery Works.....	69 00		
Gunn, Langlois & Co.....	193 75		
Gateway Car Co.....	1 00		
Germania Refining Co.....	0 06		
N. H. Gilbert & Co.....	16 20		
Gainsville & North Western Ry.....	0 46		
Hallfax & Southwestern Ry.....	123, 580 64		
Hampton & St. Martins Ry.....	290 89		
Hocking Valley Ry.....	33 51		
W. C. Hunter.....	249 18		
Houston & Texas Central Ry.....	40 05		
J. H. Harris.....	7 50		
Hamilton Bridge Works Co.....	37 50		
E. W. Heurtley.....	9 26		
Mumphreys Unshrinkable Underwear Co.....	18 77		
G. W. Harvey.....	11 83		
Illinois Central Ry.....	540 62		
Imperial Oil Co.....	109 00		
Carried forward.....	390, 293 96	Carried forward.....	5, 051, 661 75
	4, 078, 613 91		

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No. 11.—INTERCOLONIAL RAILWAY—General Balance, Year ended March 31, 1916—Continued.

Dr.	\$ cts.		Cr.	\$ cts.	
	\$	cts.		\$	cts.
Brought forward.....	390,293	96	Brought forward.....	4,078,613	91
To International and Great Northern Ry.....		16 98			
International Harvester Co.....		5 84			
International Railway of New Brunswick.....		79 20			
Illinois Southern Ry.....		1 53			
Jonesboro, Lake City & Eastern Ry.....		14 18			
G. W. Jewett & Co.....		529 24			
Kent Northern Ry.....	7,	636 77			
Kanawha & Michigan Ry.....		26 14			
Kansas City Southern Ry.....		20 30			
Keith Tank Line.....		23 95			
Kirk & Cook.....		14 32			
Lothinière & Megantic Ry.....		24 66			
Londonderry Iron and Mining Co.....	21,	314 12			
Lehigh Valley Ry.....		455 82			
Louisville & Nashville Ry.....		140 39			
Lake Shore & Michigan Southern Ry.....		0 51			
Lake Erie & Western Ry.....		27 97			
R. S. Low.....		96 10			
Lehigh & New England Ry.....		2 96			
Lothinière Lumber Co.....		3 25			
Louisiana & Arkansas Ry.....		7 06			
A. & R. Loggie.....		12 92			
Litchfield & Madison Ry.....		1 05			
Louisville, Henderson & St. Louis Ry.....		0 42			
Aquilas Lajoie, <i>et al.</i>		27 30			
Lake Erie, Franklin & Clarion Ry.....		0 03			
Louisville & Wadley Ry.....		0 24			
Lynn, Brennan & Co.....		212 65			
Joseph LaForce.....		148 75			
Moncton & Buctouche Ry.....	19,	228 76			
Michigan Central Ry.....		411 28			
Maine Central Ry.....		18 19			
John Murphy.....		0 25			
Montmagny Light & Pulp Co.....		756 09			
Thomas Malcolm.....	4,	749 75			
Missouri Pacific Ry.....		316 43			
Minneapolis, St. Paul & S. Marie Ry.....		87 35			
Missouri, Kansas & Texas Ry.....		72 93			
Maritime Coal, Ry. & Power Co.....		51 64			
Maryland & Pennsylvania Ry.....		1 98			
Metropolitan SS. Co.....		31 88			
					5,081,661 75

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Miramichi Quarry Co.....	382 38	
Morgan's Louisiana & Texas Ry...	10 41	
Mathier Stock Car Co.....	0 35	
Minneapolis & St. Louis Ry...	98 58	
Missouri River Dispatch Transportation Co...	39 96	
Morris & Co. Refrigerator Line.....	0 32	
Mobile & Ohio Ry.....	64 29	
Midland Valley Ry.....	0 42	
Millerton Station.....	333 73	
Morrill Refrigerator Line.....	0 39	
J. T. Munro.....	23 82	
Montour R. Ry.....	13 99	
Missouri, Oklahoma & Gulf Ry.....	1 66	
Missouri & North Arkansas Ry.....	0 82	
Moncton Construction Co.....	190 00	
Roger Miller & Sons.....	12,687 69	
Miramichi Foundry & Machine Co.....	14 79	
K. A. Morrison.....	260 01	
Maritime Lumber Co.....	3 00	
Montreal Tramways Co.....	31 50	
Millerton Extract Co.....	24 02	
J. H. Marks.....	25 03	
Estate H. F. McDougall.....	361 37	
E. H. McElmon.....	6 01	
Reid McManus.....	1,648 79	
T. McAvity & Son.....	424 92	
Nelson McDougall.....	75 00	
Alex. H. McSween.....	188 16	
Geo. McKean.....	190 25	
M. J. McLeod.....	17 50	
McCloud River R. R.....	1 56	
New York Central Ry.....	1,192 97	
Newfoundland Ry.....	36 85	
New York, New Haven & Hartford Ry.....	604 08	
Northern Navigation Co.....	31 03	
New York, Chicago & St. Louis Ry.....	163 68	
Nova Scotia Steel & Coal Co.....	193 36	
New Brunswick & Prince Edward Island Railway Co.....	14,209 80	
Northern Pacific Ry.....	137 83	
National Dispatch Ry.....	14 12	
Norfolk & Western Ry.....	35 64	
New York, Philadelphia & Norfolk Ry.....	0 98	
New Orleans & North Eastern Ry.....	1 65	
New York, Ontario & Western Ry.....	0 71	
New Glasgow Freight Station.....	2 02	
National Labour Congress.....	446 40	
North Shore Ry.....	108 90	
Carried forward.....	481,165 93	4,078,613 91

Carried forward.....

5,081,661 75

7 GEORGE V, A. 1917

No. 11.—INTERCOLONIAL RAILWAY—General Balance, Year ended March 31, 1916—Continued.

Dr.	\$ est.	\$ cts.	¢'ic.	\$ cts.	\$ cts.
Brought forward.....	481,165 93	4,078,613 91	Brought forward.....		5,081,661 75
To Norfolk Southern Ry.....	5 51				
New Orleans Great Northern Ry.....	0 91				
New York, Susquehanna & Western Ry.....	4 08				
New Brunswick Coal Storage Co.....	119 75				
Nashville, Chattanooga & St. Louis Ry.....	69 84				
New Orleans, Mobile & Chicago Ry.....	4 36				
Nova Scotia Car Works.....	73 70				
National Railways of Mexico.....	986 18				
Nova Scotia Clay Works.....	349 54				
New Brunswick & Prince Edward Island Rail- way (operation).....	369 13				
New England Coal & Coke Co.....	0 84				
Captain A. H. Olsen.....	35 00				
Post Office Department.....	79,776 92				
Prince Edward Island Ry.....	2 87				
Pullman Co.....	103 71				
Pennsylvania R. R.....	1,188 23				
Price Brothers.....	1,336 02				
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	140 36				
Pennsylvania Co.....	269 47				
Pere Marquette Ry.....	300 42				
Pittsburg & Lake Erie Ry.....	104 14				
Philadelphia & Reading Ry.....	229 33				
Pickford & Black.....	162 99				
Peoria & Eastern Ry.....	0 36				
Pittsburg, Shumutt & Northern Ry.....	1 55				
Pacific Fruit Express.....	73 58				
Peerless Transit Line.....	98 99				
W. J. Poupore Co.....	79 75				
E. Powers.....	3 15				
Polar Refrigerator Line.....	10 15				
Postage stamp account.....	1,390 65				
Peach River Lines.....	0 19				
Pittsburg & Susquehanna Ry.....	0 25				
Piedmont & Northern Ry.....	0 22				
C. L. Peterson & Co.....	15 00				
Quebec Central Ry.....	2,931 23				
Quebec, Montreal & Southern Ry.....	266 58				
Quebec & Lake St. John Ry.....	88 08				
Quebec Contracting Co.....	701 40				
Quebec Oriental Ry.....	9 10				
Rutland Ry.....	22 67				
Ryan & MacDonnell.....	2,736 29				

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Rockingham Station.....	56 50		
Record Foundry & Machine Co..	7 78		
Railway Automatic Car Co..	61 40		
Richmond, Fredericksburg & Potomac Ry.....	20 51		
Roberval—Saguenay Ry.....	0 36		
Swift Refrigerator Line.....	46 66		
Sackville Station.....	65 97		
Salisbury & Albert Ry.....	70,450 84		
Southern Pacific Ry.....	136 04		
Southern Ry.....	39 25		
St. Wenceslas Station.....	7 77		
Seaboard Air Line.....	1 05		
St. Louis & San Francisco Ry.....	127 03		
E. R. Stiles.....	7 50		
San Pedro, Los Angeles & Salt Lake Ry.....	1 01		
St. Louis Southwestern Ry.....	72 75		
St. Joseph & Grand Island Ry.....	0 57		
St. Monique Station.....	10 00		
Sumner Co.....	40 00		
Santa Fc Refrigerator Despatch.....	65 21		
Sussex Station.....	25 00		
Enoch Steeves.....	24 26		
San Antonio & Arkansas Pass Ry.....	1 40		
Steel Co. of Canada.....	1,157 63		
Swift Canadian Co.....	150 00		
St. John & Quebec Ry. Co.....	30,240 63		
C. E. Smith.....	327 31		
Soper & McDougall.....	1,250 19		
St. Louis, Brownsville & Mexico Ry.....	0 70		
R. B. Stewart.....	0 25		
St. John & Quebec Ry. (operation).....	47 35		
Swedish Canadian Lumber Co.....	1 20		
R. C. Sutherland.....	285 08		
Gordon G. Scott.....	10 67		
Isidore St. Laurent.....	36 55		
Sharpe Construction Co.....	93 51		
Temiscouata Ry.....	275 37		
Texas & Pacific Ry.....	85 00		
Toronto, Hamilton & Buffalo Ry.....	2 87		
Transcontinental Ry.....	125,965 03		
Wm. Thomson & Co.....	6 04		
Toledo, St. Louis & Western Ry.....	24 02		
Toledo & Ohio Central Ry.....	8 16		
Toledo, Peoria & Western Ry.....	5 01		
D. Trumbull.....	123 29		
F. M. Tweedie.....	49 90		
Toronto Construction Co.....	429 75		
Temiskaming & Northern Ontario Ry.....	18 55		
Carried forward.....	807,060 34	4,078,613 91	
			5,081,661 75

Carried forward

Carried forward

7 GEORGE V, A. 1917

No. 11.—INTERCOLONIAL RAILWAY—General Balance, Year ended March 31, 1916—Continued.

Dr.			Cr.			
	\$	cts.	\$	cts.	\$	cts.
Brought forward.....	807,060	34	4,078,613	91		5,081,661 75
To Trinity & Brazos Valley Ry.....		49 52				
Terminal R.R. Association of St. Louis.....		0 79				
Times Publishing Co.....		2 09				
Dr. Geo. Tingley.....		79 52				
Town of North Sydney.....		5 10				
Truro Steel Co.....		32 90				
Vandalia R.R.....		18 56				
T. S. Vipond & Co.....		180 00				
Vicksburg, Shreveport & Pacific Ry.....		34 42				
Union Pacific Ry.....		92 38				
Union Line.....		0 54				
Union Tank Line.....		1 15				
Francois Vaillancourt.....		85 26				
Van Dyke Lumber Co.....		9 50				
Valley R. R.....		0 48				
Walbash Ry.....		238 36				
Western Union Telegraph Co.....		322 73				
A. N. Whitman & Son.....		75 00				
Walwash Pittsburg Terminal Ry.....		9 14				
Western Maryland Ry.....		3 00				
Wheeling & Lake Erie Ry.....		16 72				
Robert Wilson.....		8 10				
Western Ry. of Alabama.....		3 13				
White City Refrigerator Despatch.....		4 04				
Frank W. Wilson.....		2 72				
Wichita Falls & North Western Ry.....		18 44				
York & Carleton Ry.....		148 30				
			808,502	73		
To Individuals and Companies Ledger—						
Cash Sales.....	2,253	46				
Cook Construction Co. and Wheaton Bros.....		3 65				
Canadian Pacific Ry.....		174 13				
Dept. Militia & Defence.....		2,381 75				
Dominion Coal Co.....		1 84				
Eastern Car Co.....		3,476 28				
Halifax & Southwestern Ry.....		79 63				
International Railway.....		375 66				
Intercolonial Ry.....		13,568 04				
Intercolonial & Prince Edward Island Railways						
Employees Provident Fund.....		26 35				
					22,340	79

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To Traffic Ledger—					
H. & A. Allan.....	914 09				
Consul General for France.....	136 70				
Dept. Marine & Fisheries.....	5 34				
Dept. Militia & Defence.....	89,525 86				
Dept. of Agriculture, New Brunswick.....	75 75				
Dept. of Naval Service.....	2,697 66				
Dept. of Agriculture, Ottawa.....	105 00				
Grand Trunk Ry.....	1,460 28				
International Ry. of New Brunswick (Old Act).....	131 24				
A. G. Jones Co.....	9 50				
Northern New Brunswick & Seaboard Ry.....	568 00				
Ocean Charges, St. John.....	1,581 43				
Ocean Charges, Halifax.....	868 70				
Ocean Charges, Montreal.....	68 47				
Pickford & Black.....	35,412 88				
Russian-American Line.....	4 95				
Reid Newfoundland Co.—Suspense.....	23,479 90				
St. Lawrence & Adirondack Ry.....	0 14				
Steamship <i>Prince Edward Island</i>	444 54				
		157,490 43			
To Car Service Ledger—					
Atlantic Coast Line R.R.....	85 05				
Albany & Hudson Ry.....	4 25				
Arkansas, Louisiana & Gulf Ry.....	5 85				
Arkansas Southeastern Ry.....	9 45				
Chicago, Cincinnati & Louisville Ry.....	137 25				
Cincinnati, Bluffton & Chicago Ry.....	11 25				
Carriquet & Gulf Shore Ry.....	71 20				
Canada & Gulf Terminal Ry.....	1,032 75				
Chicago, Anamosa & Northern Ry.....	8 10				
Cape Girardeau Northern Ry.....	4 50				
Canadian Northern Ry.....	61 40				
Greenville & Knoxville Ry.....	3 60				
Georgia & Florida Ry.....	31 10				
Huntingdon & Brand Top Mountain Ry.....	10 35				
Intercolonial Coal Co.....	1 00				
Janestown, Chautauqua & Lake Erie Ry.....	45 50				
Janestown, Westfield & North Western Ry.....	4 35				
Kansas City & Memphis Ry.....	3 60				
Kanana & Prattsburgh Ry.....	0 90				
Kent Northern Ry.....	847 74				
Liberty-White R.R.....	5 85				
Leavenworth & Topeka Ry.....	0 90				
Muscatine North & South Ry.....	4 50				
Missouri, Oklahoma & Gulf Ry.....	42 30				
Newburg & South Shore Ry.....	5 85				
Natchez, Columbia & Mobile Ry.....	1 35				
	2,440 54	5,066,947 86			
Carried forward			Carried forward		5,081,661 75

7 GEORGE V, A. 1917

No. 11.—INTERCOLONIAL RAILWAY—General Balance, Year ended March 31, 1916—Continued.

Dr.	\$ cts.	\$ cts.	Cr.	\$ cts.	\$ cts.
Brought forward.....	2,440 54	5,066,947 86	Brought forward.....		5,081,661 75
Northern New Brunswick & Seaboard Ry.....	380 70				
New Jersey & Pennsylvania Ry.....	13 95				
New Brunswick & Prince Edward Island Ry.....	157 40				
Pittsburg & Susquehanna Ry.....	4 05				
Quebec & Levis Ferry Co.....	11 90				
Register & Glenville Ry.....	1 75				
Randolph & Cumberland Ry.....	10 50				
South Dakota Central Ry.....	52 30				
Savannah & Statesboro Ry.....	4 25				
Sydney & Louisburg Ry.....	141 35				
St. John & Quebec Ry.....	92 50				
San Antonio, Fredericksburg & Northern Ry.....	1 80				
Trinity & Brazos Valley Ry.....	5 85				
Tampa & Jacksonville Ry.....	1 35				
Valdosta, Moultrie & Western Ry.....	1 35				
Wabash, Chester & Western Ry.....	20 70				
		3,342 24			
To Rents Ledger—					
Newfoundland Ry.....	1,516 66				
Post Office Department.....	6 25				
J. M. O'Brien.....	1,399 68				
Canadian Pacific Ry.....	645 80				
Mrs. Ryan.....	70 00				
Andre Gosselin.....	6 00				
James Elliott.....	104 00				
William Barrie.....	53 67				
Department of Militia and Defence.....	475 00				
Steamer "Granville".....	25 00				
Geo. Thomas.....	24 00				
Henry Fraser.....	10 00				
La Municipalité du Village de St. Benoit (Joseph Labrie, Amqui).....	1 00				
Rev. Wilfred Sormany.....	10 00				
Pierre Thibault.....	10 00				
Matapedia Water Supply Co.....	60 00				
A. S. Black.....	10 00				
Town of Bathurst.....	3 00				
City of Moncton.....	5 00				
Samuel Laughlin.....	5 00				
Ellen Powers.....	6 50				
Adamsville Telephone Co.....	3 00				
Antigonish & Sherbrooke Telephone Co.....	3 50				
City of Sydney.....	1 00				

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Barneys River Weighing Co.....	1 00		
James Casey.....	5 00		
Townsend & Squires.....	10 00		
Charles Goguen.....	10 00		
A. P. Monette.....	8 00		
Joseph Cote.....	26 00		
David Rouleau.....	12 00		
Emile St. Laurent.....	245 00		
Malcolm Sunson.....	2 00		
C. Veilleu.....	44 00		
N. Lamontagne.....	7 50		
Dane C. W. Carrier.....	276 00		
Oliver Gignas.....	69 00		
Misses Camire.....	12 00		
Maurice Camire.....	11 00		
Mrs. J. Atkinson.....	115 00		
Mrs. L. Roberge.....	128 00		
James Cloutier.....	46 00		
Geo. Cloutier.....	46 00		
Frank Cloutier.....	4 50		
Jean Lamothe.....	63 00		
A. Begin.....	234 00		
Atlantic Lumber Co.....	2 00		
Sackville Cement Co.....	5 00		
Hiram D. McLean.....	20 00		
Miramichi Lumber Co.....	10 00		
James Comeau.....	20 80		
Geo. A. Mason.....	5 00		
Arthur S. Comeau.....	5 00		
Jos. Beaulieu.....	1 00		
Estate of J. R. R. Weir.....	13 00		
Estate Mrs. Agnes Weir.....	4 00		
Thos. Sharp.....	5 00		
William Young.....	8 00		
City of Moncton.....	1 00		
Charles Richards.....	1 00		
Estate of Patrick McCourt.....	1 00		
James E. Kelly.....	4 00		
Dr. E. O. Steeves.....	1 00		
John Roach.....	2 00		
M. McLean.....	15 00		
Arthur W. Moffat.....	2 00		
Estate of F. H. McDougall.....	7 00		
Intercolonial Coal & Mining Co.....	1 00		
G. W. White.....	3 75		
James H. Adams.....	1 00		
B. N. T. Underhill.....	6 00		
H. McC. Hart.....	55 00		
Carried forward.....	6,028 61	5,070,290 10	
			5,081,661 75

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No. 12.—INTERCOLONIAL RAILWAY—General Stores Account, Year ended
March 31, 1916.

DR.	\$	cts.	\$	cts.	CR.	\$	cts.	\$	cts.
To Balance March 31, 1915.....			2,379,244	22	By issues during year ended March 31, 1916	5,319,243	14		
Purchases during year ended March 31, 1916.....	4,244,438	74			Sales of material, fuel, etc.....	384,265	43		
Charges from other departments.....	1,047,746	03			Sales, old material..	330,593	29	6,034,101	86
Labour.....	77,930	29			Balance—				
Staff pay rolls.....	40,737	05			Ordinary stores, including fuel...	1,219,730	67		
			5,410,852	11	Roadway and bridge material.	536,263	80	1,755,994	47
			7,790,096	33				7,790,096	33

S. L. SHANNON,

Comptroller and Treasurer.

C. F. BURNS,

Auditor of Disbursements.

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY—Statement of Receipts and Expenses, Year ended
March 31, 1916.

Expenses.	\$ cts.	Receipts.	\$ cts.
Maintenance of way and structures....	2,489,778 20	Received from parliamentary appropriations on account of Intercolonial Railway working expenses and improvements and betterments through the Department of Railways and Canals.....	14,067,391 41
Maintenance of equipment.....	2,367,679 33	Cash received for sale of old rolling stock.....	1,423,600 00
Traffic expenses.....	256,871 81	Amount transferred to Equipment Renewal Account, unexpended balance of capital rolling stock 1915-16 vote.....	142,775 05
Transportation expenses—rail line.....	6,930,096 31	Amount transferred from commissary stock store.....	930 00
Transportation expenses—water line...	50,619 83	Difference between the earnings of the year 1915-16 and the total amount of expenditure for the year, less the amount paid by the Department at Ottawa for compassionate allowances credited to equipment renewal... \$1,525,895 57	
Miscellaneous operations.....	152,058 44	Rail renewal.....	340,000 00
General expenses.....	304,391 92	Fire renewal.....	160,000 00
Amount expended for renewal of rolling stock.....	28,500 00	Balance at credit of Fire Renewal Account at April 1, 1915.....	2,025,895 57
Amount expended for renewal of buildings.....	4,595 45		152,538 66
Improvements and betterments.....	1,515,895 57		
	14,100,486 86		
Balance—			
Equipment Renewal Account.....	3,064,700 62		
Rail Renewal Account.....	340,000 00		
Fire Renewal Account.....	307,943 21		
	17,813,130 69		17,813,130 69

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—Equipment Renewal Account.

During the year ended March 31, 1916, there was credited to the Equipment Renewal Account on account of charges to working expenses.. . . .	\$ 300,000 00
During the year ended March 31, 1916, there was credited to Equipment Renewal Account on account of charges to improvements and betterments.. . . .	1,225,895 57
Cash received from sale of old rolling stock.. . . .	3,000 00
Amount transferred for unexpended balance of capital appropriation for rolling stock for year 1915-16.. . . .	142,775 05
Amount for rolling stock sold to the Transcontinental Railway during the year ended March 31, 1916.. . . .	1,420,600 00
Amount transferred from commissary stock.. . . .	930 00
	<hr/>
	\$3,093,200 62
There has been charged during the year against the above account for rolling stock purchased—	
8 second-hand sleeping cars.. . . .	\$16,000 00
10 " tourist cars.. . . .	12,500 00
	<hr/>
	28,500 00
Leaving a credit balance to the credit of Equipment Renewal Account on March 31, 1916.. . . .	<hr/>
	\$3,064,700 62

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERCOLONIAL RAILWAY—Rail Renewal Account.

During the year ended March 31, 1916, there was credited to the Rail Renewal Account on account of charges to working expenses.. . . .	\$155,000 00
During the year ended March 31, 1916, there was credited to improvements and betterments.. . . .	190,000 00
	<hr/>
	\$340,000 00

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERCOLONIAL RAILWAY—Fire Renewal Account.

On April 1, 1915, there was a balance to the credit of Fire Renewal Account of.. . . .	\$152,538 66
During the year ended March 31, 1916, there was credited to Fire Renewal Account on account of charges to working expenses.. . . .	60,000 00
During the year ended March 31, 1916, there was credited to Fire Renewal Account on account of charges to improvements and betterments.. . . .	100,000 00
	<hr/>
	\$312,538 66
There has been charged during the year against the above amount.. . . .	4,595 45
	<hr/>
Leaving a credit balance to the credit of Fire Renewal Account on March 31, 1916.. . . .	<hr/>
	\$307,943 21

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY—Statement of Cash Received, Year ended
March 31, 1916.

DR.	\$ cts.	CR.	\$ cts.
To Balance on hand April 1, 1915....	0 02	By Amount deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1916.....	19,596,154 05
Amounts received during year and credited as follows:—		Leaving a balance on hand at March 31, 1916, made up as follows.....	0 02
Station agents.....\$10,387,919 48			
Traffic ledger..... 3,456,807 54			
Car Service ledger. 646,553 42			
Individuals and Companies ledger 4,753,868 57			
General ledger..... 327,136 24			
Rents ledger..... 23,863 80	19,596,154 05		
	19,596,154 07		19,596,154 07

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—Statement of Averages, Year ended March 31, 1916.

Mileage of railway.. . . .	1,526.78
Engine mileage.. . . .	9,705,642
Total train mileage.. . . .	7,890,939
“ car mileage.. . . .	125,915,220
“ gross earnings.. . . .	\$ 14,068,791.41
“ working expenses.. . . .	12,551,495.84

Ratio of earnings to gross earnings—

Revenue from transportation, rail line.. . . .p.c.	97.51
“ “ water line.. . . .	“ 36
“ incidentals.. . . .	“ 13
Gross earnings per mile of railway (not including water line) \$	9,181.53
Gross earnings per engine mile (not including water line).. . . .	1.45
“ train mile (not including water line)	1.87
“ car mile (not including water line).. . . .cts.	11.13

Ratio of expenses to gross earnings—

Maintenance of way and structures.. . . .p.c.	17.70
“ equipment.. . . .	16.83
Traffic expenses.. . . .	1.83
Transportation rail line.. . . .	49.26
“ water line.. . . .	0.36
Miscellaneous operations.. . . .	1.08
General expenses.. . . .	2.16

Expenses per train mile (not including expenses for water line)—

Maintenance of way and structures.. . . .cts.	31.55
“ equipment.. . . .	30.00
Traffic expenses.. . . .	3.26
Transportation rail line.. . . .	87.82
Miscellaneous operations.. . . .	1.93
General expenses.. . . .	3.86

Total per train mile.. . . .	151.96
------------------------------	--------

Expenses per mile of railway (not including expenses for water line)—

	Actual.
Maintenance of way and structures.. . . .	\$1,630 74
“ equipment.. . . .	1,550 77
Traffic expenses	168 24
Transportation expenses.. . . .	4,539 03
Miscellaneous operations.. . . .	99 59
General expenses.. . . .	199 37

Total expenses per mile of railway.. . . .	\$8,187 74
--	------------

Locomotive and car repairs per locomotive and car—

Locomotive, 345.. . . .	\$1,930 91
Passenger, 501.. . . .	717 77
Freight cars, 14,095.. . . .	60 12

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY—Comparative statement of principal revenue-producing freight over the Intercolonial Railway in 1914-15 and 1915-16.

Description.	1914-15.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain.....	127,460	143,675
Flour.....	237,444	282,290
Potatoes.....	39,609	41,837
Hay.....	83,491	124,423
Apples, fruits, and vegetables.....	31,260	29,954
Other mill products.....	87,759	102,951
Other products of agriculture.....	9,490	18,234
Cotton.....	3,014	2,849
Products of Animals—		
Hogs and horses.....	20,119	12,290
Sheep and cattle.....	17,498	15,376
Lambs.....	1,187	1,339
Dressed meats.....	13,839	17,290
Poultry and game.....	378	702
Fish.....	38,813	40,375
Oysters and clams.....	2,140	2,551
Wool.....	4,109	4,989
Hides and leather.....	9,364	8,515
Other packing-house products.....	23,086	30,303
Products of Mines—		
Coal and coke.....	1,121,754	1,350,223
Ore.....	9,221	15,724
Sand stone, etc.....	219,604	272,131
Salt.....	11,856	12,609
Slate and granite.....	6,085	5,976
Phosphate.....	18,922	13,275
Other products of mines.....	8,573	15,965
Products of Forests—		
Lumber.....	610,208	823,473
Bark.....	14,242	18,197
Cordwood.....	39,837	26,516
Pulpwood.....	273,919	167,799
Woodpulp.....	34,337	32,925
Shingles.....	53,873	70,304
Other forest products.....	104,174	104,853
Manufactures—		
Petroleum and oils.....	39,907	47,948
Sugar.....	68,008	89,299
Iron and steel rails.....	73,275	82,687
Iron, pig and bloom.....	33,429	109,046
Wire rods.....	9,854	44,730
Steel billets.....	37,102	63,089
Other casting and machinery.....	65,457	121,447
Bar and steel metals.....	53,514	127,471
Brick, lime and cement.....	126,730	130,192
Agricultural implements.....	10,924	10,842
Furniture.....	9,783	15,798
Immigrants' effects.....	3,678	4,455
Miscellaneous—manufactured.....	720,676	343,700
Miscellaneous—unmanufactured.....		446,603
	4,529,002	5,447,220

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

STATEMENT showing quantity of the undermentioned articles carried over the Inter-colonial Railway during fiscal year ended March 31, 1916.

Articles.	Via Montreal.	Via Ste. Rosalie	Via St. John.	Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, west bound.....	881			17,108	17,989
Refined sugar, west bound.....	19,706	7,824	897	41,406	69,833
European freight—					
West bound, via Halifax.....	5,000			29,178	34,178
West bound, via St. John.....	7,848	18	2	18,732	26,600
East bound, via Halifax.....	77,605	47,963	17,382	*251,819	394,769
East bound, via St. John.....	33,571	138		*56,640	90,349
	Bush.		Bush.	Bush.	Bush.
Grain for export, via Halifax.....	83,955		420,348	116,409	1,942,642
Grain for export, via St. John.....					
	Tons.	Tons.	Tons.	Tons.	Tons.
Fresh fish.....	2,821	785	2,141	7,339	13,056
Salt fish.....	9,684	2,319	2,305	10,690	24,998
Coal.....			17,023	1,316,361	1,333,384

*Includes lumber exported, via Halifax, 135,344 tons. Via St. John, 55,676 tons.

W. H. ESTANO,

Auditor of Traffic.

S. L. SHANNON,

Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Descriptive statement of Freight transported during the year ended March 31, 1916.

Articles.	Number.	Tons.
Barrels flour.....	2,822,900	282,290
Bushels grain.....	6,537,213	143,675
Live stock.....	128,312	29,005
*Sup. feet lumber.....	720,012,230	998,630
Coal and other fuel.....		1,376,739
Manufactured goods.....		1,069,260
All other articles.....		1,547,621
Total.....		5,447,220

*Includes lumber, shingles, and other forest products.

W. H. ESTANO,

Auditor of Traffic.

S. L. SHANNON,

Comptroller and Treasurer.

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY—Statement of Coal shipped over the I.C.R., during the fiscal year ended March 31, 1916.

From	Via St. John.	Via Ste. Rosalie	Via Montreal.	For Local Stations.	Total
	Tons.			Tons.	Tons.
Stellarton.....				439,073	439,073
Westville.....	16,877				16,877
Point Tupper.....				134,454	134,454
Sydney Mines.....				113,970	113,970
North Sydney.....				8,102	8,102
Sydney.....				54,714	54,714
Little Bras D'Or.....				3,004	3,004
Springhill.....				222,558	222,558
Maccan.....	146			258,256	258,402
Norton.....				1,588	1,588
Harcourt.....				3,857	3,857
McGivney's.....				17,709	17,709
Other stations.....				59,076	59,076
Total.....	17,023			1,316,361	1,333,384

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Statement of Receipts.

	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total Revenue.
1915.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
April.....	257,722 18	625,373 15	55,514 35	938,609 68
May.....	292,738 23	608,229 14	48,687 84	949,655 21
June.....	289,379 47	649,972 35	55,562 04	1,024,913 86
July.....	387,045 44	718,729 63	73,545 90	1,179,320 97
August.....	421,558 65	695,234 00	78,197 61	1,194,990 26
September.....	397,524 78	754,750 94	123,076 92	1,275,352 64
October.....	345,950 13	886,090 19	125,839 05	1,357,879 37
November.....	349,431 93	867,907 82	94,716 11	1,312,055 86
December.....	353,330 52	943,830 97	83,325 65	1,380,487 14
1916.				
January.....	266,505 04	826,634 42	42,049 65	1,135,189 11
February.....	256,771 10	832,997 43	42,585 67	1,132,354 20
March.....	392,922 11	790,589 17	4,471 43	1,187,983 11
1915-16.....	4,010,879 58	9,200,339 21	857,572 62	14,068,791 41
1914-15.....	3,291,916 96	7,310,765 11	842,191 07	11,444,873 14

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April.....	233,026	43,915,370	125,598	56,078,119	358,624	99,993,489
May.....	252,131	48,959,479	106,497	47,977,351	358,628	96,936,830
June.....	272,955	50,550,812	102,374	45,232,749	375,329	95,783,561
July.....	358,699	68,325,480	109,421	48,216,023	468,120	116,541,503
August.....	310,970	62,931,623	112,218	52,469,342	423,188	115,400,965
September.....	341,382	60,123,690	124,841	58,414,114	466,223	118,537,804
October.....	374,240	72,428,909	156,572	69,987,370	530,812	142,416,279
November.....	359,234	84,624,799	164,241	70,217,898	523,475	151,842,697
December.....	393,878	88,270,690	195,547	93,743,333	589,425	182,014,073
1916.						
January.....	251,864	68,806,733	187,443	94,443,119	439,307	163,249,852
February.....	324,343	77,385,260	150,616	76,320,947	474,959	153,706,207
March.....	316,130	74,732,021	123,000	56,799,598	439,130	131,531,619
1915-16.....	3,788,852	801,054,866	1,658,368	769,900,013	5,447,220	1,570,954,879
1914-15.....	2,983,719	523,727,852	1,545,283	634,508,016	4,529,002	1,158,235,868

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Passenger Statement.

Month.	Local.		Through.		Total.	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915.						
April.....	297,009	10,153,734	16,459	2,809,646	313,468	12,963,380
May.....	301,567	10,040,813	21,758	4,476,112	323,325	14,516,925
June.....	307,138	11,306,203	15,451	3,530,789	322,589	14,836,992
July.....	387,221	14,516,598	27,325	4,895,524	414,546	19,412,122
August.....	389,643	15,393,505	28,669	5,733,457	418,312	21,126,962
September.....	364,331	14,346,959	30,881	7,037,439	395,212	21,384,398
October.....	302,664	10,586,877	23,599	3,864,356	326,263	14,451,233
November.....	297,851	10,700,149	25,507	6,296,672	323,358	16,996,821
December.....	346,784	14,003,302	28,014	7,249,673	374,798	21,252,975
1916.						
January.....	283,941	8,578,705	19,389	4,691,639	303,330	13,270,344
February.....	269,114	8,300,275	14,828	4,023,225	283,942	12,323,500
March.....	309,340	10,897,608	15,904	5,383,697	325,244	16,281,305
1915-16.....	3,856,603	138,824,728	267,784	59,992,229	4,124,387	198,816,957
1914-15.....	3,348,614	119,708,579	264,757	56,481,170	3,613,371	176,189,749

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Statistical Statement of Earnings and Operating Expenses by Districts, Year ended March 31, 1916.

	1st District.				2nd District.			
	Passenger.		Freight.		Passenger.		Freight.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Train miles.....	878,686		1,574,514		758,611		1,271,383	
Locomotive miles.....	935,911		1,926,745		780,412		1,440,511	
Gross ton miles.....	327,649,738		1,474,892,516		243,080,047		1,084,720,450	
Passengers and tons freight moved one mile.....	66,062,365		605,946,435		39,552,176		465,273,391	
Earnings—								
Passenger.....	1,274,975 85		1,274,975 85		782,479 48		782,479 48	
Freight.....	261,619 76		3,481,526 50		184,673 59		2,147,404 28	
Mails and express.....	178 93		—4,640 86		9,589 27		15,004 10	
Miscellaneous.....								
Total revenue.....	1,536,774 54		3,476,885 64		976,739 34		2,162,408 38	
Revenue per train mile.....	1 79		2 21		1 29		1 70	
Revenue per locomotive mile.....	1 64		1 80		1 25		1 50	
Revenue per 1,000 gross ton miles.....	4 69		2 36		4 02		2 36	
Revenue per passenger and ton freight one mile.....	*2 33		*0 57		*2 45		*0 46	
Surplus.....	433,132 64		936,565 61		85,046 03		437,388 17	
Operating expenses—								
Maintenance of way and structures.....	216,230 24		373,597 03		223,638 41		350,277 75	
Maintenance of equipment.....	197,606 91		491,760 25		161,224 49		361,267 73	
Traffic expenses.....	36,463 01		42,071 77		30,872 66		34,251 06	
Station service.....	65,997 14		209,520 54		34,497 38		91,467 95	
Yard service.....	27,723 41		298,341 21		5,118 13		38,035 48	
Locomotive service (road).....	276,616 71		711,113 52		211,118 78		554,860 61	
Train service.....	137,589 90		230,189 19		120,189 03		174,292 41	
Other transportation expenses.....	72,156 47		122,962 44		39,582 05		71,506 97	
Total transportation expenses.....	580,083 63		1,572,126 90		410,505 37		930,163 42	
Miscellaneous operations.....	38,443 79		39,443 79		36,170 85		36,170 85	
General expenses.....	33,814 32		60,764 08		29,281 53		49,060 25	
Total operating expenses.....	1,103,641 90		2,540,320 03		891,693 31		1,725,020 21	
Cost per train mile.....	1 26		1 61		1 18		1 36	
Cost per locomotive mile.....	1 18		1 32		1 14		1 20	
Cost per 1,000 gross ton miles.....	3 37		1 72		3 67		1 39	

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Cost per passenger and ton freight one mile	1 67	0 42	2 25	0 37
Deficit.....				
Transportation water line—earnings.....				
Transportation water line—expenses.....				
Miscellaneous revenue not included.				

INTERCOLONIAL RAILWAY—Statistical Statement of Earnings and Operating Expenses by Districts, Year ended March 31, 1916—*Con.*

Summary.	3rd District.			4th District.			Total Districts.		
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.
	\$	cts.	\$	\$	cts.	\$	\$	cts.	\$
Train miles.....	1,037,863	972,515	2,010,378	424,303	973,061	1,397,367	3,099,463	4,791,476	7,890,939
Locomotive miles.....	1,138,948	1,681,726	2,819,774	466,085	1,336,204	1,802,289	3,320,456	6,385,186	9,705,642
Gross ton miles.....	340,307,497	959,102,839	1,299,410,336	115,552,356	566,851,938	682,404,294	1,026,589,638	4,085,267,743	5,111,857,381
Passengers and tons freight moved one mile.....	64,660,561	324,273,047		28,541,855	198,228,518		198,816,957	1,593,721,391	
Earnings—	\$	cts.	\$	\$	cts.	\$	\$	cts.	\$
Passenger.....	1,367,770 37		1,367,770 37	585,653 88		585,653 88	4,010,879 58		4,010,879 58
Freight.....		2,182,849 60	2,182,849 60		1,337,939 00	1,337,939 00		9,149,719 38	9,149,719 38
Mails and express.....	211,472 99		211,472 99	125,685 96		125,685 96	781,452 30		781,452 30
Miscellaneous.....	21,384 48	19,480 88	40,865 36	5,503 08	9,623 44	15,126 52	36,652 76	39,467 56	76,120 32
Total revenue.....	1,600,627 84	2,202,330 48	3,802,958 32	714,842 92	1,347,562 44	2,062,405 36	4,828,984 64	9,189,186 94	14,018,171 58
Revenue per train mile.....	1 54	2 26	1 89	1 68	1 38	1 48	1 56	1 92	1 78
Revenue per locomotive mile.....	1 41	1 31	1 35	1 53	1 01	1 14	1 45	1 44	1 44
Revenue per 1,000 gross ton miles.....	4 70	2 30	2 93	6 19	2 38	3 02	4 70	2 25	2 74
Revenue per passenger and ton freight one mile.....	*2 44	*0 67		*2 49	*0 67		*2 41	*0 57	
Surplus.....	217,126 61	59,153 77	276,280 38	127,863 35			863,168 63	1,164,126 94	2,027,295 57
Operating Expenses—									
Maintenance of way and structures.....	328,453 55	297,632 61	626,086 16	155,232 20	334,716 41	489,948 61	923,554 40	1,356,223 80	2,279,778 20
Maintenance of equipment.....	222,782 84	325,160 51	547,943 35	89,748 35	218,128 25	307,876 60	671,362 59	1,396,316 74	2,067,679 33
Traffic expenses.....	43,351 19	26,394 93	69,746 12	16,744 32	26,722 87	43,467 19	127,431 18	129,440 63	256,871 81
Station service.....	94,528 65	360,932 88	455,461 56	38,650 58	152,701 00	191,351 58	233,673 78	814,622 37	1,048,296 15
Yard service.....	36,071 57	335,275 84	371,347 41	14,780 51	136,931 24	151,711 75	83,693 62	808,583 77	892,277 39
Locomotive service (road).....	324,233 87	491,402 45	815,636 32	136,908 61	446,409 90	583,318 51	948,877 97	2,203,786 48	3,152,664 45
Train service.....	152,100 25	150,500 77	302,601 02	61,753 49	151,901 04	213,654 53	471,632 67	706,883 41	1,178,516 08
Other transportation expenses.....	89,062 32	112,528 95	201,591 27	38,785 02	111,758 02	150,543 04	239,585 86	418,756 38	658,342 24
Total transportation expenses.....	635,996 69	1,450,640 89	2,146,637 58	290,878 21	999,701 20	1,290,579 41	1,977,463 90	4,952,632 41	6,930,996 31
Miscellaneous operations.....	52,779 48	6,038 34	58,817 82	17,625 98	17,625 98	35,251 96	146,020 10	6,038 34	152,058 44
General expenses.....	40,137 48	37,309 43	77,446 91	16,750 51	37,274 32	54,024 83	119,983 84	184,408 08	304,391 92
Total operating expenses.....	1,383,501 23	2,143,176 71	3,526,677 94	586,979 57	1,616,543 05	2,203,522 62	3,965,816 01	8,925,060 00	11,990,876 01
Cost per train mile.....	1 33	2 20	1 75	1 38	1 66	1 58	1 28	1 67	1 82
Cost per locomotive mile.....	1 22	1 27	1 25	1 26	1 21	1 22	1 19	1 26	1 24
Cost per 1,000 gross ton miles.....	4 07	2 23	2 71	5 08	2 85	3 23	3 86	1 96	2 35

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Cost per passenger and ton freight one mile....	2 14	0 66	2 06	0 82	141,117 26	1 99	0 50
Deficit.....				268,980 61				.....
Transportation water line—earnings.....							50,619 83	50,619 83
Transportation water line—expenses.....							50,619 83	50,619 83

*Miscellaneous revenue not included.

S. L. SHANNON,
Comptroller and Treasurer.

Moncton, N.B., July 20, 1916.

7 GEORGE V, A. 1917

ST. JOHN AND QUEBEC RAILWAY—Revenue Account, Year ended March 31, 1916.

Expenditure.	\$ cts.	Earnings.	\$ cts.
Maintenance of way and structures.....	35,508 30	Passenger.....	27,532 08
Maintenance of equipment.....	6,885 81	Freight.....	38,193 59
Traffic.....	3,036 85	Express.....	215 27
Transportation—Rail line.....	41,435 45		65,940 94
General.....	3,890 72	Less—Miscellaneous.....	8,198 23
			57,742 71
		Balance.....	33,014 42
	90,757 13		90,757 13

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

S9. JOHN AND QUEBEC RAILWAY—Maintenance of Way and Structures, Year ended March 31, 1916.

	\$ cts.
No. 201. Superintendence.....	1,701 98
202. Roadway maintenance.....	17,691 22
208. Bridges, trestles, and culverts.....	1,164 39
212. Ties.....	223 11
214. Rails.....	625 25
218. Ballast.....	163 52
220. Track laying and surfacing.....	9,094 27
221. Right of way fences.....	10 63
225. Crossings and signs.....	280 15
227. Station and office buildings.....	157 87
229. Roadway buildings.....	3 08
231. Water Stations.....	317 58
235. Shops and enginehouses.....	37 10
247. Telegraph and telephone lines.....	142 05
249. Signals and interlockers.....	0 50
269. Roadway machines.....	233 52
271. Small tools and supplies.....	826 01
272. Removing snow, ice, and sand.....	2,689 24
276. Stationery and printing.....	98 29
277. Other expenses.....	5 80
278. Maintaining joint tracks, yards, and other facilities. Dr.....	600 00
	36,065 56
No. 216. Other track material.....	557 26
	35,508 30

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

ST. JOHN AND QUEBEC RAILWAY—Maintenance and Equipment, Year ended
March 31, 1916.

	\$	cts.
No. 301. Superintendence.....	300	00
302. Shop machinery.....	1	00
308. Steam locomotives—repairs.....	4,640	14
314. Freight train cars—repairs.....	1,347	65
317. Passenger train cars—repairs.....	497	00
326. Work equipment—repairs.....	100	02
	6,885	81

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY—Traffic Expenses, Year ended March 31, 1916.

	\$	cts.
No. 351. Superintendence.....	1,872	25
352. Outside agencies.....	272	95
353. Advertising.....	787	95
358. Stationery and printing.....	103	70
	3,036	85

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

ST. JOHN AND QUEBEC RAILWAY—Transportation, Rail Line, Year ended
March 31, 1916.

	\$	cts.
No. 371. Superintendence.....	1,648	46
372. Despatching trains.....	4	75
373. Station employees.....	3,135	03
376. Station supplies and expenses.....	591	95
382. Fuel for yard locomotives.....	32	87
386. Lubricants for yard locomotives.....	5	49
388. Enginehouse expenses—yard.....	366	51
389. Yard supplies and expenses.....	1	19
390. Operating joint yards and terminals. Dr.....	1,867	00
392. Train enginemen.....	5,787	33
394. Fuel for train locomotives.....	13,810	83
397. Water for train locomotives.....	586	04
398. Lubricants for train locomotives.....	214	29
399. Other supplies for train locomotives.....	70	64
400. Enginehouse expenses..train—.....	1,955	27
401. Trainmen.....	7,615	40
402. Train supplies and expenses.....	1,200	01
410. Stationery and printing.....	989	05
412. Operating joint tracks and facilities—Dr.....	393	69
414. Insurance.....	17	56
415. Clearing wrecks.....	816	70
416. Damage to property.....	33	87
417. Damage to live stock on right of way.....	244	60
418. Loss and damage—Freight.....	46	92
	41,435	45

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY—General Expenses, Year ended March 31, 1916.

	\$	cts.
No. 451. Salaries and expenses of general officers.....	854	27
452. Salaries and expenses of clerks and attendants.....	2,521	51
457. Pensions.....	472	42
458. Stationery and printing.....	32	17
460. Other expenses.....	10	35
	3,890	72

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

ST. JOHN AND QUEBEC RAILWAY—General Balance, Year ended March 31, 1916.

DR.	\$ cts.	CR.	\$ cts.	\$ cts.
To General stores.....	68 26	By Dominion of Canada.....		4,525 84
Auditors suspense.....	156 07	By Individuals and		
Station agents.....	778 20	companies ledger:		
Cash in transit.....	59 77	Geo. F. Burden.....	15 00	
Freight in transit.....	113 50	D. M. Carson, A.		
Province of New Brunswick.....	2,977 51	Ellgood and W. H.		
To Traffic ledger:—		Gunter.....	15 00	
Dept. Militia and Defence.....	37 88	Mannul, Brewer, Car-		
		son and Cronkite.	0 83	
		C. Murray, A. Hoyt		
		and E. Parent....	15 00	
To Individuals and companies ledger:—		H. H. Veysey.....	114 68	160 51
Canadian Pacific Ry.....	1 48			
Canadian Express Co.....	1 85			
Hibbard Construction Co.....	8 20			
Maine Central Ry.....	8 91			
St. John and Quebec Ry. Co.....	474 72			
	\$ 4,686 35			\$ 4,686 35

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

ST. JOHN AND QUEBEC RAILWAY—Store Account—Year ended March 31, 1916.

DR.	\$ cts.	CR.	\$ cts.	\$ cts.
To Balance March 31, 1916.....	579 67	By Issues during year		
Purchases.....	1,195 53	ended March 31,		
		1916.....	527 60	
		Sales of material.....	20 00	547 60
		Balance.....		
		Road stock store.....		68 26
	\$ 615 86			\$ 615 86

C. F. BURNS,

Auditor of Disbursements.

S. L. SHANNON,

Comptroller and Treasurer.

ST. JOHN AND QUEBEC RAILWAY—Statement of Cash Received—Year ended March 31, 1916.

DR.	\$ cts.	CR.	\$ cts.
To balance on hand, April 1, 1915.....	Nil.	By amounts deposited to the credit	
Station agents.....	47,945 02	of the Honourable Receiver	
Traffic ledger.....	20,905 85	General of Canada during the	
Individuals and Com-		year ended March	
panies ledger.....	1,001 85	31, 1916.....	69,852 72
	69,852 72		
	\$ 69,852 72		\$ 69,852 72

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

7 GEORGE V, A. 1917

ST. JOHN AND QUEBEC RAILWAY—Statement of Averages—Year ended March 31, 1916.

Mileage of railway.....		119.87
Total engine mileage.....		74,238
Total train mileage.....		68,444
Total car mileage.....		382,808
Ratio of earnings to gross earnings—		
Revenue from transportation.....	Per cent	0.80
Revenue from incidentals.....	"	99.20
Gross earnings per mile of railway.....	Dollars	481.71
“ engine mile.....	"	0.78
“ train mile.....	"	0.84
“ car mile.....	Cents	15.03
Ratio of expenses to gross earnings—		
Maintenance of way and structures.....	Per cent	61.50
Maintenance of equipment.....	"	11.92
Traffic expenses.....	"	5.26
Transportation expenses.....	"	71.76
General expenses.....	"	6.74
Expenses per train mile—		
Maintenance of way and structures.....	Cents	51.88
Maintenance of equipment.....	"	10.06
Traffic expenses.....	"	4.44
Transportation expenses—rail line.....	"	60.54
General expenses.....	"	5.68
Total per train mile.....	\$	132.60
Expenses per mile of railway—		
Maintenance of way and structures.....	Dollars	296.22
Maintenance of equipment.....	"	57.44
Traffic expenses.....	"	25.34
Transportation expenses—rail line.....	"	345.67
General expenses.....	"	32.46
Total.....	\$	757.13
Locomotive and car repairs, per locomotive and car—		
Locomotive, 3.....		1,546.71
Passenger cars, 3.....		165.67
Freight cars, 62.....		21.74

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

SESSIONAL PAPER No. 20

ST. JOHN AND QUEBEC RAILWAY—Statement of Receipts.

Date	Passenger Traffic.	Freight Traffic.	Express and Sundries.	Total.	Less Rental.	Total Revenue.
1915.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
April.....	2,412 32	4,420 98	.....	6,833 30	979 35	5,853 95
May.....	2,409 12	3,145 95	.....	5,555 07	767 15	4,787 92
June.....	1,984 01	3,202 67	65 00	5,251 68	633 33	4,618 35
July.....	3,924 50	2,409 29	21 80	6,355 59	500 45	5,855 14
August.....	2,212 36	1,936 33	8 83	4,157 52	567 50	3,590 02
September.....	2,815 75	1,778 69	53 94	4,648 38	444 45	4,203 93
October.....	1,787 16	2,101 79	26 68	3,915 63	681 15	3,234 48
November.....	1,852 96	2,489 06	23 44	4,365 46	665 94	3,699 52
December.....	2,598 02	3,419 73	24 04	6,041 79	604 49	5,437 30
1916.						
January.....	1,527 57	3,926 19	36 16	5,489 92	767 05	4,722 87
February.....	1,899 86	3,977 53	16 07	5,893 46	892 30	5,001 16
March.....	2,108 45	5,385 38	16 11	7,509 94	771 87	6,738 07
1915-16.....	27,532 08	38,193 59	292 07	66,017 74	8,275 03	57,742 71
1915†.....	4,575 92	16,647 76	20 03	21,243 71	2,503 98	18,739 73

†From January to March, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

ST. JOHN AND QUEBEC RAILWAY—Freight Statement.

	LOCAL.		THROUGH.		TOTAL.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April.....	4,179	97,564	900	45,552	5,079	143,116
May.....	2,560	48,841	1,052	63,448	3,612	112,289
June.....	2,496	57,432	1,258	81,892	3,754	139,324
July.....	957	35,789	1,457	86,022	2,414	121,811
August.....	1,212	56,707	422	21,526	1,634	78,233
September.....	795	29,615	917	57,641	1,712	87,256
October.....	1,799	57,151	887	46,491	2,686	103,642
November.....	1,372	45,390	617	29,185	1,989	74,575
December.....	2,375	79,898	1,176	85,764	3,551	165,662
1916.						
January.....	3,609	89,456	1,220	89,715	4,829	179,171
February.....	3,504	91,600	1,424	85,523	4,928	177,213
March.....	4,705	141,215	1,107	68,203	5,812	209,418
1915-16.....	29,563	830,748	12,437	760,962	42,000	1,591,710
1915.....	From January to March 1915.				17,887	761,137

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

7 GEORGE V. A. 1917

ST. JOHN AND QUEBEC RAILWAY—Passenger Statement.

	LOCAL.		THROUGH.		TOTAL.	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915.						
April.....	2,797	98,378			2,797	98,378
May.....	3,793	92,687			3,793	92,687
June.....	2,486	77,705			2,486	77,705
July.....	6,300	259,145			6,300	259,145
August.....	3,409	83,328	2	126	3,411	83,454
September.....	4,273	139,441			4,273	139,441
October.....	3,065	72,276			3,065	72,276
November.....	3,078	71,687			3,078	71,687
December.....	3,732	95,619			3,732	95,619
1916.						
January.....	3,008	72,809	4	284	3,012	73,093
February.....	3,112	71,278	8	587	3,120	71,865
March.....	3,793	83,876	4	313	3,797	84,189
1915-16.....	42,846	1,218,229	18	1,310	42,864	1,219,539
1915.....	From January to March, 1915.				6,317	143,078

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

ST. JOHN AND QUEBEC RAILWAY—Statement of principal revenue-producing freight commodities carried over the St. John and Quebec Railway.

Description.	*1915	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain.....	360	1,365
Flour.....	139	168
Other mill products.....	1	288
Hay.....	5,040	5,780
Potatoes.....	5,069	10,254
Fruit and vegetables.....	79	181
Products of Animals—		
Horses and hogs.....	13	135
Sheep and cattle.....	24	42
Dressed meats.....	2	8
Hides and leather.....	1	14
Fish.....	1	22
Other products of animals.....	2	107
Products of Mines—		
Coal.....	51	731
Salt.....	1	18
Phosphate.....	1,047	1,325
Products of Forests—		
Lumber.....	1,403	4,093
Bark.....	238	1,566
Cordwood.....	1,782	2,527
Pulpwood.....	1,375	4,155
Shingles.....	94	20
Other forest products.....	213	1,518
Manufactures—		
Oils.....	12	16
Wire rods.....	1	2
Castings and machinery.....	88	227
Brick, lime and cement.....	21	334
Agriculture implements.....	2	60
Furniture.....	162	106
Manufactures.....	477	5,110
Miscellaneous.....	189	1,828
	17,887	42,000

*Includes January, February and March, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

7 GEORGE V, A. 1917

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Capital Account.—Year ended March 31, 1916.

DR.		\$	cts.	CR.		\$	cts.
Mar. 31, 1915.	To cost of New Brunswick & Prince Edward Island Ry. to date...		24,700 00	Mar. 31, 1915..	By Dominion of Canada		24,700 00
Mar. 31, 1916.	Bring line up to Intercolonial Branch Line Standard, \$24,999.97. Payment on account purchase price (5 Geo. V, cap. 16, sec. 4), \$174,511.31.....		199,511 28	Mar. 31, 1916.	By Dominion of Canada		199,511 28
			224,211 28				224,211 28

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statutory Vote, 5 Geo. V, Cap. 16—12 months ended March 31, 1916.

DR.		\$	cts.	CR.		\$	cts.
Mar. 31, 1916.	To rental of New Brunswick and Prince Edward Island Railway from 1st August 1914, to 5th June, 1915—4% on \$270,000.....		9,143 01	Mar. 31, 1916.	By Dominion of Canada		10,186 30
	From 6th June, 1915, to 31st July, 1915—4% on \$170,000.....		1,043 28				
			10,186 29				10,186 29

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Revenue Account—Year ended March 31, 1916.

Expenditure.	\$	cts.	Earnings.	\$	cts.
Maintenance of way and structures.....	40,955	33	Freight.....	41,696	60
Maintenance of equipment.....	5,822	33	Passenger.....	10,404	56
Traffic.....	418	90	Mails and express.....	2,902	86
Transportation—Rail line.....	28,904	26			
General.....	743	81			
			Less—		
			Miscellaneous.....	4,589	68
			Balance.....	50,414	34
	76,844	63		26,430	29
				76,844	63

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Way and Structures—Year ended March 31, 1916.

	\$	cts
No. 201. Superintendence.....	868	65
202. Roadway maintenance.....	542	30
208. Bridges, culverts, and trestles.....	1,695	84
212. Ties.....	12,582	67
214. Rails.....	969	17
216. Other track material.....	3,223	16
218. Ballast.....	305	92
220. Track laying and surfacing.....	17,607	58
221. Right of way fences.....	203	20
225. Crossings and signs.....	125	05
227. Station and office buildings.....	1,424	34
229. Roadway buildings.....	28	85
231. Water stations.....	67	87
235. Shops and engine houses.....	174	66
241. Wharves and docks.....	128	97
247. Telegraph and telephone lines.....	7	41
269. Roadway machines.....	169	87
271. Small tools and supplies.....	130	30
272. Removing snow, ice, and sand.....	569	19
276. Stationery and printing.....	129	17
277. Other expenses.....	1	16
	40,955	33

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

7 GEORGE V, A. 1917

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Equipment—
Year ended March 31, 1916.

	\$	cts.
No. 301. Superintendence.....	40	08
302. Shop machinery.....	11	36
308. Steam locomotives—repairs.....	4,120	71
314. Freight train cars—repairs.....	1,281	34
317. Passenger train cars—repairs.....	367	02
326. Work equipment—repairs.....	0	62
334. Stationery and printing.....	1	20
	5,822	33

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Traffic Expenses—Year ended
March 31, 1916.

	\$	cts.
No. 351. Superintendence.....	120	00
352. Outside agencies.....	1	50
353. Advertising.....	247	89
358. Stationery and printing.....	49	51
	418	90

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Transportation—Rail Line—
Year ended March 31, 1916.

	\$	cts.
No. 371. Superintendence.....	43	61
372. Despatching trains.....	110	49
373. Station employees.....	3,790	43
376. Station supplies and expenses.....	279	93
379. Yard switch and signal tenders.....	13	87
380. Yard enginemen.....	254	43
382. Fuel for yard locomotives.....	337	92
388. Enginehouse expenses—yard.....	150	17
392. Train enginemen.....	5,311	33
394. Fuel for train locomotives.....	7,240	53
397. Water for train locomotives.....	757	58
398. Lubricants for train locomotives.....	21	85
399. Other supplies for train locomotives.....	63	19
400. Enginehouse expenses—train.....	2,814	96
401. Trainmen.....	6,725	77
402. Train supplies and expenses.....	119	53
406. Drawbridge operation.....	57	00
407. Telegraph and telephone operation.....	19	26
410. Stationery and printing.....	478	25
414. Insurance.....	0	30
415. Clearing wrecks.....	13	54
417. Damage to live stock on right-of-way.....	131	70
418. Loss and damage—freight.....	168	57
	28,904	26

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

SESSIONAL PAPER No. 20

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—General Expenses—Year ended March 31, 1916.

	\$	cts.
No. 451. Salaries and expenses of general officers.....	119	67
452. Salaries and expenses of clerks and attendants.....	304	50
457. Pensions.....	230	33
458. Stationery and printing.....	85	71
460. Other expenses.....	3	60
	743	81

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—General Balance—Year ended March 31, 1916.

DR.	\$	cts.	CR.	\$	cts.
To general stores	3,680	10	By Dominion of Canada.....	1,956	54
Auditors suspense.....	41	52	Freight in transit	36	06
Cash in transit.....	12	15	Rail renewal Account.....	2,083	04
Station agents.....	144	43	By Individuals and Companies'		
Rail Loan Account.....	153	47	Ledger—		
To Individuals and Companies ledger—			Sackville Freestone Co.....	14	89
O'Brien, Doheny & Co.....	9	21			
Department Militia & Defence.....	3	67			
		12			
		88			
To Traffic Ledger—					
Department Militia & Defence...		45			
		98			
		4,090			
		53			
					4,090 53

S. L. SHANNON,

E. & O. E., MONCTON, N. B.

Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statement of Cash Received, Year ended March 31, 1916.

DR.	\$	cts.	CR.	\$	cts.
To Balance on hand, April 1, 1915.....	Nil.		By amounts deposited to the credit		
Station agents.....	\$54,670	82	of the Honourable Receiver General		
Traffic ledger.....	4,452	82	of Canada during the year ended		
Individuals and Com-			March 31, 1916.....	98,738	25
panies ledger.....	39,614	61			
		98,738			
		25			
		98,738			
		25			
					98,738 25

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

7 GEORGE V, A. 1917

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Store Account, Year ended
March 31, 1916.

Dr.	\$	cts.	Cr.	\$	cts.
To balance, March 31, 1915.....	6,011	45	By issues during year ended Mar. 31, 1916	\$54,172	27
Purchases.....	57,684	15	Sales, old materials... 5,844	56	
Charges from other departments...	1	33	Balance—road stock store.....		60,016 83
					3,650 10
	63,696	93			63,696 93

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statement of Averages,
Year ended March 31, 1916.

Mileage of railway.....		35.35
Total engine mileage.....		57,176
Total train mileage.....		42,439
Total car mileage.....		275,016
Ratio of earnings to gross earnings—		
Revenue from transportation.....	Per cent	92.62
“ incidentals.....	“	0.38
Gross earnings per mile of railway.....	Dollars.	1,426.14
“ “ engine mile.....	“	0.88
“ “ train mile.....	“	1.19
“ “ car mile.....	Cents.	18.33
Ratio of expenses to gross earnings—		
Maintenance of way and structures.....	Per cent.	81.24
Maintenance of equipment.....	“	11.55
Traffic expenses.....	“	0.83
Transportation rail line.....	“	57.33
General expenses.....	“	1.48
Expenses per train mile—		
Maintenance of way and structures.....	Cents.	96.50
Maintenance of equipment.....	“	13.72
Traffic expenses.....	“	0.99
Transportation rail line.....	“	68.11
General expenses.....	“	1.75
		181.07
Expenses per mile of railway—		
Maintenance of way and structures.....	Dollars.	1,158.57
Maintenance of equipment.....	“	164.70
Traffic expenses.....	“	11.85
Transportation rail line.....	“	817.66
General expenses.....	“	21.04
		2,173.82
Locomotive and car repairs, per locomotive and car—		
Locomotives, 3.....	Dollars.	1,373.57
Passenger cars, 3.....	“	122.34
Freight cars, 35.....	“	36.61

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statement of Receipts.

Month.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.	Less Rental.	Total Revenue.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1915.						
April.....	1,046 20	1,701 24	1,055 52	3,802 96	315 25	3,487 71
May.....	740 60	2,774 59	106 15	3,621 34	357 90	3,263 44
June.....	752 35	4,191 00	127 48	5,070 83	397 65	4,673 18
July.....	1,326 65	5,906 05	198 22	7,430 92	514 50	6,916 42
August.....	1,106 25	7,000 75	95 78	8,202 78	495 40	7,707 38
September.....	875 09	5,595 23	143 59	6,613 91	400 74	6,213 17
October.....	737 87	4,791 48	128 47	5,657 82	329 25	5,328 57
November.....	688 04	3,281 26	105 78	4,075 08	606 90	3,468 18
December.....	1,013 69	1,792 66	690 02	3,496 37	385 95	3,110 42
1916.						
January.....	704 78	1,915 43	173 07	2,793 28	431 45	2,361 83
February.....	660 69	1,309 83	90 97	2,061 49	405 85	1,655 64
March.....	752 35	1,437 08	345 52	2,534 95	306 55	2,228 40
1915-16.....	10,404 56	41,696 60	3,260 57	55,361 73	4,947 39	50,414 34
1914-15*.....	6,789 70	25,687 54	4,479 21	36,956 45	11,536 64	25,419 81

* From August, 1914, to March, 1915.

W. H. ESTANO,

Auditor of Traffic.

S. L. SHANNON,

Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April.....	1,278	18,648	606	12,274	1,884	30,922
May.....	2,022	43,305	2,068	32,128	4,090	75,433
June.....	6,696	183,265	957	17,641	7,653	200,906
July.....	9,789	294,583	1,299	27,175	11,088	321,758
August.....	11,163	316,235	2,882	46,104	14,045	362,339
September.....	8,304	236,318	2,292	63,308	10,596	299,626
October.....	7,136	189,729	2,001	28,864	9,137	218,593
November.....	1,472	35,229	4,377	64,299	5,849	99,528
December.....	1,185	18,830	1,568	24,201	2,753	43,031
1916.						
January.....	407	5,633	3,115	50,819	3,522	56,452
February.....	296	4,844	1,833	27,447	2,129	32,291
March.....	324	5,863	1,866	27,773	2,190	33,636
1915-1916.....	50,072	1,352,482	24,864	422,033	74,936	1,774,515
1914-15*.....					51,712	1,213,673

* From August, 1914 to March, 1915.

W. H. ESTANO,

Auditor of Traffic.

S. L. SHANNON,

Comptroller and Treasurer.

7 GEORGE V, A. 1917

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Passenger Statement.

Month.	Local.		Through.		Total.	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915.						
April.....	2,089	33,622	252	8,316	2,341	41,938
May.....	1,432	23,798	122	2,600	1,554	26,398
June.....	1,261	19,172	142	2,909	1,403	22,081
July.....	2,179	42,938	224	4,519	2,403	47,457
August.....	1,598	25,953	594	18,536	2,192	44,489
September.....	1,232	20,208	639	20,200	1,871	40,408
October.....	1,348	22,608	193	4,068	1,541	26,676
November.....	1,141	19,688	221	4,330	1,362	24,018
December.....	1,776	28,215	521	11,515	2,297	39,730
1916.						
January.....	1,172	20,700	298	6,124	1,470	26,824
February.....	1,065	16,439	274	7,001	1,339	23,440
March.....	1,130	17,895	361	7,268	1,491	25,163
1915-16.....	17,423	291,236	3,841	97,386	21,264	388,622
1914-15*					14,509	266,911

* From August, 1914 to March, 1915.

W. H. ESTANO,

Auditor of Traffic.

S. L. SHANNON,

Comptroller and Treasurer.

SESSIONAL PAPER No. 20

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statement of principal Revenue-producing freight commodities carried over the New Brunswick and Prince Edward Island Railway in 1914-15 and 1915-16.

Description.	*1915.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain.....	199	242
Flour.....	626	748
Other mill products.....	104	192
Hay.....	2,110	4,336
Tobacco.....	4	10
Cotton.....	1	
Potatoes.....	1,093	1,721
Vegetables.....	19	26
Other products of agriculture.....	12	37
Products of Animals—		
Horses and hogs.....	35	81
Sheep and cattle.....	201	98
Lambs.....	1	
Dressed meats.....	12	52
Poultry and game.....	16	40
Hides and leather.....	3	5
Wool.....	2	6
Fish.....	955	756
Other products of animals.....	12	17
Packing house products.....	84	18
Products of mines—		
Coal.....	1,459	3,884
Sand, stone, etc.....	29,900	37,465
Salt.....	278	117
Phosphate.....	156	556
Other products of mines.....	28	1,032
Products of Forests—		
Lumber.....	8,395	12,330
Cordwood.....	296	322
Shingles.....	135	62
Other forest products.....	458	2,491
Manufactures—		
Oils.....	126	267
Sugar.....	4	22
Iron and steel rails.....	12	1
Iron, pig and bloom.....	16	
Wire rods.....	5	10
Other castings and machinery.....	53	366
Bar and sheet metals.....	21	34
Brick, lime and cement.....	14	255
Agricultural implements.....	15	16
Wagons, carriages, and tools.....	28	9
Wines, liquors and beers.....	4	23
Household goods and furniture.....	40	83
Manufactured goods.....	441	2,400
Miscellaneous.....	4,339	4,806
Total.....	51,712	74,936

*Eight months ending March 31, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

7 GEORGE V, A. 1917

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Capital Account, Year ended
March 31, 1916.

DR.		\$ cts.	CR.		\$ cts.
1915. Mar. 31	To Cost of International Railway to date.....	1,300 00	1915. Mar. 31	By Dominion of Canada.....	1,300 00
1916. Mar. 31	“ Bring line up to Intercolonial Branch Line Standard....	2,637 47	1916. Mar. 31	“ Dominion of Canada.....	2,637 47
		3,937 47			3,937 47

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

*Comptroller and Treasurer.*INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Statutory Vote, 5 Geo. V, cap. 16,
12 months ended March 31, 1916.

DR.		\$ cts.	CR.		\$ cts.
1916. March 31	To rental of International Railway of New Brunswick from 1st February, 1915, to 31st January, 1916.....	90,000 00	1916. March 31	By Dominion of Canada.....	90,000 00
		90,000 00			90,000 00

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

*Comptroller and Treasurer.*INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Revenue Account, Year ended
March 31, 1916.

Expenditure.	\$ cts.	Earnings.	cts.
Maintenance of way and structures.....	62,103 92	Freight.....	68,643 57
Maintenance of equipment.....	10,311 47	Passenger.....	41,067 41
Traffic.....	1,265 45	Mails and express.....	2,032 38
Transportation—rail line.....	40,475 45		111,743 36
General.....	2,495 09	Less—	
		Miscellaneous.....	7,119 87
			104,623 49
		Balance.....	12,027 89
	116,651 38		116,651 38

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Maintenance of Way and Structures,
Year ended March 31, 1916.

	\$	cts.
No. 201 Superintendence.....	1,866	78
202 Roadway maintenance.....	13,233	79
208 Bridges, trestles and culverts.....	2,374	99
212 Ties.....	17,581	48
214 Rails.....	1,348	20
216 Other track material.....	2,576	61
218 Ballast.....	805	83
220 Track laying and surfacing.....	14,962	23
221 Right of way fences.....	22	10
223 Snow and sand fences and snowsheds.....	5	80
225 Crossings and signs.....	36	61
227 Station and office buildings.....	114	19
229 Roadway buildings.....	1	17
231 Water stations.....	273	59
235 Shops and enginehouses.....	57	75
247 Telegraph and telephone lines.....	953	17
249 Signals and interlockers.....	13	35
269 Roadway machines.....	53	34
271 Small tools and supplies.....	588	76
272 Removing snow, ice and sand.....	4,533	51
276 Stationery and printing.....	65	60
277 Other expenses.....	35	07
278 Maintaining joint tracks, yards and other facilities. Dr.....	600	00
	62,103	92

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Maintenance of Equipment, Year
ended 31st March, 1916.

	\$	cts.
No. 301 Superintendence.....	79	92
308 Steam locomotives—repairs.....	4,876	41
314 Freight train cars—repairs.....	3,378	18
317 Passenger train cars—repairs.....	1,952	37
326 Work equipment—repairs.....	24	59
	10,311	47

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

INTERNATIONAL RAILWAY of New Brunswick—Traffic Expenses, Year ended
March 31, 1916.

	\$	cts.
No. 351. Superintendence.....	360	00
352. Outside agencies.....	7	12
353. Advertising.....	591	62
358. Stationery and printing.....	306	71
	1,265	45

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

INTERNATIONAL RAILWAY of New Brunswick.—Transportation—Rail Line, Year ended
March 31, 1916.

	\$	cts.
No. 371. Superintendence.....	142	24
373. Station employees.....	3,987	68
376. Station supplies and expenses.....	269	37
379. Yard switch and signal tenders.....	3	12
382. Fuel for yard locomotives.....	73	45
386. Lubricants for yard locomotives.....	20	93
387. Other supplies for yard locomotives.....	0	66
388. Enginehouse expenses—yard.....	66	50
389. Yard supplies and expenses.....	7	09
390. Operating joint yards and terminals. Dr.....	1,848	50
392. Train Enginemen.....	5,914	00
394. Fuel for train locomotives.....	15,852	52
397. Water for train locomotives.....	114	68
398. Lubricants for train locomotives.....	287	79
399. Other supplies for train locomotives.....	34	67
400. Enginehouse expenses—train.....	1,704	69
401. Trainmen.....	8,274	93
402. Train supplies and expenses.....	847	19
407. Telegraph and telephone operation.....	1	60
410. Stationery and printing.....	465	43
414. Insurance.....	2	00
415. Clearing wrecks.....	456	28
416. Damage to property.....	8	50
417. Damage to live stock on right-of-way.....	21	50
418. Loss and damages—freight.....	78	63
391. Operating joint yards and terminals. Cr.....	8	50
	40,475	45

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERNATIONAL RAILWAY of New Brunswick.—General Expenses, Year ended
March 31, 1916.

	\$	cts.
No. 451. Salaries and expenses of general officers.....	350	00
452. Salaries and expenses of clerks and attendants.....	1,491	96
457. Pensions.....	520	87
458. Stationery and printing.....	115	46
460. Other expenses.....	16	80
	2,495	00

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

*Comptroller and Treasurer.*INTERNATIONAL RAILWAY of New Brunswick.—General Balance, Year ended
March 31, 1916.

DR.	\$	cts.	CR.	\$	cts.
To General stores.....	15,788	89	By Dominion of Canada.....	1,155	94
Auditor's suspense.....	657	85	Expenditure for road and equip-		
Station agents.....	1,905	33	ment—suspense: stores.....	18,672	95
To Individuals and Companies			Freight in transit.....	11	84
Ledger—			By Individuals and Companies		
Bangor & Aroostook Ry....\$69.58			Ledger—		
Transcontinental Ry..... 44.44			A. E. Hammond..... \$593.97		
Richards Manufacturing Co.163.85			Tobie St. Glais..... 15 00		
D. A. Stewart..... 10.50				608	97
Sumner Co..... 10.00					
St. John & Quebec Ry.Co.1,827.02					
	2,125	39			
To Traffic Ledger—					
Department Militia & Defence.....	2	24			
	20,479	70			
				20,479	70

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

7 GEORGE V, A. 1917

INTERNATIONAL RAILWAY of New Brunswick.—Store Account, Year ended March 31, 1916.

DR.	\$ cts.	CR.	\$ cts.
To Balance, March 31, 1915.....	5,574 10	By issues during year ended March 31, 1916.....	\$22,691.00
Purchases.....	33,015 25	Sales of material.....	109 46
		Balance—	
		Road stock store.....	22,800 ⁴⁶ 46
	38,589 35		15,788 89
			38,589 35

C. F. BURNS,

Auditor of Disbursements.

S. L. SHANNON,

Comptroller and Treasurer.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Statement of Cash Received, Year ended March 31, 1916.

DR.	\$ cts.	CR.	\$ cts.
To balance on hand April 1, 1916.	Nil.	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1916.....	117,812 75
Amounts received during the year and credited as follows—			
Station agents.....	\$81,319 23		
Traffic ledger.....	31,726 10		
Individuals and Companies ledger.....	4,504 17		
Car Service ledger.....	263 25		
	117,812 75		
	117,812 75		117,812 75

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Statement of Averages, Year ended
March 31, 1916.

Mileage of railway.....		112
Total engine mileage.....		76,404
Total train mileage.....		72,500
Total car mileage.....		507,469
Ratio of earnings to gross earnings—		
Revenue from transportation.....	Per cent	99.48
Revenue from incidentals.....	"	0.52
Gross earnings per mile of railway.....	Dollars	934.14
" engine mile.....	"	1.37
" train mile.....	"	1.44
" car mile.....	Cents	20.62
Ratio of expenses to gross earnings—		
Maintenance of way and structures.....	Per cent	59.36
Maintenance of equipment.....	"	9.86
Traffic expenses.....	"	1.21
Transportation expenses.....	"	38.69
General expenses.....	"	2.38
Expenses per train mile—		
Maintenance of way and structures.....	Cents	85.66
Maintenance of equipment.....	"	14.22
Traffic expenses.....	"	1.75
Transportation rail line.....	"	55.83
General expenses.....	"	3.44
Total per train mile.....		160.90
Expenses per mile of railway—		
Maintenance of way and structures.....	Dollars	554.50
Maintenance of equipment.....	"	92.06
Traffic expenses.....	"	11.30
Transportation rail line.....	"	361.39
General expenses.....	"	22.28
Total.....	\$	1,041.53
Locomotive and car repairs, per locomotive and car—		
Locomotives, 4.....		1,219.10
Passenger cars, 10.....		195.24
Freight cars, 162.....		20.85

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Statement of Receipts.

Date.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.	Less Rental.	Total Revenue.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1915—						
April.....	5,253 40	6,171 87	133 19	11,558 46	875 50	10,682 96
May.....	3,395 34	5,950 24	205 54	9,551 12	823 80	8,727 32
June.....	2,636 13	5,752 46	343 02	8,731 61	995 20	7,736 41
July.....	2,917 12	6,720 65	229 95	9,867 72	802 55	9,065 17
August.....	2,739 93	4,948 63	161 52	7,850 08	773 45	7,076 63
September.....	2,899 95	3,241 98	176 41	6,318 34	376 00	5,942 34
October.....	4,055 41	4,565 82	162 52	8,783 75	315 15	8,468 60
November.....	3,745 32	5,788 95	133 93	9,668 20	47 15	9,621 05
December.....	4,135 92	4,179 88	238 18	8,553 98	493 50	8,060 48
1916—						
January.....	3,265 04	6,664 19	219 26	10,148 49	475 20	9,673 29
February.....	2,658 15	7,496 12	256 50	10,410 77	674 40	9,736 37
March.....	3,365 70	7,162 78	221 54	10,750 02	916 15	9,833 87
1915-16.....	41,067 41	68,643 57	2,481 56	112,192 54	7,569 05	104,623 49
*1914-15.....	28,317 20	42,707 14	1,537 57	72,561 91	7,092 99	65,468 92

*From August, 1914 to March, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915—						
April.....	5,297	223,241	504	32,587	5,801	255,828
May.....	6,579	231,260	100	5,946	6,679	237,206
June.....	7,419	222,015	295	13,177	7,714	235,192
July.....	9,555	297,386	15	1,697	9,570	299,083
August.....	6,465	245,582	26	2,206	6,491	247,788
September.....	2,765	137,782	264	17,494	3,029	155,276
October.....	3,381	141,365	412	28,244	3,793	169,609
November.....	4,130	179,081	460	35,697	4,590	214,778
December.....	2,751	129,496	1,137	49,826	3,888	179,322
1916—						
January.....	4,810	135,437	1,754	63,133	6,564	198,570
February.....	10,489	304,707	793	34,121	11,282	338,828
March.....	10,021	373,148	1,348	49,891	11,369	423,039
1915-16.....	73,662	2,620,500	7,108	334,019	80,770	2,954,519
1914-15.....	From August 1914 to March, 1915.....				32,374	1,562,724

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Passenger Statement.

Month.	Local.		Through.		Total.	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915—						
April.....	4,340	177,873	15	743	4,355	178,616
May.....	3,130	125,575	15	1,175	3,145	126,750
June.....	2,118	78,455	15	1,024	2,133	79,479
July.....	2,490	85,596	83	8,553	2,573	94,149
August.....	2,301	87,746	43	2,833	2,344	90,579
September.....	2,373	96,084	37	2,461	2,410	98,545
October.....	3,475	136,253	35	1,934	3,510	138,187
November.....	3,518	131,000	35	2,084	3,553	133,084
December.....	3,468	145,020	43	2,668	3,511	147,688
1916—						
January.....	2,804	114,821	36	2,834	2,840	117,655
February.....	2,516	91,821	20	1,004	2,536	92,825
March.....	3,003	130,676	37	2,264	3,040	132,940
1915-16.....	35,536	1,400,920	414	29,577	35,950	1,430,497
1914-15....	From August, 1914 to March, 1915.....				24,286	991,282

W. H. ESTANO,
Auditor of Traffic

S. L. SHANNON,
Comptroller and Treasurer.

7 GEORGE V, A. 1917

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Comparative Statement of Principal
Revenue-producing freight carried over the International Railway.

	*1914-15.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain.....	810	740
Flour.....	214	370
Other mill products.....	502	43
Hay.....	1,665	4,837
Tobacco.....	7	5
Potatoes.....	426	203
Fruit and vegetables.....	170	22
Other products of agriculture.....	2	29
Products of Animals—		
Horses and hogs.....	717	444
Sheep and cattle.....	248	320
Dressed meats.....	128	246
Fish.....	30	18
Oysters and clams.....	4	2
Other products of animals.....	2	4
Packing house products.....	55	39
Products of Mines—		
Coal.....	1,219	1,479
Sand and stone.....	53	9
Slate and granite.....	26	81
Products of Forests—		
Lumber.....	6,795	6,892
Cordwood.....	222	445
Pulpwood.....	4,724	5,953
Shingles.....	3,484	3,753
Other forest Products.....	2,760	33,228
Manufactures—		
Oils and petroleum.....	60	58
Sugar.....	4	10
Iron and steel rails.....	3	20
Iron, pig and bloom.....	18	80
Wire rods.....	1	1
Castings and machinery.....	863	113
Brick, lime and cement.....	13	117
Agricultural implements.....	5	51
Wagons, carriages and tools.....	428	48
Wines, liquors and beers.....	5	32
Household goods and furniture.....	180	1,136
Manufactures.....	372	4,510
Miscellaneous.....	6,079	10,432
Total.....	32,374	80,770

*Eight months ending March 31, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.—Capital Account, Year ended March 31, 1916.

1915.	\$	cts.	1915.	\$	cts.
Mar. 31. To cost of Prince Edward Island Ry. to date.....	9,490,899	71	Mar. 31. By Dominion of Canada..	9,490,899	71
1916.			1916.		
Mar. 31. Car ferry, etc... 1,322,593 34					
Strengthen bridges....	6,398	85			
Power plants...	125	00			
Surveys and inspections.....	10,197	61			
Increased accommodation and facilities along the line.	11,127	24			
Original construction.....	30	69			
	1,350,472	73	Mar. 31. By Dominion of Canada..	1,350,472	73
	10,841,372	44		10,841,372	44

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Revenue Account, Year ended March 31, 1916.

Expenditure.	\$	cts.	Earnings.	\$	cts.
Maintenance of way and structures...	144,865	30	Passenger.....	181,518	96
Maintenance of equipment.....	85,304	79	Freight.....	174,454	52
Traffic.....	10,686	59	Mails and express.....	21,937	03
Transportation—rail line.....	286,068	70	Miscellaneous.....	13,016	31
General.....	18,095	24		390,926	82
	545,020	62	Balance.....	154,093	80
				545,020	62

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Way and Structures, Year ended
March 31, 1916.

	\$	cts.
No. 201. Superintendence.....	12,026	97
202. Roadway maintenance.....	51,577	99
208. Bridges, trestles, and culverts.....	1,102	63
212. Ties.....	17,667	20
214. Rails.....	2,086	54
216. Other track material.....	4,010	48
218. Ballast.....	2,054	81
220. Track laying and surfacing.....	17,367	88
221. Right of way fences.....	7,836	41
223. Snow and sand fences and snowsheds.....	1,156	66
225. Crossings and signs.....	524	58
227. Station and office buildings.....	8,220	72
229. Roadway buildings.....	92	94
231. Water stations.....	1,050	10
233. Fuel stations.....	562	38
235. Shops and enginehouses.....	1,267	68
241. Wharves and docks.....	2,685	73
247. Telegraph and telephone lines.....	411	45
249. Signals and interlockers.....	150	85
269. Roadway machines.....	805	07
271. Small tools and supplies.....	2,751	98
272. Removing snow, ice, and sand.....	9,039	08
274. Injuries to persons.....	7	20
276. Stationery and printing.....	407	97
	144,865	30

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Equipment, Year ended
March 31, 1916.

	\$	cts.
No. 301. Superintendence.....	7,660	95
302. Shop machinery.....	3,027	49
304. Power plant machinery.....	0	50
308. Steam locomotives—repairs.....	34,790	31
314. Freight train cars—repairs.....	19,355	76
317. Passenger train cars—repairs.....	17,828	38
323. Floating equipment—repairs.....	212	65
326. Work equipment—repairs.....	1,883	12
334. Stationery and printing.....	440	88
335. Other expenses.....	104	75
	85,304	79

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.—Traffic Expenses, Year ended March 31, 1916.

	\$	cts.
No. 351. Superintendence.....	2,691	80
352. Outside agencies.....	5,442	01
353. Advertising.....	2,170	52
354. Stationery and printing.....	382	26
	10,686	59

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Transportation, Rail Line, Year ended March 31, 1916.

	\$	cts.
No. 371. Superintendence.....	4,713	02
372. Despatching trains.....	5,203	08
373. Station employees.....	72,571	78
376. Station supplies and expenses.....	8,089	74
377. Yardmasters and yard clerks.....	3,193	52
378. Yard conductors and brakemen.....	4,667	46
379. Yard switch and signal tenders.....	168	74
380. Yard enginemen.....	6,890	21
382. Fuel for yard locomotives.....	5,299	56
385. Water for yard locomotives.....	224	71
386. Lubricants for yard locomotives.....	126	22
387. Other supplies for yard locomotives.....	75	92
388. Enginehouse expenses—yard.....	222	77
389. Yard supplies and expenses.....	88	54
392. Train enginemen.....	32,211	16
394. Fuel for train locomotives.....	58,735	12
397. Water for train locomotives.....	2,019	55
398. Lubricants for train locomotives.....	1,400	27
399. Other supplies for train locomotives.....	957	03
400. Enginehouse expenses—train.....	10,330	92
401. Trainmen.....	48,391	29
402. Train supplies and expenses.....	10,030	16
404. Signal and interlocker operation.....	88	74
405. Crossing protection.....	639	18
406. Drawbridge operation.....	674	97
407. Telegraph and telephone operation.....	242	44
408. Operating floating equipment.....	502	98
410. Stationery and printing.....	6,489	37
415. Clearing wrecks.....	473	50
416. Damage to property.....	451	28
417. Damage to live stock on right of way.....	52	00
418. Loss and damage—freight.....	844	52
420. Injuries to persons.....	0	20
414. Insurance.....	1	25
	286,068	70

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

PRINCE EDWARD ISLAND RAILWAY—General Expenses, Year ended March 31, 1916.

	\$ cts.
No. 451 Salaries and expenses of general officers.....	4,771 90
452 Salaries and expenses of clerks and attendants.....	6,712 34
453 General office supplies and expenses.....	25 35
454 Law expenses.....	487 94
456 Relief department expenses.....	600 00
457 Pensions.....	5,126 11
458 Stationery and printing.....	284 89
460 Other expenses.....	86 71
	<hr/> 18,095 24

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Comptroller and Treasurer.

PRINCE EDWARD ISLAND RAILWAY—General Balance, Year ended March 31, 1916.

DR.	\$ cts.	CR.	\$ cts.
To General stores.....	54,045 50	By Dominion of Canada.....	71,598 05
Station agents.....	2,524 30	Unclaimed wages.....	50 71
Cash in transit.....	110 00	Freight in transit.....	51 38
Auditors suspense.....	136 47	By Individuals and companies ledger:	
To Individuals and Companies ledger:		Canadian Express Co.....	5 27
Post Office Department. 11,723 25		John Simon.....	215 40
Province of Prince Edward		Buntain, Bell & Co.....	404 75
Island.....	3 15	J. J. Hughes & J. M. Clark. 15 00	
Canada Steamship Lines.....	1 05		640 42
Eastern Car Co.....	975 16	By Traffic ledger:—	
Charlottetown Steam		SS. Prince Edward Island.....	436 52
Navigation Co.....	0 36		
Dept. Marine & Fisheries	16 00		
Murray Harbour Branch			
telegraph earnings.....	5 69		
J. A. Hackett.....	12 60		
Canada Atlantic & Plant			
Steamship Co.....	9 65		
Dept. Railways and Can-			
als.....	367 82		
Pittsburgh and Lake			
Eric Ry.....	3 87		
Anglo-American Tele-			
graph Co.....	957 35		
	14,075 95		
To Traffic ledger:—			
Department Militia and Defence...	1,826 11		
To Individuals and Companies ledger:			
Cash sales.....	0 92		
To Rents Ledger:—			
S. Kennedy.....	\$ 1 00		
McLean Brothers.....	1 00		
R. Ellis.....	2 00		
Wm. McLean.....	1 00		
Haywood & Campbell.....	2 00		
Sydney Gray.....	45 83		
D. D. Campbell.....	5 00		
	57 83		
	<hr/> 72,777 08		<hr/> 72,777 08

S. L. SHANNON,

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Comptroller and Treasurer.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY—General Stores Account, Year ended March 31, 1916.

DR.	\$ cts.	CR.	\$ cts.
To Balance March 31, 1915.....	62,695 61	By issues during year ended March 31, 1916.....\$161,354 13	
Purchases during year ended March 31, 1916.\$136,897 77		Sales of material, fuel, etc.....7,115 68	168,469 81
Charges from other de- partments.....17,659 71		Balance—	
Labour.....2,577 04		Ordinary stores in- cluding fuel.....35,595 04	
Staff pay rolls.....2,685 18	159,819 70	Road stock store.....18,450 46	54,045 50
			222,515 31
	222,515 31		

C. F. BURNS,

Auditor of Disbursements.

S. L. SHANNON,

*Comptroller and Treasurer.*PRINCE EDWARD ISLAND RAILWAY—Statement of Cash Received, Year ended
March 31, 1916.

DR.	\$ cts.	CR.	\$ cts.
To Balance on hand April 1, 1915.....	Nil.	By Amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1916.....	509,312 34
Station agents.....439,906 80			
Traffic ledger.....16,779 33			
Individuals and Com- panies ledger.....51,426 85			
Rents ledger.....1,087 46			
General ledger.....111 90	509,312 34		
	509,312 34		509,312 34

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

7 GEORGE V, A. 1917

PRINCE EDWARD ISLAND RAILWAY.—Statement of Averages, Year ending
March 31, 1916.

Mileage of railway.....		271.9
Total engine mileage.....		455,503
Total train mileage.....		367,614
Total car mileage.....		2,280,639
Ratio of earnings to gross earnings—		
Revenue from transportation.....	Per cent.	99.57
Revenue from incidentals.....	"	0.43
Gross earnings per mile of railway.....	Dollars.	1,422.07
" " engine mile.....	"	0.86
" " train mile.....	"	1.06
" " car mile.....	Cents.	17.14
Ratio of expenses to gross earnings—		
Maintenance of way and structures.....	Per cent.	37.06
Maintenance of equipment.....	"	21.82
Traffic expenses.....	"	2.73
Transportation expenses.....	"	73.18
General expenses.....	"	4.63
Expenses per train mile—		
Maintenance of way and structures.....	Cents.	39.41
Maintenance of equipment.....	"	23.20
Traffic expenses.....	"	2.91
Transportation expenses.....	"	77.82
General expenses.....	"	4.92
Total per train mile.....		148.26
Expenses per mile of railway—		
Maintenance of way and structures.....	Dollars.	526.97
Maintenance of equipment.....	"	310.31
Traffic expenses.....	"	38.87
Transportation expenses.....	"	1,040.63
General expenses.....	"	65.83
		\$1,982.61
Locomotive and car repairs, per locomotive and car—		
Locomotives, 31.....		\$1,112.27
Passenger cars, 59.....		302.18
Freight cars, 530.....		36.52

S. L. SHANNON,

Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.—Statement of Receipts.

Month.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total Revenue.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1915.				
April.....	12,122 16	13,853 07	Plus 3,059 74	29,034 97
May.....	11,728 54	19,717 59	" 2,083 47	33,529 60
June.....	12,526 64	18,721 32	" 2,478 04	33,726 00
July.....	23,133 28	18,974 96	" 7,106 48	49,214 72
August.....	18,599 35	14,254 64	" 2,680 85	35,534 84
September.....	19,871 98	15,497 66	" 2,492 84	37,862 48
October.....	16,115 60	17,125 08	" 2,398 87	35,639 55
November.....	14,114 81	21,581 19	" 2,470 27	38,166 27
December.....	16,310 51	15,299 92	" 7,602 24	39,212 67
1916.				
January.....	11,136 32	8,042 04	" 3,153 66	22,337 02
February.....	9,013 14	8,718 25	" 2,913 58	20,644 97
March.....	9,782 19	9,733 24	Less 3,491 70	16,023 73
1915-16.....	174,454 52	181,518 96	Plus 34,953 34	390,926 82
1914-15.....	187,622 15	184,416 25	Plus 43,457 04	415,495 44

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

PRINCE EDWARD ISLAND RAILWAY.—Passenger Statement.

Month.	Local.		Through.		Total	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915.						
April.....	28,984	635,788	221	10,994	29,205	646,782
May.....	28,285	571,526	758	36,494	29,043	608,020
June.....	26,773	603,420	1,414	67,030	28,187	670,450
July.....	48,724	1,253,486	2,183	102,962	50,907	1,356,448
August.....	39,365	879,481	2,618	121,039	41,983	1,000,520
September.....	39,018	1,159,223	3,227	158,159	42,245	1,317,382
October.....	33,579	756,085	2,789	136,292	36,368	892,377
November.....	39,297	672,077	1,692	84,801	40,989	756,878
December.....	42,026	855,157	1,457	67,019	43,483	922,176
1916.						
January.....	26,490	601,118	582	28,452	27,072	629,570
February.....	20,062	484,361	105	4,939	20,167	489,300
March.....	22,772	539,679	114	5,867	22,886	545,546
1915-16.....	395,375	9,011,401	17,160	824,048	412,535	9,835,449
1914-15.....	401,831	8,998,815	21,665	979,304	423,496	9,978,119

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

7 GEORGE V, A. 1917

PRINCE EDWARD ISLAND RAILWAY.—Freight Statement.

Month	Local.		Through.		Total	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April.....	5,800	222,600	2,038	131,802	7,838	354,402
May.....	8,457	298,965	3,440	127,277	11,897	426,242
June.....	12,093	408,437	1,118	52,359	13,213	460,796
July.....	11,905	519,491	1,031	51,483	12,936	570,974
August.....	8,842	330,687	931	43,721	9,773	374,408
September.....	6,470	273,932	810	39,989	7,280	313,921
October.....	10,741	361,019	1,740	72,473	12,481	433,492
November.....	11,335	551,654	3,807	140,900	15,142	692,554
December.....	6,654	279,870	2,473	91,273	9,127	371,143
1916.						
January.....	3,466	120,319	1,153	45,552	4,619	165,871
February.....	6,141	225,319	642	29,081	6,783	254,400
March.....	7,078	255,347	695	32,182	7,773	287,529
1915-16.....	98,984	3,847,640	19,878	858,092	118,862	4,705,732
1914-15.....	108,055	4,025,669	17,217	841,834	125,272	4,867,503

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.—Comparative statement of principal revenue-producing freight over the Prince Edward Island Railway, in 1914-15 and 1915-16.

	1914-15.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain.....	17,207	10,394
Flour.....	4,581	3,164
Other mill products.....	1,096	1,243
Hay.....	4,828	6,626
Tobacco.....	208	181
Cotton.....	130	123
Potatoes.....	6,292	7,705
Fruit and vegetables.....	580	464
Other products of agriculture.....	873	1,334
Products of Animals—		
Horses and hogs.....	1,063	986
Sheep and cattle.....	3,720	3,587
Lambs.....	484	391
Dressed meats.....	2,265	2,268
Poultry and grain.....	397	313
Hides and leather.....	786	612
Wool.....	80	96
Fish.....	2,531	2,307
Oysters and clams.....	845	774
Other products of animals.....	1,438	900
Other packing house products.....	2,316	2,295
Products of Mines—		
Coal and coke.....	12,833	14,789
Sand, stone, etc.....	5,812	4,387
Salt.....	1,234	1,640
Slate and granite.....	97	75
Phosphate.....	6	5,855
Other products of mines.....	13	47
Products of Forests—		
Lumber.....	10,362	5,890
Bark.....	81	130
Cordwood.....	3,001	1,891
Wood pulp.....	2	8
Shingles.....	656	351
Other products of forests.....	738	1,012
Manufactures—		
Petroleum and oils.....	3,801	2,550
Sugar.....	1,233	1,983
Iron and steel rails.....	463	258
Iron, pig and bloom.....	27	128
Wire rods.....	78	87
Steel billets.....	5	
Other castings and machinery.....	1,583	1,230
Bar and sheet metals.....	54	94
Brick, lime, and cement.....	2,331	1,987
Agriculture implements.....	1,170	676
Wagons, carriages and tools.....	371	419
Wines, liquors and beers.....	371	488
Naval stores.....	9	28
Household goods and furniture.....	706	962
Inmigrants effects.....	40	86
Miscellaneous.....	26,475	26,048
Total.....	125,272	118,862

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

7 GEORGE V, A. 1917

TRANSCONTINENTAL RAILWAY.—Statement of Capital Expenditures for Road and Equipment Consolidated Revenue for year ending March 31, 1916.

	Amount Expended.
	\$ cts.
1915—	
September.....	558,790 00
October.....	179,985 58
November.....	367,517 93
December.....	1,641,941 95
1916—	
January.....	44,354 63
February.....	19,213 75
March.....	368,183 97
	3,179,987 81

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

TRANSCONTINENTAL RAILWAY.—Revenue Account—Year ended March 31, 1916.

Expenditure.	\$ cts.	Earnings.	\$ cts.
Maintenance of way and structures.....	1,132,714 83	Passenger.....	473,109 61
Maintenance of equipment.....	576,821 07	Freight.....	3,776,275 90
Traffic.....	70,304 36	Mails and express.....	38,797 63
Transportation—rail line.....	2,005,086 44		4,288,183 14
Miscellaneous operations.....	3,796 31	Less—Miscellaneous.....	529,795 75
General.....	71,805 74		3,758,387 39
		Balance.....	102,141 36
	3,860,528 75		3,860,528 75

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

SESSIONAL PAPER No. 20

TRANSCONTINENTAL RAILWAY.—Maintenance of Way and Structures—Year ended March 31, 1916.

	\$	cts.
No. 201. Superintendence.....	89,193	91
202. Roadway maintenance.....	195,123	84
206. Tunnels and subways.....	321	62
208. Bridges, trestles and culverts.....	39,708	18
212. Ties.....	135,199	75
214. Rails.....	29,481	27
216. Other track material.....	23,453	81
218. Ballast.....	2,354	71
220. Track laying and surfacing.....	349,293	00
221. Right of way fences.....	719	47
223. Snow and sand fences and snow sheds.....	70	56
225. Crossings and signs.....	1,161	09
227. Station and office buildings.....	14,626	00
229. Roadway buildings.....	1,446	53
231. Water stations.....	24,615	00
233. Fuel stations.....	2,673	60
235. Shops and enginehouses.....	26,489	67
241. Wharves and docks.....	1,300	32
243. Coal and ore wharves.....	18	02
247. Telegraph and telephone lines.....	10,296	89
249. Signals and interlockers.....	1,879	82
269. Roadway machines.....	5,316	14
271. Small tools and supplies.....	5,713	96
272. Removing snow, ice, and sand.....	178,242	91
274. Injuries to persons.....	143	21
276. Stationery and printing.....	2,210	22
277. Other expenses.....	1	00
278. Maintaining joint tracks, yards, and other facilities. Dr.....	2,956	73
	1,144,010	23
279. Maintaining joint tracks, yards, and other facilities. Cr.....	11,295	40
	1,132,714	83

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

TRANSCONTINENTAL RAILWAY.—Maintenance of Equipment, Year ended March 31, 1916.

	\$	cts.
No. 301. Superintendence.....	42,548	39
302. Shop Machinery.....	11,127	74
304. Power Plant machinery.....	5,962	06
308. Steam locomotives—repairs.....	294,509	73
314. Freight train cars—repairs.....	160,229	85
317. Passenger train cars—repairs.....	48,286	83
320. Motor equipment of cars—repairs.....	104	56
323. Floating equipment—repairs.....	3,209	44
326. Work equipment—repairs.....	8,757	26
332. Injuries to persons.....	340	36
333. Insurance.....	38	33
334. Stationery and printing.....	1,682	57
336. Maintaining joint equipment at terminals. Dr.....	23	95
	576,821	07

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

7 GEORGE V, A. 1917

TRANSCONTINENTAL RAILWAY.—Traffic Expenses, Year ended March 31, 1916.

	\$	cts.
No. 351. Superintendence.....	38,974	94
352. Outside agencies.....	13,912	84
353. Advertising.....	12,854	85
354. Traffic associations.....	487	93
356. Industrial and immigration bureaus.....	675	24
357. Insurance.....	10	66
358. Stationery and printing.....	3,387	90
	70,304	36

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

TRANSCONTINENTAL RAILWAY.—Transportation, Rail Line, Year ended March 31, 1916.

	\$	cts.
No. 371. Superintendence.....	45,658	23
372. Despatching trains.....	56,548	57
373. Station employees.....	115,459	06
374. Weighing, inspection, and demurrage bureaus.....	637	07
375. Coal and ore wharves.....	502	33
376. Station supplies and expenses.....	15,168	98
377. Yardmasters and yard clerks.....	22,508	41
378. Yard conductors and brakemen.....	45,562	43
379. Yard switch and signal tenders.....	2,585	45
380. Yard enginemen.....	25,115	91
382. Fuel for yard locomotives.....	80,143	02
385. Water for yard locomotives.....	387	36
386. Lubricants for yard locomotives.....	652	55
387. Other supplies for yard locomotives.....	513	81
388. Enginehouse expenses—yard.....	22,444	53
389. Yard supplies and expenses.....	1,936	38
390. Operating joint yards and terminals. Dr.....	40,455	00
392. Train enginemen.....	244,105	12
393. Train motormen.....	16	50
394. Fuel for train locomotives.....	701,947	03
397. Water for train locomotives.....	39,816	98
398. Lubricants for train locomotives.....	10,448	75
399. Other supplies for train locomotives.....	7,581	18
400. Enginehouse expenses—train.....	138,629	34
401. Trainmen.....	276,461	41
402. Train supplies and expenses.....	49,187	06
403. Operating sleeping cars.....	1,808	16
404. Signal and interlocker operation.....	3,080	60
405. Crossing protection.....	82	19
406. Drawbridge operation.....	2,520	47
407. Telegraph and telephone operation.....	4,323	49
408. Operating floating equipment.....	31,598	37
410. Stationery and printing.....	21,566	46
411. Other expenses.....	0	70
412. Operating joint tracks and facilities. Dr.....	894	49
414. Insurance.....	748	65
415. Clearing wrecks.....	16,354	49
416. Damage to property.....	1,343	49
417. Damage to live stock on right of way.....	718	02
418. Loss and damage—freight.....	1,708	46
419. Loss and damage—baggage.....	85	40
420. Injuries to persons.....	501	27
	2,031,807	17
391. Operating joint yards and terminals. Cr.....	26,720	73
	2,005,086	44

S. L. SHANNON,

E. & O. E., MONCTON, N.B.

Comptroller and Treasurer.

SESSIONAL PAPER No. 20

TRANSCONTINENTAL RAILWAY.—Miscellaneous Operations, Year ended March 31, 1916.

	\$	cts.
No. 441. Dining and buffet service.....	3,667	06
442. Hotels and restaurants.....	129	25
	3,796	31

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—General Expenses, Year ended March 31, 1916.

	\$	cts.
No. 451. Salaries and expenses of general officers.....	7,317	23
452. Salaries and expenses of clerks and attendants.....	40,951	81
453. General office supplies and expenses.....	1,199	53
454. Law expenses.....	5,661	99
455. Insurance.....	7,725	65
457. Pensions.....	8	71
458. Stationery and printing.....	1,804	90
460. Other expenses.....	7,135	92
	71,805	74

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—Rental of Leased Lines.

	\$	cts.
Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from May, 1915, to March 31, 1916, inclusive, at \$50,000 per month.....	550,000	00

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

TRANSCONTINENTAL RAILWAY.—General Balance, Year ended March 31, 1916.

Dr.	\$	cts.	Cr.	\$	cts.	\$	cts.
To General stores.....			By Dominion of Canada.....			1,872,908	93
Station Agents.....			Grand Trunk Railway Suspense account—rental.....			250,000	00
Auditors suspense.....			Apprentice fund.....			2,224	15
Railway equipment service.....			Employees medical fund.....			6,739	97
Cash in transit.....							
Freight in transit.....			By Individuals and Companies ledger—				
Unclaimed freight.....			Victor Aubert.....	20	00		
Unclaimed wages.....			Pierre Blier.....	20	00		
Stores suspense (advances).....			Frank Belanger.....	20	00		
Receiver General—medical fund.....			Blue River Lumber Co.....	68	32		
Receiver General—apprentice fund.....			J. I. Brown.....	75	00		
Loss and damage—freight suspense.....			D. J. Buckley.....	15	00		
			Antonio Bourbeau.....	15	00		
To Individuals and companies ledger—			Canadian Pacific Railway—suspense.....	14,971	50		
Algoma Central & Hudson Bay Ry.....	311	48	Cash sales.....	251	74		
Atchison, Topeka & Santa Fe Ry.....	21	02	Thomas Clair.....	15	00		
Atlanta & West Point Ry.....	0	48	Joseph Desrochers.....	20	00		
Atlantic Coast Line Ry.....	25	18	P. & M. Lumber Co.....	495	44		
Abitibi Power & Paper Co.....	71	98	Glendyne Slate and Roofing Co.....	9	58		
Armour Car Lines.....	0	70	Louis Goulet.....	287	50		
Ann Arbor Ry.....	0	36	Ferdinand Goulet.....	20	00		
Arizona Southern Ry.....	1	40	Groulx Bros. & Gauvreau.....	15	00		
Akron, Canton & Youngstown Ry.....	2	59	Grand Trunk Pacific Telegraph Co.....	1,385	03		
Boston & Albany Ry.....	6	62	Alfred Gosselin.....	15	00		
Baltimore & Ohio Ry.....	14	01	W. J. Holmes.....	15	00		
George Bias.....	22	04	Julien & Julien.....	20	00		
Bangor & Aroostook Ry.....	43	75	James Lord.....	15	00		
Canada Railway News Co.....	1	40	Emery Lebrun.....	15	00		
Canadian Pacific Railway.....	110	98	P. Lapointe.....	15	00		
Chicago, Rock Island & Pacific Ry.....	913	41	J. D. Massicotte.....	15	00		
Canadian Express Co.....	1	80	Mattigoni Pulp & Paper Co.....	1,570	82		
Chicago, Burlington & Quincy Ry.....	446	58	Massicotte & Marchand.....	15	00		
Central Vermont Ry.....	21	98	J. D. McLaughlin.....	32	74		
Canadian Northern Railway System.....	13	28	H. J. M. Rothschild.....	1,884	60		
Chicago & Northwestern Ry.....	1,047	05	St. Maurice Lumber Co.....	25	72		
Cleveland, Cincinnati, Chicago & St. Louis Ry.....	55	85	Donat Trudel, et al.....	15	00		
Chicago, Indianapolis & Louisville Ry.....	26	48	August and John Violette.....	20	00		
Central of Georgia Ry.....	1	40	T. H. VanDyke & Co.....	25	00		
Chicago, Milwaukee & St. Paul Ry.....	13	72	E. Vigneault.....	15	00		
Chicago Great Western Ry.....	27	43	Wayagamack Pulp and Paper Co.....	15	00		
Canada Steamship Lines.....	50	52				21,432	99
Chicago & Alton Ry.....	12	36					
Chicago & Eastern Illinois Ry.....	3	10	By Individuals and Companies ledger—				
			Grand Trunk Pacific Ry.....			0	33

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Canadian Allis-Chalmers, Ltd.	20 00				
Canadian Oil Companies.	180 00				
Copp Stove Co.	5 00				15 00
Chesapeake & Ohio Ry.	0 99				6 00
Cincinnati, New Orleans & Texas Pacific Ry.	6 47				125 00
Chicago, Milwaukee & Puget Sound Ry.	13 14				10 00
Colorado & Southern Ry.	2 48				10 00
Central R.R. of New Jersey.	20 83				20 00
Chicago, St. Paul, Minneapolis & Omaha Ry.	2 97				
Department of Militia & Defence.	4,652 92				
Duluth, Winnipeg & Pacific Ry.	10 50				
Delaware, Lackawanna & Western Ry.	28 06				
Delaware & Hudson Co.	30 89				
Dominion of Canada Guarantee & Accident Insurance Co.	2 50				
J. N. Ducharme & Sons.	68 32				
Detroit, Toledo & Ironton Ry.	3 02				
Denver & Rio Grande Ry.	0 46				
Erie R. R.	27 55				
Edmonton, Dunvegan & British Columbia Ry.	2,288 60				
El Paso Southwestern Ry.	1 57				
Fraser Lumber Co.	72 80				
E. F. & G. E. Fauquier.	124 89				
Fruit Growers Express.	0 42				
Fort William Coal Dock Co.	1,191 01				
Fort Dodge, Des Moines & Southern Ry.	1 82				
Grand Trunk Ry.	3,723 15				
Grand Trunk Pacific Ry.	798,541 01				
Greater Winnipeg Water District.	301 51				
Great Northern Railway System.	85 76				
Jos. Groulet.	28 12				
Gilmore & Pittsburg Ry.	0 42				
Greer Bros. & Co.	146 65				
Georgia Southern & Florida Ry.	1 55				
Hooking Valley Ry.	16 45				
Intercolonial Ry.	10,860 04				
Imperial Oil Co.	5,360 27				
Illinois Central Ry.	26 71				
Kansas City Southern Ry.	0 32				
Lehigh Valley Ry.	38 90				
Louisville & Nashville Ry.	14 53				
Lehigh & New England Ry.	7 14				
Louisiana & North West Ry.	2 53				
D. J. Leger.	13 65				
Mechanics Supply Co.	0 88				
Minneapolis, St. Paul & S. Marie Ry.	2 16				
Michigan Central Ry.	26 88				
Mobile & Ohio Ry.	1 80				
Carried forward	831,227 30				
					1,201,164 75
By Rents ledger—					
Maxine Albert, et al.					
N. A. Gans.					15 00
J. T. Dussault.					6 00
J. J. Jewell.					125 00
E. Parson.					10 00
Canada Railway News Co.					20 00
					186 00
Carried forward					2,153,492 37

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TRANSCONTINENTAL RAILWAY.—General Balance, Year ended March 31, 1916—Continued.

Dr.	\$	cts.	Cr.	\$	cts.	\$	cts.
Brought forward.....	881,227	30	Brought forward.....	1,261,164	75	2,153,492	37
To Missouri Pacific Ry.....		7 22					
Maine Central Ry.....		3 98					
Massey-Harris Co.....		1 34					
Mount McKay Products Co.....		606 26					
Minneapolis & St. Louis Ry.....		9 55					
Missouri, Kansas & Texas Ry.....		6 14					
Maryland & Pennsylvania Ry.....		6 36					
McDonald & O'Brien.....		10 00					
National Transcontinental Ry. Commissioners.....	11,495	63					
New York Central Ry.....	110	66					
Northern Pyrites Mine Co.....		29 00					
Northern Pacific Ry.....		17 00					
New York, New Haven & Hartford Ry.....		46 60					
Northern Navigation Co.....		120 75					
New York, Susquehanna & Western Ry.....		1 09					
New York, Chicago & St. Louis Ry.....		2 93					
Nashville, Chattanooga & St. Louis Ry.....		6 01					
Norfolk & Western Ry.....		4 35					
New Orleans Great Northern Ry.....		0 29					
Norfolk & Southern Ry.....		2 06					
New Orleand, Texas & Mexico.....		3 77					
O'Brien, Fowler & McDougall Bros.....		309 28					
Post Office Department.....	1,784	16					
Parent Station.....		157 00					
N. M. Patterson & Co.....		10 00					
Pere Marquette Ry.....		78 89					
Pennsylvania R. R.....		64 65					
Pittsburg & Lake Erie Ry.....		8 78					
Peerless Tank Line.....		20 69					
Pullman Co.....		340 79					
Philadelphia & Reading Ry.....		48 05					
Pennsylvania Co.....		39 72					
Pittsburg, Cincinnati, Chicago & St. Louis Ry.....		36 24					
Pacific Fruit Express.....		2 90					
Polar Refrigerator Line.....		19 48					
Pigcop River Lumber Co.....		27 84					
Piedmont & Northern Ry.....		2 16					
Pittsburg, McKeesport & Yough Ry.....		0 12					
Quebec Central Ry.....		0 90					
Quebec & Lake St. John Ry.....		5 55					
Quebec, Montreal & Southern Ry.....		1 85					
R. S. Richardson.....		22 95					
Rock Lake Lumber Co.....		317 01					

7 GEORGE V, A. 1917

TRANSCONTINENTAL RAILWAY.—General Balance, Year ended March 31, 1916.—*Concluded.*

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
Brought forward.....	14,242	73	2,135,897	64	Brought forward.....	2,133,492	37
To Grand Trunk Pacific Ry.....		7 50					
To Temiskaming & Northern Ontario Ry.....		35 51					
To Rents ledger—							
G. W. Gilmore.....		10 00					
Minister of Public Works, Ottawa.....		2 00					
W. A. Cowan.....		45 00					
Wayagamack Pulp & Paper Co.....		10 00					
Neil C. Jensen.....		10 00					
Brown Corporation.....		10 00					
Belg-Canadian Pulp & Paper Co.....		10 00					
J. N. Ducharme & Sons.....		78 78					
R. Bouchard.....		10 00					
L. Cyrnac D'Algle.....		1 00					
Perie Skenerly.....		10 00					
Seaman, Kent Co., Ltd.....		100 00					
Kaministiquia Power Co.....		1 00					
Imperial Oil Co.....		528 15					
Fort William Coal Dock Co.....		482 66					
Major E. R. Wayland.....		7 00					
J. Johnson.....		1 00					
Board of School Trustees, Raith, Ont.....		2 00					
B. P. Kent.....		15 00					
Chas. Carligen.....		10 00					
F. Edwards.....		26 80					
Crossing Lumber Co.....		15 60					
G. E. Farlinger.....		381 00					
Gregory & Cooper.....		10 00					
F. Bolyea.....		10 00					
F. F. Brison.....		10 00					
F. G. Jackson.....		10 00					
Fred Hamilton.....		20 00					
G. E. Farlinger.....		30 00					
M. McKinnon.....		20 00					
J. H. Atkinson and H. H. Cooper.....		10 00					
J. H. Skellian.....		10 00					
W. Bonnin.....		40 00					
W. Seroggie.....		10 00					
J. E. Lambert.....		10 00					
A. Keefe.....		20 00					
J. H. Johnson.....		10 00					
Leonidas Boisvert.....		1 00					
Kaministiquia Power Co.....		1 00					

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Mount McKay Products Co.....	10 00			
Rock Lake Lumber Co.	110 00			
Northern Pyrites Co.....	25 00			
Pierre Blier.....	10 00			
Allan Line Steamship Co.....	165 00			
To advances—				
George Ackman.....		2,308 99		
		1,000 00		
		2,153,492 37		2,153,492 37

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—General Stores Account, Year ended March 31, 1916.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
To balance, March 31, 1915.....	1,681,537	87	65,183	55	By issues during year ended March 31, 1916.....	1,186,266	00
Purchases during year ended March 31, 1916.....	331,533	23			Sales of material, fuel, etc.....	384,582	92
Charges from other departments.....	4,518	92			BALANCE—		
Labour.....	6,925	59	2,024,515	61	Ordinary stores, including fuel.....	462,948	92
Staff pay-rolls.....					Roadway and bridge material.....	55,901	32
			2,089,699	16			
						518,850	24
						2,089,699	16

S. L. SHANNON,

Comptroller and Treasurer.

C. F. BURNS,

Auditor of Disbursements.

TRANSCONTINENTAL RAILWAY.—Statement of Cash received, Year ended March 31, 1916.

Dr.	\$	cts.	\$	cts.	Cr.	\$	cts.
To balance on hand April 1, 1915.....			Nil.		By amounts deposited to the credit of the Honourable Receiver		
Amounts received during the year and credited as follows:—					General of Canada during the year ended March 31, 1916.....	6,753,579	27
Station agents.....	5,328,913	25					
Traffic ledger.....	612,917	24					
Individuals and companies ledger.....	237,985	78					
Car service ledger.....							
Rents ledger.....	1,078	00					
General ledger.....	572,685	00	6,753,579	27			
			6,753,579	27			
						6,753,579	27

E. & O. E. MONKTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

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TRANSCONTINENTAL RAILWAY.—Statement of Averages, Year ended March 31, 1916.

Mileage of railway.....		2,009.12
Engine mileage.....		2,711,429
Total train mileage.....		2,286,109
Total car mileage.....		47,679,538
Ratio of earnings to gross earnings—		
Revenue from transportation.....	Per cent.	98.26
Revenue from incidentals.....	"	1.74
Gross earnings per mile of railway.....	Dollars.	1,870.66
“ “ engine mile.....	"	1.39
“ “ train mile.....	"	1.64
“ “ car mile.....	Cents.	7.88
Ratio of expenses to gross earnings—		
Maintenance of way and structures.....	Per cent.	30.14
Maintenance of equipment.....	"	15.25
Traffic expenses.....	"	1.87
Transportation rail line.....	"	53.34
Miscellaneous operations.....	"	0.11
General expenses.....	"	1.91
Expenses per train mile—		
Maintenance of way and structures.....	Cents.	49.55
Maintenance of equipment.....	"	25.23
Traffic expenses.....	"	3.08
Transportation rail line.....	"	87.68
Miscellaneous operations.....	"	0.19
General expenses.....	"	3.14
		168.87
Expenses per mile of railway—		
Maintenance of way and structures.....	Dollars.	563.79
Maintenance of equipment.....	"	287.10
Traffic expenses.....	"	34.99
Transportation rail line.....	"	997.74
Miscellaneous operations.....	"	2.14
General expenses.....	"	35.74
		\$ 1,921 50
		\$ cts.
Locomotive and car repairs, per locomotive and car—		
Locomotives, 102.....		2,922 54
Passenger cars, 56.....		860 96
Freight cars, 1,549.....		103 44

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

7 GEORGE V, A. 1917

TRANSCONTINENTAL RAILWAY.—Statement of Receipts.

Date.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.	Less Rental.	Total Revenue.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1915.						
April.....	4,836 99	27,912 67	62 12	32,811 78	8,974 68	23,837 10
May.....	4,349 11	23,627 88	200 25	28,177 24	5,928 00	22,249 24
*May and June.	26,464 80	209,567 75	4,411 45	240,444 00		240,444 00
June.....	13,605 65	42,040 31	471 98	56,117 94	6,242 60	49,875 34
July.....	28,612 81	129,999 97	3,553 78	162,166 56	6,627 05	155,539 51
August.....	45,586 55	175,342 70	6,967 39	227,896 64	14,827 69	213,068 95
September.....	87,799 55	282,557 24	7,572 78	377,929 57	55,236 10	322,693 47
October.....	57,183 78	650,887 70	9,177 65	717,249 13	35,239 21	682,009 92
November.....	59,513 80	639,272 15	14,137 57	712,923 52	126,527 65	586,395 87
December.....	51,500 73	634,222 43	47,846 06	733,569 22	102,515 51	631,053 71
1916.						
January.....	23,823 89	325,005 93	22,363 73	371,193 55	75,982 59	295,210 96
February.....	47,533 24	271,889 54	6,217 51	325,640 29	76,414 27	249,226 02
March.....	22,298 71	363,949 63	20,743 68	406,992 02	120,208 72	286,783 30
1915-16.....	473,109 61	3,776,275 90	143,725 95	4,393,111 46	634,724 07	3,758,387 39
1914-15.....	20,779 86	166,797 37	747 87	188,325 10	46,013 45	142,311 65

*Winnipeg to Westfort operated by Grand Trunk Pacific as agents for Canadian Govt. Railways.

W. H. ESTANO,

Auditor of Traffic.

S. L. SHANNON,

Comptroller and Treasurer.

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TRANSCONTINENTAL RAILWAY.—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April.....	12,860	1,157,710	10,828	1,318,361	23,688	2,476,071
May.....	8,698	782,242	10,404	1,179,626	19,102	1,961,868
*May and June.....	40,127	5,897,240	40,318	5,912,050	80,535	11,809,290
June.....	21,718	1,632,940	12,335	1,192,756	34,053	2,825,696
July.....	42,768	8,750,132	25,319	6,677,386	68,087	15,427,518
August.....	56,895	10,863,596	25,522	7,270,354	82,417	18,133,950
September.....	56,862	17,278,244	69,775	27,127,908	126,637	44,406,152
October.....	75,525	18,811,781	286,741	119,041,480	362,266	137,853,261
November.....	74,418	21,426,109	299,424	127,364,057	373,842	148,790,166
December.....	73,464	21,460,448	279,330	116,323,168	352,794	137,783,616
1916.						
January.....	49,237	13,994,399	98,120	40,397,998	147,357	54,392,397
February.....	62,347	19,955,780	82,708	37,779,615	145,055	57,735,395
March.....	44,766	14,615,816	123,880	66,200,370	168,646	80,816,186
1915-16.....	619,775	156,626,437	1,364,704	557,785,129	1,984,479	714,411,566
1914-15.....	95,509	8,285,732	69,889	8,082,951	165,398	16,368,683

* Winnipeg to Westfort operated by Grand Trunk Pacific as agents for Canadian Govt Railways.

W. H. ESTANO,

Auditor of Traffic.

S. L. SHANNON,

Comptroller and Treasurer.

7 GEORGE V, A. 1917

TRANSCONTINENTAL RAILWAY.—Passenger Statement.

Month.	Local.		Through.		Total.	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915.						
April.....	3,554	180,325	563	21,222	4,117	201,547
May.....	3,719	186,457	535	31,186	4,254	217,643
May and June.....	37,328	1,033,354			37,328	1,033,354
June.....	6,420	1,364,918	1,156	92,601	7,576	457,519
July.....	26,265	971,778	5,145	627,792	31,410	1,599,570
August.....	24,399	1,549,097	4,392	1,249,407	28,791	2,798,504
September.....	29,522	909,949	10,560	6,525,338	40,082	7,435,287
October.....	27,146	824,333	4,520	1,579,717	31,666	2,404,050
November.....	31,900	761,170	4,503	2,013,884	36,403	2,775,054
December.....	38,270	780,149	3,610	1,519,057	41,880	2,299,206
1916.						
January.....	23,204	686,645	1,809	358,816	25,013	1,045,461
February.....	69,406	672,646	6,563	1,927,737	75,969	2,600,383
March.....	35,693	536,658	1,623	594,734	37,316	1,131,392
1915-16.....	356,826	9,457,479	44,979	16,541,491	401,805	25,998,970
1914-15.....	19,350	866,823	3,153	237,759	22,503	924,582

W. H. ESTANO,

Auditor of Traffic.

S. L. SHANNON,

Comptroller and Treasurer.

SESSIONAL PAPER No. 20

TRANSCONTINENTAL RAILWAY.—Comparative Statement of Principal Revenue-producing Freight carried over the Transcontinental Railway in 1914-15 and 1915-16.

	1914-15.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain.....	1,036	1,086,917
Flour.....	1,585	13,001
Other mill products.....	484	4,550
Hay.....	2,162	8,069
Tobacco.....	2	763
Cotton.....	20	821
Potatoes.....	5,818	7,018
Fruit and vegetables.....	2	6,891
Other products of agriculture.....		3,202
Products of Animals—		
Horses and hogs.....	181	4,159
Sheep and cattle.....	76	2,437
Dressed meats.....	41	1,802
Poultry and game.....	1	75
Hides and leather.....	10	1,694
Fish.....	60	2,958
Other products of animals.....	15	627
Packing house products.....	18	2,505
Products of Mines—		
Coal and coke.....	23,960	278,531
Ore.....		98,580
Sand, stone, etc.....	297	3,713
Salt.....	109	5,805
Phosphate.....	460	1,155
Other products of mines.....	19	1,279
Products of Forests—		
Lumber.....	30,140	119,588
Bark.....	153	1,132
Cordwood.....	40	13,690
Pulpwood.....	73,086	86,615
Shingles.....	1,226	2,871
Other forest products.....	8,511	17,156
Manufactures—		
Oils.....	293	22,546
Sugar.....	452	5,571
Iron and steel rails.....	57	24,347
Iron, pig and bloom.....	4	3,676
Other castings and machinery.....	1,285	20,914
Bar and sheet metals.....	101	1,707
Brick, lime, and cement.....	638	8,029
Agriculture implements.....	13	6,426
Wagons, carriages, and tools.....	27	3,465
Wines, liquors, and beers.....	87	4,601
Household goods and furniture.....	141	5,970
Inmigrants' effects.....	11	935
Miscellaneous.....	12,777	98,688
Total.....	165,398	1,984,479

W. H. ESTANO,

Auditor of Traffic.

S. L. SHANNON,

Comptroller and Treasurer.

7 GEORGE V, A. 1917

TRANS-CONTINENTAL RAILWAY.—Statistical Statement of Earnings and Operating Expenses by Districts, Year ended March 31, 1916.

Summary.	5th District.				1st District.			
	Passenger.		Freight.		Passenger.		Freight.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Train miles.....	94,845		219,615		81,427		144,842	
Locomotive miles.....	99,650		237,941		88,963		184,791	
Gross ton miles.....	20,816,306		106,258,606		20,876,711		71,555,679	
Passengers and tons freight moved one mile.....	3,095,823		28,639,557		3,245,030		22,134,770	
Earnings—								
Passenger.....	56,601 43		257,497 09		80,028 56		150,293 24	
Freight.....	6,050 60		37,810 63		7,695 91		22,017 05	
Mails and express.....	16,328 30		—		—		—	
Miscellaneous.....	46,323 73		219 686 46		75,345 26		138,276 19	
Total revenue.....	0 49		1 00		0 93		0 89	
Revenue per train mile.....	0 46		0 92		0 85		0 79	
Revenue per locomotive mile.....	2 23		2 07		3 61		1 79	
Revenue per 1,000 gross ton miles.....	1 50		0 77		2 32		0 58	
Revenue per passenger and ton freight one mile (cents).....								
Surplus.....								
Operating Expenses—								
Maintenance of way and structures.....	65,275 84		151,155 99		84,157 80		149,678 82	
Maintenance of equipment.....	26,550 59		66,239 87		26,133 75		47,445 69	
Traffic expenses.....	3,340 68		7,735 84		3,704 11		6,587 93	
Station service.....	4,325 95		10,017 37		8,617 10		15,325 94	
Yard service.....	545 15		4,906 39		2,568 59		23,117 36	
Locomotive service (road).....	38,423 30		91,736 92		43,937 19		91,254 17	
Train service.....	13,045 61		30,209 05		12,572 76		22,361 27	
Other transportation expenses.....	5,928 95		15,187 69		15,037 22		40,518 47	
Total transportation expenses.....	62,268 96		152,057 42		82,732 96		192,577 21	
Miscellaneous operations.....	3,551 40		8,223 80		2,789 85		4,961 90	
General expenses.....	160,987 47		385,412 92		190,542 87		401,251 55	
Total operating expenses.....	1 70		1 75		2 45		2 77	
Cost per train mile.....	1 62		1 62		2 24		2 19	
Cost per locomotive mile.....	7 73		3 63		9 56		5 61	
Cost per 1,000 gross ton miles.....	5 20		1 35		6 15		1 81	
Cost per passenger and ton freight one mile (cents).....	114,063 74		165,726 46		124,197 61		272,975 36	
Deficit.....			280,390 20					397,172 97

SESSIONAL PAPER No. 20

TRANSCONTINENTAL RAILWAY—Statistical Statement of Earnings and Operating Expenses by Districts, Year ending March 31, 1916.

Summary.	2nd District.			3rd District.			Total Districts.		
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.
	\$	cts.	\$ cts.	\$	cts.	\$ cts.	\$	cts.	\$ cts.
Train miles.....	158,979	396,633	555,612	129,830	1,059,938	1,189,768	465,081	1,821,028	2,286,109
Locomotive miles.....	166,528	449,017	615,545	161,825	1,322,714	1,484,539	516,966	2,194,463	2,711,429
Gross ton miles.....	68,316,872	310,253,976	378,570,848	63,290,292	1,267,572,767	1,330,793,059	173,230,181	1,755,641,028	1,928,871,209
Passengers and tons freight moved one mile.....	10,751,329	90,929,732		8,906,738	583,295,307		25,998,970	724,999,366	
Earnings—									
Passenger.....	170,327 14		170,327 14	166,152 48		166,152 48	473,109 61		473,109 61
Freight.....		492,967 84	492,967 84		2,875,517 73	2,875,517 73		3,776,275 90	3,776,275 90
Mails and express.....	14,000 54		14,000 54	11,050 58		11,058 58	38,797 63		38,797 63
Miscellaneous.....	— 43,245 09	— 107,908 66	— 151,153 75	— 31,650 65	— 258,456 16	— 290,106 81	— 103,003 25	— 426,192 50	— 529,795 75
Total revenue.....	141,082 59	385,059 18	526,141 77	145,552 41	2,617,061 57	2,762,613 98	408,303 99	3,350,083 40	3,758,387 39
Revenue per train mile.....	0 89	0 97	0 95	1 12	2 47	2 32	0 88	1 84	1 64
Revenue per locomotive mile.....	0 85	0 86	0 85	0 90	1 98	1 86	0 79	1 53	1 39
Revenue per 1,000 gross ton miles.....	2 07	1 24	1 39	2 30	2 06	2 08	2 36	1 91	1 95
Revenue per passenger and ton freight one mile (cents).....	1 31	0 42		1 63	0 45		1 57	0 46	
Surplus.....					953,289 46	903,454 15		288,182 75	
Operating expenses—									
Maintenance of way and structures.....	70,152 91	175,051 24	245,204 15	47,703 13	389,539 10	437,242 23	267,289 68	865,425 15	1,132,714 83
Maintenance of equipment.....	44,608 49	103,857 59	148,466 08	29,795 45	232,169 64	261,965 09	127,108 28	449,712 79	576,821 07
Traffic expenses.....	7,813 46	19,496 78	27,310 24	2,359 35	19,266 21	21,625 56	17,217 60	53,086 76	70,304 36
Station service.....	6,161 74	15,375 26	21,537 00	7,779 59	63,527 42	71,307 01	26,884 38	104,245 99	131,130 37
Yard service.....	1,080 65	9,725 82	10,806 47	6,682 01	164,858 15	173,640 16	12,876 40	202,707 72	215,584 12
Locomotive service (road).....	75,374 99	203,275 61	278,650 60	64,739 88	533,301 56	598,041 44	222,475 36	919,568 26	1,142,043 62
Train service.....	22,074 86	55,082 99	77,157 85	18,579 94	151,721 99	170,301 93	66,273 17	259,375 30	325,648 47
Other transportation expenses.....	8,150 15	17,595 12	25,745 27	10,059 94	77,701 04	87,760 98	39,176 26	151,002 32	190,178 58
Total transportation expenses.....	112,842 39	301,054 80	413,897 19	109,841 36	991,210 16	1,101,051 52	367,685 57	1,636,899 59	2,004,585 16
Miscellaneous operations.....	2,472 82		2,472 82	1,820 27		1,820 27	4,297 59		4,297 59
General expenses.....	4,819 97	12,003 66	16,823 63	3,868 16	31,587 00	35,455 16	15,029 38	56,771 36	71,805 74
Total operating expenses.....	242,710 04	611,464 07	854,174 11	195,387 73	1,663,772 11	1,859,159 83	798,628 10	3,061,900 65	3,860,598 75
Cost per train mile.....	1 53	1 54	1 54	1 50	1 57	1 56	1 72	1 68	1 69
Cost per locomotive mile.....	1 46	1 36	1 39	1 21	1 26	1 25	1 54	1 42	1 42
Cost per 1,000 gross ton miles.....	3 55	1 97	2 26	3 10	1 31	1 40	4 61	1 74	2 00
Cost per passenger and ton freight one mile (cents).....	2 26	0 67		2 19	0 29		3 07	0 42	
Deficit.....	101,627 45	226,404 89	328,032 34	49,835 31			390,324 11		102,141 36

S. L. SHANNON, Comptroller and Treasurer.

MONCTON, N.B., July 20, 1916.

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915							
April 1	13.50						Morisette's siding.
" 1	11 30	Light.....	Engine.....	A. J. Harned.....	G. H. Brown.....	2629	St. John.....
" 2	4 49	10	Passenger...	H. Baker.....	A. M. Steeves.....	440	Sackville.....
" 7	14.15	Special.....	Freight...	A. J. McDonald...	J. Gazley.....	151	Maccan...
" 8	19.40	1	Passenger...	J. W. Coles.....	Jas. Moody.....	640	Sussex, N.B.....
" 10	12.58	33	Passenger...	W. A. Mitchell...			Levis, P.Q.....
" 12	9.30	55	Passenger...	A. Mahoney.....	J. B. Champion...	105	Stellarton.....
" 13	7.20	Extra.....	Freight...	C. E. Brown.....	E. Burke.....	149	Bedford.....
" 16	15.58	Military....	Special.....	J. N. Bernier.....	H. Toohey.....	119	Aston Jet.....
" 19	10.31	33	Passenger...	G. Walker.....	A. Franck.....	156	Ste. Louise.....
" 21	19.30						St. Anselme.....
" 23		44		J. Wilson.....	E. Lacombe.....	136	East of Bic.....
" 26							Eel River...
" 29	17.30	Extra.....	Freight.....	D. Hanson.....	R. Miles.....		Centreville...
May 1	9.45	145	Passenger...	M. Verville.....	M. Houston.....	619	St. Hyacinthe
" 11	8.15						Moncton Yard...
" 15	4.45	33	Passenger...	J. A. Hughes.....		407	Brentwood.....
" 29	8.48	9	Passenger...	J. Buchanan.....	J. McLellan.....	426	Richmond.....
" 31	11.30		Shunter.....	E. J. Abell.....	H. Cameron.....	806	Moncton.....
June 1	11.30				Geo. Milne.....	636	St. John, N.B...
" 16	8.32	200	Passenger...	L. E. Proulx.....	J. Toohey.....	409	St. Hyacinthe...
" 17							Antigonish.....
" 18	5.20	Military....	Special.....	G. Henderson...	T. Eagles.....	404	Petitcodiac.....
" 22	9.35	39	Freight.....	J. Harvey.....	W. Ingram.....	266	Nelson Jet.....
" 25					J. Stewart.....	445	Moncton.....
" 29	14.00			G. L. Nixon.....	E. Doyle.....	1091	Pt. Du Chêne...
" 29	5.10	Extra.....		O. Samson.....	W. Blanchette...	139	Aston Jet.....
May 29							North Sydney.
July 3	8.20	Freight.....	Special.....	E. Matatall.....	F. Hamilton.....	603	Waverly.....
" 5							Matapedia.....
" 5	4.00						New Glasgow...
" 6	8.30		Switcher...	W. Hunter.....	E. Stirling.....	1177	St. John, N.B...
" 9	8.05			J. Drake.....	M. Schurman...	839	Halifax, N.S...
" 10	4.37	9	Passenger...	W. L. Broad.....	W. H. Anderson...	404	Sussex.....
" 13	24.00	12	Freight.....	W. H. Wilbur...	T. Townsend.....	104	Penobsquis....
" 16		33	Passenger...				Hadlow.....
" 18	8.50	199	Passenger...	A. Dionne.....	J. Gilker.....	444	Near Val Brilliant

SESSIONAL PAPER No. 20

Year ending March 31, 1916.

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
D. Gamache	Employee	Unloading rails	Foot jammed.	
Alex. Adams	Neither...	Standing along side of track; struck by engine.	Slightly injured	
Sam'l. Ison	Trespasser.	Stealing a ride, fell between cars	Face scratched and shaken up.	
Fred. Purdy...	Neither...	Jumping on and off trains, fell under cars.	Fatal.	Railway ex-operated.
Wm. Ashe...	Neither...	Crossing track in front of engine. Hit by engine.	Fatal.	Railway ex-operated.
John Daley	Passenger...	Intoxicated; fell off train	Back, hip and leg bruised	
J. B. Champion	Employee.	Struck on head by lump of coal falling from tender.	Head cut.	
Geo. Griswold...	Neither...	Standing on track; struck by train.	Fatal...	Railway ex-operated.
L. Orr	Passenger—Soldier.	Fell off train.....	Slightly hurt.	
Ernest Berube.	Passenger...	Jumped off train while in motion.	Badly injured.	
W. U. Appleton	Employees.	While running motor car ran into rear of standing train.	Slightly injured.	
A. D. Porter				
C. Stuart				
Henry Beaulieu.	Neither...	Supposed to be walking on track; struck by train.	Fatal.....	Railway ex-operated.
J. Stephens on...	Conductor...	Unloading freight.....	Back hurt	
W. Markey...	Employee.	Standing on top of cars; struck by electric wire.	Cut about temple and nose.	
Jos. Champoux...	Employee.	Knocked from train by dwarf switch.	Left leg injured.	
Geo. Downing...	Employee	Run over while inspecting train..	Fatal.....	Railway ex-operated.
J. Cormier.....	Employee.	Knocked to ground only.....	Slightly injured..	
Marg't. Milligan.	Passenger..	Supposed to have jumped out of window.	Fatal.	Railway ex-operated.
R. B. Schurman	Passenger...	Standing on car platform; thrown from train by lurch.	Neck and shoulder cut and bruised.	
F. M. Barnes...	Employee	Fell off top of box car.	Right arm broken.	
Geo. Milne....	Employee.	Slipped and fell while alighting from engine.	Ankle sprained.	
Hormidas Quevillon.	Neither...	Struck by train	Fatal...	Railway ex-operated.
Eusebe Turcotte	"	"	"	"
John Benoit....	Employee.	Fell off car while loading timber.	Face cut; arm and leg injured.	
H. Homan	Soldier psgr.	{ Hands out of windows coming in } contact with cars on siding..	Hands bruised.	
C. Karalika	"			
Wm. Young	Employee.	Struck by train while riding on hand car....	Fatal.	Railway ex-operated.
J. Mahoney...	Employee.	Jammed against door by engine..	Slightly injured.	
Annie Brydges...	Neither...	Playing under cars; run over	Fatal.	Railway ex-operated.
J. St. Laurent..	Employee	Missed footing while getting on engine.	Right leg bruised.	
Walter Long.	Neither....	Slipped and fell between freight shed and car.	Knee cap broken.	
E. Matatall.	Employee.	{ Van and cars derailed... }	Badly burned.	
E. Burke.	Employee		Slightly injured.	
E. Langis.....	Employee	Baggage falling on foot....	Foot smashed.	
A. M. Reid.....	Employee	Fell off car while unloading lumber	Wrist broken and hip injured.	
Geo. F. Wetmore	Brakeman..	Coupling cars.	Finger badly smashed.	
James Ryan...	Employee.	Shifting iron on car; foot caught	Foot jammed.	
Frank Drake...	Neither...	Stealing ride; fell off cars..	Left leg cut off.	
(Unknown)....	Neither...	Struck by engine while sitting on track.	Fatal.	No inquest
John M. Brown	Soldier psgr.	Fell from train	Back injured.	
Sylvas Sysvan	Neither...	Struck and killed by train while on trolley car	Fatal.	Railway ex-operated.

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915							
July 20	3.30	Work.....	Extra.....	C. Audet.....	J. Young.....	320	Moffatts.....
" 24	5.30					834	Mont Joli.....
" 26							Near Sully (N.T.R.)
" 30	11.30	Work.....	Extra.....	N. Morton.....	M. Wortman.....	11	Barnaby River.
" 30	5.25	33	Passenger...	W. A. Mitchell...	W. E. Turner....	452	Ste. Madeleine.
Aug. 2	5.30		Switcher...	W. Pettipas.....	D. A. Stewart....	1088	New Glasgow.....
" 7	9.30		Special.....	J. Russell.....	R. E. Linden.....	38	Barnaby River.
" 8	14.00						Thorburn.....
" 10	3.15	200	Passenger...	D. Jamieson.....	C. Chapman.....	269	Canaan.....
" 13	1.50	200	Passenger...	W. Crockett.....	J. Stewart.....	445	Newcastle.....
" 18							Sacré-Coeur.....
" 18	10.00	175	Freight.....	W. W. Gordon.....		122	Harbor Au Bouche.
" 22		39	Acco.	J. Card.....	L. Gilker.....	46	Eel River.....
" 28	5.50	200	Passenger...	W. Hopper.....	J. D. McDonald...	454	On train.....
" 24	6.55	133	Passenger...	W. L. Broad.....	W. Coffee.....	629	Moncton.....
Sept. 3	7.30	Work.....	Extra.....	J. R. Cormier.....	W. S. Lutes.....	77	Amherst, N.S.....
" 4	7.30		Special.....	H. Boutin.....	G. Lambert.....	89	Daveluyville.
" 9	7.15	76	Freight.....		Gallan.....	842	Campbellton.....
" 10	2.28	64	Passenger...	C. D. Phillips....	J. Hessian.....	1087	Bedford.....
" 14	9.15	Special.	Passenger...	J. Halliday.....	E. McKenzie.....	211	Hilden.....
" 15	5.30	Work.....	Extra.....	M. Wrynn.....	F. Hicks.....	1025	Sackville.....
" 15	4.13	Work.....	Extra.....	V. Gendron.....	Jos. Filion.....	94	St. Eugene.....
" 15	4.13	Freight....	Extra.....	W. St. Pierre.....	J. Bruce.....	643	St. Eugene.....
" 21	8.10	34	Passenger...	W. Ferguson.....	G. Anderson.....	447	Moncton Yard.....
" 22	5.20	Light.....	Engine.....		H. Lynds.....	420	Truro Yard.....
" 23	8.45	Way.....	Freight.....	D. Jamieson.....			Russell's siding.....
" 25	7.10	2	Mixed.....	D. R. Hanson.....	P. Ivory.....	1015	Avondale Road.....
" 27	7.28	199	Passenger...	A. Begin.....	E. B. Price.....	444	Assametequaghan...
" 29	4.50		Extra.....	A. Boutin.....	E. Mitchell.....	97	Ste. Rosalie Jct.
Oct. 3	8.30	Light.....	Engine.....	J. Hefler.....	C. Moxon.....	839	Halifax.....
" 10	3.30		Extra.....	M. McDonald.....	A. Phinney.....	203	Amherst.....
" 10	11.30	74	Freight.....	H. LeBel.....	P. Michaud.....	283	Isle Verte.....
" 14	5.00	34	Passenger...	M. Thompson.....	J. Stewart.....	445	Beaver Brook.....
" 19	10.56	1	Passenger...	T. Guinan.....	H. McDonald.....	627	Greenville.....
" 24	5.30	Freight....	Extra.....	D. Hanson.....	R. Miles.....	1006	West Derby Jct.....
" 25	6.20	Way.....	Freight.....				Beloil.....
" 27	10.30		Extra.....	A. Frechette.....	A. Ferguson.....	606	Beloil.
" 29	1.30	31	Passenger...	C. Trueman.....	P. P. Cormier....	8	Pt. du Chêne.....
Nov. 1	9.05						Levis, P.Q.....

SESSIONAL PAPER No. 20

Year ending March 31, 1916—Continued.

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
James Garnett...	Employee..	Foot caught in machinery by engine.	Ankle injured.	
Alphonse Dubé...	Employee..	Struck by train.....	Head cut and side injured.	
Joseph Nadeau...	Employee..	Thrown from hand car.....	Slightly injured.	
Frank Lutes...	Employee..	Heating water with car heater hose.	Hand scalded (right).	
Sharres Savard...	Neither....	Walking on track; struck by train..	Fatal.....	Railway exonerated.
W. Pettipas.....	Employee..	Caught between engine and car while coupling.	Shoulder jammed.....	
Mrs Margaret Quilty.	Neither....	Crossing tracks; struck by train..	Fatal.....	No inquest.
Alex. McDonald	Neither....	Attempting to stop car with blocks	All fingers on left hand smashed.	
John Gallagher..	Neither....	Attempting to board train missed footing.	Toe cut off and foot smashed.	
Ernest Miller....	Employee..	Painting bridge; struck by side of train.	Fatal.....	No inquest.
Ernest Michaud..	Employee..	Loading rails.....	Thumb crushed.	
J. P. Smith.....	Employee..	Fell from top of train.....	Collar bone broken, two ribs fractured.	
Sam'l. Gervais...	Neither....	Attempted to board moving train.	Leg bruised and head cut.	
Jude Gautreau...	Passenger...	Window falling on arm.....	Elbow joint dislocated.	
Otto Crossman...	Employee..	Walking on track; struck by engine.	Badly shaken up.	
J. McLean.....	Employee..	On plow, thrown from track.....	Hip dislocated.	
Raoul Lord.....	Employee..	Rear end collision.....	Right leg dislocated, head injured.	
J. G. Stockford..	Employee..	Struck by switch engine.....	Slightly injured.	
Miss A. Ralsey..	Passenger...	Attempted to board moving train, thrown to platform.	Elbow injured and shaken up.	
Mrs. Wright.....	Passenger...	Fell off slowly moving train.....	Badly shaken up.	
A. W. Mitton....	Employee..	Coupling cars on curve.....	Chest crushed.	
L. Genois.....	Employee..	2nd N. 147 train running into rear of freight.	Slightly injured	
Jos. Lussier....	"	"	"	
Geo. Zerk.....	Passenger...	"	"	
T. P. Graham....	Employee..	Fell from moving train while opening vestibule doors.	Fatal.....	No inquest.
Wm. Perrian....	Neither....	Crossing tracks in yard. Struck by engine.	Fatal.....	Railway exonerated.
Robt. Murray...	Passenger...	Sitting on chair in van, chair upset when train gave lurch.	Head slightly cut.	
D. Hanson.....	Employee..	Loading baggage in car.....	Elbow injured.	
William Carr....	Passenger...	Being taken to asylum; jumped through window of car.	Head badly cut and two ribs fractured.	
Emile Forgues...	Employee..	Right hand squeezed between tender and van.	Bruised.	
L. Baker.....	Employee..	Fell off box car.....	Fatal.....	No inquest.
Thos. White....	Neither....	Try to board moving train, fell off.	Both feet cut off.	
(Marjorique Dubé, Alphonsine Dubé, Cyrille Dubé)	Neither....	(Driving team over crossing, struck by train.)	Fatal.	No inquest.
Wm. R. Robinson.	Neither....	Struck by train.....	Fatal.	Railway exonerated.
H. McDonald..	Employee..	Engine derailed.....	Leg broken.	
Robert Bernard.	Neither....	Lying on track, struck by train..	Fatal.	Railway exonerated.
Sam Edwards...	Passenger...	Train run into by G.T.R. extra 548.	Shoulder slightly hurt.	
Armand Dupre...	Neither....	Supposed to have crawled under train while intoxicated.	Left leg crushed.	
Lorne Trites....	Employee..	Leaning head out of train, came in contact with object.	Head cut and hip injured.	
Wm. Henry Dickson.	Hatchman..	Struck by coal claim while unloading coal.	Fatal.	Accidental.

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915							
Nov. 2	7 12	200	Passenger...	A. Begin.....	J. Gilker.....	444	Causapsca..
" 6	3 45	34	Passenger...	J. B. Dubé.....	L. V. Sheedy...	450	Cap St. Ignace..
" 8	10 00		Freight.....	R. W. Duff.....	K. Cool.....	131	New Glasgow..
" 8	1 45		Way-freight	J. R. McManus...	J. T. Cain.....	104	McLean's Siding
" 12	11.30	85		E. Johnson.....	J. Gazley.....	148	Sussex.....
" 15	1.30	56	Passenger...				Springhill Jet...
" 15	3.50		Way freight	W. F. Kerr.....	A. Sutherland....	103	E. Johnson.....
" 16	6.30		Way freight	J. T. Doyle.....	M. O'Shaughnessy	50	Stellarton.....
" 20	11.00		Switcher....	E. A. Smith.....	G. Demille.....	6	Gloucester Jet
" 26	7 30	Special.....	Passenger...	J. Drake.....	P. McInnes.....	828	Rothessay.....
" 30	9 50			A. Fournier.....	J. Gendron.....	283	Halifax, N.S..
Dec. 1	10.35	302	Passenger...				Cap St. Ignace..
" 5	11.15	254		J. H. Bleakney...	H. E. Somers.....	821	Moneton, N.B.
" 5	9.30		Switcher....	J. Cameron.....	W. A. Jewett.....	1103	Marysville....
" 6	10.00			J. Hamilton.....		2514	Moneton, N.B.
" 6	4 00	75	Passenger...	W. Belanger.....	H. Maisey.....	842	Campbellton..
" 6	5.30			C. Morton.....		256	Moneton.....
" 11	12 50	G.T.R. 19...					Berry Mills. ...
" 23	3.40	Extra.....	Freight.....	J. Lambert.....	F. Doyle.....	400	St. John
" 30	3.37	1	Passenger...	G. A. Bonneau...	Kirouac.....	2509	St. Romuald...
" 31	9 30		Switcher....	H. A. Stitson...	R. McWilliams...	26	St. Hilaire...
1916							Kensington...
Jan. 1	12 30		Freight.....	T. Bell.....	C. McTiernan....		Halifax
" 3	11 46	Extra.....	Ex. freight..	L. Orchard.....	C. Killam.....	272	Causapsca..
" 3	6.30		Switcher....	E. Johnson.....	Isnor.....	625	Thomson.....
" 5	1 12	200	Passenger...	C. Cochrane....	McGowan.....	406	
" 8	8 35	83	Passenger...		Wortman.....		
" 8	6 45	79	Passenger...	R. Weiling.....	J. H. Burns.....	830	Moneton.....
" 15	10 20	175	Freight.....	A. Begin.....	J. Gilker.....	444	Flat Lands. ...
" 14	10 00			J. Coffey.....	W. Carson.....	1092	Sackville.....
" 15	9 55	199	Passenger...	A. Calder.....	T. Wilson.....	620	Trenton.....
" 15	10 45	76	Freight.....	D. McDonald...	D. Campbell.....	70	Sydney, N.S..
" 18	9.50		Freight.....				Moneton.....
" 21	20.00			A. E. Brown.....	W. Wadd.....	415	Truro, N.S..
" 22	6.20	200	Passenger...	C. W. Lutes.....	P. O'Toole.....	206	North of Alton. .
" 22	6 15	230	Freight.....	H. Camire.....		2503	St. Leonard Jet .
" 24	6 45	6	Passenger...				Moneton.....
" 24	6 45	6	Passenger...	J. Stephenson...	O. Gilker.....	623	Elmsdale.....
" 24	6 45	6	Passenger...	I. N. Hopper. .	J. Wall.....	415	Campbellton..
" 24	6 45	6	Passenger...				Enfield.....

SESSIONAL PAPER No. 20

Year ending March 31, 1916—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
Mrs. Leonard Benoit.	Neither...	Struck by train.	Fatal.	Railway exonerated.
Miss Irene Simmons.	Passenger...	Jumping from train while in motion.	Leg broken.	
Alex. McDonald.	Employee.	Thumb caught in car door.	Thumb crushed.	Railway exonerated.
Gilker.	Employee.	Fell off top of box cars.	Ankle sprained.	
Angus McDonald.	Employee.	Stepped on tie while getting off engine.	Ankle sprained.	
Andrew Carylle.	Employee.	Coupling cars.	Fore finger on right hand smashed.	
Sam'l. Fiefield.	Neither...	Trying to board train while in motion.	One arm cut off.	Railway exonerated.
J. T. Doyle.	Neither...	Fell in van.	Face cut.	
Chas. N. Cook.	Employee.	Caught between engine and platform.	Badly jammed.	
Hector McKinnon.	Employee.	Fell from top of car.	Back injured.	
Geo. Frigault.	Neither...	Crossing tracks in team, struck by train.	Fatal.	Railway exonerated.
Mrs. Edgar Mcthot.	Neither...	Crossing tracks in team, struck by train.	Fatal.	
A. W. Wright.	Porter, C.P.R.	Cars running away and bumping into others.	Head cut.	Railway exonerated.
Isiah Phillips.	Neither...	Walking on track, struck by train.	Fatal.	
A. Goodwin.	Employee.	Fell off engine.	Right wrist broken.	
J. A. Gauthier.	Employee.	Hand caught between draw-bars.	Hand crushed.	
H. Kelly.	Employee.	Handling freight, slipped and fell.	Ankle sprained.	Railway exonerated.
Percy Steeves.	Employee, not on duty.	Found along side of track injured.	Not serious.	
Abraham Tracey.	Neither...	Thrown from top of box car.	Fatal.	
Oliver Gagnon.	Neither...	Walking on track; struck by train.	Head cut.	
G. A. Bonneau.	Employee.	I.C.R. train run into G.T.R. train.	Slightly injured.	Railway exonerated.
Thomas Stewart.	Neither...	Driving team across track; struck by train.	Cut about head and face. Not serious.	
John Cameron.	Neither...	Driving team across track; struck by train.	Shoulder injured. Not serious.	
Frank Bell.	Employee.	Jammed between cars.	Shoulder injured, not serious.	
J. Berube.	Employee.	Finger caught in side rod while passing engine.	Finger cut off.	Railway exonerated.
E. Johnson.	Employee.	Extra 625 ran into rear of extra 78.	Fatal.	
H. McGowan.	Employee.	Extra 625 ran into rear of extra 78.	Face cut and wrist sprained.	
Chas. McAllister.	Employee.	Extra 625 ran into rear of extra 78.	Ankle badly sprained.	
Nelson Main.	Employee.	Putting hose on car; run over.	Fatal.	No majority.
Levi Adams.	Neither...	Walking on track; struck by train.	Badly injured.	
John Jones.	Passenger.	Slipped or jumped off train.	Head badly cut.	
Wm. J. Bucksworth.	Passenger.	Jumped from moving train.	One foot cut off.	
Lea Fogarty.	Neither...	Driving team over crossing; struck by train.	Right hand and leg injured. Not serious.	Railway exonerated.
James Power.	Employee.	Oiling turntable; slipped through between cross ties.	Legs badly bruised.	
Trueman McKay.	Neither...	Driving team over crossing; struck by train.	Arm slightly bruised.	
S. J. Horton.	Employee.	Fell from train while in motion.	Slightly injured.	
Harvey Croteau.	Employee.	Fell from train while in motion.	Left foot injured.	Railway exonerated.
A. J. Powell.	Employee.	Freight falling on foot.	Foot bruised.	
Ed. Graves.	Cook, C.P. Ry. Com. car.	Brakes going into emergency; knocked down.	Back injured.	
John Savidant.	Neither...	Riding on freight cars; fell under wheels.	Fatal.	
John Stanford.	Passenger.	Slipped from car steps of moving train.	Leg broken, nose and back injured.	

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1916							
Feb. 3	15.00		Snow train..			1016	Riv. du Loup.....
" 8	7.45						Moncton Yard.....
" 9	5.10	24	Passenger...	H. G. Thompson.	G. Cuthbertson...	402	Island Yard.....
" 9						1016	St. Charles Jct.....
" 11	12.45	199	Passenger...	A. E. Brown.....	W. Gross.....	453	Amherst.....
" 10	2.45						James River.....
" 11	1.20	5	Passenger...	D. McIntosh.....	T. Hennessy.....	414	South River.....
" 16	1.50	5	Passenger...	J. McDonald.....	T. Hennessy.....	420	Bayfield Road.....
" 21	4.10	Extra.....	Freight.....	G. W. Henderson.	W. Rushton.....	104	Amherst, N.S.....
" 22	3.30		Switcher....	H. C. Matthews..	J. S. Smith.....	842	Campbellton.....
" 22	2.35	Extra.....	Freight.....	C. McDougall....		274	Between Jacquet River and Nashe's Creek....
" 23	12.50	Extra.....	Freight.....	E. Smith.....		285	Petit Metis.....
" 24	11.40	5	Passenger...	G. C. Keys.....			New Glasgow.....
" 28	9.00	252	Freight.....				Siegas (I.N.R.).
Mar. 4	10.30		Freight.....	J. A. St. Pierre...			Matapedia.....
" 5	8.45	199	Passenger...	J. A. LePage.....	G. Begin.....	432	St. Eugene.....
" 5	11.15						Mont Joli.....
" 7				— Mowatt.....	— Mowatt.....	426	Halifax, N.S.....
" 7	2.00	Extra.....	Freight.....				Petit Rocher.....
" 11	9.50		Switcher....				Pt. Levi.....
" 11	9.50		Switcher....	Jos. Dionne.....	C. Mercier.....	129	Riv. du Loup.....
" 14							Halifax, N.S.....
" 15	2.05	503	Passenger...	E. Vincent.....	J. Pelletier.....	118	Lapointe (N.T.R.).
" 15	4.00					628	Hampton.....
" 15	23.00		Switcher....	J. McLean.....	J. E. Elliott.....	839	Halifax, N.S.....
" 18	7.10	Light.....	Engine.....		K. Campbell.....	19	Halifax, N.S.....
" 21	11 05	Extras...	Freight.....	J. Raymond.....	W. Killam..... H. Maisie..... Comeau..... A. Mc Kenzie.....	131 36 39 257	Val Brillant.....
" 21	10 00		Way freight	C. McDougall.....	W. O'Shaughnessy	18	Bathurst.....

SESSIONAL PAPER No. 20

Year ending March 31, 1916—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict
Alphonse Morin.	Snow shoveller.	Attempting to board moving train; fell between cars.	Quite badly bruised.	
Cyrus Lawson...	Employee.	Switch lever flapping up; struck him in the face.	Face cut.	
Albert Foster....	C.P.R. messenger.	Jumped from moving train.....	Badly cut and bruised.	
A. Gosselin.....	Employee.	Loading frog on car.....	Hand bruised slightly.	
David Mumford	Neither....	Jumped from between cars of freight train to track in front of passenger train.	Badly injured.	
E. Cormier.....	Neither....	Jumped from between cars of freight train to track in front of passenger train.	Badly injured.	
Jos. McDonald..	Neither....	Slipped on station platform.....	Right leg broken.	
Mrs. Chas. Kenny.	Passenger..	Jumped from moving train.....	Shaken up.	
Hugh Rogers....	Neither....	Driving team over crossing; struck by train.	Quite badly injured.	
Arthur Noiles..	Employee..	Hit on mouth by stand pipe lever.	Broken teeth and lip split.	
Cecil Fisher....	Employee..	Slipped and fell while attempting to board moving train.	Left hip bruised.	
Andrew Peters..	Employee..	Fell from train.....	Fatal.....	Railway exonerated.
Alphonse Lepage	Employee..	Train derailed.....	Cut about head and face.	
Sister St. Andrew.	Passenger..	Fell from moving train.....	Hip bone broken.	
L. W. Akerley..	Employee..	Fell off engine tender while taking water.	Slightly injured.	
J. A. St. Pierre..	Employee..	Freight falling on foot.....	Foot slightly crushed.	
Mrs. Pierre LaPlante.	Neither....		Leg fractured.	
Rose Alma Desaulnier.	Neither....	Driving over public crossing; struck by train.	Slightly injured.	
Cecile Desaulnier.	Neither....		Slightly injured.	
J. E. Ouellet....	Employee..	Fell in turn table pit.....	Foot injured.	
J. E. Kennedy....	Neither....	Driving over crossing; struck by train.	Slightly shaken up.	
S. J. Cameron....	Employee..	Unloading freight.....	Foot jammed..	
Henry Quinn....	Neither....	Walking on track; struck by train.	Fatal.....	Railway exonerated.
F. F. Martin....	Employee..	Squeezed between engine and van while coupling.	Badly squeezed.	
Frederick Downey.	Employee..	Assisting to put out fire; fell through wharf and drowned.	Fatal.....	Railway exonerated.
Fidele Perron....	News agent	Attempting to board moving train; slipped and fell between cars.	Fatal.....	Railway exonerated.
James Ross.....	Employee..	Fell from engine.....	Shoulder dislocated, hip hurt.	
J. McLean.....	Employee..	Shifting deals on car; foot caught..	Ankle broken.	
Edward Tingley	Employee, C. O. C. Construction Co.	Run into by C.G.R. engine.....	Slightly shaken up.	
Felix LeGouffe	Fireman....		Fatal.....	Railway exonerated.
W. Killam.....	Engineer..		Fatal.....	Railway exonerated.
H. Maisie.....	Engineer....	Head on collision.....	Badly injured.	
McNeish.....	Fireman....		Badly injured.	
Jos. Thibault....	Neither....		Fatal.....	Railway exonerated.
Abel St. Amand	Neither....		Fatal.....	Railway exonerated.
Geo. McLeod....	Employee	Hand jammed between car door...	Hand cut and thumb broken.	

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of En- gine	Place of Accident.
1916							
Mar. 23	4 00		Switcher...	J. McArdle.	J. McLaren	841	Moncton.
" 25	4 30	242	Mixed.	S. Cowperthwaite		1093	East of Woodstock..
" 25	9 20	873	Extra...	E. Proulx.	T. Samson.	639	Riv. du Loup
" 27	10 30	876	Freight...	P. H. Sirois...	E. Huot	553	Lemieux.
" 31	6 20	168	Militia spec.				St. Madeleine.

SESSIONAL PAPER No. 20

Year ending March 31, 1916—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident	Extent of Injury	Verdict
G. W. Woods.	Employee.	Fell from top of box car.	Knee cut and chest injured.	Railway exonerated.
Scott Cowperthwaite.	Employee.	Snow-plow and engine derailed.	Slightly injured.	
Albert Bernier.	Employee.	Slipped and fell from engine.	Slightly injured.	
E. Huot.	Employee.	Jumped from engine.	Ankle sprained.	
Thomas Taylor.	Soldier passenger.	Fell from train.	Fatal.	

7 GEORGE V, A. 1917

NATIONAL TRANSCONTINENTAL RAILWAY.—Statement of
District

Date	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915 July 22	p.m. 3.00	.....	Speeder....	A. E. Woolam....	F. X. Ouellett....	.....	110½, Fitzpatrick Subd.
" 24	8.00 a.m.	.....	.....	.....	.....	.....	Uniacke.....
Aug. 29	10.50 p.m.	5	.....	A. H. McLean....	.....	20	Spirit Lake.....
" 31	1.35	1	Reg.	A. H. Baker.....	.....	1090	Lac A Beauce.....
Oct. 13	12.55 a.m.	1	Reg.	L. Coughlin.....	J. E. Mitchell....	.....	Milieu River.....
" 25	8.30	.....	Motor.....	.....	.....	.....	Doucet S.D. mile 6.
Nov. 3	8.15	2	Reg.	O. Guay.....	E. T. Bulmer....	610	La Tuque.....
" 5	11.50	.....	Switch eng.	L. Jess.....	H. Cantin.....	811	Quebec.....
" 24	9.00	.....	.....	.....	.....	.....	O'Brien boiler house.
Dec. 13	9.00	.....	.....	.....	.....	.....	Parent.....
" 25	p.m.	.....	.....	.....	.....	.....	Greening.....
" 31	1.55	.....	Plow ext....	L. P. Cloutier....	.....	143	Hervey Jet.....
1916 Jan. 5	6.30 a.m.	112	Extra.....	A. H. McLean....	.....	112	Joghert.....
" 7	10.30	.....	.....	.....	.....	.....	Parent Shop.....
" 9	9.45	.....	.....	.....	.....	.....	Bridge eng. shop....
Feb. 9	12.20 p.m.	.....	Plow extra.	B. Vacsuert.....	A. H. Rieger.....	13	M.P. 12 Quebec S.D.
" 15	10.00	.....	Extra.....	.....	.....	.....	St. Casimir.....
" 15	8.00	1	Reg.	W. G. Wilson....	.....	.....	Manouan.....
" 15	4.30	.....	.....	L. Gendron.....	.....	156	Parent.....
" 17	6.15 a.m.	1	Reg.	W. G. Wilson....	.....	60	Quebec Subd.....
" 19	4.00	.....	.....	.....	.....	.....	Parent.....
" 23	Noon.	.....	Plow	Gagne.....	J. McNaughton	127 and 214	La Tuque.....
Mar. 6	2.00	.....	.....	.....	.....	.....	Doucet.....
" 15	.....	Extra.....	.....	A. H. McLain...	.....	112	Sanmaur.....

SESSIONAL PAPER No. 20

Casualties for the fiscal year ended March 31, 1916.

No. 1.

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
A. E. Woolam.	Bridge insp.	Broken brace rod of motor car stuck in tie derailing same, bruised shoulder and side.		
F. X. Ouellett.	Labourer.	Same as above, cut on head.		
Louis Patuin.	Sec. foreman	Handling gasoline with lighted lantern, gas exploded.	Killed.	Accidental.
P. Dussault.	Brakeman.	On van giving signals, struck on head by water crane.	Injuries slight.	
J. Normandin.	Passenger.	Revolver accidentally discharged	Slight.	
J. Brouellette.	Passenger.	Stepped off train backwards.	Slight.	
C. Pacione.	Section foreman.	Stopped car, 6 miles west of Doucet to repair same. One of party had gun which accidentally discharged, hitting man in stomach.	Died in ten minutes.	Accidental
J. A. Corriveau.	Brakeman.	Standing on step of car, struck on head by switch stand.	Slight.	
Pierre Dugas.	Ferry man.	Struck by train while crossing track.	Slight.	
C. E. Tremblay.	Pumpman.	Injector balked while injecting water into boiler.	Scalded, slight.	
T. Dominico.	Section foreman.	Dumping coal, car lever slipped.	Bruised face, slight.	
F. Cancell.	Sectionman.	Stabbed by J. Frank—drinking, off duty.	Slight.	
B. Serra.	Section foreman.	Stabbed by J. Frank—drinking, off duty.	Slight.	
H. Rouluk.	Labourer.	Closing wing plow, hand caught between wall and wheel.	Hand severely crushed.	
L. J. O'Neil.	Train agent.	Stepping from side van cupola to other, fell.	Slight.	
Geo. Truchon.	Labourer.	While filling boiler of engine, coupling broke.	Foot scalded, slight.	
Robt. Gilphin.	Hostler.	Slipped while turning engine, hand caught in gear.	Jammed, slight.	
H. Caratusk.	Plowman.	Plow derailed.	Slight.	
B. Caratusk.	Plowman.	Plow derailed.	Slight.	
B. Coppy.	Plowman.	Plow derailed.	Slight.	
L. Providey.	Plowman.	Plow derailed.	Slight.	
Y. K. Basan.	Plowman.	Plow derailed.	Slight.	
Y. Chralynka.	Plowman.	Plow derailed.	Slight.	
C. Dematro.	Plowman.	Plow derailed.	Slight.	
J. Mahasyk.	Plowman.	Plow derailed.	Slight.	
Henry Moore.	Plow foreman.	Plow derailed.	Slight.	
Omer Paquette.	Labourer.	Helping to raise spout, came up suddenly threw him to ground	Foot and hip injured.	
P. Petegan.	Passenger.	Attempted to board train in motion fell.	Head injured, slight.	
Leslie Palmer.	Brakeman.	Fell off box car.	Right ankle broken.	
H. Boisvert.	Passenger.	Struck on head by bottle by drunken soldier.	Slight.	
Alph. Fisette.	Pumpman.	Work on engine, did not close current, piston came out of cylinder, jammed hand.	Slight.	
Henry Moore.	Plow foreman.	Thought plow was going to collide with engine, jumped, injuring back and head.	Slight.	
E. Couture.	Plowman.	Same as above.	Serious.	
A. Lafleur.	Cleaner.	Assisting to water engine, slipped on ice.	Knee twisted.	
Jos. Chavarie.	Brakeman.	Unloading way freight, steel shaft dropped on foot.	Bruised, slight.	

7 GEORGE V, A. 1917

NATIONAL TRANSCONTINENTAL RAILWAY.—Statement of Casualties

District

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915 June 9	p.m. 7.00		Hand car.				Omo..
" 23	4.00 a.m.						Grant..
" 29	11.30	1	Reg.	Hancock..	Penny.	25	M.P. 38½, Cochrane S.D.
July 12	p.m. 6.00						Jacobs..
" 21	5.45 a.m.		Motor				113, Armstrong S.D.
" 24	p.m. 2.30						60, Cochrane S.D.
" 29	5.45		Motor				Kitigan..
Aug. 19	10.30 a.m.		Extra..	F. A. Wilson.		403	Driftwood.
" 20	9.30 p.m.	5	Reg	F. A. Wilson.		1095	S Cochrane S.D.
" 22	6.30		Extra..	D. McVicar..		1095	Wilgar.
" 27	7.30 a.m.		Extra..	F. A. Wilson.		69	Hearst..
Sept. 13	7.30		Motor				Allanwater..
Oct. 6	7.20		Motor				44½, O'Brien S.D.
" 16	p.m. 4.40						Graham..
" 29	a.m. 5.50	10	Reg	F. A. Wilson.			Near Armstrong
Nov. 3	9.30		Work extra.	W. Gordon..		635	25, Armstrong S.D.
" 22	p.m. 1.05						60, Cochrane
Dec. 4	11.15 a.m.		Extra..	P. Begin..	T. Dougherty..	10	Kabina.....
Dec. 15	6.05	10	Reg	T. J. Corrigan....	P. Drinkwater..	410	32, Armstrong S.D.

SESSIONAL PAPER No. 20

for the fiscal year ended March 31, 1916—*Continued.*

No. 2.

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
V. Maratimas	Trackman	Jumped off car to avoid what h believed to be a collision.	Slight.	
Tony Defeho.	Trackman	Cutting wood, axe slipped.	Cut knee, slight.	
J. Hale.	Pass. soldier	Fell off rear end of train, while under influence of liquor, skull fractured.	Fatal.....	Accidental.
O. Wilfring.	Trackman..	Went in swimming	Drowned..	No inquest.
A. Bingham.	Trackman..	Brace dropped off car, stuck in ties, threw Bingham on track.	Hospital, slight injury	
G. Barracco.	Labourer...	Working in rock cut, rock fell on him.	Back injured, slight.	
A. Beaulieu...	Telegraph employee	Getting on car, slipped under wheels.	Leg bruised, slight.	
J. H. Ross...	Passenger...	Passenger on passing train, threw rock through window.	Cut Ross over eye, slight.	
C. Donald....	Passenger...	Fell off rear end of train, while in motion.	Cut on head, slight.	
A. Colborne ..	Passenger...	Claimed he was thrown off train by harvesters.	Not injured.	
D. Lorette	F a r m e r, trespassing	On speeder, struck by Ext. 69.....	Hip bruised, slight.	
P. Larson.	Trackman..	Bar fell off car, caught Larson, pulling him under wheels.	Head and shoulder cut, severe.	
Chas. Lesluck..	Trackman..	Claw bar fell off front of car, stuck in tie, threw him off.	Leg broken, slight scalp wound.	
A. Payne.....	Engineer....	Tripped on piece of coal, getting on engine.	Knee slightly injured.	
M. Boudit	Passenger...	Jumped from berth in colonist car, when car derailed.	Knee bruised slightly.	
R. Carter.	Passenger...	Car derailed, no complaint at time	In hospital, claims back hurt.	
J. Bentley.	Wreck crane man.	Brake slipped when air was applied on crane.	Chest injury, slight.	
A. Passnet.....	Foreman, wreck train	Brake slipped when air was applied on crane.	Arm bruised, slight.	
E. Florio.	Labourer...	Removing rails at rock cut, dropped on foot.	Slight injury, foot.	
C. Milne.	Fireman...	Fell off tender of engine, while getting water.	Shoulder sprained.	
P. Drinkwater...	Engineer....	Jumped from engine at derailment	Compound fracture, right leg.	
A. R. McDonell.	Fireman...	Deraiment.....	Generally bruised.	
J. S. Michelin...	Labourer...	Deraiment.....	Ear cut, chest crushed.	
A. Murray.....	Passenger...	Deraiment.....	Head cut and ribs bruised.	
T. Murray, child	Passenger...	Deraiment.....	Back hurt.	
Mrs. A. Murray.	Passenger...	Deraiment.....	Shoulder and back bruised	
Baby Murray...	Passenger...	Deraiment.....	Head and face bruised.	
C. E. Goodfellow	Passenger...	Deraiment.....	Leg and cheek bruised	
Miss J. Thomp- son.	Passenger...	Deraiment.....	Nose bruised, tooth out.	
E. H. Wilson	Passenger..	Deraiment.....	Face bruised and back hurt.	
C. F. McMillan.	Passenger...	Deraiment.....	Face cut by glass.	
Mrs. McMillan...	Passenger...	Deraiment.....	Cold and sore throat.	
Baby McMillan..	Passenger...	Deraiment.....	Bruised abdomen.	
Mrs. E. Day.....	Passenger...	Deraiment.....	Wrist cut by glass.	
Mrs. F. Fernct...	Passenger...	Deraiment.....	Shock, frightened.	
Mrs. J. C. Dirs- coll.	Passenger...	Deraiment.....	Abdomen and ribs bruised	
A. S. McGowan.	Passenger...	Deraiment.....	Nose bruised.	
Mrs. McGowan..	Passenger...	Deraiment.....	Leg and forehead bruised.	
Mrs. H. Hislop..	Passenger...	Deraiment.....	Forehead bruised.	
Sam Askin	Passenger...	Deraiment.....	Shoulder bruised.	
Mrs. J. W. Fen.	Passenger.	Deraiment.....	Arm bruised.	

7 GEORGE V, A. 1917

NATIONAL TRANSCONTINENTAL RAILWAY.—Statement of Casualties

District No.

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915 Dec. 15	a.m. 6.05	10	Reg.....	T. J. Corrigan....	P. Drinkwater..	410	32, Armstrong, S.D.
1916 Jan. 5		Extra.....		F. A. Wilson.....		405	Jacksonboro.....
" 6	3.20 p.m. 5.30						Grant shops.....
" 6	7.10						Grant shops.....
" 7	a.m.	Extra.....		P. Begin.....	Wye.....		Bucke.....
" 30	8.20						Cochrane rd. house.
" 31	9.30 11.50						Tudhope.....
Feb. 25	p.m. 11.50	Extra.....		W. Feren.....	C. D. Fulmer...	817	Bucke.....
Mar. 9	a.m. 11.00						Cochrane rd. house.
" 16	Noon.						Jacobs.....

District

1915 May 18	a.m. 11.30 p.m.						Fort William sheds.
July 1	4.00	Extra.....	Work.....	J. A. Hood.....			75, Graham S.D....
" 19	1.30						21, Dona sec.....
" 23	3.00						28, Vivian Section...
" 28	a.m. 7.15 p.m.						Ophir.....
Aug 2	3.00						Raith.....
" 7	4.00						Fort William.....
" 17	5.05						M.P. 105, Raith...
Sept. 8	a.m. 9.15	Extra.....		H. Cameron.....		36	Morgan.....
" 16	10.00 p.m.						110, Fort William..
Oct. 5	2.15						Westfort.....
" 9	a.m. 11.30 p.m.						Mission freight shed.
" 25	3.00	Engine..		R. Thorples.....			Transeona.....

SESSIONAL PAPER No. 20

for the fiscal year ended March 31, 1916—*Continued.*2.—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
Mrs. L. Loomis..	Passenger...	Derailment...	Shock—60 years old.	
Mrs. G. O. Thompson.	Passenger...	Derailment...	Back hurt.	
M. J. Stewart...	Passenger...	Derailment...	Side hurt.	
J. Edwards....	Dining car employee	Derailment...	Hip hurt.	
R. Vergo.	Dining car employee.	Derailment...	Injured internally.	
W. Wright	Dining car employee.	Derailment...	Head and face bruised.	
V. Hodges....	Dining car employee.	Derailment...	Head and arm bruised.	
H. J. Lewis....	Dining car employee.	Derailment...	Arm bruised.	
T. H. Grant....	Dining car employee.	Derailment...	Back hurt.	
H. C. West....	Brakeman..	Leg cut on piece of glass in snow	Slight.	
J. Flood....	Boiler-maker.	Fell into pit at Roundhouse...	Head cut, slight	
D. McLeod..	Shop employee.	Fell into pit at Roundhouse...	Left arm bruised.	
C. A. Rodman	Fireman...	Toes frozen.	Slight.	
J. Sanderson...	Tuber	Struck thumb with hammer.	Slight.	
F. Stezzi.	Trackman ..	Splitting wood, cut knee.....	Slight.	
O. Swanson..	Fireman...	Bolt broke on tank spout, spout fell and cut head.	Slight.	
F. Okunkel..	Fitter.....	Working on engine, cut wrist with file.	Slight.	
E. A. Dugas..	Operator....	Off duty; cleaning gun, accidentally discharged shot through the hand.	Slight.	

No. 3.

F. Susak	Porter.....	Struck in stomach while loading pipe.	Ruptured.	
C. Nacci.	Labourer...	Loading sand accidentally struck by shovel	Finger badly cut.	
J. Zodorsny ..	Labourer...	Removing ties, struck on hip with pickaroon.	Slightly cut.	
F. Jacques....	Child, 10 years old	Playing on rails which fell from rock, hitting him on head.	Killed...	Accidental death.
J. Pederson...	Trackman..	Fell off motor car, knee cut, ribs crushed.	Died.	
W. P. Edye. ...	Fireman..	Fell off running board of engine, ribs broken.	Admitted own carelessness.	
H. Fabloichuk.	Labourer..	Fell in hole of ship, while assisting to load.	Killed instantly.	
J. McDougall..	Bridgeman	Adze slipped, cut left foot.	Slight.	
W. Farquharson	Soldier passenger.	Foot jammed and cut.	Slight.	
R. Gibson....	Trackman ..	Piece of spike flew off, struck him in eye.	Slight.	
A. Kauchar....	Porter.	While trucking bundle of steel truck upset.	Head and shoulder slightly injured.	
J. Foosick ..	Checker..	Fell between cars, back injured	Slight.	
R. Croak....	Fireman..	Fell off tender of engine, head and hand injured.	Slight, returned to duty, Nov. 4.	

7 GEORGE V, A. 1917

NATIONAL TRANSCONTINENTAL RAILWAY.—Statement of Casualties

District No.

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915							
Oct. 23	4 00						Graham.
" 25	7 45 a.m.						Mission.
" 30	7 20		Motor Car.				234, Fort William...
" 30	1 30		Switching engine	E. T. Evans.		827	Mission yard..
" 31	5 50	Extra		E. C. Rozzell.	T. J. Plunkett.	213	Raith....
Nov. 3	5 10 p.m.		1-76	J. McCann.		812	Minaki.
" 9	1 20 a.m.	Extra	West....	W. J. Cole.	A. E. Day.	1099 and 633	91, Winnipeg...
" 18	9 40	Extra		J. R. Stinson.	W. E. Thearp.	47	Millidge.
" 30	9 40	Extra		C. L. Bruce.	John Harkins.	26	Taggart.
Dec. 10	6 20		Yard engine	J. Connolly.	F. Deacon.	818	Mission.
" 13	6 00						Graham shop.....
" 14	10 30						Graham.
" 22							Near Ena...
" 24	1 00 p.m.						Graham.
" 25	5 30						Millidge
1916							
Jan. 13	3 50						Alcona.
" 13	1 00	76	Reg....	F. B. Belyea.	R. Dumontier	223	237, Graham.
" 16	4 18 a.m.	76	Reg	Fraser.	C. N. Cox.	156	Malachi.
" 20	12 15		Yard engine		Campbell.	75	Graham yard.
Feb. 9					Parcell.	17	Unaka...
" 16	10 35 p.m.				W. P. Edye.		Graham.
" 17	4 40 a.m.	91	Reg.....	A. W. Wellington.	G. J. Fairbairn.	212	149, Raith sub
" 17	7 10						Winnipeg.
Mar. 4	10 00						Quibell.
" 10	11 00 p.m.						Mission.
" 25	2 30		Yard engine	Schuster.	Williams.	811	Transcona yards
" 30	3 00						225, Graham
" 30	3 00						225, Graham..

SESSIONAL PAPER No. 20

for the fiscal year ended March 31, 1916—*Continued.*3.—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Date of injury.	Verdict.
E. Brison..	Pump repairer.	Gas engine back fired, threw him over fly wheel.	Rib fractured	
H. Papas..	Porter	Unloading steam hoist, broke and struck him.	Slight.	
E. Veilleux..	Trackman	Motor derailed, caused by jack falling off car.	Shoulder dislocated.	
A. Small	Trackman..	Motor car derailed, caused by jack falling off car.	Scalp wound, body bruised	
O. Drozda..	Trackman.	Motor car derailed, caused by jack falling off car.	Fatally injured.	
W. Brady..	Yardman..	Struck by elevator bin, knocked off car ladder.	Face bruised.	
J. S. Gould..	Brakeman	Severe application of brakes caused him to fall in van, ribs broken, chest and kidneys injured.	Severe.	
E. N. Brown..	Brakeman	Sprained ankle, when got off van	Slight.	
W. J. Cole...	Conductor..	Engine broke apart, setting brakes in emergency.	Face and shoulder injured.	
Neil McAskil.	Brakeman..	Engine broke apart, setting brakes in emergency.	Back and leg sprained.	
J. R. Stinson	Conductor..	Shaken up through severe application of brakes.	Slight.	
P. LeBlance.	Fireman.	Burned in cheek, through steam from overflow.	Slight.	
S. Burke	Fireman..	Engine collided with stock cars, taken to hospital.	Legs bruised slightly.	
H. G. Janman.	Roundhouse employee.	While pulling bar on engine, finger caught in key.	Cut off finger, first joint	
J. Gustin..	Labourer..	Accidentally struck on head by another labourer.	Slight.	
J. Howard..	Track watchman	Body found on track, terribly mangled.	....	Accidental death.
P. Antonio.....	Labourer	Fell between cars.	Ruptured.	
P. Ornuik..	Trackman..	Slipped on ice at station and fell	Ankle sprained.	
C. Johnson	Section foreman.	Cleaning plow, caught foot in cog.	Ankle badly smashed.	
F. B. Belyea	Conductor..	Caboose derailed over embankment.	Instantly killed.	
Wm. Blair..	Fireman..	Jumped when driver of engine broke	Shaken up, out hospital, two days.	
A. Louisa...	Watchman..	Riding on pilot of engine, fell under.	Fatally injured.	
S. Kalik...	Trackman..	Pulling spike, caught finger under bar.	Slight.	
J. Stewart..	Brakeman..	While off duty, getting through between cars while in motion, foot and ankle jammed.	Foot amputated above ankle.	
G. J. Fairbairn.	Engineer...	Killed in head-on-collision, caused through misreading meeting order.	Killed.	
H. Buzza...	Cleaner..	Stepped out of road of engine on on Water St. Bridge, missed footing, fell to ground.	Shaken up.	
W. J. Moran...	Brakeman..	While switching cars, slipped on ice	Ankle sprained.	
E. Sabbe...	Porter.	Loading machinery, jammed finger	Slight.	
W. A. Notley..	Brakeman..	Coupling cars, caught finger in opening handle.	Middle finger cut off	
N. McDonald..	Bridgeman	Lining bar slipped, causing him to fall on rail and spike.	Two ribs broken.	
E. McDonald..	Bridgeman	Rope slipped through block, causing him to fall six feet.	Shoulder dislocated.	

7 GEORGE V, A. 1917

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.—
NINTH ANNUAL REPORT.

MONCTON, N.B., May 31, 1916.

The personnel of the Provident Fund Board for the year ended March 31, 1916, was as follows:—

F. P. Gutelius, General Manager, Canadian Government Railways, Chairman, Moncton, N.B.,

S. L. Shannon, Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B., appointed by the Minister.

H. H. Melanson, General Passenger and Ticket Agent, Canadian Government Railways, Moncton, N.B., appointed by the Minister.

Willard P. Hutchinson, Train Despatcher, Canadian Government Railways, Moncton, N.B., elected by the Employees.

Bliss A. Bourgeois, Assistant to Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B., elected by the Employees.

Four regular meetings of the Board, as required by the Regulations, were held during the year.

The following is a statement of the Receipts and Expenditures during the year ended 31 March, 1916.

Balance at the Credit of the Fund on March 31, 1915.	\$376,826 29
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were.	\$114,579 21
The contributions made by the railways, were.	100,000 00
	<hr/>
	214,579 21
Amount received for refunds, etc.	1,155 47
Interest accrued (at three per cent).	9,832 22
	<hr/>
	\$602,393 19

The amount contributed by the Employees is shown to exceed by \$14,579.21 the amount contributed by the Railways. By reference to Section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the Railways are authorized to contribute to the Fund in any one year must not exceed \$100,000.00.

The Expenditures were:—

For retiring allowances.	\$236,942 65
For contributions refunded in cases of deceased employees.	4,865 24
For contributions refunded, which were deducted in error.	2,119 65
For contributions refunded to discharged employees, etc.	1,391 28
Medical examinations for probationers entering service, etc.	1,328 00
Medical examinations for employees retiring from service.	75 00
For election expenses.	369 14
For salaries and travelling expenses, secretary's office.	6,248 37
For Board members—Time lost and travelling expenses.	551 12
For stationery, printing, postage, etc., etc.	
	<hr/>
	\$253,890 45
Balance to credit of the Fund on March 31, 1916.	<hr/>
	348,502 74

SESSIONAL PAPER No. 20

The following statement shows the amount which was contributed by the Railways, and the amount which was contributed by the Employees to the Provident Fund, in each fiscal year, since the Fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount paid for retiring allowances in each year. The average amount of the retiring allowances, paid in the month of March in each year, is also shown.

For Fiscal Year.	Amount contributed by Railways.	Amount contributed by Employees.	No. of Employees placed on Fund.	No. of retired Employees Died.	Amount paid for retiring Allowances.	Average monthly allowance paid in March.	Balance at credit of fund.
	\$ cts.	\$ cts.			\$ cts.	\$ cts.	\$ cts.
1907-8.....	82,707 74	82,707 74	142	11	23,913 04	25 49	139,249 21
1908-9.....	75,306 41	75,306 41	88	17	64,067 63	25 63	225,898 31
1909-10.....	69,949 70	6,949 70	168	17	103,628 20	26 30	255,585 08
1910-11.....	71,296 42	71,296 42	51	23	121,014 34	26 56	273,480 01
1911-12.....	81,119 81	81,119 81	29	23	125,131 32	26 04	309,234 71
1912-13.....	85,365 23	85,365 23	63	36	133,539 69	26 78	346,028 57
1913-14.....	99,805 03	99,805 03	108	37	152,674 81	27 37	389,221 76
1914-15.....	100,000 00	105,631 91	185	42	214,976 28	28 99	376,826 29
1915-16.....	100,000 00	114,579 21	100	50	236,942 65	29 36	348,502 74

It will be noted by the above statement of Receipts and Expenditures that the amount of the contributions received from the railways and from the employees during the year, was.

\$214,579 21

And the Expenditures were.....

253,890 45

Showing that during the year the Expenditures exceeded the Receipts.....

39,311 24

The gross surplus, including interest, to the credit of the Fund on March 31, 1916, was.....

\$348,502 74

The Act provides that two members of the Provident Fund Board shall be elected annually, and it was therefore necessary in January, 1916, to arrange for the election of these two members to serve during the year ended 31 March, 1917.

Notice calling for the nomination of Candidates was accordingly posted as required by the Rule, and the election was held in February, 1916.

The two members elected were:—

Willard P. Hutchinson, Train Despatcher, Canadian Government Railways, Moncton, N.B.

Bliss A. Bourgeois, Assistant to Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B.

The personnel of the Board as at present constituted is as follows:—

F. P. Gutelius, General Manager, Canadian Government Railways, Chairman, Moncton, N.B.

S. L. Shannon, Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B., appointed by the Minister.

H. H. Melanson, General Passenger and Ticket Agent, Canadian Government Railways, Moncton, N.B., appointed by the Minister.

Willard P. Hutchinson, Train Despatcher, Canadian Government Railways, Moncton, N.B., elected by the Employees.

Bliss A. Bourgeois, Assistant to Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B., elected by the employees.

F. P. GUTELIUS,

Chairman.

W. O. PAVER,

Secretary.

7 GEORGE V, A. 1917

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' RELIEF AND
INSURANCE ASSOCIATION.—TWENTY-SEVENTH ANNUAL REPORT.

The total receipts for the year ended June 30, 1916, from all sources were.....	\$119,787 56
Add the credit balance on the 30th June, 1915.....	57,323 80
	<hr/>
The total expenditures were.....	\$177,111 36
	120,220 77
	<hr/>
Leaving a credit balance of.....	\$ 56,890 59
Less estimated outstanding liabilities.....	8,850 00
	<hr/>
Net surplus, June 30, 1916.....	\$ 48,040 59

SICK AND ACCIDENT FUND.

The expenditures in this Fund last year were \$39,519.72, and this year they are shown to be \$51,924.42, an increase of \$12,404.70. A credit balance of \$32,584.21 is shown in this Fund on the 30th day of June, 1916.

Of this increased expenditure \$6,169.40 was paid to members for sick and accident benefits, and an increase of \$4,405.22 is shown in the amount paid to Doctors for medical services. This latter increase is largely due to the fact that the Association recently raised the fees to be paid for medical services. The amount paid for surgical work is \$1,830.08 in excess of the amount paid last year. This increase is due to the increased fees paid for surgical operations.

TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditure in this Fund during the year are shown to have been \$10,613.95.

DEATH AND TOTAL DISABILITY FUND.

This statement shows that one hundred and eleven Death and Total Disability Claims were assessed and paid during the year:—

Ninety-two death claims due to natural causes, aggregating ..	\$45,250 00
Ten death claims due to accidental injuries, aggregating. . . .	4,000 00
Six death claims due to war, aggregating.....	1,500 00
	<hr/>
Three total disability claims, aggregating.....	\$50,750 00
	2,250 00
	<hr/>
	\$53,000 00
Amount paid last year from this fund was.....	37,750 00

STATEMENT showing the amount credited to the Intercolonial and Prince Edward Island Railways Employees' Relief and Insurance Association, by the Intercolonial and Prince Edward Island Railways, during the year ended June 30, 1916.

Amount of premiums collected from the Intercolonial and Prince Edward Railways' Pay Lists.....	\$100,204 44
Premiums collected from Railways' and Provident Fund Vouchers.....	319 40
Annual contribution from the Intercolonial and Prince Edward Railways.....	10,000 00
Intercolonial Railway Cash Premiums.....	6 73
	<hr/>
	\$110,530 57

SESSIONAL PAPER No. 20

STATEMENT showing the amount of deposits in, and the amount of withdrawals from the Bank of Montreal, during the year ended June 30, 1916.

DE.

June 30, 1915, to balance in bank.. . . .	\$ 50,219 92
June 30, 1916, to deposits and interest during the year.. . . .	124,842 20
	<u>\$175,062 12</u>

CR.

June 30, 1916, by cheques paid during the year.. . . .	113,874 42
Balance in bank, June 30, 1916.. . . .	\$ 61,187 70
NOTE: Amount of deposits shown above.. . . .	\$124,842 20
Less this amount collected in 1914-15, but not deposited until 1915-16.. . . .	15,415 42
	<u>\$109,426 78</u>
Add this amount collected in 1915-16 but not deposited until 1916-17.. . . .	10,360 78
Total receipts, 1915-16.. . . .	<u>\$119,787 56</u>

Certified correct,

W. F. SEARS,
Auditor.

W. C. PAVER,
Secretary.

STATEMENT OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

June 30, 1915, By Balance.. . . .		\$ 57,323 80	
June 30, 1916, " Premiums from railways' pay lists	\$100,294 44		
" Premiums from railways vouchers	319 40		
" Cash, auditor of disbursements.. . . .	6 73	\$100,530 57	
" Cash from members not on duty.		234 50	
" Railways contribution		10,000 00	
" Premiums from S. & A. vouchers, refunds, etc..		876 84	
" Death levies from retired members		5,726 83	
" Annual fees from retired members.. . . .		818 40	
" Examination fees		36 00	
" Interest on monthly balances.. . . .	1,564 42	\$119,787 56	\$177,111 36

EXPENDITURES.

June 30, 1916, To Sick and Accident indemnity.. . . .	\$ 27,084 00	
" Medical and surgical attendance.. . . .	24,840 42	
" Death and total disability claims.. . . .	53,000 00	
" Examination fees	24 00	
" Temporary Employees' Accident Fund.. . . .	6,401 31	
" Operating expenses.. . . .	8,871 04	120,220 77
		<u>\$ 56,820 59</u>

Certified correct,

W. F. SEARS,
Auditor.

W. C. PAVER,
Secretary.

7 GEORGE V, A. 1917

DETAILS.

SICK AND ACCIDENT FUND.

RECEIPTS.

Credit balance from last year.		\$36,466 03	
Premiums from pay list and vouchers and cash from members not on duty, etc.	\$38,384 53		
Proportion of railways' contribution.	6,160 00		
Interest on monthly balances.	1,564 42		
Amount transferred from Temporary Employees' Accident Fund.	1,933 65	\$48,042 60	\$84,508 63

EXPENDITURES.

Sick and Accident indemnity.	\$27,084 00		
Medical and surgical attendance.	24,840 42	\$51,924 42	\$32,584 21

TEMPORARY EMPLOYEES' ACCIDENT FUND.

Receipts.

Credit balance from last year.	\$10,000 00		
Premiums from pay lists and vouchers.	12,547 60	\$22,547 60	

Expenditures.

Accident indemnity.	\$ 2,925 00		
Surgical attendance.	1,976 31		
Death indemnity—			
Frank Barden.	\$250 00		
Ernest Miller.	250 00		
William H. Dickson.	250 00		
Donald Cameron.	250 00		
Felix LeGouffe.	250 00		
Fred. Pat. Downey.	250 00		
	1,500 00		
Amount transferred for operating expenses	4,212 64		
Amount transferred to Sick and Accident Fund.	1,933 65	12,547 60	\$10,000 00

DEATH AND TOTAL DISABILITY FUND.

Receipts.

Credit balance from last year.	\$10,857 77		
Premiums from pay lists, vouchers, retired members, etc.	\$56,436 61		
Examination fees.	36 00	56,472 61	\$67,330 38

Expenditures.

Death claims.	\$50,750 00		
Total disability claims.	2,250 00		
Examination fees.	24 00	\$53,024 00	\$14,306 38

MANAGEMENT.

Receipts.

Proportion of railways' contribution.	\$3,840 00		
Annual fees from retired employees.	818 40	\$4,658 40	

Expenditures.

Operating expenses.	\$8,871 04		
Less amount transferred from the Temporary Employees' Accident Fund to operating expenses, etc., for the year ended June 30, 1916.	4,212 64	\$4,658 40	
Surplus.			\$56,890 59

Certified correct,

W. S. SEARS,

Auditor.

W. C. PAVER,

Secretary.

SESSIONAL PAPER No. 20

AMOUNT paid for Sick and Accident Indemnity, and for Medical and Surgical attendance, on each district separately, and the average cost per member, for the year ended June 30, 1916.

District.	Average No. of members.	Amount paid.	Cost per member.
		\$ cts	\$ cts
No. 1.—Halifax.....	500		
Sick and accident indemnity.....		1,792 00	3 58
Medical and surgical attendance.....		2,032 65	4 07
No. 2.—Truro.....	400		
Sick and accident indemnity.....		1,497 75	3 74
Medical and surgical attendance.....		1,517 03	3 79
No. 3.—New Glasgow.....	500		
Sick and accident indemnity.....		1,456 25	2 91
Medical and surgical attendance.....		1,417 27	2 83
No. 4.—Moncton.....	2,400		
Sick and accident indemnity.....		10,156 50	4 23
Medical and surgical attendance.....		8,744 91	3 64
No. 5.—St. John.....	350		
Sick and accident indemnity.....		1,286 75	3 68
Medical and surgical attendance.....		1,076 64	3 08
No. 6.—Newcastle.....	240		
Sick and accident indemnity.....		910 50	3 79
Medical and surgical attendance.....		1,204 73	5 02
No. 7.—Campbellton.....	320		
Sick and accident indemnity.....		1,537 50	4 80
Medical and surgical attendance.....		1,446 25	4 52
No. 8.—Riviere du Loup.....	900		
Sick and accident indemnity.....		3,230 00	3 59
Medical and surgical attendance.....		2,560 20	2 84
No. 9.—Levis.....	800		
Sick and accident indemnity.....		3,049 25	3 81
Medical and surgical attendance.....		2,321 83	2 90
No. 10.—Sydney.....	270		
Sick and accident indemnity.....		633 00	2 34
Medical and surgical attendance.....		878 06	3 25
No. 11.—Prince Edward Island.....	350		
Sick and accident indemnity.....		1,534 50	4 04
Medical and surgical attendance.....		1,640 85	4 32
Grand total.....	7,060		
Sick and accident indemnity.....		27,084 00	3 84
Medical and surgical attendance.....		24,840 42	3 52

Certified correct,

W. F. SEARS,

Auditor.

W. C. PAVER,

Secretary.

7 GEORGE V, A. 1917

DETAILED STATEMENT of the Expenses of Management for the year ended
June 30, 1916.

Salaries—General Secretary's Office—

General secretary, clerks and messengers, also proportion of salary of chief medical officer.. . . .	\$4,794 07	
Auditor.. . . .	75 00	\$4,869 07

District Secretaries—

Halifax.. . . .	132 00	
Truro.. . . .	120 00	
New Glasgow.. . . .	132 00	
Moncton.. . . .	348 00	
St. John.. . . .	120 00	
Newcastle.. . . .	120 00	
Campbellton.. . . .	120 00	
Rivière du Loup.. . . .	180 00	
Lévis.. . . .	164 00	
Sydney.. . . .	120 00	
Charlottetown, P.E.I.. . . .	120 00	
		1,676 00

Travelling expenses of officers, and travelling expenses and wages of members of the Council Executive Committee, delegates and scrutineers.. . . .	1,407 15
Stationery, printing, postage, telephone, etc..	918 82

\$8,871 04

Less amount transferred from*the Temporary Employees' Accident Fund for operating expenses, for the year ended June 30, 1916.	4,212 64
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\$4,658 40

Certified correct,

W. F. SEARS,
Auditor.

W. C. PAVER.
Secretary

PART VII.

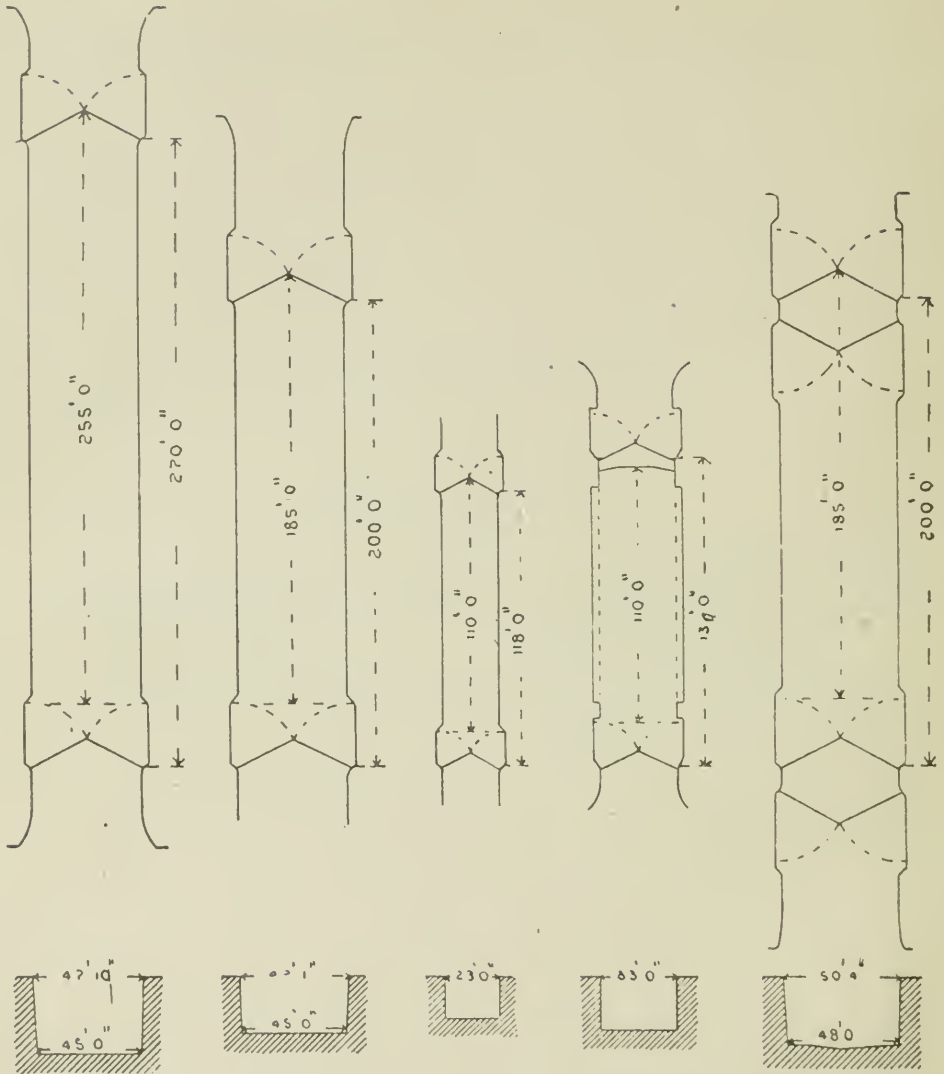
CANALS

Diagrams showing dimensions of smallest lock on each canal, etc.

Dimensions and other features of the several canal works, and description of the intermediate water navigations:

1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peter's Canal.

PLANS AND SECTIONS showing Dimensions of the Smallest Lock on each



Lachine

St Anne,
St Ours,
Carillon,
& Grenville.

Chambly

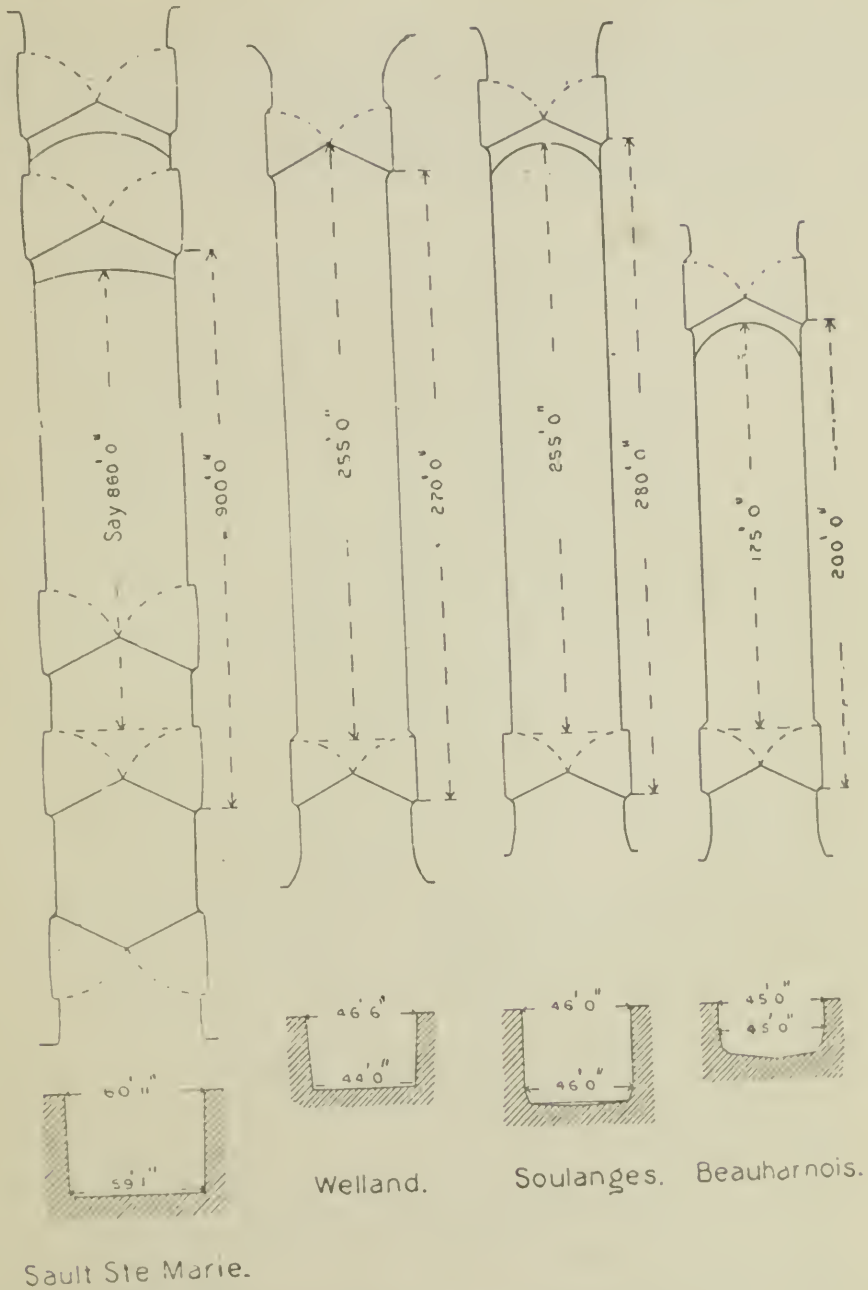
Rideau

St Peter's

There are no locks on the through route between lake Superior and

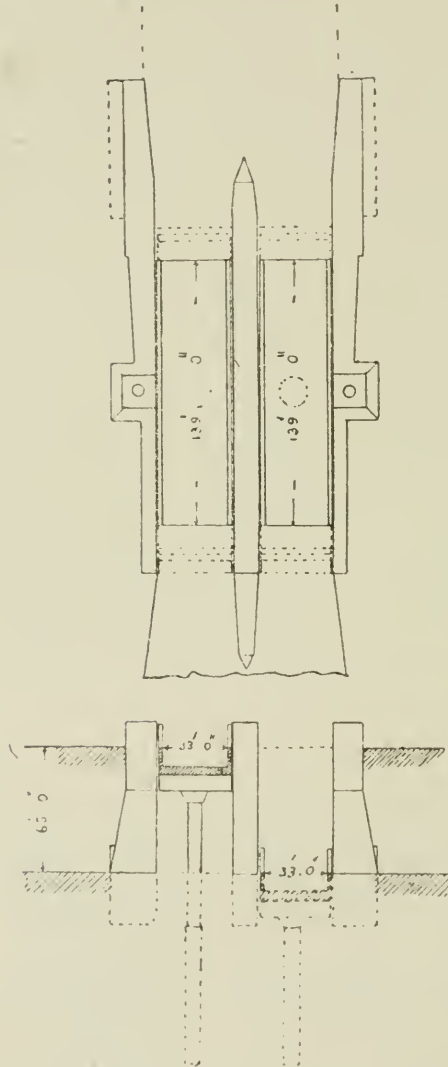
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of the Canadian Canal System except the Trent Canal, which is uncompleted.



Montreal of less dimension than those of the Welland canal locks.

TRENT CANAL
Hydraulic Lift-Lock at Peterborough
65 Feet Lift.



CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation.

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

First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)

	Statute Miles.
1. Lachine canal.. . . .	8½
Lake St. Louis and river St. Lawrence.. . . .	16
2. Soulanges canal.. . . .	14
Lake St. Francis and river St. Lawrence	31
3. Cornwall canal.. . . .	11½
River St. Lawrence.. . . .	5
4. Farrans Point canal.. . . .	1½
River St. Lawrence.. . . .	9½
5. Rapide Plat canal.. . . .	3½
River St. Lawrence.. . . .	½
6. Galops canal.. . . .	7½
River St. Lawrence and lake Ontario	228
7. Welland canal.. . . .	26½
Lake Erie, Detroit river, lake St. Clair, lake Huron, etc.	57½
8. Sault Ste. Marie canal.. . . .	1½
Lake Superior to Port Arthur or to Fort William.. . .	272
Total.. . . .	1,214
To Duluth.. . . .	1,336
Chicago.. . . .	1,240

Second.—Montreal to International Boundary, near Lake Champlain.

	Statute Miles.
1. St. Lawrence river to Sorel.. . . .	46
2. Sorel, via Richelieu river, to St. Ours lock.. . . .	14
3. St. Ours lock.. . . .	½
4. Richelieu river, St. Ours lock to Chambly canal.. . .	32
5. Chambly canal.. . . .	12
6. Chambly canal to boundary line.. . . .	23
Total.. . . .	127½

Third.—Montreal to Ottawa.

	Statute Miles.
1. Lachine canal.. . . .	8½
Lake St. Louis.. . . .	15
2. St. Anne's lock at outlet of Ottawa river.. . . .	½
Lake of Two Mountains and Ottawa river.. . . .	27
3. Carillon canal.. . . .	¾
Ottawa river.. . . .	6½
4. Grenville canal.. . . .	5¾
Ottawa river to Ottawa.. . . .	56
Total.. . . .	119¾

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Fourth.—Ottawa to Kingston and Perth.

	Statute Miles.
1. Rideau canal,* Ottawa to Kingston.	126½
Perth Branch—Rideau lake to Perth.	7
Total.	133½

Fifth.—Lake Ontario, at Trenton, to Lake Huron.

1. Trent canal—not completed.

Sixth.—Atlantic Ocean to Bras d'Or Lakes, Cape Breton.

	Statute Miles.
1. St. Peter's canal.	7

RIVER ST. LAWRENCE AND LAKES.

The river St. Lawrence, with the system of canals established on its course above Montreal, and the lakes Ontario, Erie, St. Clair, Huron, and Superior, with connecting canals, afford a course of water communication extending from the strait of Belle Isle to Port Arthur or Fort William on the west coast of lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 miles; the distance to Chicago, 2,243 miles. From the strait of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles.

The control of the St. Lawrence ship channel, and the making of improvements thereto, are now under the Department of Marine and Fisheries, whose annual reports give full information as to the history and improvement of the channel. A 30-foot channel between Montreal and Father Point—with a width of 450 feet in the straight portions, and of from 600 to 750 feet in the bends between Montreal and Quebec, and of 1,000 feet everywhere below Quebec—has been practically completed. In 1909 the first work of deepening the ship channel to 35 feet was begun.

By means of channel improvements, Montreal has been placed at the head of ocean navigation, and here the canal systems of the river St. Lawrence begin, overcoming the several rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the Great Lakes and the Sault Ste. Marie canal to the head of lake Superior.

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

The Dominion canals, constructed between Montreal and lake Superior, are the Lachine, Soulanges, Cornwall, Farrans Point, Rapide Plat, Galops, Murray, Welland, and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553½ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of lake Superior, is forty-eight. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes, and the Murray canal is used only by the coasting vessels on lake Ontario. It is not a part of the through route.

It is important to note that the enlargement of canals on the main route between Montreal and lake Erie comprises locks of the following minimum dimensions: length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of vessels to be accommodated is limited to 255 feet. At Farrans Point, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois, on the Galops canal, the object being to pass a full tow at one lockage. The lock at Sault Ste. Marie is 900 feet by 60 feet, with 18 feet 3 inches on the sills at lowest known water level.

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Access from lake Erie to lake Huron is obtained by way of the Detroit river, lake St. Clair, and the St. Clair river, which have been deepened to a minimum of 21 feet, principally by the United States government.

Communication between lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the river St. Mary. Improvements of the United States channels in river St. Mary through Hay lake, east of Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

The improvement of Canadian channels from above Montreal to the head of Lake Superior is controlled by the Department of Public Works. Work is now under way to dredge the channel in the River St. Mary to 21.5 feet below L.W.L., the existing minimum depth being 18.75 feet below L.W.L. Existing depths elsewhere between Lakes Erie and Superior give a minimum of 21 feet below L.W.L. The Limekiln channel in the Detroit river has been deepened to 21 feet; and the United States government has opened the Livingstone channel in the same (Detroit river) with a depth of 22 feet.

The improvements at the harbours of Fort William and Port Arthur now under way will give a minimum depth of 25 feet below L.W.L. This depth exists at present over the channels leading to the principal wharves.

The provisions and maintenance of aids to navigation on all Canadian river and lake channels is controlled by the Department of Marine and Fisheries.

The Sault Ste. Marie, Welland, Cornwall, Soulanges and Lachine canals are well lighted throughout by electricity, and are electrically operated. The Farrans Point canal is lighted with acetylene gas.

Navigation, which is closed by ice during the winter months, opens about the end of April on the Great Lakes and St. Lawrence route. Ice-breaking steamers are now employed to lengthen the navigable season at Lake Superior and Georgian Bay terminals.

STATEMENT OF PRESENT MINIMUM DEPTH OF IMPROVED CHANNELS.

Father Point to Montreal.	30 feet.
Montreal to Port Colborne.	14 "
Port Colborne to Fort William.	18½ "

LACHINE CANAL.

Length of canal.	8½ statute miles.
Number of locks.	5
Dimensions of locks.	270 feet by 45 feet.
Total rise or lockage	45 feet.
Depth of water on sills, at two locks.	18 "
Depth of water on sills, at three locks.	14 "
Average width of new canal.	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however, have been lengthened to 270 feet, and have 16½ feet of water on the sills.

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

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

SOULANGES CANAL.

Length of canal...	14 statute miles.
Number of locks—	
Lift...	4
Guard...	1
Dimensions of locks...	280 feet by 45 feet.
Total rise or lockage...	84 feet.
Depth of water on sills...	15 "
Breadth of canal at bottom...	100 "
Breadth of canal at water surface...	164 "

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascades rapids, Cedar rapids and Coteau rapids.

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

CORNWALL CANAL.

Length of canal...	11 statute miles.
Number of locks...	6
Guard gates...	1
Dimensions of locks...	270 feet by 45 feet.
Total rise or lockage...	48 feet.
Depth of water on sills...	14 "
Breadth of canal at bottom...	90 "
Breadth of canal at water surface...	154 "

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

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 31 miles, which is navigable for vessels drawing fourteen feet.

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

WILLIAMSBURG CANALS.

The Farrans Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRANS POINT CANAL.

Length of canal...	1½ mile.
Number of locks...	1
New lock...	800 feet by 50 feet.
Old lock...	200 " 45 "
Total rise or lockage...	3½ feet.
Depth of water on sills of new lock...	14 "
Depth of water on sills of old lock...	9 "
Breadth of canal at bottom...	90 "
Breadth of canal at water surface...	154 "

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

RAPIDE PLAT CANAL.

Length of canal.. . . .	3 $\frac{3}{4}$ miles.
Number of locks.. . . .	2
Dimensions of locks.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	11 $\frac{1}{2}$ feet.
Depth of water on sills.. . . .	14 "
Breadth of canal at bottom.. . . .	80 "
Breadth of canal at water surface.. . . .	152 "

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

From the head of Farrans Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9 $\frac{1}{2}$ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal.. . . .	7 $\frac{1}{2}$ miles.
Number of locks.. . . .	3
Dimensions of locks—	
Lift-lock at foot of canal.. . . .	800 by 50 feet.
Guard-lock at head of canal.. . . .	270 by 45 "
Lift-lock to pass vessels around Galops rapids only.. . . .	303 by 45 "
Total rise or lockage.. . . .	15 $\frac{1}{2}$ feet.
Depth of water on sills.. . . .	14 "
Breadth of canal at bottom.. . . .	80 "
Breadth of canal at surface of water.. . . .	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal the St. Lawrence is navigable 4 $\frac{1}{2}$ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers.. . . .	5 $\frac{1}{8}$ miles.
Breadth at bottom.. . . .	80 feet.
Breadth at water surface, low water, Lake Ontario.. . . .	124 "
Depth below low water, Lake Ontario.. . . .	11 "
Number of locks.. . . .	None.

This canal extends through the isthmus of Murray, giving connection westward between the head waters of the bay of Quinté and lake Ontario, and thus enabling vessels to avoid the open lake navigation.

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WELLAND CANAL.

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

	Old line.	Enlarged or new line.
Length of canal.	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3).	2	1
Number of locks—		
Guard.	1	1
Lift.	26	25
Dimensions.	$\left\{ \begin{array}{l} 1 \text{ (tidal) } 230 \times 45 \text{ feet.} \\ 1 \text{ lock } 200 \times 45 \text{ " } \\ 1 \text{ lock } 270 \times 45 \text{ " } \\ 24 \text{ locks } 150 \times 26\frac{1}{2} \text{ " } \end{array} \right\} 270 \text{ feet} \times 45 \text{ feet.}$	
Total rise or lockage.	326¾ feet.	326¾ feet.
Depth of water on sills.	10½ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—

Port Robinson cut to river Welland.	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct.	300 "
Chippewa cut to river Niagara (6-ft. navigation only).	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson.	2
Dimensions of locks.	150 x 26½ feet.
Total lockage from the canal at Welland down to river Welland.	10 feet.
Depth of water on sills.	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal.	21 miles.
Number of locks.	2
Dimensions of locks.	1 of 150 by 26½ ft.
	1 of 300 by $\left\{ \begin{array}{l} 45 \text{ ft. lower.} \\ 28 \text{ ft. upper} \end{array} \right.$
Total rise or lockage.	10 feet.
Depth of water on sills.	6 " only.
Navigable depth of channel.	9 "

PORT MAITLAND BRANCH.

Length of canal.	1¾ miles.
Number of locks.	1
Dimensions of locks.	185 feet by 45 feet.
Depth of water on sills.	7½ feet.
Total rise or lockage.	7 "
Navigable depth of channel.	6 " only.

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

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From Port Dalhousie to Allanburg, 11 $\frac{3}{4}$ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

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

From the head of the Welland canal there is a deep water navigation through lake Erie, the Detroit river, lake St. Clair, the St. Clair river, lake Huron and river St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers.	1 $\frac{1}{2}$ miles or 7,472 feet.
Number of locks.	1
Dimension of locks.	900 feet by 60 feet at water level; width at lock bottom, 59 feet.
Depth of water on sills (at lowest known water level).	18 feet 3 inches.
Total rise or lockage (mean).	19 feet.
Breadth of canal at bottom.	141 feet 8 inches.
Breadth at surface of water.	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the river St. Mary, and, with that river, gives communication on Canadian territory between lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower river Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the river Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245 $\frac{1}{2}$ miles.

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

OTTAWA RIVER CANALS.

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

RIDEAU CANAL.

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

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

Sections of Navigation.	Interme- diate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal.	8½	
From Lachine to Ste. Anne's lock	15	23½
Ste. Anne's lock and piers.	1	23
Ste. Anne's lock to Carillon canal.	27	50
The Carillon canal.	3	51
From Carillon to Grenville canal.	6½	57
The Grenville canal.	5½	62
From the Grenville canal to entrance of Rideau navigation.	56	119
Rideau navigation ending at Kingston.	126½	245½
" Perth branch, from Rideau lake to Perth.	7	195

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal.	⅓ mile.	⅓ mile.
Number of locks.	1	1
Dimensions of locks.	200 x 45 feet.	190 x 45 feet.
Total rise or lockage	3 "	3 "
Depth on sills.	9 "	6 "

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

CARILLON CANAL.

Length of canal.	¾ mile.
Number of locks.	2
Dimensions of locks.	200 x 45 feet
Total rise or lockage.	16 feet.
Depth of water on sills.	9 "
Breadth of canal at bottom.	100 "
Breadth of canal at water surface.	110 "

This canal overcomes the Carillon rapids.
From Ste. Anne's lock to the foot of the Carillon canal is a navigable stretch of 27 miles, through the lake of Two Mountains and river Ottawa.

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

GRENVILLE CANAL.

Length of canal.	5¾ miles
Number of locks.	5
Dimensions of locks.	200 x 45 feet.
Total rise or lockage.	43¾ feet.
Depth of water on sills.	9 "
Breadth of canal at bottom.	40 to 50 feet.
Breadth of canal at surface of water.	50 to 80 "

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

Length of navigation.. . . .		120 $\frac{1}{2}$ miles.
Number of locks from Ottawa to Kingston.. . . .	{	33 ascending. 14 descending.
Total lockage ..457 $\frac{1}{2}$ feet.	{ 292 $\frac{1}{2}$ rise and 165 $\frac{1}{2}$ fall. }	at low water.
Dimensions of locks.. . . .		134 x 33 feet
Depth of water on sills.. . . .		5 feet.
Navigation depth through the several reaches..		5 feet.
Breadth of canal reaches at bottom.. . . .	{	54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water.. . . .		80 feet in earth.

Length of canal.	7 miles.	
Number of locks.	2	
Dimensions of locks.	134 feet x 33 feet.	
Total rise or lockage.	26 "	
Depth of water on sills.	5 "	6 inches.
Length of dam.	200 "	
Breadth of canal at surface of water.	80 "	
Breadth of canal at bottom.	<div style="display: inline-block; vertical-align: middle;"> <div style="font-size: 3em; vertical-align: middle; margin-right: 5px;">{</div> <div style="display: inline-block; vertical-align: middle;"> 40 " 60 " </div> </div>	in rock. in clay.

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

This system, commencing at Sorel, at the confluence of the rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the river Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St.

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Johns, and up the river Richelieu to lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, at the southern end of lake Champlain, connection is obtained by means of the Champlain canal with the river Hudson, by which the city of New York is directly reached.

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

Sections of Navigation.	Inter- mediate Distance.	Total Distances.
	Miles.	Milles.
Sorel to St. Ours Lock.....	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal.....	111	192
Champlain Canal to junction with Erie Canal.....	66	258
Erie Canal from junction to Albany.....	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length.....	$\frac{1}{2}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise or lockage.....	5 feet.
Depth of water on sills.....	6 $\frac{1}{2}$ "
Length of dam in western channel.....	690 "

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

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

CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks—	
Guard lock No. 1 at St. Johns.....	122 feet
Lift lock No. 2.....	124 "
Lift locks Nos. 3, 4, 5, 6.....	118 "
Lift locks Nos. 7, 8, 9, combined.....	125 "
Total rise or lockage.....	74 "
Depth of water on sills.....	7 "
Breadth of canal at bottom.....	36 "
Breadth of canal at surface of water.....	60 "

} From 22 $\frac{1}{2}$
to 24 feet
wide.

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

TRENT CANAL.

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

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the river Trent, on the Bay of Quinté, lake Ontario, to Honey harbour, about 10 miles north of Midland, on Georgian bay, lake Huron.

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

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

Through the river Trent, Rice lake, the river Otonabee and lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to lake Balsam, the summit water, about 155 miles from Trenton; from lake Balsam by a canal and the river Talbot to lake Simcoe.

From lake Simcoe the route is through lake Couchiching and down the Severn river to Gloucester pool, leaving Gloucester pool by the Go-Home lakes and south Honey harbour and entering the Georgian bay at Skylark rock between the islands of Beausoleil and Minnicoganashene. There will be 8 feet 4 inches of water on the sills throughout. Another passage between Gloucester pool and Georgian bay is provided by a small lock at Port Severn, with 6 feet of water on the sill.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and through lake Scugog, to Port Perry, a distance of approximately 174 miles from Trenton.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings, Peterborough, Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift; also lock and dam at Lindsay.

Also dams at Healey falls, Hastings Peterborough, Peterborough to Lakefield, 6; Young's point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and three between Balsam and Simcoe lakes.

Bridges also have been built at many of the locks and at other places.

For convenience the canal may be divided into the following divisions, the lengths being given:—

ONTARIO-RICE LAKE DIVISION.

Embracing the canal and river navigation between Trenton, on the Bay of Quinté, to Rice lake, 56 miles.

The all-river route from Trenton, on the Bay of Quinté, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks and short stretches of canal. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 56 miles has been divided into seven sections, all of which are under contract. Rice lake is 369 feet above low water level of lake Ontario, which height will be overcome by 18 locks.

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PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice lake to Peterborough, 32 miles.

This division is navigable with a minimum depth of 6 feet.

At Hastings are a concrete lock, replacing the old masonry lock, and a concrete dam, replacing the old timber structure which formerly existed at that point; these maintain navigation on the Trent river, Rice lake and the Otonabee river to Peterborough, a distance of about 38 miles.

At Peterborough, 89 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield division, a distance of about three-quarters of a mile.

PETERBOROUGH-LAKEFIELD DIVISION.

Embracing that stretch of river and canal navigation from Little lake at Peterborough to Lakefield, 10 miles.

Construction completed and canal in operation with a minimum depth of 6 feet for navigation.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 99 from Trenton, and thence on five miles further to Young's Point.

KAWARTHA LAKES DIVISION.

Embraces that stretch of lake and river navigation from Lakefield to the entrance to the canal on the west shore of Balsam lake—62 miles.

Navigable with a minimum depth of 6 feet. Also in this division, may be included the Lindsay branch which embraces the Scugog lake and river from main channel on Sturgeon lake to Port Perry, the distance being about 30 miles, not included in the total 62 miles above mentioned. A new lock and dam at Lindsay on this branch have recently been built.

At Young's point, a masonry lock and timber dam maintain navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

At Burleigh, a masonry lock of two lifts and concrete dam maintain navigation through Lovesick lake, about two miles, to Lovesick. A new concrete dam has recently been completed at Burleigh.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 136 miles from Trenton, and also as branches, maintain navigation from Buckhorn lake through Chemong lake to Bridgenorth, about 8 miles, and in the Pigeon river from Pigeon lake to Omamee, about 10 miles.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a new concrete dam which maintain navigation across Cameron lakes to Rosedale, a distance of about 3½ miles, to a new concrete lock of the same dimensions as those of the Ontario-Rice lake division.

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At Rosedale, the new concrete lock and dam maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 166 miles from Trenton.

SIMCOE-BALSAM LAKE DIVISION.

Extends from Balsam lake to Gamebridge on lake Simcoe—18.2 miles.

Construction completed and canal in operation with a minimum depth of 6 feet.

At the Kirkfield hydraulic lock is a drop of 50.44 feet from the summit level. From this point to Gamebridge on lake Simcoe, 179 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1, 2 and 3.

SEVERN RIVER DIVISION.

This division embraces the western portion of the system extending from lake Simcoe to the Georgian Bay. It comprises three main sections, Nos. 1, 2 and 3, and the Port Severn section. Except for section 1, these are all in course of construction.

Section 3 extends from lake Couchiching to a point 1½ miles above Ragged rapids, a distance of 15.3 miles. The dams at the various outlets of lake Couchiching will be remodelled so as to provide more efficient regulation. A cut 4 miles long with a lock of 20 feet drop at its northern end will connect deep water in lake Couchiching with the Severn river just below Severn Bridge. From this point the route follows the Severn river through Sparrow lake to the lower end of the section without lockage.

Section 2, 11.6 miles long, extends to Big Chute. Except for ¼ mile of cut near the east end of the section, the route follows the river bed throughout. The dam and power plant at Ragged rapids will be replaced by a new dam, power plant and lock of 47 feet drop two miles further down the river. This is the only lock on this section. A regulating dam is being constructed on Pretty Channel.

Section 1, 16.8 miles long, extends to deep water in Georgian bay west of Beau-soleil island. Between Big Chute and Gloucester pool the route is east of the river, and will consist of two locks of 29 feet drop each, connected by an artificial lake. The Gloucester pool level extends through the Go-Home lakes to the south Honey harbour lock where, with a drop of about 14.5 feet, the canal will enter the Georgian bay level.

The Port Severn section includes the impounding and regulating dams at Port Severn which maintain the Gloucester pool level. A small lock there will provide for small craft an additional route between Gloucester pool and Georgian bay.

HOLLAND RIVER DIVISION.

This contemplated the canalization of the Holland river between lake Simcoe and Newmarket, 12.3 miles. It has not been completed, and work on it was discontinued in December, 1911.

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The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on lake Simcoe.

	Length between Hollow Quoins	Width.	Depth on Sill.	Lift.
	Ft.	Ft.	Ft.	Ft.
1 Lock at Hastings.....	175	33	8 4 in.	9
1 " at Peterborough.....	134	33	6	9
1 " No. 6, Peterborough—Lakefield division.....	142	33	6	12
1 " at Peterborough, hydraulic lift lock No. 1.....	140	33	6	65
1 " No. 5, Peterborough—Lakefield division.....	142	33	6	14
1 " No. 4, " " " ".....	142	33	6	12
1 " No. 3, " " " ".....	142	33	6	12
1 " No. 2, " " " ".....	142	33	6	10
1 " No. 1, " " " ".....	142	33	6	16
1 " at Young's point.....	134	33	6	6
2 " at Burleigh, each 11½ feet.....	134 (Upper Lower 150)	33	6	23
1 " at Lovesick.....	134	33	6	4
1 " at Buckhorn.....	134	33	6	9
1 " at Bobcaygeon.....	134	33	6	7
2 " at Fenelon Falls, each 12 feet.....	134 (Upper Lower 150)	33	6	24
1 " at Rosedale.....	175	33	8 4 in.	4
1 " at Kirkfield, hydraulic lift No. 2.....	140	33	6	50·44
1 " No. 1, Simcoe—Balsam Lake division.....	142	33	6	21
1 " No. 2, " " " ".....	142	33	6	14
1 " No. 3, " " " ".....	142	33	6	14
1 " No. 4, " " " ".....	142	33	6	14
1 " No. 5, " " " ".....	142	33	6	11
24				
1 " at Lindsay, Scugog Branch.....	142	33	6	6·5

ST. PETER'S CANAL, CAPE BRETON.

Length of canal.....	About 2,600 feet.
Breadth at water line.....	55 feet.
Lock.....	1 tidal lock, 4 pairs of gates.
Dimensions.....	200 feet by 48 feet.
Depth of water on sills.....	18 feet at lowest water.
Depth through canal.....	19 feet.
Extreme rise and fall of tide in St. Peter's bay.....	7 feet

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic. A new Atlantic entrance and lock, 300 feet by 48 feet, are now under construction. These will replace the existing lock and entrance.

PART VIII.

MISCELLANEOUS STATEMENTS.

Table of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, gross earnings, freight tonnage, profit or loss, and passengers, yearly since July 1, 1876.

Earnings, passenger, freight, mails and sundries, yearly since July 1, 1876.

Local and through freight, yearly since July 1, 1876.

Local and through passengers, yearly since July 1, 1876.

Coal carried from Nova Scotia collieries, yearly since July 1, 1876.

Grain carried for shipment, yearly since July 1, 1876.

Flour and meal carried, yearly since July 1, 1876.

Grain carried, yearly since July 1, 1876.

Lumber carried, yearly since July 1, 1876.

Live stock carried, yearly since July 1, 1876.

Raw and refined sugar carried, yearly since July 1, 1876.

Fresh and salt fish carried, yearly since July 1, 1876.

Ocean-borne goods carried, yearly since July 1, 1876.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic and loss, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.

Statement showing total cost of construction and enlargement from Lachine to Ottawa.

Statement showing total cost of construction and enlargement from Ottawa to Kingston.

Statement showing total cost of construction and enlargement from St. Johns to Sorel.

Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.

Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.

Freight traffic in 1914 and 1915.

Dates of opening and closing of canals for the season of 1915.

INTERCOLONIAL RAILWAY.

The International railway touches six Atlantic Ocean ports, namely Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1916, was 1,518.39 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis..	838.60
“ St. John, via Lévis..	741.09
“ Sydney, via Lévis..	1,001.45
“ North Sydney, via Lévis..	986.29

Freight is carried direct via St. Henri, which would reduce each of the above distances by 5.45 miles.

MAIN LINE AND BRANCHES.

	Miles.
Halifax to Truro..	62.12
Dartmouth branch..	81.57
Truro to Moncton..	124.75
Moncton to St. John..	89.36
Pointe du Chêne branch..	11.89
Pacific Junction to Campbellton..	175.25
Campbellton to Mont Joli..	105.38
Mont Joli to Rivière du Loup..	83.44
Rivière Ouellé branch..	6.48
Rivière du Loup to Chaudière Junction..	118.13
Hadlow to Chaudière Curve..	5.76
Chaudière to Ste. Rosalie..	115.80
St. Charles Junction to Pointe Lévis..	14.69
Nicolet branch..	16.76
Dalhousie branch..	6.74
Pictou to Brown's Point..	2.23
Oxford Junction to Stellarton..	79.40
Junction near New Glasgow to Pictou Landing..	8.30
Pugwash Junction to Pugwash..	4.60
Truro to Mulgrave..	122.35
Point Tupper to Sydney..	101.84
Fredericton to Derby Junction..	110.64
Nelson Junction to Loggieville..	13.77
Ferrona Junction to Sunny Brae..	12.52
New Glasgow to Thorburn..	5.35
	<u>1,479.12</u>

LEASED.

Length of Main line from Pointe Lévis to Hadlow..	0.97
Chaudière Curve to Chaudière..	1.27
Ste. Rosalie Junction to Montreal..	37.03

	<u>39.27</u>
Total miles..	1,518.39
Mulgrave to Point Tupper (Ferry)..	0.80
	<u>1,519.19</u>

International Railway..	111.30
N.B. & P.E.I..	36.05
St. John & Quebec..	119.87

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FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D. W. T., Halifax.. . . .	0.85
Halifax Cotton Factory.. . . .	2.10
North Sydney Station to wharf.. . . .	0.82
Switch near Pietou Landing to coal wharf.. . . .	0.75
Pietou Station to wharf.. . . .	0.15
Logan's Tannery siding.. . . .	0.48
Pugwash Station to wharf.. . . .	0.07
Sackville Wharf branch.. . . .	0.47
Dorchester Wharf branch.. . . .	1.00
Moncton Wharf branch.. . . .	1.00
Courtenay Bay branch.. . . .	2.39
St. John water front extension.. . . .	0.44
St. John Station to Deep Water wharf.. . . .	0.28
Newcastle Wharf branch (included in Dalhousie sub- division).. . . .	1.75
Campbellton Wharf branch.. . . .	0.43
Rimouski Wharf branch.. . . .	2.49
Trois Pistoles spur.. . . .	2.38
Rivière du Loup Wharf branch.. . . .	4.16
St. Pacôme Spur (included in Nicolet subdivision).. . . .	1.27
Carmel Branch, main line to village.. . . .	1.05
Fort Lawrence Spur.. . . .	1.18
Wallace Spur.. . . .	2.00
Pugwash branch to brickworks.. . . .	1.02
Bathurst Spur.. . . .	2.43
Georges River to Scotch Lake.. . . .	1.65
Quebec Bridge connection.. . . .	2.37
	<hr/>
	34.98

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Charlottetown to Tignish.. . . .	116.1
Mount Stewart Junction to Georgetown.. . . .	24.4
Royalty Junction to Souris.. . . .	54.7
Emerald Junction to Cape Traverse.. . . .	11.8
Charlottetown to Murray Harbour.. . . .	47.8
Montague Junction to Montague.. . . .	6.2
Harmony Junction to Elmira.. . . .	9.9
Lake Verde to Vernon.. . . .	3.7
	<hr/>
	274.6

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INTERCOLONIAL RAILWAY.

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year from July 1, 1876, to March 31, 1916.

Year.	Average miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight Carried.	No. of Passengers Carried.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.		
1876-77..	714	1,661,673 55	1,154,445 33	.....	507,228 22	421,327	613,420
1877-78..	714	1,816,273 56	1,378,346 78	.....	432,326 78	552,710	618,957
1878-79..	714	2,010,183 22	1,294,009 69	.....	716,083 53	510,861	640,101
1879-80..	829	1,603,439 71	1,506,298 48	.....	97,131 23	561,924	581,483
1880-81..	840	1,759,851 27	1,760,393 92	542 65	.....	725,777	631,245
1881-82..	840	2,069,657 45	2,079,262 66	9,605 18	.....	838,956	779,994
1882-83..	840	2,360,373 27	2,370,910 10	17,547 18	.....	970,961	878,600
1883-84..	887	2,377,433 62	2,384,414 92	6,981 30	.....	1,009,237	944,636
1884-85..	941	2,519,751 56	2,441,203 66	.....	78,547 90	989,986	957,228
1885-86..	946	2,583,999 67	2,450,093 88	.....	133,905 79	1,023,788	932,880
1886-87..	977	2,922,369 62	2,660,116 93	.....	262,252 69	1,143,020	942,784
1887-88..	971	3,366,781 74	2,983,336 05	.....	383,445 69	1,288,823	1,040,163
1888-89..	971	3,244,647 73	2,967,801 00	.....	276,847 73	1,218,877	1,136,272
1889-90..	971	3,560,575 74	3,012,739 87	.....	847,835 87	1,368,819	1,219,233
1890-91..	1,091	3,662,341 94	2,977,395 38	.....	684,946 56	1,304,534	1,298,304
1891-92..	1,142	3,439,377 00	2,945,441 97	.....	493,935 03	1,264,575	1,297,732
1892-93..	1,142	3,045,317 50	3,065,499 09	20,181 59	.....	1,338,080	1,292,878
1893-94..	1,142	2,981,671 98	2,987,516 17	5,838 29	.....	1,342,710	1,301,062
1894-95..	1,142	2,936,902 74	2,940,717 95	3,815 21	.....	1,276,816	1,352,664
1895-96..	1,142	3,012,827 62	2,957,670 10	.....	55,187 52	1,379,618	1,471,866
1896-97..	1,145	2,925,968 67	2,866,028 02	.....	59,940 65	1,296,028	1,501,690
1897-98..	1,201	3,327,648 51	3,117,669 85	.....	209,978 66	1,434,576	1,523,444
1898-99..	1,315	3,675,686 21	3,738,331 44	62,645 43	.....	1,750,761	1,603,095
1899-1900	1,315	4,431,404 69	4,552,071 71	120,667 02	.....	2,151,208	1,029,754
1900-01..	1,315	5,460,404 64	4,972,235 87	.....	488,166 77	2,111,310	2,517,295
1901-02..	1,315	5,574,563 30	5,671,385 91	96,822 61	.....	2,385,816	2,186,226
1902-03..	1,315	6,196,653 19	6,324,323 72	127,670 53	.....	2,790,737	2,404,230
1903-04..	1,321	7,239,932 04	6,339,231 43	.....	900,750 61	2,664,149	2,663,156
1904-05..	1,446	8,508,826 75	6,783,522 83	.....	1,725,303 92	2,782,257	2,810,960
1905-06..	1,446	7,881,914 36	7,643,829 90	61,915 54	.....	3,156,189	2,737,160
1906-07†	1,448	6,030,171 83	6,248,311 00	218,139 17	.....	2,606,073	2,044,847
1907-08..	1,448	9,157,435 53	9,173,558 80	16,123 27	.....	4,134,064	2,789,371
1908-09..	*1,447 13	9,328,021 55	8,527,069 46	.....	800,952 09	3,573,972	2,907,232
1909-10..	1,447 13	8,645,070 33	9,268,534 99	623,164 66	.....	3,927,240	3,122,347
1910-11..	1,455 63	9,595,976 79	9,863,783 40	267,806 61	.....	4,101,400	3,232,895
1911-12..	1,468 15	10,591,035 84	10,593,785 84	2,750 00	.....	4,536,599	3,416,553
1912-13..	1,467 73	†11,984,482 69	11,984,482 69	.....	.....	5,203,469	3,763,115
1913-14..	1,457 77	**12,878,549 00	12,878,549 00	.....	.....	5,287,740	3,983,511
1914-15..	1,450 08	11,438,373 00	11,444,873 00	6,500 00	.....	4,529,002	3,613,373
1915-16..	1,526 78	12,551,495 84	14,068,791 41	1,517,295 57	.....	5,447,220	4,124,387

† The year 1906-7 was nine months only; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

* The railway was remeasured in this year.

† Of this total \$4,500 was paid for compassionate allowance by special vote of Parliament.

** Of this total \$11,360 was paid for compassionate allowance by special vote of Parliament.

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INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1916.

Year.	Miles in Operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1876-7.....	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-8.....	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9.....	714	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80.....	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1.....	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881-2.....	840	651,299 74	1,303,496 00	124,470 72	2,679,262 66
1882-3.....	840	741,992 72	1,487,601 98	141,326 49	2,379,910 10
1883-4.....	887	775,784 77	1,461,390 37	147,240 78	2,383,414 92
1884-5.....	941	747,285 13	1,542,052 10	151,506 35	2,441,203 66
1885-6.....	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7.....	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8.....	971	844,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9.....	971	906,246 77	1,909,094 44	152,460 09	2,967,801 00
1889-90.....	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1.....	1,094	962,316 88	1,853,629 88	160,448 62	2,977,395 38
1891-2.....	1,142	961,427 94	1,803,529 03	180,485 00	2,946,441 97
1892-3.....	1,112	1,002,912 74	1,868,853 84	184,468 80	3,065,499 09
1893-4.....	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5.....	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6.....	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-7.....	1,145	979,005 57	1,687,050 42	199,472 03	2,866,028 62
1897-8.....	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9.....	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900.....	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1.....	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2.....	1,315	1,770,941 13	3,644,513 42	255,931 36	5,761,385 91
1902-3.....	1,315	1,927,916 87	4,128,255 00	268,151 75	6,324,323 72
1903-4.....	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5.....	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 33
1905-6.....	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7.....	1,448	1,952,438 88	4,032,745 00	263,127 12	6,248,311 05
1907-8.....	1,448	2,711,416 98	6,054,493 45	407,643 37	9,173,558 80
1908-9.....	*1,447 13	2,628,218 57	5,502,550 58	396,300 31	8,527,069 46
1909-10.....	1,447 13	2,765,884 66	6,048,884 18	433,146 15	9,268,234 99
1910-11.....	1,455 63	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40
1911-12.....	1,468 15	3,017,304 63	7,008,309 49	568,180 72	10,593,785 84
1912-13.....	1,467 73	3,438,447 32	8,028,760 13	517,275 24	11,984,482 69
1913-14.....	1,457 77	3,674,878 75	8,469,590 33	734,479 92	12,878,549 00
1914-15.....	1,450 08	3,291,916 96	7,310,765 11	842,191 07	11,444,873 14
1915-16.....	1,526 78	4,010,879 58	9,200,339 21	857,572 62	14,068,791 41

* As measured in this year.

† 1906-7, nine months only.

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INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1916.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these years was destroyed when the general office in Moncton was burned.		421,327
1877-8	714			522,710
1878-9	714			510,861
1879-80	829			561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,658	1,009,237
1884-5	941	506,574	483,352	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,224	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1,368,819
1890-1	1,094	797, 92	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,469	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,418	3,227,425	906,629	4,134,064
1908-9	†1,447 13	2,742,454	831,518	3,573,972
1909-10	1,447 13	2,958,642	968,598	3,927,240
1910-11	1,455 63	3,0 5,437	1,015,963	4,101,400
1911-12	1,468 15	3,452,489	1,084,110	4,536,599
1912-13	1,467 73	3,913,373	1,290,096	5,203,469
1913-14	1,457 77	3,783,578	1,504,162	5,287,740
1914-15	1,450 08	2,983,719	1,545,283	4,529,002
1915-16	1,526 78	3,788,852	1,658,368	5,447,220

* 1906-7, nine months only.

† As remeasured in this year.

7 GEORGE V, A. 1917

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried yearly from
July 1, 1876, to March 31, 1916.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7.	714	The information for these years was destroyed when the general office in Moncton was burned.		613,420
1877-8.	714			619,957
1878-9.	714			640,101
1879-80.	829			581,483
1880-1.	840			631,245
1881-2.	840	647,534	132,460	779,994
1882-3.	840	728,186	150,414	878,600
1883-4.	887	784,715	159,421	944,635
1884-5.	941	812,028	145,200	957,228
1885-6.	946	784,817	148,063	932,880
1886-7.	977	814,032	128,752	942,784
1887-8.	971	948,324	91,839	1,040,163
1888-9.	971	1,050,592	85,680	1,136,272
1889-90.	971	1,112,635	91,531	1,219,233
1890-1.	1,094	1,203,814	94,490	1,298,304
1891-2.	1,142	1,198,649	93,083	1,297,732
1892-3.	1,142	1,188,827	104,051	1,292,878
1893-4.	1,142	1,216,027	85,035	1,301,062
1894-5.	1,142	1,272,284	80,383	1,352,667
1895-6.	1,142	1,346,803	85,063	1,471,866
1896-7.	1,145	1,416,631	85,050	1,501,690
1897-8.	1,201	1,438,590	89,854	1,523,444
1898-9.	1,315	1,504,652	98,443	1,603,095
1899-1900.	1,315	1,878,858	112,896	1,791,754
1900-1.	1,315	1,905,599	119,696	2,025,295
1901-2.	1,315	2,061,196	125,030	2,186,226
1902-3.	1,315	2,555,013	149,217	2,404,230
1903-4.	1,321	2,447,843	215,313	2,663,156
1904-5.	1,416	2,589,928	221,032	2,810,960
1905-6.	1,446	2,491,472	245,688	2,737,160
*1906-7.	1,448	1,853,126	191,721	2,044,846
1907-8.	1,448	2,593,886	195,485	2,789,371
1908-9.	†1,447-13	2,656,217	251,020	2,907,237
1909-10.	1,447-13	2,873,547	248,777	3,122,324
1910-11.	1,455-63	2,968,435	264,460	3,232,895
1911-12.	1,468-15	3,126,922	289,631	3,416,553
1912-13.	1,467-73	3,448,411	314,704	3,763,115
1913-14.	1,457-77	3,637,482	346,029	3,983,511
1914-15.	1,450-08	3,348,614	264,757	3,613,371
1915-16.	1,526-78	3,856,603	267,784	4,124,387

*1906-7, nine months only.

† As remeasured this year.

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The following table shows the number of Tons of Coal carried over the Inter-colonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations, in each year from July 1, 1876, to March 31, 1916.

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7.....				103,420	103,420
1877-8.....				97,043	97,043
1878-9.....		300		112,232	112,532
1879-80.....		1,097		135,369	136,466
1880-1.....		6,102	4,022	174,483	184,607
1881-2.....		18,015	11,779	218,364	248,158
1882-3.....		12,837	22,206	227,380	262,423
1883-4.....		32,014	19,532	252,014	293,562
1884-5.....		133,440	1,773	213,791	349,004
1885-6.....		171,170	21,150	215,272	407,592
1886-7.....		192,871	27,536	233,178	453,585
1887-8.....		183,704	36,224	309,727	529,659
1888-9.....		160,026	27,923	338,538	526,487
1889-90.....		164,453	25,126	366,967	554,546
1890-1.....		113,996	60,213	344,829	498,038
1891-2.....		35,447	5,918	392,441	433,806
1892-3.....		136,808	3,775	402,653	543,296
1893-4.....		102,273	8,028	367,390	478,691
1894-5.....		67,082	7,865	310,253	385,200
1895-6.....		53,124	9,681	369,708	432,513
1896-7.....		38,395	12,305	331,469	382,172
1897-8.....		9,084	9,796	351,069	369,949
1898-9.....		4,647	5,399	484,163	494,206
1899-1900.....		3,495		599,714	603,289
1900-1.....		136			506,454
1901-2.....		1,131	5,763	3,640	546,986
1902-3.....	2,200	7,817	6,775	725,727	742,519
1903-4.....	2,260	637	513	691,346	694,761
1904-5.....	800	265	5,022	596,290	602,377
1905-6.....	7,542	1,625	661	610,444	620,272
*1906-7.....	1,737	2,808	3,252	624,833	632,630
1907-8.....	22	183	4,245	1,061,694	1,066,134
1908-9.....	514	945	4,243	909,050	914,752
1909-10.....	42	890	1,452	1,003,120	1,005,504
1910-11.....	90	180	633	983,921	984,824
1911-12.....	73		303	1,111,157	1,111,533
1912-13.....			425	1,216,636	1,217,061
1913-14.....	26			1,237,550	1,237,576
1914-15.....			50	1,083,492	1,083,542
1915-16.....			17,023	1,316,361	1,333,384

* 1906-7, nine months only.

7 GEORGE V, A. 1917

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment from July 1, 1876, to March 31, 1916.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-7				1896-7	Nil.	Nil.	Nil.
1877-8				1897-8	8,000	"	8,000
1878-9				1898-9	30,000	"	30,000
1879-80				1899-1900	13,239	"	13,239
1880-1				1900-1	147	"	147
1881-2				1901-2	Nil.	"	Nil.
1882-3	31,011		31,011	1902-3	"	"	"
1883-4	73,389		73,389	1903-4	147,438	"	147,438
1884-5	300,901		300,901	1904-5	Nil.	"	Aucun.
1885-6	389,122		389,122	1905-6	*170,000		170,000
1886-7	575,880		575,880	1906-7			Nil.
1887-8	69,021		69,021	1907-8			"
1888-9	129,725		129,725	1908-9			"
1889-90	502,012		502,012	1909-10			"
1890-1	148,803	59,543	218,337	1910-11	*233,839	2,000	235,839
1891-2	845,997	519,500	1,265,497	1911-12	†122,734	1,215,574	1,338,308
1892-3	156,306	197,666	352,975	1912-13	*2,021,901		2,021,901
1893-4	Nil.	8,026	8,026	1913-14	*2,251,117	960,800	3,217,917
1894-5	"	Nil.	Nil.	1914-15	†859,888	658,524	1,518,412
1895-6	"	"	"	1915-16	1,942,642		1,942,642

* Via Montreal. 1906-7, nine months only. † Via Halifax.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway from July 1, 1876, to March 31, 1916.

Year.	Barrels.	Year.	Barrels.
1876-7	254,710	1896-7	847,701
1877-8	557,772	1897-8	987,701
1878-9	630,329	1898-9	1,157,250
1879-80	535,248	1899-1900	1,234,077
1880-1	672,310	1900-1	1,292,106
1881-2	692,095	1901-2	1,311,707
1882-3	983,916	1902-3	1,521,540
1883-4	817,134	1903-4	1,607,050
1884-5	935,977	1904-5	1,769,480
1885-6	761,127	1905-6	1,882,630
1886-7	763,894	1906-7	1,531,140
1887-8	871,838	1907-8	1,528,620
1888-9	948,514	1908-9	1,466,920
1889-90	1,116,050	1909-10	1,608,170
1890-1	1,013,129	1910-11	1,696,280
1891-2	954,015	1911-12	1,873,640
1892-3	856,913	1912-13	2,094,990
1893-4	944,967	1913-14	1,960,920
1894-5	938,351	1914-15	2,374,440
1895-6	822,097	1915-16	2,822,900

1906-7, nine months only.

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TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77.....	292,852	1896-97.....	1,093,499
1877-78.....	331,170	1897-98.....	1,551,372
1878-79.....	302,921	1898-99.....	2,595,353
1879-80.....	534,021	1899-1900.....	2,720,453
1880-81.....	565,678	1900-01.....	3,535,364
1881-82.....	560,253	1901-02.....	2,959,761
1892-83.....	1,195,601	1902-03.....	3,392,252
1883-84.....	651,673	1903-04.....	2,788,772
1884-85.....	734,902	1904-05.....	3,317,910
1885-86.....	849,800	1905-06.....	2,924,226
1886-87.....	1,018,395	1906-07.....	2,231,864
1887-88.....	1,219,035	1907-08.....	4,567,245
1888-89.....	1,256,158	1908-09.....	4,727,268
1889-90.....	2,610,202	1909-10.....	7,074,042
1890-91.....	2,890,921	1910-11.....	5,080,848
1891-92.....	3,776,677	1911-12.....	5,206,440
1892-93.....	1,514,619	1912-13.....	6,520,920
1893-94.....	1,304,684	1913-14.....	6,419,560
1894-95.....	1,036,384	1914-15.....	5,011,840
1895-96.....	1,064,385	1915-16.....	6,537,213

1906-7, nine months only.

TABLE showing the quantity of Lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77.....	50,096,474	1896-97.....	243,355,725
1877-78.....	56,626,547	1897-98.....	354,093,816
1878-79.....	55,626,696	1898-99.....	306,554,031
1879-80.....	55,462,654	1899-1900.....	379,350,074
1880-81.....	72,841,388	1900-01.....	396,858,964
1881-82.....	78,356,418	1901-02.....	428,051,029
1882-83.....	104,633,417	1902-03.....	459,231,589
1883-84.....	131,120,948	1903-04.....	465,379,803
1884-85.....	138,493,675	1904-05.....	518,434,310
1885-86.....	117,186,512	1905-06.....	572,878,000
1886-87.....	161,801,763	1906-07.....	452,602,703
1887-88.....	157,755,272	1907-08.....	734,759,383
1888-89.....	199,507,777	1908-09.....	571,395,101
1889-90.....	210,886,071	1909-10.....	677,805,611
1890-91.....	184,188,324	1910-11.....	647,327,499
1891-92.....	175,474,340	1911-12.....	656,418,588
1892-93.....	181,211,013	1912-13.....	830,654,000
1893-94.....	200,507,949	1913-14.....	1,000,849,630
1894-95.....	202,247,269	1914-15.....	558,730,900
1895-96.....	226,332,715	1915-16.....	720,012,230

1906-7, nine months only.

7 GEORGE V, A. 1917

TABLE showing the number of Live Stock carried during each year over the Inter-colonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1896-97.....	72,082
1877-78.....	46,498	1897-98.....	89,301
1878-79.....	47,584	1898-99.....	109,821
1879-80.....	70,990	1899-1900.....	92,813
1880-81.....	61,574	1900-01.....	95,923
1881-82.....	73,479	1901-02.....	98,495
1882-83.....	68,338	1902-03.....	127,060
1883-84.....	60,090	1903-04.....	113,006
1884-85.....	70,785	1904-05.....	110,670
1885-86.....	74,498	1905-06.....	106,589
1886-87.....	82,896	1906-07.....	97,381
1887-88.....	98,302	1907-08.....	99,824
1888-89.....	85,960	1908-09.....	104,165
1889-90.....	80,771	1909-10.....	106,712
1890-91.....	95,529	1910-11.....	113,976
1891-92.....	87,889	1911-12.....	115,189
1892-93.....	93,369	1912-13.....	119,490
1893-94.....	79,203	1913-14.....	98,207
1894-95.....	72,106	1914-15.....	163,800
1895-96.....	64,051	1915-16.....	128,312

1906-7, nine months only.

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TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year from July 1, 1876, to March 31, 1916.

Year.	Via Ste. Rosalie to and from the West.	Via Mont- real to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77.....					
1877-78.....		14,949		3,405	18,354
1878-79.....		21,628		2,643	24,271
1879-80.....		21,073		4,952	26,025
1880-81.....		15,454		3,334	18,788
1881-82.....		21,697		4,168	25,775
1882-83.....		24,875		7,911	32,786
1883-84.....		19,696		6,533	26,229
1884-85.....		22,787		8,405	31,192
1885-86.....		13,464		8,216	21,680
1886-87.....		16,923		9,811	26,734
1887-88.....		41,864		8,878	50,742
1888-89.....		17,340		11,481	28,821
1889-90.....		9,895		11,730	21,625
1890-91.....		9,923		10,764	20,687
1891-92.....		9,716		23,835	33,571
1892-93.....		7,295		12,319	19,714
1893-94.....		3,023	204	13,455	16,682
1894-95.....		6,749	213	10,399	17,361
1895-96.....		3,767	314	16,748	20,829
1896-97.....		2,654	263	17,239	20,156
1897-98.....		5,950	1,637	18,633	26,220
1898-99.....		2,462	243	31,555	34,263
1899-1900.....		6,880	307	37,108	39,794
1900-01.....	322	7,780	1,142	155,514	163,838
1901-02.....	1,106	11,925	1,528	172,733	183,147
1902-03.....	817	21,377	1,194	124,695	138,631
1903-04.....	2,079	15,325	2,994	146,070	174,520
1904-05.....	284	17,217	3,683	85,853	105,149
1905-06.....	2,026	15,922	5,337	128,462	153,042
1906-07.....	1,384	16,652	436	110,447	128,219
1907-08.....	2,410	16,652	519	134,541	154,052
1908-09.....	2,487	23,402	649	119,913	146,451
1909-10.....	2,367	21,064	5,818	131,273	160,522
1910-11.....	7,220	27,607	6,927	130,776	172,530
1911-12.....	9,911	63,544	8,777	213,579	295,811
1912-13.....	13,144	74,870	11,114	192,012	291,140
1913-14.....	16,424	58,083	45,776	123,964	244,247
1914-15.....	22,819	64,764	15,252	194,130	296,965
1915-16.....	48,119	121,024	17,384	356,369	545,896

1906-7, nine months only.

7 GEORGE V, A. 1917

TABLE showing the number of Tons of Raw and Refined Sugar carried over the Inter-colonial railway during each year from July 1, 1876.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for West.	To St. John for West.	To Local Stations	Total.	Via Ste. Rosalie.	To Montreal for West.	To St. John for West.	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77		340			340					
1877-78		186			186					
1878-79		1,041			1,041					
1879-80		12,220			12,220					
1880-81		13,872			13,862		4,022		2,902	6,924
1881-82		13,256		1,290	15,546		7,146		3,607	10,753
1882-83		9,465		508	9,973		11,126		5,497	16,623
1883-84		13,778		3,063	16,846		14,543		7,265	21,808
1884-85		10,381		3,661	14,042		18,024		8,445	26,469
1885-86		4,394		3,983	8,392		7,674		5,858	13,518
1886-87		20,450		8,500	28,950		15,044		8,395	23,439
1887-88		14,320		14,035	28,405		21,641		7,133	28,774
1888-89		24,358		7,160	31,518		12,955		11,120	24,075
1889-90		6,390		8,913	16,303		6,778		6,125	12,903
1890-91		5,088	4,670	8,215	17,973		10,130	468	5,096	16,954
1891-92		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93				10,137	10,137		8,327	6,456	7,840	22,623
1893-94				6,775	6,775		17,729	6,967	8,885	33,581
1894-95				10,342	10,342		13,351	15,819	4,695	33,865
1895-96				9,824	9,824		15,138	13,734	11,309	40,181
1896-97				4,925	4,925		5,694	8,069	6,957	20,720
1897-98							6,624	8,821	10,989	26,534
1898-99							8,138	2,183	15,833	26,164
1899-1900		96			96		9,795	257	19,655	29,907
1900-01		489			489	403	14,791	12	10,615	25,821
1901-02		90		11,553	11,643	3,101	9,831	861	18,839	29,632
1902-03		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04		875		7,495	8,372	6,013	8,628	879	29,400	44,920
1904-05	602	603	78	1,495	15,684	1,446	7,107	224	23,937	31,764
1905-06		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08		912		4,371	5,283	5,280	10,555	723	21,073	37,631
1908-09	6	1,705		6,817	8,528	5,095	8,906	979	21,527	35,507
1909-10	309	2,000		12,203	14,512	6,402	9,217	1,051	23,224	39,894
1910-11	532	1,293		24,166	25,991	6,326	9,368	947	25,026	41,667
1911-12	1,096	2,558		12,057	15,711	8,242	9,691	1,519	21,870	41,322
1912-13	1,380	14,030			15,410	8,678	9,640	1,422	23,684	43,424
1913-14	1,419	1,852		9,806	13,077	8,813	8,470	1,609	24,388	43,280
1914-15	2,053	1,998		5,894	9,945	10,333	11,331	861	30,399	52,924
1915-16		881		17,108	17,989	7,824	19,706	897	41,406	69,833

1906-7, nine months only.

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TABLE showing the number of Tons of Fresh and Salt Fish carried over the Inter-colonial railway during each year since 1876.

Year.	Fresh Fish.					Salt Fish.				
	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....		530	921	527	1,978	...	551	1,848	802	3,201
1877-78.....		596	1,015	474	2,085	...	898	1,644	805	3,346
1878-79.....		471	1,336	817	2,624	...	988	1,038	1,048	2,974
1879-80.....		519	1,462	453	2,334	...	1,612	2,238	959	4,809
1880-81.....		498	1,879	920	3,297	...	1,418	937	1,051	4,406
1881-82.....		475	1,919	967	3,951	...	4,031	1,066	2,487	7,584
1882-83.....		542	384	393	1,319	...	3,229	759	1,354	5,412
1883-84.....		838	1,682	412	2,932	...	1,322	1,143	1,224	3,689
1884-85.....		1,062	1,885	484	3,431	...	3,563	3,600	1,596	8,759
1885-86.....		1,669	1,655	902	4,216	...	1,680	3,047	3,376	7,103
1886-87.....		1,278	1,572	2,008	4,859	...	3,236	569	1,747	5,552
1887-88.....		1,533	1,477	1,031	4,041	...	2,617	470	1,099	4,193
1888-89.....		2,474	2,000	1,870	6,344	...	3,070	7,746	2,994	13,810
1889-90.....		2,335	1,787	2,111	6,223	...	2,449	847	3,288	6,584
1890-91.....		2,029	2,788	1,848	6,665	...	1,955	1,917	3,236	7,106
1891-92.....		1,367	1,746	547	3,660	...	1,946	928	1,889	4,763
1892-93.....		1,683	1,875	3,340	6,898	...	3,262	1,811	2,176	7,249
1893-94.....		1,959	2,192	2,224	6,375	...	2,921	1,814	2,962	7,697
1894-95.....		2,006	3,726	1,160	6,892	...	2,075	1,849	5,285	10,209
1895-96.....		1,966	3,059	1,316	6,344	...	1,863	1,087	2,791	5,741
1896-97.....		3,307	3,115	1,286	7,708	...	2,158	1,176	2,536	5,889
1897-98.....		3,575	3,703	1,052	8,330	...	1,729	1,066	2,210	5,005
1898-99.....		1,210	2,070	3,305	5,583	...	1,651	1,198	3,625	5,471
1899-1900.....		2,547	2,706	3,686	8,939	...	2,421	1,563	2,658	6,643
1900-01.....	37	2,009	3,207	4,125	9,393	860	3,416	1,346	4,643	9,768
1901-02.....	219	3,013	4,373	5,477	13,082	283	3,250	1,413	5,196	10,042
1902-03.....	149	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1904-05.....	779	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1905-06.....	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07.....	320	2,882	3,712	7,400	14,314	307	3,159	416	6,348	10,227
1907-08.....	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527
1908-09.....	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10.....	547	3,965	2,616	6,525	14,110	697	3,759	806	6,706	14,868
1910-11.....	1,216	4,300	2,733	6,161	14,110	893	3,590	1,993	9,130	15,546
1911-12.....	1,476	4,213	1,917	6,686	14,292	4,250	4,060	425	10,108	18,843
1912-13.....	1,490	4,572	3,928	7,294	17,284	909	5,795	2,902	8,529	18,135
1913-14.....	2,424	4,424	3,435	9,361	19,744	1,242	5,503	1,657	7,810	16,212
1914-15.....	2,183	3,746	1,180	9,904	17,013	2,549	6,771	452	9,246	19,018
1915-16.....	785	2,821	2,141	7,339	13,086	2,319	9,684	2,305	10,690	24,998

1906 7, nine months only.

7 GEORGE V, A. 1917

WINDSOR BRANCH.

This road has heretofore been operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company) under an agreement which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax; the company retaining two-thirds of the gross earnings and the Government receiving one-third of the gross earnings for maintaining the way and works. Under date the 1st of January, 1914, a new lease was entered into with the company, subject to ratification by Parliament, to be valid for a period of 99 years from that date, the rental to be \$22,500 a year.

Year.	Miles in oper- ation.	One third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance Expenses.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1880-81	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82	32	28,461 07	7,407 88	21,052 19	13,090 55	7,953 64	
1882-83	32	31,199 77	8,095 88	24,113 89	23,103 93	1,009 96	
1883-84	32	30,423 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87	32	33,564 58	8,237 00	25,327 58	26,042 33	...	714 75
1887-88	32	32,242 85	6,689 39	24,553 55	24,040 33	513 22	
1888-89	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90	32	39,514 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91	32	39,519 56	9,284 48	38,508 35	28,931 71	1,303 42	
1891-92	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93	32	43,901 28	9,535 17	34,316 11	16,889 95	17,426 16	
1893-94	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95	32	50,703 84	11,626 20	39,077 64	14,640 07	24,137 57	
1895-96	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97	32	54,208 81	13,695 58	40,603 23	10,821 04	29,782 19	
1897-98	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01	32	62,523 20	15,261 31	47,261 89	16,862 66	30,393 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04	32	72,708 54	19,074 49	53,634 05	24,281 02	29,352 96	
1904-05	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	
1908-09	32	75,781 80	19,750 47	56,031 33	36,234 55	19,796 78	
1909-10	32	81,861 73	21,207 75	60,653 98	23,549 90	37,104 08	
1910-11	32	64,781 89	16,590 46	48,191 43	17,797 98	30,393 45	
1911-12	32	99,996 10	26,819 50	73,176 60	34,854 05	39,322 55	
1912-13	32	93,235 40	24,988 70	68,246 70	29,970 62	38,276 08	
1913-14	32	85,277 77	23,710 25	61,517 52	26,486 98	35,030 54	
1914-15	32	Leased to the Dominion Atlantic Railway Company at an annual rental of \$22,500.					

1906-7, nine months only.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		\$ cts.	\$ cts.	\$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 46	135,899 66	85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1881-82	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1882-83	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1883-84	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1884-85	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1885-86	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1886-87	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1887-88	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1888-89	211	266,485 85	160,971 78	105,524 07	52,604	133,099
1889-90	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1890-91	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1891-92	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,295	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	131,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	156,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	74,381	184,748
1902-03	209	269,737 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	371,092
1906-07	267	282,148 50	215,534 97	67,713 53	67,144	232,256
1907-08	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09	267 5	400,330 00	311,319 63	69,010 78	106,090	332,758
1909-10	267 5	427,283 73	319,074 74	108,208 99	105,741	251,038
1910-11	267 5	424,104 00	337,419 55	86,684 45	108,263	356,761
1911-12	267 5	449,962 91	367,203 39	82,759 52	120,218	388,076
1912-13	267 5	489,972 34	389,474 07	100,498 27	122,784	433,888
1913-14	275 2	571,415 37	409,616 74	161,798 63	115,751	445,739
1914-15	275 2	598,226 97	415,495 44	182,731 53	125,272	423,496
1915-16	274 9	545,020 62	390,926 82	154,093 80	118,862	412,535

1906-7, nine months only.

7 GEORGE V, A. 1917

CANALS.

STATEMENT showing the total cost of construction of the individual Dominion canal works and connecting waters, up to March 31, 1916.

Route from Montreal to Lake Superior.

	Original Construction.	Enlargement.	Improvements to St. Lawrence River and Lakes.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lachine Canal	2,589,532 85	11,519,078 74		14,108,611 59
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	7,904,044 53			7,904,044 53
Beauharnois Canal	1,636,690 26			1,636,690 26
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal	1,945,624 73	5,300,679 48		7,246,304 21
Williamsburg Canal	1,320,655 54	13,896 26		1,334,551 80
Farrans Point Canal		877,090 57		877,090 57
Rapide Plat Canal		2,158,242 00		2,158,242 00
Galops Canal		6,121,213 70		6,121,213 70
Galops Rapids			1,039,895 65	1,039,895 65
St. Lawrence River and Reaches			711,238 93	711,238 93
North Channel			1,718,778 83	1,718,778 83
Murray Canal	1,248,946 71			1,248,946 71
Welland Canal	7,693,824 03	21,925,171 63		29,618,995 66
Sault Ste. Marie Canal	4,994,372 51			4,994,372 51
Welland Ship Canal	9,960,563 44			9,960,563 44
Total	39,294,554 60	47,915,372 38	3,843,996 23	91,053,623 21

Route from Lachine to Ottawa.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals	*63,053 64	4,119,039 32	4,182,092 96
Culbute Canal (superseded)	382,391 46		382,391 46
Total	579,901 61	5,154,798 44	5,734,700 05

*Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Rideau Canal	4,084,323 37	83,745 84	4,168,069 21
Tay Canal	489,599 23		489,599 23
Total	4,573,922 60	83,745 84	4,657,668 44

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Route from St. Johns, P.Q., to Sorel.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Chambly Canal	637,056 76	94,639 76	731,696 52
St. Ours Lock.....	121,537 65	5,690 91	127,228 56
Total	758,594 41	100,330 67	858,925 08

Route from Lake Ontario to Georgian Bay.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Trent Canal	15,626,295 14	.....	15,626,295 14
Total	15,626,295 14	.....	15,626,295 14

Route from Atlantic Ocean to Bras d'Or Lakes.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peter's Canal—Cape Breton	248,762 84	399,784 30	648,547 14
Total	248,762 84	*399,784 30	648,547 14

*This amount is expenditure on Capital Account, up to 1896 included. A further sum of has been expended since April 1, 1911, on income account.

7 GEORGE V, A. 1917

COMPARATIVE STATEMENT of Tons of Freight passed through the Canals in seasons of 1914 and 1915.

Name of Canal	Season of 1915.	Season of 1914.	Number of trips of vessels.	
			Season of 1915.	Season of 1914.
	Tons.	Tons.		
Sault Ste. Marie.....	7,750,957	27,549,184	4,331	5,977
Welland.....	3,061,012	3,860,969	2,922	3,692
St. Lawrence.....	3,409,467	4,391,493	8,641	10,245
Chambly.....	478,767	436,905	2,789	2,694
St. Peter's.....	2,895	54,180	71	1,200
Murray.....	30,728	83,907	600	971
Ottawa.....	272,370	335,132	2,040	2,472
Rideau.....	120,781	151,739	2,076	2,635
Trent.....	49,904	67,715	3,433	3,647
St. Andrew's*.....	21,982	42,013	1,087	331
Total.....	15,198,803	37,023,237	27,990	33,867

*This is a lock and dam on the Red river, between Winnipeg and lake Winnipeg, built and operated by the Department of Public Works.

TABLE showing the dates of opening and closing of the canals for the season of 1915.

	Navigation Opened 1915.	Navigation Closed 1915.
Lachine.....	April 20 ..	December 13
Soulanges.....	" 20.....	" 13
Grenville.....	" 20.....	November 27
Carillon.....	" 20 ..	" 27
Ste. Anne's	" 19.....	December 3
Chambly.....	" 29.....	" 1
St. Ours.....	" 17.....	" 2
Cornwall.....	" 15.....	" 11
Williamsburg. { Farrans Point.....	" 15.....	" 11
{ Rapide Plat.....	" 15.....	" 11
{ Galois.....	" 15.....	" 11
Murray.....	" 15.....	" 8
Welland.....	" 15 ..	" 15
Sault Ste. Marie.....	" 13.....	" 16
Rideau..... { At Ottawa.....	May 1	November 29
{ At Kingston.....	" 1.....	" 29
{ Hastings to Rice Lake.....	April 20.....	" 30
{ Rice Lake to Peterborough.....	" 17.....	December 4
{ Peterborough to Lakefield.....	May 4.....	November 20
{ Peterborough Lift Lock.....	" 6	" 8
Trent..... { Lakefield to Bobcaygeon.....	April 19.....	" 18
{ Bobcaygeon to Rosedale.....	" 26.....	" 30
{ Kirkfield to Lake Simcoe.....	May 18	October 30
{ Kirkfield Lift Lock.....	" 4.....	" 25
{ Lake Simcoe to Orillia.....	April 27.....	November 15
{ Sengog River and Lindsay Lock.....	" 21 ..	" 13
St. Peter's closed during reconstruction.		

PART IX

PHOTOGRAPHS AND PLANS

PHOTOGRAPHS

PLATE	I	Lachine Canal—Improvements at Lock No. 4.
"	I.	Lachine Canal—Improvements at Lock No. 4.
"	II.	Soulanges Canal—Upper Entrance.
"	II.	Lake St. Francis—Protection walls.
"	III.	Lake St. Francis—Protection walls.
"	III.	Cornwall Canal—Supply weir at head of canal.
"	IV.	Cornwall Canal—Offtake weir, Shelk's Island.
"	V.	Cornwall Canal—Lower Entrance.
"	VI.	St. Peters Canal—Improvements.
"	VIa.	St. Peters Canal—Improvements near Atlantic Entrance.
"	VII.	Trent Canal—Dam No. 10, Campbellford.
"	VII.	Trent Canal—Buckhorn Dam.
"	VIII.	Trent Canal—New bridge at Trenton.
"	IX.	Welland Ship Canal—Retaining Wall.
"	X.	Welland Ship Canal—Lock No. 2.
"	XI.	Welland Ship Canal—Blasting rock.
"	XI.	Welland Ship Canal—Section No. 5.
"	XII.	Welland Ship Canal—Hydraulic Suction Dredge.
"	XII.	Welland Ship Canal—Section No. 3.
"	XIII.	Welland Ship Canal—Lock No. 1.
"	XIV.	Quebec Bridge.
"	XV.	Quebec Bridge.
"	XVI.	Quebec Bridge—Centre span.
"	XVII.	Intercolonial Railway—Grand Narrows Bridge.
"	XVII.	Intercolonial Railway—Grand Narrows Bridge.
"	XVIII.	Intercolonial Railway—Subway, Moncton.
"	XVIII.	Intercolonial Railway—Coaling Plant, Lévis.
"	XIX.	Intercolonial Railway—Ocean Terminals, Halifax, N.S.
"	XX.	Car Ferry Terminal—Cape Tormentine, N.B.
"	XX.	Car Ferry Terminal—Cape Tormentine, N.B.
"	XXI.	Car Ferry Terminal—Carleton Point, P.E.I.
"	XXI.	Hudson Bay Railway—Bridge on Nelson River.
"	XXII.	Hudson Bay Railway—Port Nelson Terminus.
"	XXIII.	Hudson Bay Railway—Port Nelson Terminus.

PLANS

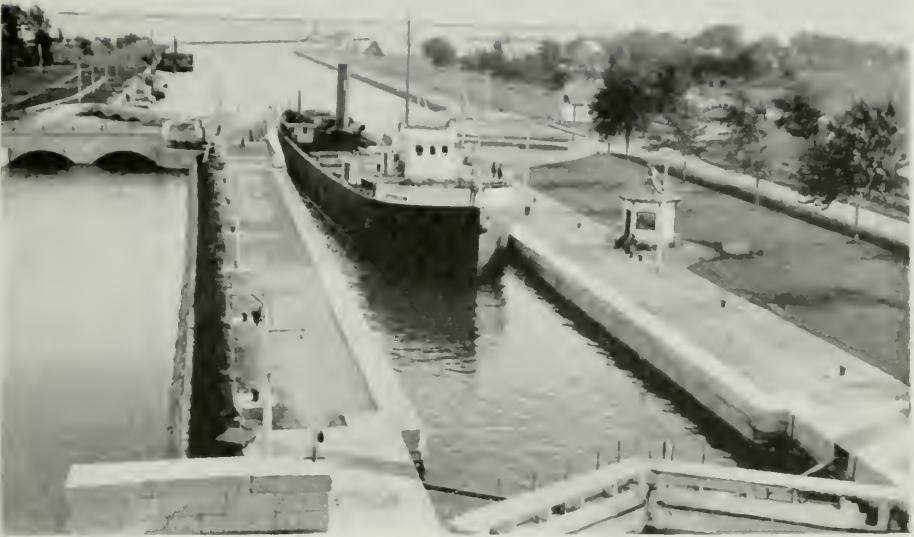
No. 1.	Welland Ship Canal—Niagara Peninsular.
" 2.	Welland Ship Canal—Plan and profile.
" 3.	Welland Ship Canal—Lake Ontario Entrance.
" 4.	Intercolonial Railway—Halifax Ocean Terminals.
" 5.	Hudson Bay Railway.



Lachine Canal.--Improvements at Lock No. 4. View of South Bank of Canal between Côte St. Paul Swing Bridge and Lock No. 4, before removal of projecting point. Prism partially unwatered April 1910.



Lachine Canal. -- Improvements at Lock No. 4. View of South bank of Canal between Côte St. Paul Swing Bridge and Lock No. 4, after completion of works of improvement. Water at regulated level. July 1916.



Soulanges Canal.—General view of upper entrance, showing in the back ground the extension of river wall and the breakwater which were recently completed. Before these works were constructed it was not practicable to operate the locks during a south west gale.



Protection walls Lake St. Francis. View showing erosive action of waves upon unprotected shores. September 1911.



Protection walls, Lake St. Francis. View showing nature of protective works. Sedimentation is taking place behind stone walls.



Cornwall Canal. Reinforced concrete beams for carrying machinery for operating valves in supply weir at head of Canal.



Cornwall Canal. Offtake weir at foot of Sheikh's Island. Completed in 1915.



Cornwall Canal. General View of Lower Entrance.



St. Peters Canal Improvements.

General view of works from a point near the Atlantic entrance to Canal, before admitting water. The old lock is visible at the right of the picture, the east wall thereof forming one of the entrance walls to the new lock shown in the upper left centre of the picture.



St. Peters Canal Improvements, near Atlantic Entrance.

General view of works from point after admission of water through coffer dam near lake entrance of canal. Material shown in foreground blocking the Atlantic entrance will be dredged out as soon as lock gates are stepped. The concrete cribs shown floating alongside the westerly entrance wall are to be used for extending that wall out to sea shore.



Trent Canal, Ontario.—Rice Lake Division, Section 4, March 1916. Showing ice conditions at Dam No. 10, Campbellford.



Trent Canal.—Lakeland-Balsam Lake Division, April 16th, 1916. Buckhorn Dam during high water conditions.

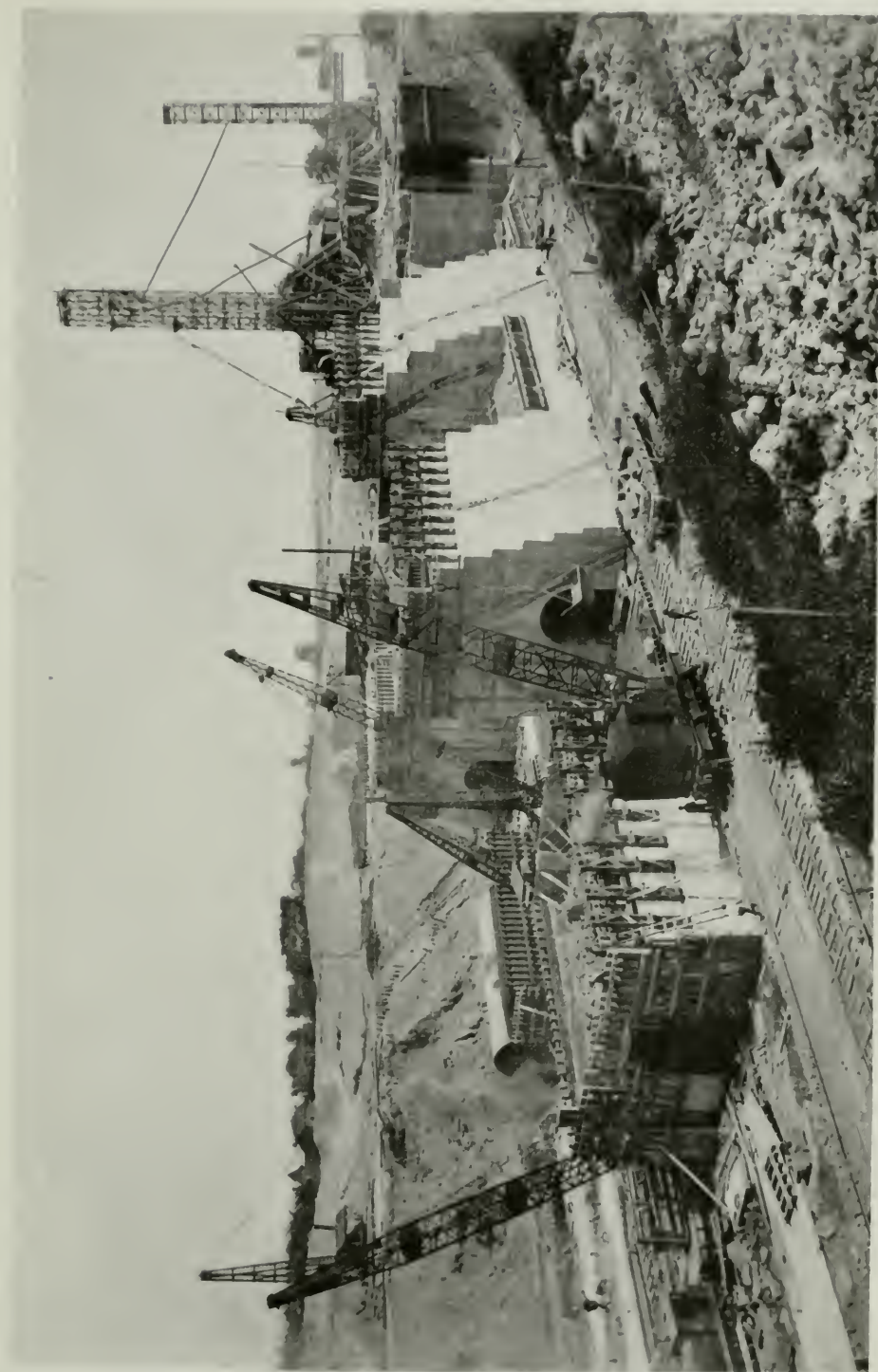
PLATE VIII



Trent Canal.—Ontario-Rice Lake Division, Section No. 1, April 1916. New Highway Bridge at Trenton, from west side of river above bridge.



Welland Ship Canal. Reinforced Retaining Wall on Pile Foundation.



Welland Ship Canal, Lock No. 2.



Welland Ship Canal. Blasting Rock,



Welland Ship Canal, Section No. 5. Reclaiming land with excavated material.



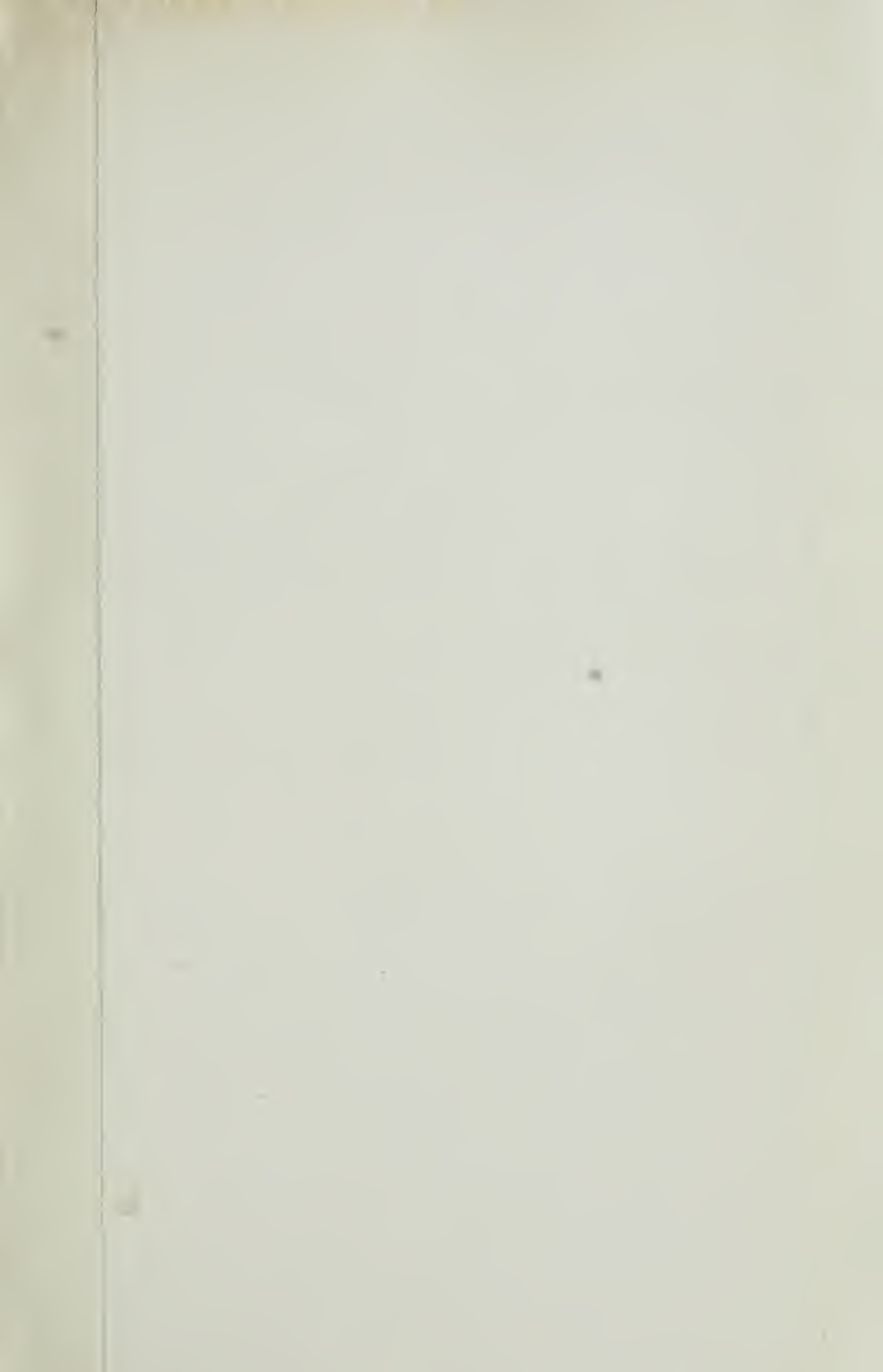
Welland Ship Canal. Hydraulic Suction Dredge "Primrose".



Welland Ship Canal. Heavy Rock Cutting on Site of Flight Locks, Section No. 3.

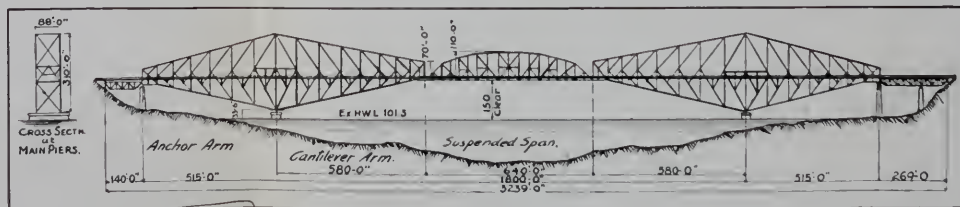


Welland Ship Canal. Lock No. 1

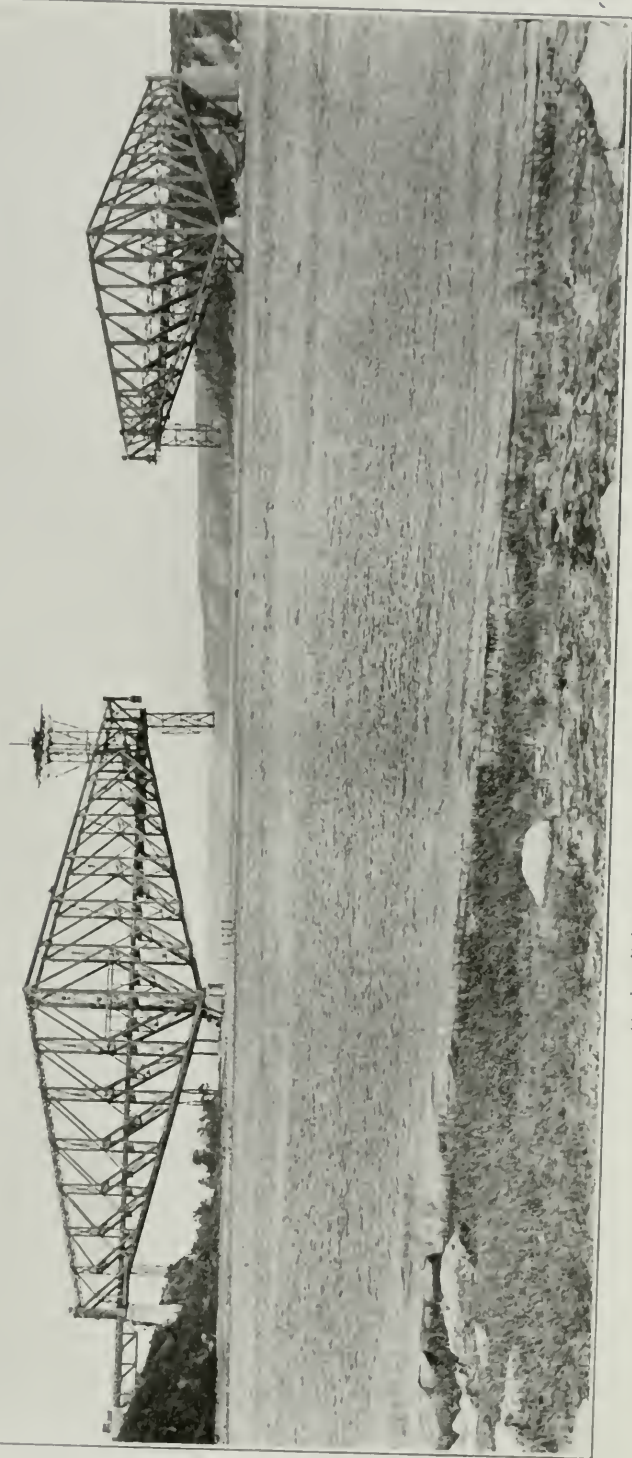




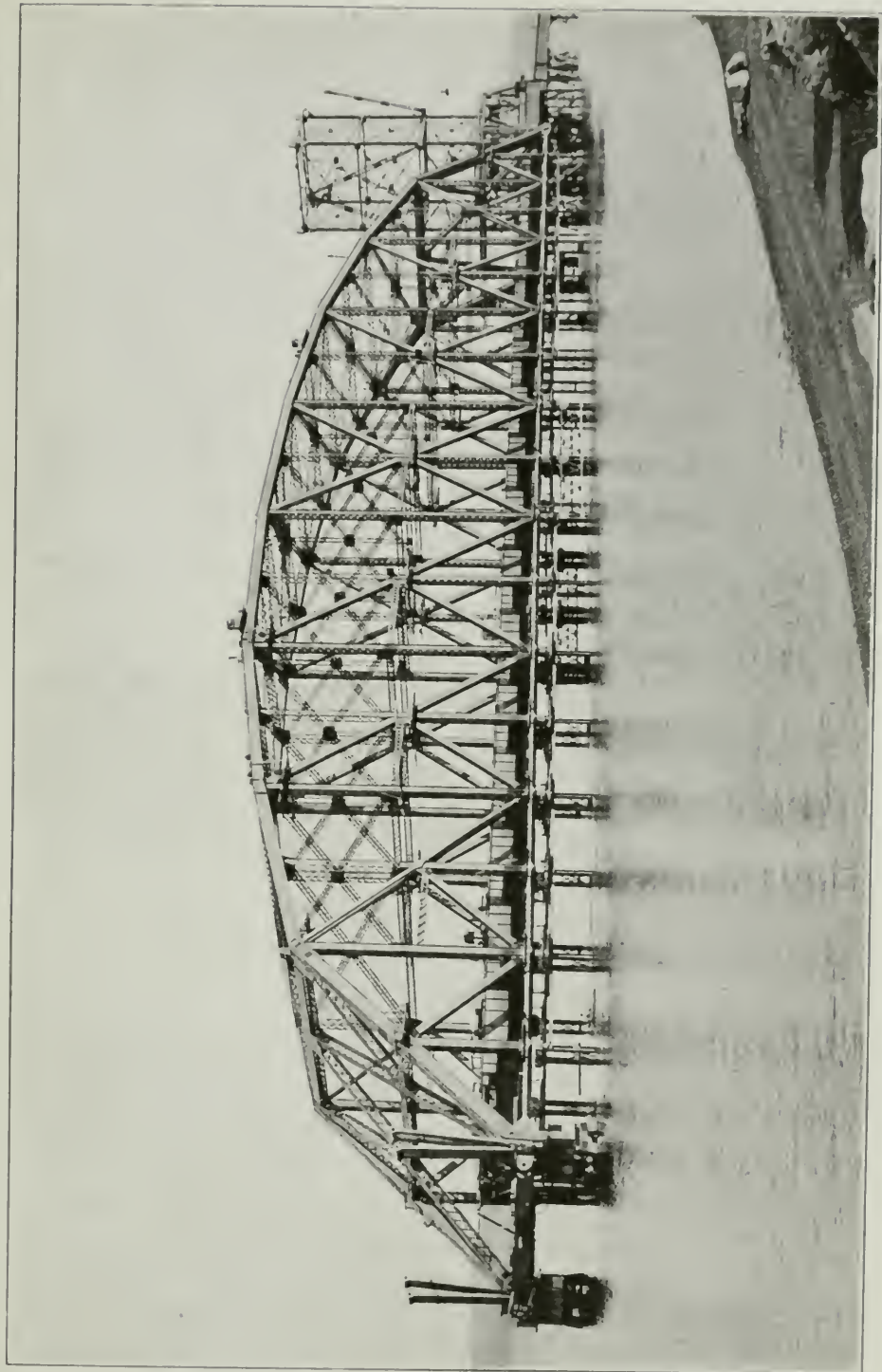
Quebec Bridge, across River St. Lawrence above Quebec, in course of construction.



Quebec Bridge.



Quebec Bridge: Ready to receive centre span. August 10, 1916.



Quebec Bridge: Centre span, 640 feet long, at Sillery Cove, $3\frac{1}{2}$ miles below Bridge, ready to be moved into position August 2, 1916.



I. C. R. New bridge over the Grand Narrows, C. B.



I. C. R. New bridge over the Grand Narrows, C. B.



I. C. R. Subway on Main Street, Moncton.



I. C. R. Coaling plant at Levis, Quebec.



Intercolonial Railway—Ocean Terminals, Halifax, N. S.



Car Ferry Terminal—Cape Tormentine, N.B. View of ferry-landing from a point near outer end of pier.



Car Ferry Terminal—Cape Tormentine. View of shore approach to ferry landing showing stone breakwater in distance.



Car Ferry Terminal—Carleton Point, P.E.I. View of turning basin, showing work in progress on concrete cribs of ferry landing, and stonework of breakwater.

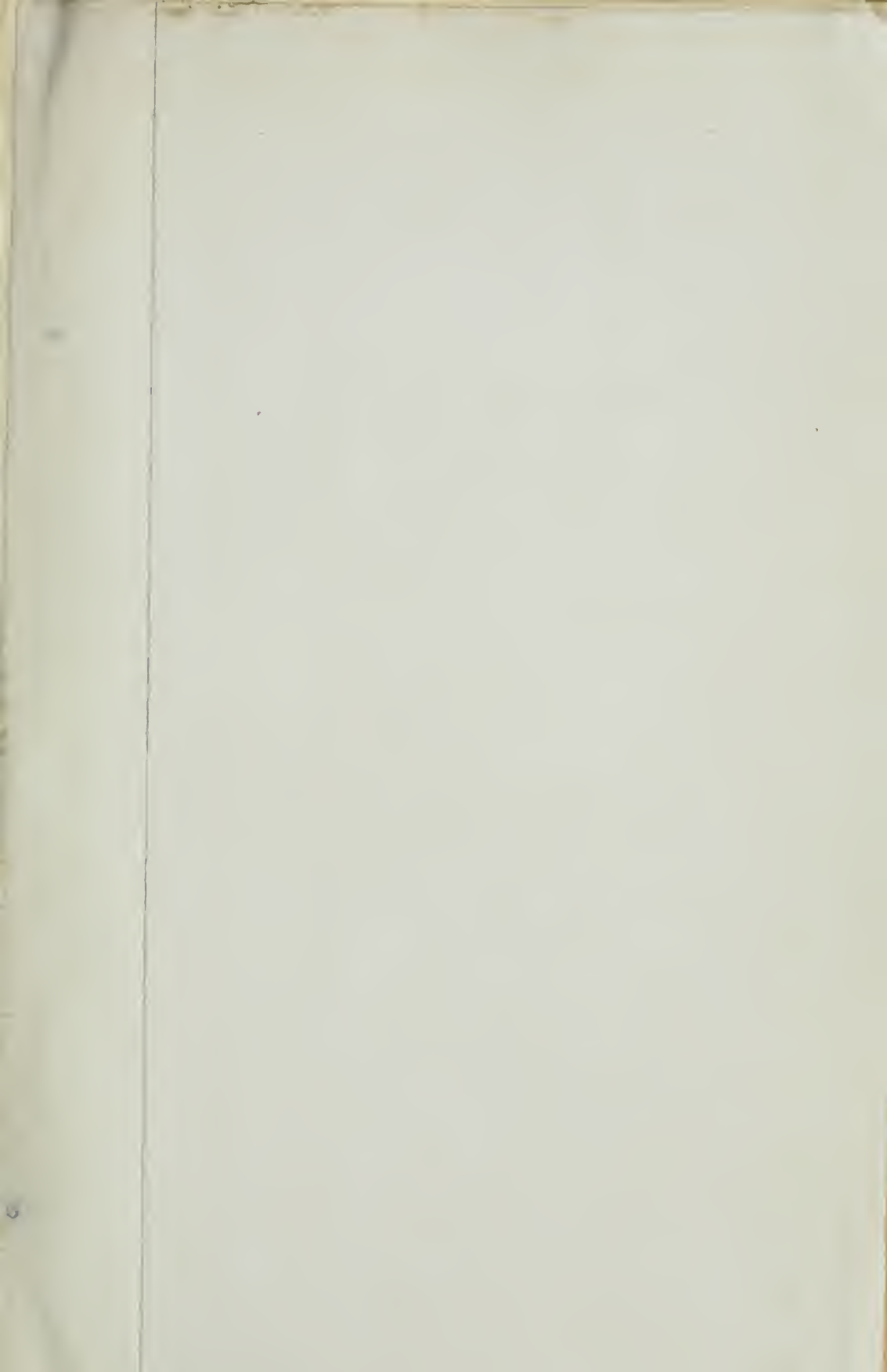


Hudson Bay Ry. - Bridge on Nelson River at Manitou Rapids. Main span, 395 ft.; side spans, 111 ft., with one 86 ft. girder approach span.



Hudson Bay Ry. — Port Nelson Terminus.

General view of permanent development, showing construction in progress upon cribwork of island pier, and completed bridge connecting pier with yards on shore.

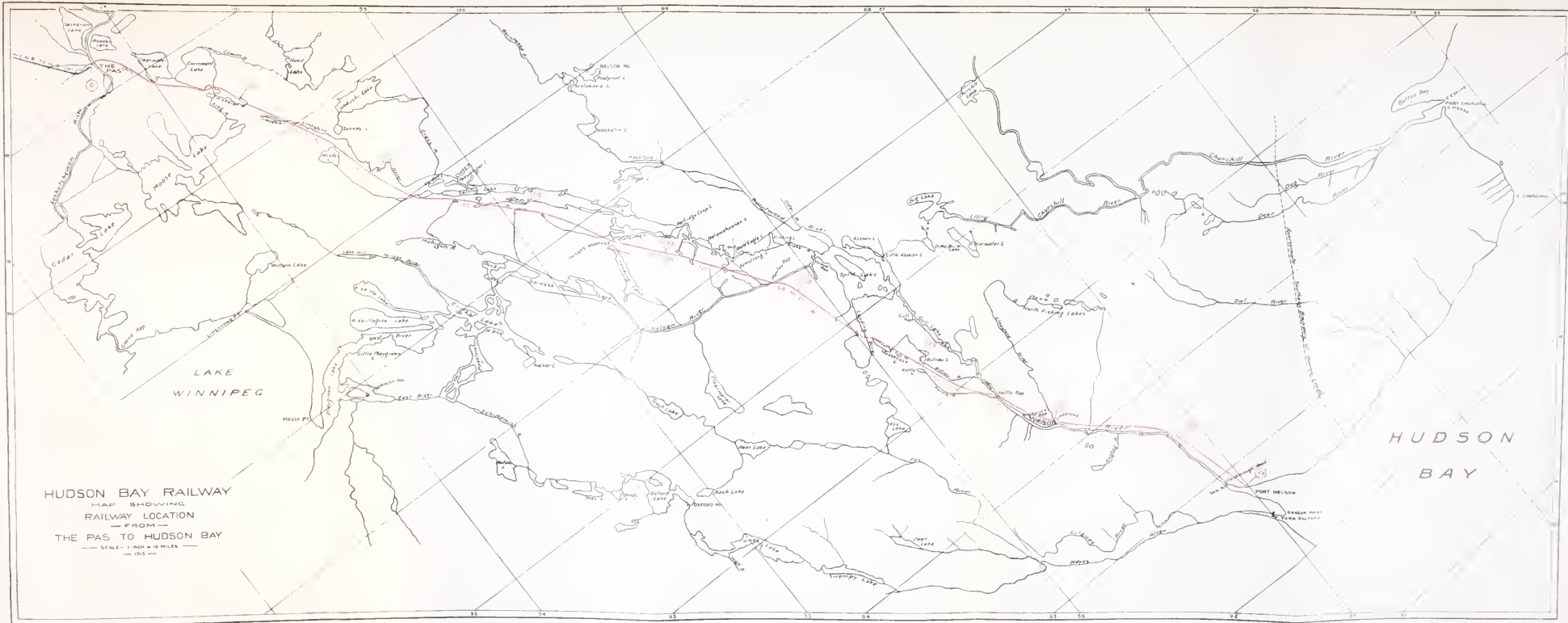




HUDSON BAY RAILWAY PORT NELSON TERMINUS

View of water front showing material yards, with ships and warehouses in background and permanent construction at the right.





General View



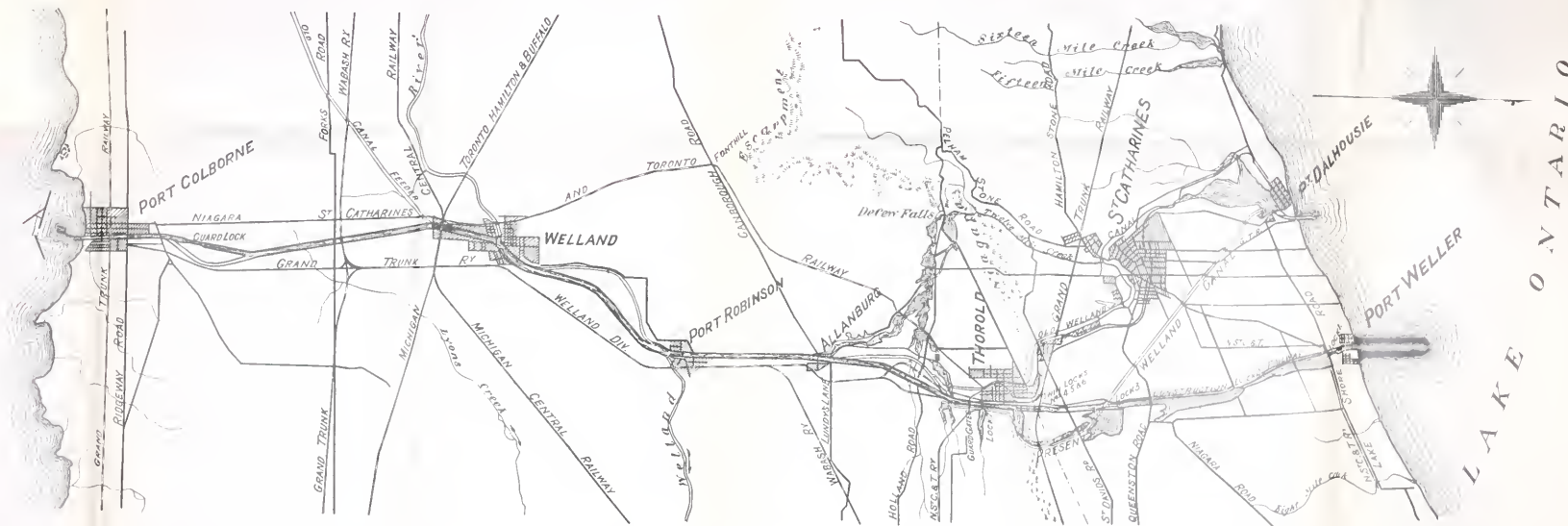
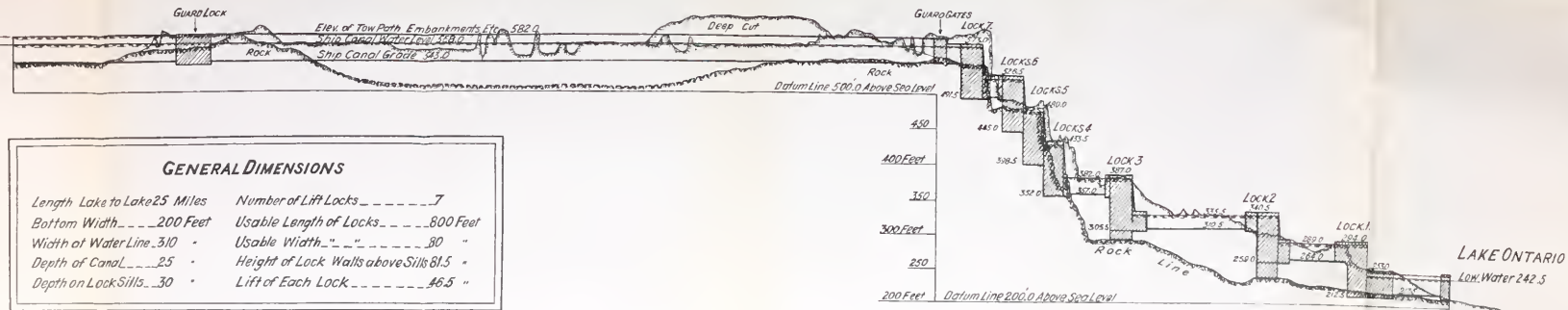
GENERAL DIMENSIONS

Length of the building	100 feet
Width of the building	30 feet
Height of the building	15 feet
Length of the lot	120 feet
Width of the lot	40 feet



LAKE ERIE

High Water 580.0
Low Water 568.0



THE WELLAND SHIP CANAL

SCALE OF MILES

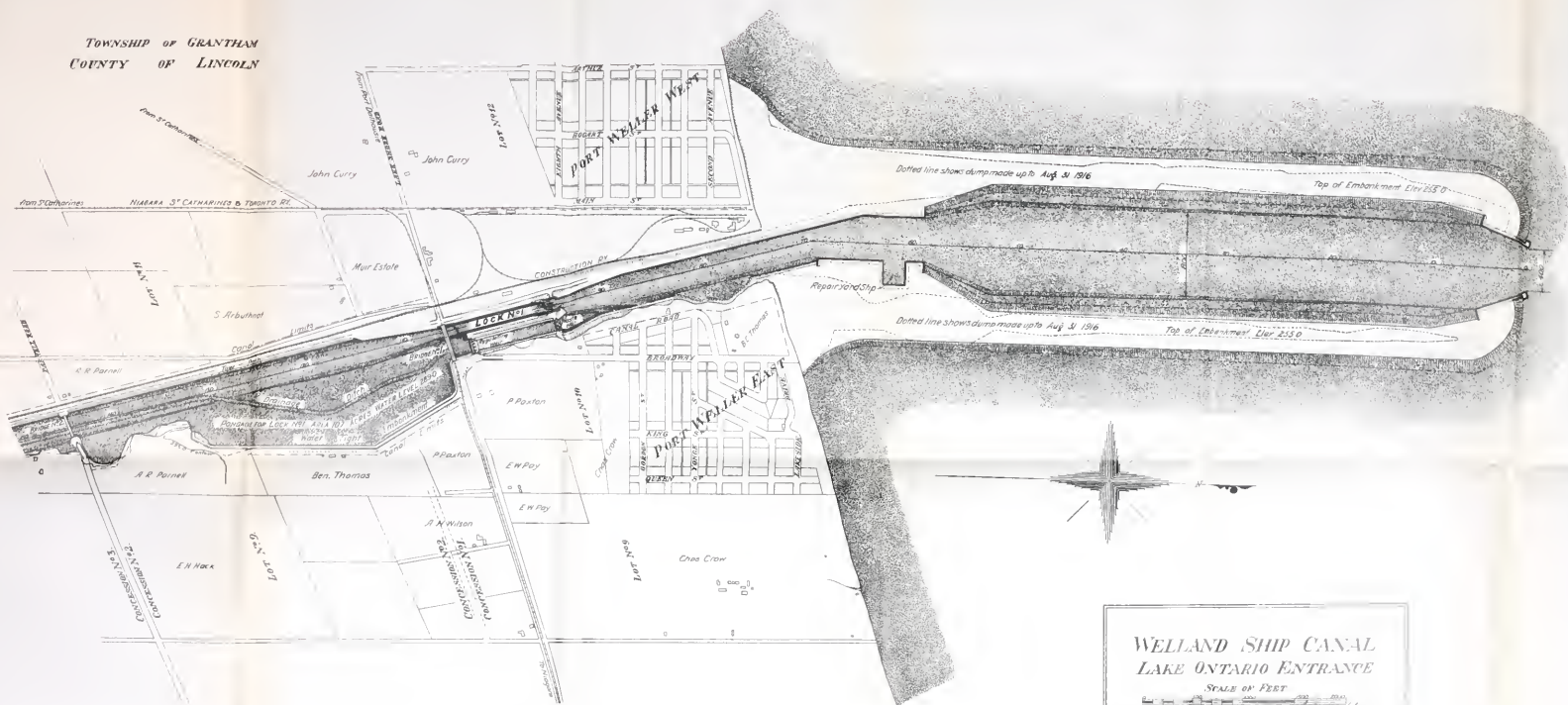




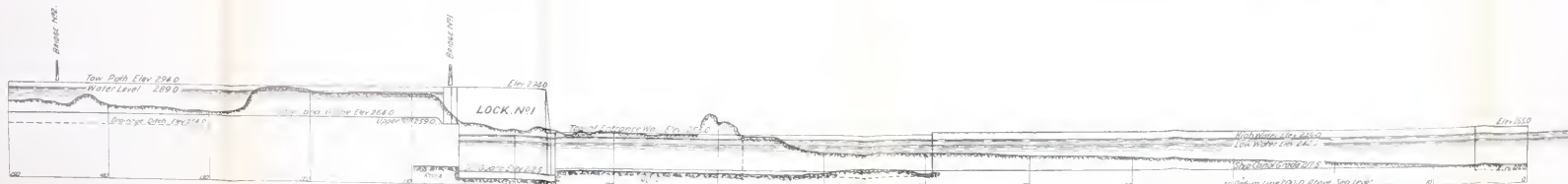




TOWNSHIP OF GRANTHAM
COUNTY OF LINCOLN



PLAN



PROFILE

L A K E O N T A R I O





LAKE ONTARIO

HAMILTON

PORT WELLER
P'T DALHOUSIE
ST CATHARINES

NIAGARA

LOCKPORT

NIAGARA FALLS

TONAWANDA

BUFFALO

WELLAND

P'T COLBORNE

DUNKIRK

NIAGARA PENINSULA
PLAN SHOWING LOCATION OF
WELLAND SHIP CANAL

Scale of Miles

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1916

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY J. DE L. TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1917

*To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc.,
etc., Governor General and Commander in Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency, Canal Statistics for the year ended December 31, 1916.

All of which is respectfully submitted.

F. COCHRANE,

Minister of Railways and Canals.

To the Honourable F. COCHRANE,

Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1916.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
OTTAWA, February 20, 1917.

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

SIR,—I have the honour to submit herewith Canal Statistics for the year ended December 31, 1916.

Traffic through the canals of Canada in 1916 showed an increase of 8,384,688 tons. The volume was 23,583,491 tons. Distribution of traffic:—

	Tons.	Increase.	Decrease.
	Tons.	Tons.	Tons.
Sault Ste. Marie.....	16,813,649	9,062,692	.....
Welland.....	2,544,964	.....	516,048
St. Lawrence.....	3,368,064	.....	41,403
Chambly.....	398,977	.....	79,730
St. Peter's.....	9,629	6,734	.....
Murray.....	46,680	15,952	.....
Ottawa.....	237,651	.....	34,719
Rideau.....	105,430	.....	15,351
Trent.....	45,009	.....	4,895
St. Andrew's.....	13,438	.....	8,544
Total.....	23,583,491	9,085,378	700,690

Gross traffic since 1905:—

	Tons.
1905.....	9,371,744
1906.....	10,523,185
1907.....	20,543,639
1908.....	17,502,820
1909.....	33,720,748
1910.....	42,990,608
1911.....	38,030,353
1912.....	47,587,245
1913.....	52,053,913
1914.....	37,023,237
1915.....	15,198,803
1916.....	23,583,491

Comparison of 1915 and 1916 by months:

—	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	Ottawa.	Rideau.	St. Peters.	Murray.	Trent.	St. Andrews.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1915.											
April.....	115,684	170,343	97,090	7,724	4,472	.....	728	2,200	109	.....	398,350
May.....	318,488	450,178	523,260	65,675	38,195	21,367	1,988	1,925	4,339	1,370	1,426,865
June.....	371,484	441,911	507,289	79,571	32,989	24,171	179	4,194	10,459	423	1,472,670
July.....	552,410	396,012	459,515	84,897	56,265	19,371	.....	3,962	13,554	1,625	1,587,611
August.....	787,770	427,962	508,199	74,627	37,512	10,810	.....	4,076	8,045	9,020	1,829,021
September.....	1,300,240	425,272	457,765	69,096	49,886	15,291	.....	4,685	5,082	7,400	2,424,717
October.....	2,271,098	425,636	522,425	60,412	40,503	19,501	.....	6,982	6,128	2,144	3,354,829
November.....	1,634,451	268,961	311,480	36,705	12,548	10,270	.....	1,704	2,126	.....	2,278,245
December.....	348,332	54,737	22,444	.....	.....	.....	.....	1,000	42	.....	426,555
Total.....	7,750,957	3,061,012	3,409,467	478,707	272,370	130,781	2,895	30,728	49,904	21,982	15,198,803
1916.											
April.....	390,152	46,702	34,764	110	1,432	.....	.....	1,550	.....	.....	474,710
May.....	2,129,714	333,442	423,289	24,213	33,383	17,917	.....	4,798	625	525	2,967,906
June.....	3,176,701	381,250	541,407	56,011	45,596	7,460	.....	4,051	8,700	1,162	4,233,338
July.....	2,630,899	390,119	491,238	69,638	41,236	15,265	.....	5,055	11,590	20	3,655,110
August.....	2,530,062	416,282	552,020	70,305	30,695	14,316	.....	11,531	11,646	6,579	3,643,436
September.....	2,376,527	327,303	480,672	67,093	29,465	13,188	.....	11,065	8,724	4,737	3,318,774
October.....	1,833,234	349,134	448,358	62,431	33,418	18,645	.....	6,420	2,757	415	2,754,812
November.....	1,261,826	248,350	368,003	49,176	22,406	8,609	.....	2,210	964	.....	1,967,168
December.....	484,524	52,382	28,313	.....	.....	.....	.....	4,015	3	.....	569,237
Total.....	16,813,649	2,544,964	3,368,064	398,977	237,651	105,430	9,629	46,680	45,009	13,438	23,584,491

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Following is a summary of traffic, by months, during the past five years:—

—	1912.	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.	Tons.
January.....	181	397	494		
April.....	77,871	875,226	554,111	398,350	474,710
May.....	6,134,122	7,260,227	5,307,123	1,426,805	2,967,006
June.....	6,851,248	7,647,189	6,136,657	1,472,670	4,232,338
July.....	7,054,060	8,137,169	6,339,831	1,587,611	3,655,110
August.....	7,159,871	7,625,782	6,261,380	1,829,021	3,643,436
September.....	6,983,913	7,531,379	6,069,946	2,424,717	3,318,774
October.....	7,321,846	7,350,914	4,660,484	3,354,829	2,754,812
November.....	5,369,493	4,891,143	1,470,471	2,278,245	1,967,168
December.....	634,640	734,487	222,740	426,555	569,237
Total.....	47,587,245	52,053,913	37,023,237	15,198,803	23,583,491

The following further summary gives the record of traffic, by canals, for 1911 and succeeding years:—

—	1911.	1912.	1913.	1914.	1915.	1916.
Sault Ste. Marie.....	30,951,709	39,669,655	42,699,324	27,599,184	7,750,957	16,813,649
Welland.....	2,537,629	2,851,915	3,570,714	3,860,969	3,061,012	2,544,964
St. Lawrence.....	3,105,708	3,477,188	4,302,427	4,391,493	3,409,467	3,368,064
Chambly.....	599,829	618,415	555,602	436,905	478,707	398,977
St. Peters.....	75,298	74,809	71,514	54,180	2,895	9,629
Murray.....	163,457	170,081	180,576	83,907	30,728	46,680
Ottawa.....	320,071	392,350	365,438	335,132	272,370	237,651
Rideau.....	172,227	160,133	171,223	151,739	120,781	105,430
Trent.....	57,290	77,150	55,800	67,715	49,904	45,009
St. Andrews.....	47,135	95,549	81,295	42,013	21,982	13,438

Eliminating all duplications, the net tonnage for 1916 is shown in the following table:—

Canals.	Canadian.	United States.	Net Tonnage	Gross Tonnage
	Tons.	Tons.	Tons.	
Sault Ste. Marie.....	4,061,845	12,652,401	16,714,246	16,813,649
Welland.....	547,629	1,462,965	2,010,594	2,544,964
St. Lawrence.....	790,087	852,359	1,642,446	3,368,064
Chambly.....	214,646	141,996	346,642	398,977
Ottawa.....	77,791		77,791	237,651
Rideau.....	105,430		105,430	105,430
St. Peters.....	9,629		9,629	9,629
Trent.....	45,009		45,009	45,009
Murray.....	45,085	1,595	46,680	46,680
St. Andrews.....	13,438		13,438	13,438
Total.....	5,910,589	15,101,316	21,011,905	23,583,491

7 GEORGE V, A. 1917

The traffic of 1915 and 1916 is analyzed by classes of commodities in the following tabular statement:—

Canals.	Agricultural Products.	Animal Products.	Manu- factures.	Products of Forest.	Products of Mines.	Total.
1915.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie.....	2,655,789	655	441,293	89,218	4,564,002	7,750,957
Welland.....	1,806,803	1	320,442	308,660	1,125,106	3,061,012
St. Lawrence.....	1,204,523	4,685	276,713	601,255	1,322,291	3,409,467
Chambly.....	7,163	784	21,605	230,117	169,038	478,707
St. Peters.....	381	10	322	179	2,003	2,895
Murray.....	153	271	6,523	.....	23,781	30,728
Ottawa.....	4,202	2,889	16,089	155,669	93,521	272,370
Rideau.....	1,521	1,690	10,186	10,211	97,173	120,781
Trent.....	1,990	299	2,751	44,575	289	49,904
St. Andrews.....	.....	5	187	4,894	16,896	21,982
Total.....	5,182,525	11,289	1,096,111	1,494,778	7,414,100	15,198,803
1916.						
Sault Ste. Marie.....	3,803,289	522	373,664	39,245	12,596,929	16,813,649
Welland.....	693,578	.....	184,779	265,563	1,401,044	2,544,964
St. Lawrence.....	660,555	4,459	211,530	650,590	1,840,930	3,368,064
Chambly.....	10,134	210	19,679	242,654	126,300	398,977
St. Peters.....	4,518	330	964	30	3,787	9,629
Murray.....	60	.....	9,738	2	36,880	46,680
Ottawa.....	3,333	2,940	20,168	139,168	71,992	237,651
Rideau.....	523	2,583	10,754	9,912	81,658	105,430
Trent.....	2,766	298	2,776	38,841	328	45,009
St. Andrews.....	.....	.....	214	2,868	10,356	13,438
Total.....	5,178,806	11,342	834,266	1,388,873	16,170,204	23,583,491
			Increase. Tons.	Decrease. Tons.	Increase. Per cent.	Decrease. Per cent.
Sault Ste. Marie.....			9,062,692	.....	116.92	.....
Welland.....			.....	516,048	.....	16.85
St. Lawrence.....			.....	41,403	.....	1.21
Chambly.....			.....	79,730	.....	16.66
St. Peters.....			6,734	.....	232.61	.....
Murray.....			15,952	.....	51.91	.....
Ottawa.....			.....	34,719	.....	12.74
Rideau.....			.....	15,351	.....	12.71
Trent.....			.....	4,895	.....	9.80
St. Andrews.....			.....	8,544	.....	38.80
Net Increase.....			9,085,378	700,690	.....	.....

The following statement shows the tonnage of commodities by classes moved through all the canals in 1916:—

	Tons.
Agricultural products.....	5,178,806
Animal products.....	11,342
Manufactures.....	834,266
Products of the forest.....	1,388,873
Products of the mine.....	16,170,204
Total.....	23,583,491

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	1911.	1912.	1913.	1914.	1915.	1916.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Agricultural products.....	14.2	14.51	16.40	21.51	34.11	21.96
Animal products.....	.1	.04	.04	.04	.07	.04
Manufactures.....	6.2	4.68	3.61	3.29	7.21	3.53
Products of forest.....	4.0	3.43	3.22	4.38	9.83	5.87
Products of mine.....	75.5	77.34	76.73	70.78	48.78	68.60

CANADIAN AND AMERICAN TRAFFIC.

Neither the canals of Canada nor those of the United States impose tolls. Perfect reciprocity prevails in the use of these artificial waterways.

Comparison of traffic:—

Year.	Canadian Vessels.		U. S. Vessels.		Freight Tonnage.		
	No.	Tonnage.	No.	Tonnage.	Canadian.	United States.	Total.
1908.....	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909.....	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910.....	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911.....	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912.....	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913.....	28,654	12,078,041	10,739	24,238,788	11,130,875	40,923,038	52,053,913
1914.....	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,237
1915.....	21,575	9,398,207	6,415	7,385,101	6,789,423	8,409,380	15,198,803
1916.....	23,002	9,839,029	6,800	10,660,839	7,486,962	16,096,529	23,583,491

Relative percentage of freight tonnage:—

Year.	Canadian Per Cent.	American Per Cent.
1908.....	28.7	71.3
1909.....	21.8	78.2
1910.....	18.3	81.7
1911.....	20.5	79.5
1912.....	19.7	80.3
1913.....	21.3	78.7
1914.....	25.3	74.7
1915.....	44.7	55.3
1916.....	31.7	68.3

Although the percentage of Canadian traffic in 1916 declined, the volume was actually larger than in 1915. Adding together the net tonnage of Canadian freight which passed through the canals of the United States and of Canada, the result is as follows:—

	Net Canadian Tonnage.
1915.....	6,734,223
1916.....	9,779,881

7 GEORGE V, A. 1917

The volume of gross freight tonnage Canadian and American, through all the canals of Canada was as follows in 1916:—

Canals.	Total Traffic.	Canadian Tons.	Per Cent.	American Tons.	Per Cent.
Sault Ste. Marie.....	16,813,649	4,155,911	24.72	12,657,738	75.28
Welland.....	2,544,964	1,054,480	45.43	1,490,484	54.57
St. Lawrence.....	3,368,064	1,581,195	46.95	1,786,869	53.05
Chambly.....	398,977	257,181	64.47	141,796	35.53
St. Peters.....	9,629	9,629	100.00		
Murray.....	46,680	45,085	96.58	1,595	3.42
Ottawa.....	237,651	226,381	95.25	11,270	4.75
Rideau.....	105,430	98,653	93.57	6,777	6.43
Trent.....	45,009	45,009	100.00		
St. Andrews.....	13,438	13,438	100.00		
	23,583,491	7,486,962		16,096,529	

The foregoing tonnage unavoidably includes duplication. It represents the total of business through all the canals, and the same cargo often passes through two and three separate canal systems. This is always true of through shipments in either direction between the head of lake Superior and Montreal.

The eastward movement of traffic is very much larger than the movement westward, and this fact gives Sault Ste. Marie a controlling position. In that eastward trend of trade iron ore is the chief commodity. Following is a comparative statement of eastbound business, including ore:—

Canadian Canal.	Total Traffic.	Canadian Traffic.	Per cent Canadian.	American Traffic.	Per cent American
1896.....	4,557,399	321,770	7.0	4,255,629	93.0
1897.....	4,974,063	337,146	6.8	4,609,737	93.2
1898.....	3,055,287	146,539	4.8	2,908,748	95.2
1899.....	3,006,664	290,975	9.9	2,706,629	90.1
1900.....	2,035,677	255,264	12.5	1,880,413	87.5
1901.....	2,820,394	494,613	17.5	2,325,781	82.5
1902.....	4,729,268	1,140,623	24.1	3,588,645	75.9
1903.....	5,511,868	1,362,820	24.7	4,149,048	75.3
1904.....	5,030,705	1,212,145	24.1	3,818,360	75.9
1905.....	5,473,406	1,304,355	23.8	4,169,051	76.2
1906.....	6,574,046	1,632,683	24.8	4,941,363	75.2
1907.....	15,588,165	1,957,334	12.5	13,630,831	87.5
1908.....	12,759,216	2,113,160	16.5	10,646,056	83.5
1909.....	27,861,245	2,767,875	9.1	25,093,370	90.9
1910.....	36,395,687	2,941,229	8.1	33,454,458	91.9
1911.....	30,951,709	3,167,936	10.2	27,783,773	89.8
1912.....	39,669,655	3,808,157	9.6	35,861,498	90.4
1913.....	42,699,324	3,816,718	11.3	37,882,606	88.7
1914.....	27,599,184	3,609,747	13.1	23,989,437	86.9
1915.....	7,750,957	2,561,734	33.0	5,189,223	67.0
1916.....	16,813,649	4,155,911	24.7	12,657,738	75.3

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The important part played by ore shipments is shown in the following table:—

Year.	American Traffic through Canadian Canal.			Ore included in foregoing total.	Per cent of Ore.	Com-modities other than Ore.	Per cent of other Com-modities.
	Up.	Down.	Total.				
	Tons.	Tons.	Tons.	Tons.		Tons.	
1905.....	1,028,871	3,140,180	4,169,051	2,910,118	69.9	1,258,933	30.1
1906.....	1,367,796	3,573,567	4,941,363	2,929,366	59.3	1,011,997	40.7
1907.....	2,604,741	11,026,090	13,630,831	9,995,242	73.2	3,635,589	26.8
1908.....	2,419,709	8,226,347	10,646,056	7,362,351	69.1	3,283,705	30.9
1909.....	2,737,101	22,356,269	25,093,370	21,156,915	84.3	3,936,455	15.7
1910.....	4,004,538	29,449,920	33,454,458	28,440,952	85.0	5,013,506	15.0
1911.....	4,307,187	23,476,586	27,783,773	22,654,029	81.5	5,129,744	18.5
1912.....	3,133,638	32,727,860	35,861,498	31,134,251	87.0	4,727,247	13.0
1913.....	4,238,829	33,643,777	37,882,606	32,386,866	85.5	5,495,740	14.5
1914.....	2,398,944	21,737,678	24,136,622	20,817,953	86.2	3,318,669	13.8
1915.....	509,788	4,741,552	5,251,340	4,004,426	76.3	1,246,914	23.7
1916.....	1,088,832	11,608,897	12,697,729	11,374,201	89.5	1,323,528	10.5

Following is a comparison of eastbound Canadian and American traffic at Sault Ste. Marie, exclusive of ore:—

Year.	Canadian Eastbound exclusive of ore.	Per cent of total eastbound	American Eastbound exclusive of ore.	Per cent. of total Eastbound
1905.....	838,537	82.7	303,630	9.7
1906.....	1,112,742	92.8	721,320	20.2
1907.....	1,446,788	91.7	1,142,468	10.3
1908.....	1,585,549	92.3	986,614	11.9
1909.....	2,038,245	98.0	1,229,282	5.5
1910.....	2,132,620	100.0	962,062	3.3
1911.....	2,466,806	99.1	820,488	3.5
1912.....	3,019,998	99.8	1,576,646	4.8
1913.....	4,114,402	99.0	1,271,882	3.8
1914.....	2,985,114	97.1	919,725	4.2
1915.....	2,134,546	97.1	737,126	15.5
1916.....	3,697,705	96.7	194,576	1.08

The foregoing percentages represent the proportion which Eastbound traffic, excluding ore, bore to the total Eastbound, including ore.

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At the Welland canal ores disappear as a factor in traffic. The situation at that important gateway between the upper Great Lakes and the St. Lawrence is summarized in the following statement:—

TRAFFIC THROUGH THE WELLAND CANAL.

Year.	Canadian— Up.	Per cent.	Canadian— Down.	Per cent.	United States— Up.	Per cent.	United States— Down.	Per cent.
	Tons.		Tons.		Tons.		Tons.	
1887.....	61,310	41.3	87,159	58.7	265,738	31.9	565,928	68.1
1891.....	25,260	25.8	72,522	74.2	264,952	30.2	612,279	69.8
1896.....	19,369	8.8	200,294	91.2	271,900	25.6	783,424	74.4
1897.....	12,091	6.3	179,998	93.7	212,108	19.6	870,095	80.4
1898.....	11,904	8.5	127,236	91.5	211,502	21.1	789,435	78.9
1899.....	17,464	10.2	153,174	89.8	135,038	21.8	484,094	78.2
1900.....	18,670	11.0	150,378	89.0	99,560	18.1	450,752	81.9
1901.....	22,804	10.2	200,693	89.8	83,601	21.1	313,111	78.9
1902.....	39,760	16.2	204,398	83.8	44,994	10.7	376,235	89.3
1903.....	116,143	34.6	230,152	65.4	153,947	23.1	512,677	76.9
1904.....	94,353	27.1	253,920	72.9	90,855	19.6	372,243	80.4
1905.....	104,490	24.6	319,944	75.4	127,569	19.1	540,047	80.9
1906.....	131,502	24.2	410,749	75.8	91,366	13.8	568,350	85.2
1907.....	202,051	29.6	479,292	70.4	188,113	20.1	744,676	79.9
1908.....	163,447	21.7	587,239	78.3	247,513	25.9	705,254	74.1
1909.....	382,041	37.5	635,187	62.5	260,048	25.7	748,675	74.3
1910.....	420,407	35.9	749,891	64.1	304,427	26.3	851,565	73.7
1911.....	508,865	38.0	828,085	62.0	335,054	27.8	866,625	72.2
1912.....	578,251	37.1	979,525	62.9	247,471	19.1	1,046,668	80.9
1913.....	641,402	32.4	1,338,274	67.6	363,701	22.9	1,227,337	77.1
1914.....	504,487	22.2	1,769,502	77.8	351,562	22.2	1,235,418	77.8
1915.....	422,996	27.6	1,108,332	72.4	333,464	21.8	1,196,220	78.2
1916.....	350,225	34.1	678,339	65.9	149,396	9.8	1,367,004	90.2

TRANSPORTATION OF CANADIAN WHEAT.

The total volume of Canadian wheat moved through the canals of Canada and the United States at Sault Ste. Marie in 1916 was 185,003,667 bushels. Of this quantity, 82,807,342 bushels passed through the Canadian canal. Larger accommodation on the American side of the St. Mary's river probably accounts for the preference given that channel.

Since 1895 the volume of Canadian wheat annually carried through the Canadian canal at Sault Ste. Marie has been as follows:—

	Bushels.
1895.....	1,087,800
1896.....	7,274,000
1897.....	9,130,167
1898.....	3,456,934
1899.....	7,699,267
1900.....	5,573,267
1901.....	5,893,034
1902.....	19,896,900
1903.....	25,807,800
1904.....	25,250,969
1905.....	22,603,500
1906.....	26,361,400
1907.....	34,602,000
1908.....	41,793,300
1909.....	48,047,833
1910.....	51,774,833
1911.....	63,641,000
1912.....	83,743,034
1913.....	101,066,133
1914.....	77,467,833
1915.....	48,727,911
1916.....	82,807,342

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Comparison of 1915 and 1916:—

	1915.	1916.
	Bushels.	Bushels.
Through the Canadian canal.....	48,727,911	82,807,342
Through the American canal.....	121,389,950	102,196,325
Total.....	170,117,861	185,003,667

Canadian wheat moved in the form of flour must also be brought into the account. The total quantity brought down in 1916 was 3,805,384 barrels, as compared with 2,215,098 barrels in 1915. At $4\frac{1}{2}$ bushels to the barrel, this would represent 17,124,228 bushels of wheat.

The total volume of waterborne wheat in 1916 would thus be made up as follows:—

	Bushels.
Through the Canadian canal.....	82,807,342
Through the American canal.....	102,196,325
In the form of flour.....	17,124,228
Total.....	202,127,895

The distribution of Canadian wheat, moved through the Canadian and American canals at Sault Ste. Marie from Port Arthur-Fort William, was as follows:—

From	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.
Port Arthur-Fort William.			
To Montreal.....	9,624,600	3,512,410	1,233,982
" Georgian Bay ports.....	21,086,566	25,065,999	46,406,749
" other Canadian ports.....	33,132,733	33,067,613	28,029,847
" Buffalo.....	24,974,767	106,784,542	106,349,943
Total.....	88,818,666	168,430,564	182,020,521

To account for all the Canadian wheat shipped eastward by water in 1916 there must be added the quantity passed through Duluth in bond. The complete statement would therefore be as follows:—

From	1914.	Per cent.	1915.	Per cent.	1916.	Per cent.
	Bushels.		Bushels.		Bushels.	
Port Arthur-Fort William and Duluth.						
To Montreal.....	10,283,166	10.8	4,025,010	2.4	1,686,482	0.19
" Georgian Bay ports.....	24,864,466	26.2	25,315,999	14.9	48,007,361	25.95
" other Canadian ports.....	34,350,700	36.2	33,067,613	19.4	28,029,847	15.15
" Buffalo.....	25,533,734	26.8	107,709,239	63.3	107,279,977	57.99
Total.....	95,032,066	170,117,861	185,003,667

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"Other Canadian ports" in the foregoing and succeeding statements must be understood as being ports between Georgian bay and lake Ontario. For more than ninety per cent of the traffic the term means Port Colborne, which is the chief port of transfer at the eastern end of lake Erie and the western entrance to the Welland canal.

Following is a summary of the volume moved in 1909 and succeeding years through both canals at Sault Ste. Marie:—

Canadian Wheat.	1909.	1910.	1911.	1912.
	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	10,517,266	13,185,370	12,761,666	14,929,099
“ “ Georgian bay	13,384,400	12,753,200	9,881,234	19,501,163
“ “ other Canadian ports	10,149,633	9,603,400	11,880,666	20,458,700
“ “ Buffalo	12,841,334	15,693,363	27,945,600	44,228,266
Duluth to Montreal	520,000	315,000	.....	283,500
“ Buffalo	528,200	224,500	710,334	5,714,367
“ Georgian bay	28,000	.....	461,500	1,418,767
“ other Canadian ports	79,000	.....	.....	230,000
Unclassified .....	.....	.....	.....	3,078,164
Total	48,047,833	51,774,833	63,641,000	109,842,031
Through American canal	9,117,328	5,321,446	1,981,481	.....
Grand total	57,165,161	57,096,279	65,622,481	.....

Canadian Wheat.	1913.	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	11,950,433	9,624,600	3,512,410	1,233,982
“ “ Georgian bay	24,448,134	21,086,566	25,065,999	46,406,749
“ “ other Canadian ports	28,045,733	33,132,733	23,067,613	28,029,847
“ “ Buffalo	67,701,900	24,974,767	106,784,542	106,349,943
Duluth to Montreal	3,236,199	658,566	512,600	452,500
“ Buffalo	3,811,033	3,777,900	250,000	930,034
“ Georgian bay	1,605,867	1,217,967	.....	1,600,612
“ other Canadian ports	927,600	558,967	924,697
Unclassified
Total	141,726,899	95,032,066	170,117,861	185,003,667

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Wheat movement by months, 1915 and 1916:

1915.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<i>Canadian Canal—</i>	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Port William—Port Arthur to—	964,450	229,422	176,000	363,200	300,000	399,138	550,700	57,000	30,000	3,049,910
Montreal.....	120,000	163,870	521,473	540,688	881,071	1,860,430	3,740,811	4,427,773	2,465,350	14,731,466
Georgian Bay.....	428,000	1,561,371	1,017,500	894,000	634,000	2,446,424	3,637,940	5,883,500	2,487,500	16,510,535
Other Canadian ports.....		340,000	188,200	317,850		992,594	5,390,272	4,744,604	1,695,500	13,649,000
Buffalo.....										
Duluth-Superior to—										
Montreal.....						250,000				250,000
Georgian Bay.....						87,000	350,000	80,000		517,000
Other Canadian ports.....										
Buffalo.....										
Total.....	1,512,450	2,294,663	1,903,173	1,615,715	1,815,071	6,035,886	13,689,723	13,182,877	6,678,350	48,727,911
<i>American Canal—</i>										
Port William—Port Arthur to—										
Montreal.....	111,000	306,500		45,000						462,500
Georgian Bay.....	307,500	83,200	34,399	320,000		574,941	4,222,493	3,581,000	1,211,000	10,334,533
Other Canadian ports.....	2,689,000	4,621,637	963,000	756,000	165,000	1,280,000	2,926,196	1,976,000	1,180,245	16,537,078
Buffalo.....	3,635,691	1,838,378	415,400	540,465	204,000	4,314,446	25,717,061	31,685,181	24,764,920	93,115,542
Duluth-Superior to—										
Montreal.....	47,000	145,000	75,300				98,500	146,800		512,600
Georgian Bay.....										
Other Canadian ports.....										
Buffalo.....						154,500		41,000	212,197	407,697
Total.....	6,790,191	6,994,715	1,488,099	1,661,465	369,000	6,323,887	32,964,250	37,429,981	27,368,362	121,389,950
<i>Canadian and American Canals—</i>										
Port William—Port Arthur to—										
Montreal.....	1,075,450	535,922	176,000	408,200	300,000	399,138	550,700	37,000	30,000	3,512,410
Georgian Bay.....	427,500	247,070	555,872	860,688	881,071	2,435,371	7,963,304	8,018,773	3,676,350	25,065,999
Other Canadian ports.....	3,117,000	6,183,008	1,980,500	1,150,000	799,000	3,726,724	6,584,136	5,839,500	3,667,745	33,067,613
Buffalo.....	3,635,691	2,178,378	668,600	828,295	204,000	5,304,040	31,107,333	36,429,785	26,460,420	106,784,542
Duluth-Superior to—										
Montreal.....	47,000	145,000	75,300			250,000	98,500	146,800		512,600
Georgian Bay.....										250,000
Other Canadian ports.....						241,500	350,000	121,000	212,197	924,697
Buffalo.....										
Total.....	8,302,641	9,289,378	3,391,272	3,277,183	2,184,071	12,359,773	46,653,973	50,612,858	34,046,712	170,117,861

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Wheat movement by months, 1915 and 1916:—*Concluded.*

1916.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<i>Canadian Canal—</i>										
Fort William-Port Arthur to—										
Montreal.....	192,000	372,950	342,866	41,500	83,066	84,300	3,998,285	117,300	892,000	1,233,982
Georgian bay.....	1,507,250	5,631,220	3,937,300	4,730,000	6,236,900	3,029,300	2,805,600	4,330,200	892,000	34,295,555
Other Canadian ports.....	486,300	4,173,666	3,608,660	2,827,940	3,303,444	2,827,137	2,805,600	2,843,000	1,399,600	24,315,347
Buffalo.....	1,807,784	3,288,758	2,432,000	4,583,130	2,808,336	1,838,800	2,573,000	802,800	1,341,850	21,476,548
Duluth-Superior to—										
Montreal.....		75,000						891,000		75,000
Georgian bay.....		345,000								1,236,000
Other Canadian ports.....										
Buffalo.....		175,000								175,000
Total.....	2,983,334	14,061,594	10,320,826	12,222,570	12,431,746	7,779,537	9,376,885	8,984,400	3,636,450	82,807,342
<i>American Canal—</i>										
Fort William-Port Arthur to—										
Montreal.....	1,723,000	2,092,700	1,341,500	1,600,724	1,570,828	828,000	1,122,200	1,794,542	37,700	12,111,194
Georgian bay.....		1,262,000	580,000	547,000	205,000		358,000	472,500	209,000	3,714,500
Other Canadian ports.....	9,746,280	13,266,109	9,437,171	12,277,541	7,450,801	2,641,620	5,322,049	10,964,907	13,767,007	84,873,485
Buffalo.....										
Duluth-Superior to—										
Montreal.....		152,000	225,500							377,500
Georgian bay.....		264,612								364,612
Other Canadian ports.....										
Buffalo.....	381,000	177,000	20,000	37,000	129,000	11,034				755,034
Total.....	11,850,280	17,314,421	11,604,171	14,462,265	9,355,629	3,480,654	6,802,249	13,231,949	14,094,707	102,196,325
<i>Canadian and American Canals—</i>										
Fort William-Port Arthur to—										
Montreal.....	192,000	372,950	342,866	41,500	83,066	84,300	3,998,285	117,300	892,000	1,233,982
Georgian bay.....	3,230,250	7,723,920	5,278,800	6,330,724	7,807,728	3,857,300	5,120,485	6,124,842	932,700	46,406,749
Other Canadian ports.....	486,300	5,433,666	4,188,660	3,414,940	3,508,444	2,827,137	3,163,000	3,315,500	1,689,600	28,029,847
Buffalo.....	11,554,064	16,554,867	11,869,171	16,860,671	10,259,137	4,480,420	7,895,049	11,767,707	15,108,857	106,349,943
Duluth-Superior to—										
Montreal.....		221,000	225,500					891,000		452,500
Georgian bay.....		709,612								1,600,612
Other Canadian ports.....										
Buffalo.....	381,000	32,000	20,000	37,000	129,000	11,034				930,634
Total.....	15,843,614	31,376,015	21,924,997	26,684,835	21,787,375	11,260,191	16,179,134	22,216,349	17,731,157	185,003,667

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There was a very large volume of wheat moving during the year 1915 from Port Colborne to Montreal, which might properly be added to the foregoing total for Fort William-Port Arthur to Montreal. Port Colborne was used as a port of transfer. It might, in fact, be assumed that nearly all the wheat moved from the head of the Great Lakes to "other Canadian ports" actually went to Montreal.

A helpful light is thrown on the foregoing table when the monthly totals are reduced to a percentage basis, as follows:—

	1915.	1916.		1915.	1916.
April.....	4.8	8.6	September...	7.3	6.1
May.....	5.5	16.9	October.....	27.5	8.7
June.....	2.0	11.9	November.....	29.7	12.0
July.....	1.9	14.4	December.....	20.0	9.6
August.....	1.3	11.8			

It will be observed that a marked fluctuation occurred in 1916 as to the periods of greatest activity in the movement of Canadian wheat by water. In the first five months of the year 63.6 per cent of the whole volume of traffic was transported, as compared with 15.5 per cent for the corresponding period in 1915.

FREIGHT RATES BY WATER.

High freight rates by water obtained during the season of 1916. The test made by the Department had reference solely to wheat; but that may safely be accepted as indicative of the character of the business as a whole.

The volume of Canadian wheat moved by water was the largest in the history of the Great Lakes trade. The facts have been given on preceding pages.

The rates of freight over the different routes during the year were as follows:—

	1914.	1915.	1916.
Port Arthur—Fort William to Montreal—			
Per ton per mile.....	0.124 cent.	0.132 cent.	0.205 cent.
Per bushel.....	4.58 "	4.99 "	7.55 "
Per ton.....	\$1.52	\$1.66	\$2.52
Port Arthur—Fort William to Georgian Bay—			
Per ton per mile.....	0.095 cent.	0.282 cent.	0.264 cent.
Per bushel.....	1.46 "	3.54 "	4.10 "
Per ton.....	48.61 "	\$1.18	\$1.37
Port Arthur—Fort William to other Canadian ports—			
Per ton per mile.....	0.065 cent.	0.124 cent.	0.169 cent.
Per bushel.....	1.48 "	2.84 "	3.68 "
Per ton.....	49.20 "	94.80 "	\$1.22
Port Arthur—Fort William to Buffalo—			
Per ton per mile.....	0.061 cent.	0.159 cent.	0.159 cent.
Per bushel.....	1.63 "	3.97 "	4.27 "
Per ton.....	53.72 "	\$1.32	\$1.42
Port Colborne to Montreal—			
Per ton per mile.....		0.288 cent.	
Per bushel.....		3.25 "	
Per ton.....		\$1.08	

The rates from Duluth were substantially the same as from Port Arthur-Fort William.

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Following is a comparison of freight rates, by months, for 1915 and 1916:—

Port Arthur-Fort William to Montreal.	1915.			1916.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	\$	Cent.	Cents.	\$	Cent.
April.....	4.88	1.62	0.132	7.00	2.33	0.190
May.....	3.94	1.31	0.107	8.05	2.68	0.218
June.....	3.84	1.28	0.104	6.71	2.23	0.182
July.....	3.58	1.19	0.097	7.33	2.54	0.206
August.....	4.09	1.36	0.111	7.62	2.54	0.209
September.....	5.49	1.83	0.149	7.61	2.54	0.201
October.....	6.75	2.25	0.183			
November.....				9.11	3.07	0.249
December.....						
Average.....	4.99	1.66	0.132	7.55	2.52	0.205

Port Arthur-Fort William to Georgian Bay.	1915.			1916.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.	Cents.	\$	Cent.
April.....	1.61	53.81	0.105	4.28	1.43	0.278
May.....	1.24	41.31	0.080	3.91	1.30	0.254
June.....	1.16	38.69	0.075	3.44	1.14	0.223
July.....	1.05	35.12	0.068	4.27	1.42	0.261
August.....	1.18	38.70	0.072	4.57	1.52	0.297
September.....	1.96	63.83	0.124	4.07	1.36	0.264
October.....	3.39	\$1.13	0.221	3.84	1.22	0.247
November.....	4.48	1.49	0.291	4.28	1.40	0.277
December.....	4.99	1.66	0.353	4.52	1.51	0.294
Average.....	3.54	\$1.18	0.282	4.11	1.37	0.265

Port Arthur-Fort William to other Canadian ports.	1915.			1916.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.	Cents.	\$	Cent.
April.....	1.56	51.91	0.065	5.19	1.73	0.261
May.....	1.36	45.34	0.057	3.73	1.24	0.171
June.....	1.21	40.37	0.050	3.20	1.06	0.146
July.....	1.19	39.81	0.048	3.11	1.03	0.143
August.....	1.27	42.29	0.064	3.46	1.15	0.154
September.....	1.67	55.85	0.073	3.39	1.04	0.164
October.....	3.01	\$1.00	0.134	3.92	1.31	0.178
November.....	4.22	1.40	0.191	4.12	1.37	0.185
December.....	5.51	1.83	0.244	4.93	1.64	0.242
Total.....	2.84	94.80	0.124	3.69	1.23	0.169

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Port Arthur-Fort William to Buffalo.	1915.			1916.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.	Cents.	\$	Cent.
April.....	1.49	49.63	0.057	5.18	1.70	0.199
May.....	1.04	34.79	0.040	4.17	1.37	0.162
June.....	1.08	36.20	0.041	3.61	1.20	0.141
July.....	1.24	41.47	0.048	4.45	1.48	0.175
August.....	2.25	75.00	0.086	4.58	1.53	0.178
September.....	2.78	92.70	0.107	3.76	1.25	0.146
October.....	4.04	\$1.35	0.162	4.27	1.42	0.164
November.....	4.30	1.43	0.172	4.03	1.35	0.162
December.....	4.53	1.51	0.181	4.22	1.41	0.166
Average.....	3.97	\$1.32	0.159	4.27	1.42	0.167

In order that the bearing of the foregoing freight rates may be properly understood in their relationship to gross earnings, allowance should be made for the following charges paid by ship owners on all cargoes of wheat moved between Fort William and Montreal:—

Clearing house at Fort William.....	.01 to .03 cent per bushel.
Trimmers at Fort William.....	.06 “ “
Elevation at Montreal.....	.30 “ “
Shovelling at Montreal.....	.20 “ “
Total.....	.59 cent per bushel.

To Port Colborne the average deductions would amount to .44 per bushel, to Buffalo .41, and to Georgian Bay ports .38.

MOVEMENT OF OTHER GRAIN.

Following is a statement of the volume of grain other than wheat passed through the Canadian and American canals at Sault Ste. Marie during the past three years:—

	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.
Oats.....	26,240,701	26,798,488	57,743,636
Barley.....	5,284,350	4,496,509	8,679,607
Flax seed.....	7,175,977	2,068,582	4,931,569
Total.....	38,701,028	33,363,579	71,354,812

7 GEORGE V, A. 1917

In view of the large volume of Canadian oats transported by water, it is instructive to follow the distribution to various ports. In 1916 the movement took the following channels:—

Canadian Oats. Canadian and American Canals. 1916.	April.	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal.....	587,880	1,384,581	1,134,900	1,985,558	1,040,000
“ Georgian Bay.....	968,000	2,507,444	2,431,000	2,703,500	2,087,500
“ other Canadian ports.....		1,245,010	1,140,124	1,413,772	1,682,800
“ Buffalo.....	1,670,658	6,485,138	3,803,821	3,053,813	702,700
Duluth to Montreal.....					
“ Georgian Bay.....					
“ other Canadian ports.....					
“ Buffalo.....		75,000			
Total.....	3,226,538	11,697,173	8,509,845	9,156,643	5,513,000
	September.	October.	November.	December.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal.....	521,000	774,941	1,026,245	111,000	8,566,105
“ Georgian Bay.....	1,375,000	353,500	2,627,328	4,285,590	19,338,772
“ other Canadian ports....	2,182,100	890,323	2,797,000	400,000	11,751,129
“ Buffalo.....	1,384,000	753,500	159,000		18,012,630
Duluth to Montreal.....					
“ Georgian Bay.....					
“ other Canadian ports.....					
“ Buffalo.....					75,000
Total.....	5,462,100	2,772,264	6,609,573	4,796,500	57,743,636

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INSURANCE RATES.

Following are the facts with respect to marine insurance rates on the Great Lakes:—

	First Class.	Second Class.
To Lake Erie and Georgian Bay ports—		
April 15, a.m., to April 30, p.m.	\$ 0 45	\$ 0 60
May 1, a.m., to August 31, p.m.	0 30	0 40
September 1, a.m., to November 30, midnight	0 45	0 65
To Port Huron, Point Edward, Goderich, Sarnia and Detroit—		
April 1, a.m., to April 30, p.m.	0 40	0 55
May 1, a.m., to August 31, p.m.	0 25	0 35
September 1, a.m., to November 30, midnight	0 40	0 60
To Kingston and Lake Ontario ports, including Ogdensburg and Prescott—		
April 1, a.m., to April 30, p.m.	0 65	0 75
May 1, a.m., to August 31, p.m.	0 45	0 55
September 1, a.m., to November 30, midnight	0 60	1 00
To Montreal direct without Transhipment—		
April 20, a.m., to October 31, p.m.	0 60	1 10
November 1, a.m., to November 30, p.m.	0 70	1 25
To Montreal via Kingston, Prescott and Ogdensburg and Transhipped—		
If transhipped at Kingston, Ogdensburg, or Prescott, and forwarded thence to Montreal, approved standard barges, add 15 cents to Kingston, Ogdensburg and Prescott rate.		
From Lake Superior ports to Lake Michigan ports—		
Charge Lake Erie ports' rates.		
From Lake Michigan ports to Lake Michigan ports—		
Charge 50 per cent of Lake Erie ports' rates.		
From Port Colborne to Montreal—		
Sailing April 15, a.m., to August 31, midnight	0 30	0 40
For through rates add the rate to Lake Erie to the above. If transhipped again at Kingston, tariff charges apply.		

The foregoing schedules apply to the year 1914. For 1916 the standard rate paid on steel hulls covering to the foot of lake Erie for a period of one year with a navigating season from April 15 at midnight to November 30 at midnight was $3\frac{3}{4}$ per cent. The usual extra $\frac{1}{2}$ per cent for the season was charged for navigation not east of Kingston, with a further $\frac{1}{2}$ per cent for navigation not east of Montreal, while an additional $\frac{1}{2}$ per cent was charged for navigation as far as Cape Breton.

7 GEORGE V, A. 1917

STATEMENT of the Tonnage of Canadian and United States Vessels.
CANADIAN VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Trips.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Tons.	Up and Down.		
1887.....	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888.....	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889.....	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890.....	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891.....	1,356,518	1,257,168	231,758	28,642	550	292	16,550	244,176	1,575,176	1,560,278	3,135,454	19,246
1892.....	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893.....	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894.....	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895.....	1,258,848	1,165,683	253,693	13,383	.....	.....	5,889	285,553	1,518,440	1,464,619	2,983,059	17,136
1896.....	1,547,757	1,420,342	200,292	5,234	157	.....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897.....	1,629,192	1,482,951	215,785	11,378	.....	.....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898.....	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899.....	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,579
1900.....	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901.....	1,615,932	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902.....	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903.....	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904.....	1,838,200	1,907,886	290,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905.....	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,645,100	5,191,191	23,726
1906.....	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,976	309,567	2,791,177	2,735,141	5,526,321	25,498
1907.....	2,561,948	2,601,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,685	6,328,911	28,833
1908.....	2,726,776	2,748,139	318,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,040
1909.....	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578	22,507
1910.....	3,891,613	3,504,463	315,656	122,688	95,151	89,618	287,555	627,046	4,597,975	4,343,815	8,941,790	25,337
1911.....	3,997,073	3,646,516	333,500	176,690	8,499	2,332	393,012	614,570	4,732,084	4,440,108	9,172,192	25,585
1912.....	4,457,303	4,168,304	617,407	21,176	9,907	1,053	180,735	781,450	5,265,352	4,971,983	10,237,335	27,371
1913.....	4,964,635	4,827,587	898,249	67,031	3,531	5,231	348,477	963,300	6,214,892	5,863,149	12,078,041	28,654
1914.....	4,891,369	4,764,317	764,317	124,505	4,687	2,109	385,433	902,119	6,045,806	6,005,050	12,058,856	26,125
1915.....	3,809,094	3,662,531	730,617	213,887	11,508	7,232	166,428	797,000	4,717,557	4,680,650	9,398,207	21,575
1916.....	3,524,708	3,598,347	1,105,761	270,517	20,846	215,156	1,103,694	4,866,471	4,972,558	9,839,029	23,032

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GENERAL STATISTICS.

The following tables of general statistics will afford further information with regard to the canals of Canada:—
STATEMENT of Total Freight passed through the Canals for the following years.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			Up and Down.
1887	336,648	1,154,424	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,692	202,563	151,805	192,528	86,374	457,482	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	138,127	174,239	214,407	223,429	81,611	428,357	855,529	2,258,307	3,113,896
1890	369,593	1,137,011	122,295	198,497	267,224	300,193	81,243	603,311	789,505	2,123,542	2,913,047
1891	370,120	1,155,247	144,368	133,188	216,813	320,324	58,709	533,021	772,869	2,129,637	2,902,506
1892	327,560	1,322,137	103,814	123,193	248,188	307,958	50,747	543,259	789,528	2,242,268	3,031,736
1893	351,706	1,344,822	173,538	135,787	241,034	302,983	47,396	481,301	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	214,076	141,602	247,329	385,769	54,912	806,773	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	204,175	89,614	231,172	363,107	46,020	568,866	975,937	2,360,141	3,336,078
1896	293,553	1,619,668	286,191	91,177	362,637	608,778	62,285	590,140	1,867,792	6,133,281	7,991,073
1897	275,557	1,713,274	268,700	100,519	1,197,245	3,536,054	117,535	867,040	1,822,216	7,238,751	8,590,967
1898	263,989	1,819,887	187,253	98,967	669,142	4,369,314	108,787	963,203	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	206,364	115,133	829,508	2,425,121	81,615	912,135	1,420,280	4,805,614	6,225,924
1900	312,721	1,632,915	270,033	115,133	732,030	1,139,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,680,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,243,368	5,969,829	7,513,197
1902	529,085	2,064,480	268,212	342,484	515,828	3,000,636	190,243	562,229	2,315,117	6,888,000	9,203,817
1903	648,150	2,391,366	430,174	408,500	863,337	3,130,816	373,456	958,013	2,802,203	5,954,033	8,276,236
1904	606,737	2,047,499	511,887	2,637,893	699,184	2,778,903	483,795	1,137,146	2,451,067	6,920,147	9,371,744
1905	736,976	2,252,114	549,365	347,089	607,228	3,183,895	577,528	1,997,385	3,339,770	7,183,415	10,523,185
1906	1,238,929	2,355,855	637,094	234,019	991,508	3,535,276	482,239	997,855	4,737,753	15,805,886	20,543,639
1907	1,034,723	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,207,592	13,237,258	17,562,820
1908	1,028,246	3,292,422	890,736	278,721	1,704,210	8,218,866	972,300	1,447,219	5,240,349	27,976,399	33,720,748
1909	1,008,659	3,504,849	1,000,715	607,894	1,985,522	22,885,226	1,023,829	1,544,054	7,232,455	35,758,153	42,990,008
1910	2,312,740	3,861,272	1,000,144	661,436	3,223,822	29,550,163	995,749	1,705,282	7,276,440	30,433,913	38,000,353
1911	2,370,516	3,910,558	572,470	995,719	2,446,677	23,458,256	2,086,777	2,089,380	7,362,801	40,993,444	47,357,245
1912	2,340,414	4,973,342	807,240	961,838	2,032,819	32,434,735	1,343,288	2,623,529	7,782,114	44,271,799	52,053,913
1913	2,212,928	6,286,637	967,712	1,478,243	2,694,527	33,670,481	1,906,944	3,184,401	7,821,415	31,793,951	37,023,237
1914	1,474,124	4,381,242	999,256	618,245	1,491,563	21,610,023	1,264,343	3,184,401	2,229,280	2,801,568	15,198,803
1915	1,073,014	4,300,655	938,860	643,331	1,505,574	4,848,152	344,110	2,545,104	2,801,568	12,337,245	23,583,491
1916	892,048	4,689,615	888,640	942,151	532,540	11,522,602	721,705	3,391,190	3,034,933	20,548,558	

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

STATEMENT of the Tonnage of Canadian and United States Vessels.
UNITED STATES VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Trips.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1887.....	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,840	251,645	315,035	566,680	3,883
1888.....	14,304	26,401	42,425	50,047	177,714	156,095	49,778	114,613	347,556	331,777	831,777	3,921
1889.....	21,125	26,849	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890.....	10,350	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891.....	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	335,118	442,998	838,116	3,602
1892.....	12,023	29,405	86,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893.....	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894.....	18,528	30,201	139,720	20,830	302,562	209,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895.....	8,838	24,768	139,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896.....	11,496	19,003	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	4,650
1897.....	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,638	649,375	661,028	1,310,403	4,675
1898.....	12,142	9,541	133,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899.....	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900.....	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901.....	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902.....	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903.....	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904.....	10,122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	6,253
1905.....	19,743	19,444	304,985	81,876	2,350,494	1,701,704	1,101,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906.....	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907.....	57,349	72,018	304,591	72,048	4,730,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328
1908.....	54,587	32,705	442,773	124,120	2,475,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489
1909.....	263,592	109,407	442,176	200,202	4,178,378	4,029,614	213,750	621,903	5,098,196	11,361,126	16,459,322	9,996
1910.....	119,222	50,498	429,702	305,330	4,488,565	14,488,565	299,462	576,101	6,356,803	15,420,494	21,777,297	11,462
1911.....	49,727	12,643	626,897	576,313	3,318,936	12,057,484	709,084	850,487	4,734,665	13,496,927	18,231,622	10,370
1912.....	50,296	15,518	763,426	470,330	5,778,534	16,011,911	614,311	931,864	7,206,567	17,429,623	24,636,190	11,785
1913.....	61,301	29,788	673,382	711,603	5,657,984	15,567,499	703,212	834,019	7,095,879	17,142,909	24,238,788	10,739
1914.....	39,246	31,535	563,517	373,829	3,292,736	10,259,835	268,800	806,916	4,164,299	11,472,115	15,636,414	7,742
1915.....	49,138	30,310	672,094	306,502	2,934,955	2,419,998	171,696	800,408	3,827,883	3,557,218	7,385,101	6,415
1916.....	6,800	74,093	27,031	794,719	2,458,652	5,229,040	288,547	943,778	4,116,011	6,544,828	10,660,839	6,800

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

Years.	Canadian Vessels.		U.S. Vessels.		Total No.	Vessel Tonnage.	Freight Tonnage.		Lockages.	Days Open.	Remarks.	
	No.	Tonnage.	No.	Tonnage.			Canadian	United States.				Total.
1895	609	126,534	583	623,092	1,192	749,626	.....	.....	699	87	Canal first opened Sept. 9, 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156	.....	.....	3,042	218	
1897	1,909	405,546	2,359	3,391,936	4,268	3,797,482	.....	.....	2,604	238	
1898	1,811	403,931	1,804	2,353,699	3,675	2,757,630	.....	.....	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009	.....	.....	2,610	239	
1900	1,790	577,310	1,291	1,617,438	2,081	2,194,748	.....	.....	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748	.....	.....	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302	.....	.....	3,418	264	
1903	2,711	1,615,939	1,640	3,146,897	4,351	4,762,746	.....	.....	3,242	256	
1904	2,637	1,555,012	1,325	2,675,663	3,962	4,230,705	.....	.....	3,022	241	
1905	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637	.....	.....	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	.....	.....	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	5,349	12,115,969	.....	.....	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759,216	3,667	235	Origin of cargo first shown.
1909	2,597	2,938,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,491	5,228	20,187,704	7,972	25,361,198	2,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,293	39,689,655	6,200	240	
1913	3,279	3,793,434	5,006	22,181,007	8,285	25,974,441	4,954,734	37,744,590	42,699,324	6,266	246	
1914	3,011	3,473,292	2,966	13,827,870	6,977	17,301,162	3,603,747	23,989,437	27,599,184	4,712	239	
1915	3,000	3,041,003	1,331	5,443,812	4,331	8,484,815	2,561,731	5,189,223	7,750,957	4,374	248	
1916	4,595	4,089,937	2,094	8,703,187	6,689	12,793,124	7,486,962	16,096,529	23,583,491	4,777	245	

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CAPITAL EXPENDITURE.

The following statement brings the capital expenditure on the canals of the Dominion down to March 31, 1916. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by fire of the Ordnance Office, Montreal, in 1852. The details are as follows:—

Canal.	Capital.		
	Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Beauharnois.....	1,636,690 26		1,636,690 26
Carillon and Grenville.....	63,053 64	4,119,039 32	4,182,092 96
Chambly.....	637,056 76	94,639 76	731,696 52
Cornwall.....	1,945,624 73	5,300,679 48	7,246,304 21
Culbute.....	382,391 46		382,391 46
Lachine.....	2,589,532 85	11,519,078 74	14,108,611 59
Lake St. Francis.....		75,906 71	75,906 71
Lake St. Louis.....		298,176 11	298,176 11
Murray.....	1,248,946 71		1,248,946 71
Rideau.....	4,084,323 37	83,745 84	4,168,069 21
Sault Ste. Marie.....	4,994,372 51		4,994,372 51
Soulanges.....	7,904,044 53		7,904,044 53
Ste. Anne's.....	134,456 51	1,035,759 12	1,170,215 63
Fleuve St. Lawrence and canals.....	18,442 85	3,451,470 56	3,469,913 41
St. Ours.....	121,537 65	5,690 91	127,228 56
St. Peter's.....	648,547 14		648,547 14
Tay.....	489,599 23		489,599 23
Trent.....	15,626,295 14		15,626,295 14
Welland.....	7,693,824 03	21,925,171 63	29,618,995 66
Welland Ship Canal.....	9,960,563 44		9,960,563 44
Williamsburg { Farran's Point.....		877,090 57	10,491,098 07
Galops.....		6,121,213 70	
Rapide Plat.....		2,158,242 00	
Williamsburg.....	1,320,655 54	13,896 26	1,630,548 96
St. Andrew's Lock.....	1,630,548 96		
Total.....	63,130,507 31	57,079,850 71	120,210,308 02

The cost of maintenance for the fiscal year 1916 was \$1,575,272.08.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

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CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1916.

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, peas, rye, and wheat passed down the Welland canal, from ports west of Port Colborne for a period of thirty-five years is as follows:—

Quantity passed down to Montreal.		To ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882	180,694		63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,040	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	15,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	*560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	251,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	304,935	33,351	176,119
1907	635,573	42,032	103,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587
1910	789,661	63,657	115,457
1911	836,924	51,560	121,655
1912	961,855	47,866	117,195
1913	1,265,368	63,806	122,069
1914	1,836,456	90,910	70,186
1915	1,120,027	33,200	109,810
1916	609,119	34,890	36,775

During the last decade the quantity of agricultural products, as above passed down the Welland and St. Lawrence canals to Montreal has decreased from 635,573 tons in 1907 to 609,119 in 1916, and the quantity passed down

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the Welland canal from United States ports to United States has decreased from 163,295 to 36,775 tons for the same years.

The quantity of barley, buckwheat, corn, oats, peas, rye, and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific railways for a period of 15 years, is reported as follows:—

Year.	Tons.
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,967
1907	383,731
1908	285,267
1909	426,163
1910	280,705
1911	241,134
1912	462,444
1913	268,388
1914	689,969
1915	558,043
1916	1,700,219

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

Year.	Tons.
1902	242,225
1903	400,057
1904	220,076
1905	375,630
1906	449,673
1907	684,697
1908	776,374
1909	652,742
1910	789,661
1911	836,924
1912	964,187
1913	1,265,376
1914	1,836,456
1915	1,120,027
1916	609,119

Comparative shipments of grain by the St. Lawrence route, and railways are as follows:—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain and peas passed down the whole length of the St. Lawrence canals to Montreal is as follows:—

	Tons.
For 1915	1,120,027
1916	609,119
Showing a decrease of	510,008

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

For 1915	Tons.
1916	558,043
	1,770,219
Showing an increase of	1,212,176

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

	Tons.
1902, 131 cargoes, with an aggregate quantity of.....	175,514
1903, 170 " "	218,840
1904, 115 " "	174,121
1905, 167 " "	239,418
1906, 205 " "	344,605
1907, 255 " "	427,813
1908, 355 " "	598,941
1909, 308 " "	550,276
1910, 383 " "	679,358
1911, 421 " "	728,223
1912, 504 " "	796,858
1913, 687 " "	1,128,324
1914, 911 " "	1,004,236
1915, 693 " "	992,252
1916, 339 " "	560,002

In United States vessels there were,

	Tons.
1902, 135 cargoes, with an aggregate quantity of.....	136,652
1903, 219 " "	273,986
1904, 118 " "	150,359
1905, 235 " "	273,344
1906, 178 " "	269,800
1907, 263 " "	413,087
1908, 271 " "	330,514
1909, 174 " "	272,291
1910, 182 " "	205,714
1911, 173 " "	281,916
1912, 154 " "	330,058
1913, 253 " "	322,919
1914, 178 " "	219,462
1915, 157 " "	270,785
1916, 56 " "	120,782

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901; 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905

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2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 934 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

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

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

WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1916 was 2,544,964 tons; of this quantity 229,996 tons was way or local freight.

There were 2,045,343 tons of freight passed eastward, and 499,621 passed westward.

East- and Westbound Through Freight.

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1916 was 2,314,968 tons.

Of this quantity 1,871,034 tons were eastbound and 443,934 westbound freight.

Of the eastbound through freight, Canadian vessels carried 1,441,609 tons and United States vessels carried 429,425 tons; and of the westbound through freight, Canadian vessels carried 241,217 tons and United States vessels carried 202,717 tons, or a total of 1,682,826 tons for Canadian, and 632,142 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1916 was 3,368,064 tons; of this quantity, 2,669,542 tons passed eastward and 698,522 passed westward.

East- and Westbound Through Freight.

The total quantity of through freight was 2,973,785 tons; of this quantity 2,404,815 tons were eastbound and 568,970 tons were westbound.

Way Freight.

Of the total quantity of (way) or local freight, 264,727 tons were eastbound and 129,552 tons westbound freight.

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

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

Year.	Eastward to Montreal.	Westward from Montreal.
1902.....	250,475	25,289
1903.....	390,786	100,699
1904.....	278,328	71,512
1905.....	448,704	72,482
1906.....	554,231	96,791
1907.....	789,167	1,281
1908.....	864,926	3,472
1909.....	925,005	191,510
1910.....	1,170,139	172,360
1911.....	1,293,638	233,335
1912.....	1,559,963	236,979
1913.....	1,710,219	333,592
1914.....	2,052,900	360,645
1915.....	1,813,998	289,215
1916.....	1,575,404	230,922

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

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

Year.	Eastward.	Westward.	Total.
	Tons.	Tons.	Tons.
1902.....	224,110	44,919	269,029
1903.....	221,074	149,151	370,225
1904.....	165,337	87,144	252,481
1905.....	190,547	112,549	303,096
1906.....	237,226	84,205	321,431
1907.....	218,997	177,660	396,657
1908.....	209,518	239,136	448,654
1909.....	196,838	248,581	445,419
1910.....	197,301	288,198	485,499
1911.....	175,752	309,603	485,355
1912.....	180,319	235,437	415,756
1913.....	204,597	320,736	525,333
1914.....	170,624	338,455	509,079
1915.....	156,167	329,449	485,616
1916.....	55,361	148,046	203,407

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows a decrease of 252,209 tons, as compared with the previous year; and a decrease of 65,622 tons as compared with 1902.

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The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland canal, and the quantity passed between United States ports during the year 1867 to 1916, inclusive:—

Fiscal Year.	Aggregate Number of Trips.	Total quantity transported on the Welland Canal.	Quantity. passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867.....	5,405	933,260	458,386
1868.....	6,157	1,161,821	641,711
1869.....	6,069	1,231,903	688,700
1870.....	7,356	1,311,956	747,567
1871.....	7,729	1,478,122	772,756
<i>Season of Navigation.</i>			
1872.....	6,063	1,333,104	606,627
1873.....	6,425	1,506,484	656,208
1874.....	5,814	1,389,173	748,557
1875.....	4,242	1,038,050	477,809
1876.....	4,789	1,099,810	488,815
1877.....	5,129	1,175,398	493,841
1878.....	4,429	968,758	373,738
1879.....	3,960	865,664	284,043
1880.....	4,104	819,934	179,605
1881.....	3,332	686,506	194,173
1882.....	3,334	790,643	282,806
1883.....	3,267	1,005,156	432,611
1884.....	3,138	837,811	407,079
1885.....	2,738	784,923	384,509
1886.....	3,589	980,135	464,478
1887.....	2,785	777,918	340,501
1888.....	2,647	878,800	434,753
1889.....	2,975	1,085,273	563,584
1890.....	2,883	1,016,165	233,957
1891.....	2,594	975,013	553,800
1892.....	2,615	955,554	541,065
1893.....	2,843	1,294,823	631,667
1894.....	2,412	1,008,221	592,267
1895.....	2,222	869,595	469,779
1896.....	2,766	1,279,987	653,213
1897.....	2,725	1,274,292	564,694
1898.....	2,384	1,140,077	487,539
1899.....	2,202	789,770	360,529
1900.....	2,390	719,360	318,529
1901.....	1,547	620,209	274,019
1902.....	1,568	665,387	269,029
1903.....	1,787	1,002,919	370,225
1904.....	1,433	811,371	252,481
1905.....	1,595	1,092,050	305,096
1906.....	1,536	1,201,967	321,431
1907.....	1,982	1,614,132	396,743
1908.....	2,351	1,703,453	448,654
1909.....	2,433	2,025,951	445,419
1910.....	2,544	2,326,290	487,499
1911.....	2,480	2,537,629	485,355
1912.....	2,905	2,851,915	415,756
1913.....	3,229	3,570,714	525,333
1914.....	3,692	3,860,969	509,079
1915.....	2,922	3,061,012	485,616
1916.....	2,939	2,544,964	203,407

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The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1916 is as follows:—

—	Farm Stock.	Forest Produce of Wood.	Manu- facturers.	Products of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons..	Tons.
Sault Ste. Marie.....	522	39,245	373,664	12,596,929	3,808,289	16,813,649
Welland.....		265,563	184,779	1,401,044	693,578	2,544,964
St. Lawrence.....	4,459	650,590	211,530	1,840,930	660,555	3,368,064
Chambly.....	210	242,654	19,679	126,300	10,134	398,977
St. Peter's.....	330	30	964	3,787	4,518	9,629
Murray.....		2	9,738	36,880	60	46,680
Ottawa.....	2,940	139,168	20,168	71,992	3,383	237,651
Rideau.....	2,583	9,912	10,754	81,658	523	105,430
Trent.....	298	38,841	2,776	328	2,766	45,009
St. Andrews.....		2,868	214	10,356		13,438

The total quantity of freight moved on the Welland canal was 2,544,964 tons, of which 693,578 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 3,368,064 tons, of which 660,555 were agricultural products, and 211,530 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 237,651 tons; of this quantity, 139,168 tons were the produce of the forest.

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

1889.....	234 days.	1902.....	256 days.
1890.....	228 "	1903.....	249 "
1891.....	225 "	1904.....	223 "
1892.....	233 "	1905.....	245 "
1893.....	219 "	1906.....	249 "
1894.....	234 "	1907.....	233 "
1895.....	231	1908.....	231 "
1896.....	232 "	1909.....	236 "
1897.....	234 "	1910.....	224 "
1898.....	241 "	1911.....	237 "
1899.....	231 "	1912.....	237 "
1900.....	238 "	1913.....	245 "
1901.....	230 "	1914.....	242 "
		1915.....	248 "
		1916.....	245 "

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

1895.....	87 days.	1905.....	255 days.
1896.....	213 "	1906.....	253 "
1897.....	238 "	1907.....	238 "
1898.....	243 "	1908.....	235 "
1899.....	239 "	1909.....	240 "
1900.....	238 "	1910.....	248 "
1901.....	246 "	1911.....	236 "
1902.....	264 "	1912.....	240 "
1903.....	256 "	1913.....	246 "
1904.....	241 "	1914.....	239 "
		1915.....	248 "
		1916.....	245 "

The average number of vessels passing per day through the two canals for the season 1916 was 104.

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COMPARATIVE STATEMENT of the Commerce through the United States St. Mary's Falls canals and the Canadian Sault Ste. Marie canal, for the Seasons of 1915 and 1916.

	Traffic for 1916.		Total Traffic for		Increase.	Decrease.
	United States Canal.	Canadian Canal.	Season of 1916.	Season of 1915.	Amount.	Amount.
Vessels	18,716	6,689	25,405	21,284	4,121	
Lockages	11,413	4,777	16,190	13,808	2,382	
Tonnage, registered	57,038,207	12,793,124	69,831,331	56,403,662	13,427,669	
Tonnage, freight	75,085,219	16,813,649	91,898,868	71,299,950	20,598,918	
Passengers	23,307	31,734	55,041	50,425	4,616	
Coal, hard	2,122,509	88,610	2,211,119	2,026,724	184,395	
Coal, soft	12,970,073	945,037	13,915,110	11,336,134	2,578,976	
Flour	6,887,550	3,353,270	10,240,820	8,470,149	1,770,671	
Wheat	139,237,877	86,874,340	226,112,217	255,481,008	29,369,391	
Grain, excluding wheat	47,103,053	46,096,508	93,199,561	64,775,989	28,423,572	
Manufactured and pig iron	179,123	54,162	233,285	291,789	58,504	
Salt	663,053	66,787	729,840	704,146	25,694	
Copper	122,161	3,972	126,133	156,436	30,303	
Iron ore	51,949,988	11,504,773	63,454,761	45,219,959	18,234,802	
Lumber	327,063,000	6,333,000	333,396,000	438,156,000	104,759,400	
Silver ore						
Building stone						
Unclassified freight	1,240,824	399,562	1,640,416	1,561,023	79,393	

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C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-six years, ended December 31, 1916.

Years.	Vegetable Food.						Heavy Goods.							
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1870	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1871	10,805	127,727	101,329	1,920	1,188	3	.....	243,366	4,659	13,826	40,507	170,242	62,942	262,176
1872	8,236	229,053	125,637	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1873	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
1874	5,187	96,247	58,138	1,905	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1875	3,342	107,366	65,200	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1876	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1877	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1878	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	.....	65,945	18,380	92,954
1879	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1880	.....	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1881	107	54,382	66,128	735	731	.....	8,579	132,496	1,206	6,901	8	196,462	24,891	229,471
1882	2,041	40,956	53,707	.....	9,874	.....	8,170	114,422	698	.....	.....	210,790	15,100	227,187
1883	1,715	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1884	7,591	53,258	94,048	.....	4,799	.....	13,201	172,888	156	5,328	1	189,904	11,364	206,813
1885	11,780	37,678	83,431	1,732	12,050	179	10,859	157,530	15	4,406	.....	82,780	627	87,828
1886	3,017	39,999	102,974	.....	26,510	.....	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1887	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1888	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	504	.....	208	162,231	1,620	164,563
1889	6,802	32,097	127,404	8,113	52,823	.....	26,115	253,444	292	.....	705	186,572	1,773	189,342
1890	11,018	26,950	131,222	6,423	36,935	.....	31,992	244,550	576	.....	2	183,895	.....	184,473
1891	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	344	.....	.....	206,827	.....	207,171
1892	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818
1893	10,163	27,881	150,512	7,904	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1894	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1895	7,237	28,919	169,057	14,173	14,969	.....	41,887	275,242	965	15	.....	166,143	.....	166,123
1896	4,212	11,298	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	.....	157,927
1897	6,118	12,926	81,777	2,424	19,526	923	18,198	241,892	351	1,646	553	88,931	.....	91,481
1898	7,966	18,771	60,545	2,402	39,706	2,149	14,248	145,787	.....	953	.....	46,024	.....	46,970
1899	7,165	23,557	53,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,024	.....	46,970
1900	13,755	32,639	66,111	7,418	10,006	12,675	142,634	214	12,911	13,125

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

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C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-six years, ended December 31, 1916—*Concluded*.

Years.	Vegetable Food										Heavy Goods.			
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other	Total Articles.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Tota
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1903.....	6,082	15,439	108,917	11,433	6,112	4,175	13,568	165,725	459	.....	.....	113,072	.....	113,535
1904.....	8,556	14,269	60,964	16,621	16,497	.....	13,079	129,986	.....	.....	.....	63,882	.....	63,882
1905.....	24,054	15,483	93,022	9,197	10,892	.....	9,682	162,930	.....	1	.....	73,464	.....	73,465
1906.....	15,215	13,410	135,410	9,266	11,323	.....	10,678	195,132	.....	169	.....	33,523	.....	33,692
1907.....	18,898	21,892	124,474	2,812	4,741	2	22,001	194,820	.....	30	.....	110,347	4,050	114,420
1908.....	17,684	24,651	99,830	7,418	2,070	2	21,393	172,788	.....	.....	.....	158,351	1,400	159,751
1909.....	15,452	17,940	100,967	4,224	.....	.....	22,683	161,266	.....	5	.....	131,131	1,531	132,667
1910.....	11,859	10,717	126,938	3,840	.....	.....	8,751	161,925	.....	.....	.....	201,893	.....	201,893
1911.....	2,852	4,950	116,705	.....	.....	.....	7,565	132,072	.....	1,863	26,303	223,942	4,483	226,491
1912.....	9,878	15,911	91,254	2,160	1,400	.....	12,714	133,317	.....	300	11,078	166,419	4,979	182,776
1913.....	11,967	20,258	114,662	.....	7,407	.....	8,658	162,979	.....	505	18,387	237,230	5,202	261,324
1914.....	8,580	32,657	85,700	.....	5,210	.....	10,278	142,425	.....	.....	25,258	236,976	6,341	268,575
1915.....	4,124	22,310	89,269	690	457	.....	5,152	122,022	.....	.....	15,705	235,929	17,972	269,606
1916.....	7,530	30,838	1,559	39,927	1,003	131,870	16,373	149,246

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

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

Year.	Vegetable Food.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	45,674	313,825	120,599	20,951	.....	904	1,937
1872.	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.	20,665	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	40	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	14,637
1887.	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.	13,517	198,658	185,180	8,113	52,959	64,888	28,042
1892.	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893.	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894.	33,628	270,993	169,233	28,353	27,962	567	60,673
1895.	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896.	42,425	320,563	320,444	11,368	28,178	9,405	55,591
1897.	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898.	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899.	11,625	197,732	204,004	2,907	24,037	923	18,460
1900.	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901.	18,978	151,586	67,746	7,119	28,485	2,961	14,024
1902.	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903.	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904.	35,049	165,138	116,444	27,171	16,582	.....	13,183
1905.	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906.	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907.	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908.	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909.	38,763	590,196	140,902	23,151	75,135	33	30,221
1910.	41,152	587,493	229,980	21,575	136,233	.....	18,149
1911.	57,061	562,282	273,932	15,029	163,333	112	11,360
1912.	45,807	795,989	121,333	25,241	185,546	714	14,626
1913.	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640
1914.	87,701	1,599,909	112,133	89,622	225,668	10,220	10,318
1915.	15,117	955,181	121,086	26,231	169,046	.....	5,999
1916.	200	336,204	78,420	58,921	196,353	10,886

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

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and Down, through the Welland canal, during a period of forty-six years, ended 31, 1916.

Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Iron & Salt having paid full tolls on St. Lawrence canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482		5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	6,652	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	240,249
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096		243,690
591,409		3,072	159	977	203,608		207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
516,914	7,206	17,012	227	590	176,226		201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720		8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488		15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,659	961	4,923	246	18,761	267,212	25,040	317,143
975,672		35,726	429		316,921	18,004	371,080
898,401		87,025			377,681	33,301	498,007
1,034,582		57,581			577,491	34,211	669,383
1,083,103		125,956	35,888		619,682	37,480	820,006
1,189,256		139,991	21,630		709,696	82,376	953,693
1,509,616		96,245	28,396		945,790	78,776	1,139,207
2,135,571		34,037	35,060		949,306	14,151	1,032,554
1,292,660		46,039	30,250		935,824	49,339	1,061,452
680,984		10,882	10,113		1,190,142	210,902	1,401,044

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B.—TABLE showing the Total Way and Through Tonnage of the under-mentioned articles cleared downward on the Welland canal during a series of forty-six years, ended December 31, 1916.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872.....	26,648	231,056	254,534	693	7,594	64	2,300	524,839
1873.....	30,660	345,720	190,042	643	1,188	3	3,557	563,813
1874.....	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875.....	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876.....	15,735	194,559	144,591	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	488,931
1878.....	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879.....	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880.....	12,467	240,601	162,891	.....	477	.....	1,417	417,853
1881.....	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882.....	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883.....	13,256	146,741	182,143	975	731	518	10,971	355,335
1884.....	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885.....	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886.....	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887.....	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888.....	16,973	150,533	194,886	555	26,629	811	13,358	404,045
1889.....	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890.....	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891.....	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892.....	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893.....	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894.....	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895.....	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896.....	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897.....	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898.....	5,573	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899.....	11,625	197,732	204,004	2,424	23,541	923	18,440	455,689
1900.....	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901.....	18,937	151,325	67,757	7,119	28,281	2,961	14,021	290,400
1902.....	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903.....	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904.....	35,046	164,515	116,444	27,171	16,582	.....	13,157	372,915
1905.....	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906.....	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907.....	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908.....	23,187	730,751	127,402	31,172	33,423	6,667	21,668	974,270
1909.....	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264
1910.....	41,152	587,493	229,980	21,575	136,233	.....	18,149	1,034,582
1911.....	57,061	562,282	273,932	14,622	163,333	112	11,360	1,082,702
1912.....	45,807	795,959	121,333	25,241	185,546	714	14,626	1,189,256
1913.....	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640	1,509,616
1914.....	87,701	1,599,909	112,333	89,622	225,668	10,220	10,318	2,135,571
1915.....	15,087	946,004	121,086	26,231	168,876	.....	5,999	1,283,283
1916.....	200	336,204	78,420	58,921	196,353	10,886	680,984

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

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VEGETABLE FOOD.

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels entering the canal at Port Colborne, during the Season of Navigation in 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916.

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.										
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat.....		188,706		18,575		28,757		2,512		238,550
Corn.....		6,385		6,636		163,374		4,526		180,921
Barley.....		6,870		1,451		47,111				55,432
Oats.....		8,225		2,570		21,535		3,742		36,072
Peas.....						76				76
Rye.....						1,171				1,711
Coal.....		18,756		35,324		28,330		8,678		91,088
Iron ore.....		14,358		8,023						22,381
Merchandise.....		29,375		7,485		74,975		3,126		114,961
Shingles, woodenware, etc.....				2,748,941		2,325				2,325
Sawed lumber..... Ft. B.M.		2,867,147				38,290,831		12,479,689		54,589,200
Square timber..... Cub. ft.		355,000		951,524						538,000
Firewood..... Cords.				183,000		900				900
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	65,355	305	310,622	43	15,758	797	631,425
1906.										
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat.....		250,493		34,355		35,578				320,436
Corn.....		8,177				202,250		1,378		49,306
Barley.....		8,546		5,046		17,854				31,446
Oats.....		21,900		16,083		11,323				49,306
Peas.....						11				11
Rye.....				5		1,406				1,411
Coal.....		30,455		47,242		24,190		9,356		111,243
Iron ore.....		5,862								5,862
Merchandise.....		35,383		7,009		110,263		50		152,705
Shingles, woodenware, etc.....				37		851				904
Sawed lumber..... Ft. B.M.		3,471,514		235,624		25,711,196		10,789,755		40,188,089
Square timber..... Cub. ft.		375,000		200,000						575,000
Firewood..... Cords.		110		18		1,093				1,221
Staves..... No.						300,000				300,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1007	816,116
1907.										
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat.....		294,298		50,808		130,818		4,429		480,303
Corn.....		6,713		514		259,895		4,571		271,693
Barley.....		8,726		468		4,046				13,240
Oats.....		49,689		16,647		7,033				73,369
Peas.....						25				25
Rye.....						2,270				2,270
Coal.....		31,506		57,373		50,183		14,493		143,555
Iron ore.....		12,040		8,950						20,990
Merchandise.....		21,545		9,436		5,231		6,235		42,447
Shingles, woodenware, etc.....						2,222				2,222
Sawed lumber..... Ft. B.M.						14,395,124		11,201,446		25,596,570
Square timber..... Cub. ft.		558,090		323,000						881,090
Firewood..... Cords						660				660

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D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Continued.*

Articles.	Canadian Vessels.				American Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	505,151		39,001		183,011		3,498		730,751	
Corn.....	2,405				124,997				127,402	
Barley.....	19,775		1,133		10,264				31,172	
Oats.....	30,091		643		2,689				33,423	
Peas.....					40				40	
Rye.....	742				5,925				6,667	
Coal.....	33,733		42,656		57,448		8,334		148,181	
Merchandise.....	26,815		14,783		14,410		13,686		69,694	
Firewood.....	Cords.		70		1,173				1,243	
Sawed lumber.....	Ft. b.m.				17,572,070		6,578,545		24,150,615	
Square timber.....	Cub. ft.		313,000						534,300	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	415,208		34,903		133,172				583,283	
Corn.....	6,694				134,208				140,902	
Barley.....	17,943		360		4,848				23,151	
Oats.....	70,392		4,743						75,135	
Peas.....					63				63	
Rye.....	33								33	
Coal.....	160,475		53,681		21,097		630		235,883	
Merchandise.....	52,994		14,732		12,232		16,498		96,506	
Sawed lumber.....					31,643		10,214		41,857	
Square timber.....	3,450		7,840		125		1,475		12,890	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	596	599,416	142	88,963	249	285,704	14	13,563	1001	987,646
1910.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	481,624		22,200		77,040				580,864	
Corn.....	15,759				214,221				229,980	
Barley.....	17,159		576		3,840				21,575	
Oats.....	135,743				490				136,233	
Peas.....					123				123	
Rye.....										
Coal.....	216,679		114,671		29,646		894		361,990	
Merchandise.....	39,149		15,231		21,818		20,466		96,664	
Sawed lumber.....	3,630		800		16,932				21,362	
Square timber.....	1,930		5,000		800				7,730	
Shingles.....					525				525	
Unenumerated.....	74,434		1,772		24,031				100,237	
Total.....	986,207		160,250		389,466		21,360		1,557,283	

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D.—STATEMENT showing the quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Continued.*

Articles.	Canadian Vessels.				American Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	640	670,037	122	83,755	270	304,171	48	42,830	1080	1,100,793
1911.										
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat.....		483,984		24,826		49,330				558,140
Corn.....		29,978		11,368		232,586				273,932
Barley.....		14,382		240						14,622
Oats.....		162,455		878						163,333
Peas.....										
Rye.....		112								112
Coal.....		230,809		79,311		40,109		22,489		372,718
Merchandise.....		45,838		19,325		45,881		34,419		145,493
Sawed lumber.....		300				25,361		9,020		34,681
Square timber.....		3,260		4,500		2,277				10,037
Shingles.....						60				60
Unenumerated.....		95,017				14,386				109,403
Total.....		1,066,135		140,448		409,990		65,958		1,682,513
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1912.	774	790,044	152	95,202	450	427,226	52	33,102	1428	1,345,574
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat.....		603,854		78,794		111,284				793,932
Corn.....		536		2,181		118,616				121,333
Barley.....		22,022		353		2,866				25,241
Oats.....		170,446		3,269		11,831				185,546
Peas.....						150				150
Rye.....						714				714
Coal.....		331,536		44,212		514,653		3,800		534,201
Merchandise.....		48,659		17,602		47,836		32,340		146,437
Sawed lumber.....						22,689		15,361		38,050
Square timber.....		9,000		8,660		1,409				19,069
Shingles.....						250				250
Unenumerated.....		73,387		1,186		69,367				143,940
Total.....		1,259,440		156,257		541,665		51,501		2,088,863
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1913.	1043	1,081,973	148	104,194	375	386,284	28	18,908	1594	1,590,459
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat.....		761,418		87,153		154,768				1,003,339
Corn.....		1,549				142,805				144,354
Barley.....		82,241		2,448		12,200				96,889
Oats.....		188,442		1,937		9,415				199,794
Peas.....										
Rye.....		3,136				3,731				6,867
Coal.....		498,269		59,145		107,946		1,735		667,095
Merchandise.....		59,375		18,701		28,825		21,008		127,903
Sawed timber.....		1,500				19,200		3,756		24,436
Square timber.....		4,636		4,004		1,040				9,680
Shingles.....										
Unenumerated.....		183,957		9,059		76,613		3,550		273,179
Total.....		1,784,523		182,447		556,543		30,029		2,553,531

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D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*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.
	1301	1,345,319	154	93,099	357	353,547	254	7,279	1837	1,799,244
1914.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	1,268,410		101,833		189,666				1,559,909	
Corn.....	4,973		1,422		105,738				112,133	
Barley.....	80,488		4,423		4,711				89,622	
Oats.....	210,795		3,699		10,982				225,476	
Peas.....										
Rye.....	1,114				9,106				10,220	
Coal.....	531,240		32,288		132,215		901		696,544	
Merchandise.....	61,135		16,751		14,987				92,873	
Sawed timber.....	450				17,285		1,670		19,405	
Square timber.....	4,846				1,397				6,243	
Shingles.....	175								175	
Unenumerated.....	102,804				20,936		400		124,140	
Total.....	2,266,430		160,416		507,023		2,871		2,936,740	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	856	885,441	161	105,309	285	310,071	74	2,133	1309	1,302,954
1915.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	679,534		105,391		161,079				946,004	
Corn.....	14,742		1,089		105,255				121,086	
Barley.....	23,878		1,663		690				26,231	
Oats.....	163,125		2,830		2,921				168,876	
Peas.....					840				840	
Rye.....										
Coal.....	465,649		51,975		160,162		1,490		679,276	
Merchandise.....	97,085		18,105		37,862				153,052	
Sawed lumber.....	2,543				17,565				20,108	
Square timber.....	4,650				1,381				6,031	
Shingles.....										
Unenumerated.....	22,972		1,159		8,499		1,170		33,800	
Total.....	1,474,178		182,212		496,254		2,660		2,155,304	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	767	721,126	185	138,276	275	233,422	11	4,164	1238	1,096,988
1916.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat.....	136,791		161,673		37,740				336,204	
Corn.....	10,698				67,722				78,420	
Barley.....	57,932				989				58,921	
Oats.....	190,522		2,386		3,445				196,353	
Peas.....										
Rye.....					10,886				10,886	
Coal.....	707,636		73,132		252,653		7,181		1,040,602	
Merchandise.....	67,153		11,410		2,505				81,098	
Sawed lumber.....					18,136				18,136	
Square timber.....										
Shingles.....										
Unenumerated.....	22,246				28,168				50,414	
Total.....	1,192,978		248,631		422,244		7,181		1,871,034	

SESSIONAL PAPER No. 20a

WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

WELLAND CANAL—WESTBOUND FREIGHT.

The total quantity of Through Freight passed up the Welland canal in Canadian and United States vessels during the Season of Navigation in 1916 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels.....	240,717	
“ sail vessels.....	500	
Total quantity in Canadian vessels.....		241,217
In United States steam vessels.....	202,717	
“ sail vessels.....		
Total in United States vessels.....		202,717
Grand total freight passed up the Welland canal in Canadian and United States vessels.....		443,934

STATEMENT of the Quantity of Through Freight passing up and down the Welland canal during the Season of Navigation in 1916.

Summary.	Tons.	Tons.
In Canadian steam vessels up.....	240,717	
“ down.....	1,192,978	
Total Canadian steam vessels.....		1,433,695
In Canadian sail vessels up.....	500	
“ down.....	248,631	
Total in Canadian sail vessels.....		249,131
Total quantity in Canadian vessels.....		1,682,826
In United States steam vessels up.....	202,717	
“ down.....	422,244	
Total in United States steam vessels.....		624,961
In United States sail vessels up.....		
“ down.....	7,181	
Total in United States sail vessels.....		7,181
Total quantity in United States vessels.....		632,142
Total in Canadian and United States Steam vessels.....		2,314,968
	Down or Eastbound.	Up or Westbound.
In Canadian vessels.....	1,441,609	241,217
In United States vessels.....	429,425	202,717
Total.....	1,871,034	443,934

7 GEORGE V, A. 1917

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Seasons of Navigation 1904 to 1916.

Articles.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
<i>Class 3.</i>													
Cement and water lime	35						484						
Clay, lime and sand		22										2,575	
Iron, railway	8,170	10										9,880	
" all other	1,651	384	209	124	553	12,089	7,154	1,901	28,996	5,402	430		
Steel	16	48						34,540			150		
Stone, for cutting										270			
Apples	1			9,936									
Barley	9,697	43,607	21,196	105,984	24,318	19,143	20,000	14,853	20,572	60,854	56,784	25,108	56,455
Corn	55,021	84,204	55,559		10,454	17,137	77,612	134,239	7,345	9,344	6,031	18,643	27,517
Flaxseed	15,094	15,094	80,570	49,159	27,500	19,634	6,607	11,696	15,413	117,548	4,285	10,317	12,594
Flour	24,692	14,574	9,174	3,730	5,028	21,905	27,081	44,588	38,026	34,152	60,723	10,295	200
Meat, all kinds	57	270	60		156		10,323	3,907					
Oats		21,404	37,164	66,941	28,081	65,624	129,900	147,180	164,581	72,733	97,361	151,075	170,694
Oil cake	7,846	9,229											
Peas						30		20	10				
Rye		1,711	1,405	2,266	6,662	120			714	4,507	9,385		9,780
Salt	615	108	75	143	419				931	686	100	142	
Seed, all kinds				20									
Hay, pressed													
Tobacco, raw													
Wheat	133,528	190,505	289,611	450,446	686,626	550,775	562,149	541,174	768,633	763,851	1,184,645	925,201	330,267
All other agricultural products, vegetables													
Hides, skins, horns and hoofs						5,876					308	1,500	
Horses	10		2										
Lard and lard oil													
Meats, all kinds		2,847	4,810						41				
Pork					524								
Tallow		53											
All other agricultural products, animal						366							
Total, class 3.	241,522	384,727	499,895	668,749	790,321	718,951	841,310	934,158	1,045,262	1,069,500	1,420,202	1,154,736	607,507

7 GEORGE V, A. 1917

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland canals to Lake Erie, during the Seasons of Navigation in 1904, 1905, 1906, 1907, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916.

Articles.	1904.	1905.	1906.	1907.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>												
Bricks.....	115	132		556								
Brimstone.....	12			13								
Cement and water lime.....	39	181	88	100	400	17,565	8,625	40,074	36,890	18,000	10,168	6,265
Clay, lime and sand.....												
Cotton, raw.....												
Fish.....	4			39								
Gypsum.....												
Iron, railway.....	283	136	7,289	4,119								
" pig.....		312	680	7,655	7,231	2,060	2,300	2,598	675	7,268	734	585
" all other.....	3,782	3,633	8,235	6,987		540						
Salt.....	99	150	17									
Steel.....	58	192	111	2,561	35,153		22,352	66,544	49,692	10,602	9,080	1,745
Stone for cutting.....	41											
Flour.....		18									30	
Hay.....				30	255							
Meals.....	25					1,113						
Oats.....												
Potatoes.....												
Seeds, all kinds.....	164	35	17									
Tobacco, raw.....												
Agricultural products, not enumerated, vegetable.....		127										
Hides and skins.....												
Horses.....												
Lard and lard oil.....		28	20	1								
Meats, other than pork.....	25			15								
Pork.....							150	150	25	104		
Wool.....												
All other articles not enumerated.....												
Total, class 3.....	4,647	4,934	16,457	22,076	43,039	21,278	34,427	109,366	87,282	36,034	20,012	8,595

7 GEORGE V, A. 1917

H.—STATEMENT showing the Quantity of Freight passed Eastward and Westward through the Welland canal from United States Ports to United States Ports, during the Seasons of Navigation from 1904 to 1916, inclusive.

Articles.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bricks.....										11,600			
Cement and water lime.....													
Fish.....				20				91					
Iron, railway.....		1	27	30				1,86	300	505			55
Salt.....										238			
Steel.....			2	509	9,086								
Stone for cutting.....													
Apples.....													
Barley.....	16,621	9,197	9,266	2,812	7,148	4,224	3,840		2,160			690	
Corn.....	60,964	93,622	135,240	124,474	94,830	100,967	126,938	116,705	91,254	114,662	85,700	89,288	30,838
Flour.....	8,556	24,054	15,215	18,898	17,694		11,859	2,852	9,878	11,967	8,580	14,124	
Hay, pressed.....		200											
Meal, all kinds.....	13,076	9,606	10,668	21,376	21,353		9,621	7,565	12,569	8,685	10,278	5,152	
Marble.....		87											
Nails.....		1											
Oil cake.....	16,497	228		114									
Oats.....	3	10,892	11,323	4,741	2,070				1,400	7,407	5,219	457	1,559
Peas.....		76	11	25	40	63	123		150				
Potatoes.....													
Rye.....				2	2								
Flax seed.....		43	756	17		15,452							
Seeds, all kinds.....			3										
Tobacco.....													
Wheat.....	14,269	15,483	13,410	21,802	24,651	17,940	10,707	4,950	15,911	20,258	32,657	22,310	7,530
Agricultural products, vegetable.....			1	7	21	22,620	233	19	37			6	
Hides and skins, etc.....						315							
Horses.....													
Lard and lard oil, etc.....			22	86									
Meats, other than pork.....													
Pork.....	379	273	268	429	190								
Sheep.....													
Tallow.....													
Wool.....	134	21	89	30		157	233	9					
Total, class 3.....	130,301	163,301	196,301	196,061	182,085	161,738	164,654	134,054	133,659	184,782	142,425	122,008	39,982

7 GEORGE V, A. 1917

L.—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1916.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other grain.	Total.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.
Kingston.....	1,172,536	53,195	150,584	128,500			47,933
Prescott.....							
Ogdensburg...							3,598
Total bushels..	1,172,536	53,195	150,584	128,500		1,504,815	
Total tons...	35,176	9,143	3,614	3,598			51,531

M.—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1916 inclusive, is as follows:—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.....			193,442	4,974	10,321	31,350	240,087
1886.....			184,564	5,400	22,187	49,724	261,875
1887.....			81,617	1,163	26,775	25,968	135,523
1888.....			172,381	878	17,365	27,183	217,807
1889.....			226,352	1,124	12,036	25,931	265,443
1890.....	80		116,616	615	17,280	22,781	202,372
1891.....			185,190	1,382	17,374	20,698	224,644
1892.....			183,244	651	12,391	15,330	211,616
1893.....			204,704	2,123	8,325	17,944	233,096
1894.....			187,794	727	1,269	13,947	203,737
1895.....	4		148,887	603	1,565	7,807	158,866
1896.....	20	210	206,093	1,255	4,127	11,740	223,443
1897.....		4	165,143		1,277	9,799	176,225
1898.....			156,055	759	956	4,536	162,336
1899.....			86,638	2,293	525	8,276	97,732
1900.....	8		45,032	992		1,360	47,392
1901.....			46,345	357	456	2,322	49,480
1902.....			12,410	501	65	51,037	64,013
1903.....	3		113,076		4,796	30,009	147,884
1904.....	2,919		62,782	1,100	3,711	32,813	103,325
1905.....			70,118	3,346	11,436	37,742	172,642
1906.....	60		29,123	4,400	7,161	106,843	147,557
1907.....	2,857		110,347		10,453	143,555	267,212
1908.....	4,401		158,351		5,988	148,181	316,921
1909.....			130,731	400	11,067	235,483	377,681
1910.....	2,045		197,482	4,411	15,974	357,579	577,491
1911.....	731		221,752	2,160	24,451	370,558	619,682
1912.....			163,461	2,958	12,034	531,243	709,696
1913.....			235,730	1,500	42,965	665,595	945,790
1914.....			236,976		13,107	699,223	949,306
1915.....		71	235,929		4,015	695,809	935,824
1916.....	750	28	130,670	1,200	1,350	1,056,144	1,190,142

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N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1916 inclusive.

Years.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down.
	Tons.	Tons.	Tons.
1885.....	5,035	122,829	127,864
1886.....	3,301	118,802	122,103
1887.....	7,579	121,618	129,197
1888.....	8,341	123,050	131,391
1889.....	5,360	124,290	129,650
1890.....	6,538	135,168	141,706
1891.....	7,951	141,701	149,652
1892.....	7,543	157,134	164,677
1893.....	2,285	147,139	149,424
1894.....	16,213	169,552	185,765
1895.....		165,151	165,151
1896.....	689	161,551	162,240
1897.....	40	164,963	165,003
1898.....	400	175,609	176,009
1899.....	448	201,546	201,994
1900.....	10	280,169	280,179
1901.....	2,765	298,245	301,010
1902.....	9,231	95,702	104,933
1903.....	30	290,518	290,578
1904.....	9,670	320,973	330,643
1905.....	8,518	345,589	354,107
1906.....	6,989	313,080	320,069
1907.....	1,281	406,978	408,259
1908.....	23,939	448,140	472,079
1909.....	13,543	469,695	483,238
1910.....	7,351	746,926	754,277
1911.....	6,230	756,474	762,704
1912.....	9,300	903,237	912,537
1913.....	3,500	1,225,288	1,228,788
1914.....	7,750	1,038,127	1,045,877
1915.....	7,644	1,025,821	1,033,465
1916.....	8,447	1,679,857	1,688,300

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

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
	Tons.	Tons	Tons.
1905.			
Barley.....	43,607	2,628	9,197
Corn.....	84,204	3,095	93,622
Oats.....	21,404	3,776	10,892
Peas.....			76
Rye.....	1,711		
Wheat.....	190,505	32,562	15,483
Total grain.....	*341,431	42,061	129,270
Other articles.....	107,273	123,225	104,747
Total.....	448,704	165,286	234,017
1906.			
Barley.....	21,196	984	9,266
Corn.....	55,559	15,688	140,558
Oats.....	37,164	819	11,323
Peas.....		11	
Rye.....	1,405	6	
Wheat.....	***289,611	15,843	14,972
Total grain.....	404,935	33,351	176,119
Other articles.....	118,224	176,277	59,884
Total.....	523,159	209,628	236,003
1907.			
Barley.....	9,936	492	2,812
Corn.....	106,299	31,901	133,493
Oats.....	67,063	1,565	4,741
Peas.....			25
Rye.....	2,266	2	2
Wheat.....	450,009	8,072	22,222
Total grain.....	635,573	42,032	163,295
Other articles.....	153,594	126,423	93,127
Total.....	789,167	168,455	256,422
1908.			
Barley.....	24,318	3,546	3,308
Corn.....	10,454	11,489	105,459
Oats.....	28,081	3,272	2,070
Peas.....			40
Rye.....	6,662	3	2
Wheat.....	†686,626	19,832	24,293
Total grain.....	756,141	38,141	135,172
Other articles.....	108,785	162,378	91,875
Total.....	864,926	200,520	227,047

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1909.	Tons.	Tons.	Tons.
Barley.....	19,143		4,008
Corn.....	17,137	22,798	100,967
Oats.....	65,624	2,872	6,639
Peas.....	30		33
Rye.....	33		
Wheat.....	550,775	14,568	17,940
Total grain.....	652,742	40,238	129,587
Other articles.....	272,263	113,970	126,223
Total.....	925,005	154,208	255,810
1910.			
Barley.....	20,000		1,575
Corn.....	77,612	49,326	103,042
Oats.....	129,900	6,333	
Peas.....			128
Rye.....			
Wheat.....	562,149	7,998	10,717
Total grain.....	789,661	66,657	115,457
Other articles.....	380,500	152,325	55,638
Total.....	1,170,161	215,982	171,140
1911.			
Barley.....	14,331	291	
Corn.....	134,239	22,988	116,705
Oats.....	147,180	16,153	
Peas.....			
Rye.....		112	
Wheat.....	541,174	12,016	4,950
Total grain.....	836,924	51,560	121,655
Other articles.....	500,881	115,721	55,790
Total.....	1,337,805	167,281	177,445
1912.			
Barley.....	20,572	218	4,451
Corn.....	7,345	1,372	112,616
Oats.....	164,581	20,965	
Peas.....	10	12	128
Rye.....	714		
Wheat.....	768,633	25,299	
Total grain.....	961,855	47,866	117,195
Other articles.....	598,108	214,395	69,444
Total.....	1,559,963	262,261	186,639

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

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1913.	Tons.	Tons.	Tons.
Barley.....	91,856	5,033	.....
Corn.....	9,344	20,348	114,662
Oats.....	173,827	17,560	7,407
Peas.....	.....	.....	.....
Rye.....	4,567	2,300	.....
Wheat.....	985,774	17,565	.....
Total grain.....	1,265,368	63,806	122,069
Other articles.....	916,254	135,742	50,303
Total.....	2,181,622	199,548	172,372
1914.			
Barley.....	89,622	.....	.....
Corn.....	6,031	85,700	20,402
Oats.....	204,166	5,210	16,292
Peas.....	.....	.....	.....
Rye.....	9,385	.....	835
Wheat.....	1,527,252	.....	32,657
Total grain.....	1,836,456	90,910	70,186
Other articles.....	855,855	46,652	36,681
Total.....	2,692,311	137,562	166,867
1915.			
Barley.....	25,108	433	690
Corn.....	18,643	13,174	89,269
Oats.....	151,075	17,344	457
Peas.....	.....	840	.....
Rye.....	.....	.....	.....
Wheat.....	925,201	1,409	19,394
Total grain.....	1,120,027	33,200	109,810
Other articles.....	778,273	74,677	39,317
Total.....	1,898,300	107,877	149,127
1916.			
Barley.....	58,921	.....	.....
Corn.....	31,114	16,468	30,838
Oats.....	179,037	17,316	.....
Peas.....	.....	.....	.....
Rye.....	9,780	1,106	.....
Wheat.....	330,267	.....	5,937
Total grain.....	609,119	34,890	36,775
Other articles.....	1,192,087	154,031	18,441
Total.....	1,801,206	188,921	55,216

SESSIONAL PAPER No. 20a

TABLE 1.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1915 and 1916.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
										Canadian.		United States.	
1915.													
Sault Ste. Marie.....	287,474	1,614,502	14,987	582,654	176,083	4,691,580	333,705	49,972	812,249	6,938,708	7,750,957	2,561,734	5,189,223
Welland.....	180,710	1,105,813	242,286	2,519	329,449	156,167	4,015	1,040,053	756,460	2,304,552	3,061,012	1,426,256	1,634,756
St. Lawrence.....	421,377	1,324,318	401,244	4	42	405	1,874	1,260,293	824,537	2,584,930	3,409,467	2,024,755	1,384,712
Chambly.....	5,648	6,325	280,218					186,516	285,866	192,841	478,707	292,191	186,516
St. Peters.....	2,404								491	2,404	2,895		
Murray.....	25,696	3,066						1,966	25,696	5,032	30,728	27,942	2,786
Ottawa.....	43,883	165,817		58,154			4,516		48,399	223,971	272,370	267,406	4,964
Rideau.....	72,852	41,410	125					6,394	7,977	47,804	120,781	114,358	6,423
Trent.....	13,953	36,821							13,083	36,821	49,904	49,904	
St. Andrews.....	21,800	182							21,800	182	21,982	21,982	
Grand total.....	1,073,014	4,300,658	938,860	643,331	505,574	4,848,152	344,110	2,545,104	2,861,558	12,337,245	15,198,803	6,789,423	8,409,380
1916.													
Sault Ste. Marie.....	338,901	2,886,970	2,810	887,239	384,454	11,467,241	704,378	141,656	1,430,543	15,383,106	16,813,649	4,155,911	12,657,738
Welland.....	157,060	675,282	193,165	3,057	148,046	55,361	1,350	1,311,643	499,621	2,045,343	2,544,964	1,054,480	1,490,484
St. Lawrence.....	242,920	881,418	450,157	381	40		5,465	1,787,743	698,522	2,663,542	3,368,064	1,581,195	1,786,869
Chambly.....	4,169	10,504	242,508					141,796	246,677	152,300	398,977	257,181	141,796
St. Peters.....	5,471	4,158							5,471	4,158	9,629	9,629	
Murray.....	42,563	2,542						1,575	42,563	4,117	46,680	45,085	1,565
Ottawa.....	11,796	160,809		54,474			10,572		22,368	215,283	237,651	226,381	11,270
Rideau.....	58,488	40,165						6,777	58,488	46,942	105,430	98,653	6,777
Trent.....	17,767	27,242							17,767	27,242	45,009	45,009	
St. Andrews.....	12,913	525							12,913	525	13,438	13,438	
Grand total.....	892,048	4,689,615	888,640	945,151	532,540	11,522,602	721,705	3,391,190	3,034,933	20,548,558	23,583,491	7,486,962	16,096,529

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TABLE 2.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1916.

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.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CANADIAN VESSELS.												
Steam and Sail.												
Sault Ste. Marie.....	4,595	1,738,237	1,832,577		209,154	11,014		206,763	33,493	2,014,713	2,075,224	4,089,937
Welland.....	3,092	419,529	421,698		441,570	7,904		6,607	497,214	875,610	919,112	1,794,722
St. Lawrence.....	6,647	965,948	944,065		593,728	1,928		314	565,247	1,561,918	1,567,154	3,129,072
Chambly.....	508	27,030	26,227		5,743				5,064	32,773	31,291	64,064
Ottawa.....	1,659	146,356	150,938					1,397		147,753	154,259	302,012
Rideau.....	1,672	55,677	57,709		1,665			75		57,417	59,924	117,341
St. Peter's.....	133	5,623	5,578						2,215	5,623	3,578	9,201
Trent Valley.....	3,495	83,080	82,406							83,080	82,406	165,486
Murray.....	649	53,635	49,808		4,356				461	57,921	50,269	108,260
St. Andrews.....	552	29,593	29,341							29,593	29,341	59,934
Total Canadian.....	23,002	3,524,708	3,598,347	1,105,761	270,517	20,846		215,156	1,103,694	4,866,471	4,972,558	9,839,029
UNITED STATES VESSELS.												
Sault Ste. Marie.....	2,094	36,428	8,631	45,191	280,363	2,854,439	5,174,432	276,388	27,315	3,212,446	5,490,741	8,703,187
Welland.....	847	3,104	945	230,102	1,698	89,750	52,460	893	339,945	323,849	335,048	718,897
St. Lawrence.....	1,678	25,200	16,404	425,616	46,211	14,101	2,148	2,708	483,979	467,625	548,742	1,016,367
Chambly.....	1,811		295	93,721					92,282	93,721	92,577	186,298
Ottawa.....	328	8,754			16,707			8,500		17,144	16,707	33,851
Rideau.....	12	607	607							607	607	1,214
St. Peter's.....												
Trent Valley.....												
Murray.....	30		149	89		362		168	257	619	406	1,025
St. Andrews.....												
Total United States.....	6,800	74,093	27,031	794,719	344,979	2,958,652	5,229,040	288,547	943,778	4,116,011	6,544,828	10,660,839
Grand total, Canadian and United States.....	29,802	3,598,801	3,625,378	1,900,480	615,496	2,979,498	5,229,040	503,703	2,047,472	8,982,482	11,517,386	20,499,868

TABLE 3.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1916.

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.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
SALUT STE. MARIE CANAL.												
Canadian vessels, steam.....	3,908	1,675,419	1,766,433	57,669	206,971	11,014	.....	204,076	32,339	1,948,171	2,005,742	3,953,915
" " sail	687	62,818	66,144	1,030	2,183	.....	.....	2,693	1,154	66,541	69,481	136,022
Total Canadian.....	4,595	1,738,237	1,832,577	58,699	209,154	11,014	.....	206,763	33,493	2,014,713	2,075,224	4,089,937
United States vessels, steam.....	2,072	33,755	7,949	45,191	280,086	2,854,398	5,174,432	275,566	26,901	3,208,910	5,489,368	8,698,278
" "	22	2,673	682	.....	277	41	.....	822	414	3,356	1,373	4,909
Total, United States.....	2,094	36,428	8,631	45,191	280,363	2,854,439	5,174,432	276,388	27,315	3,212,446	5,490,741	8,703,187
Grand total, Salt Ste. Marie canal	6,689	1,774,665	1,841,208	103,890	489,517	2,865,453	5,174,432	483,151	60,808	5,227,159	7,565,965	12,793,124
WELLAND CANAL.												
Canadian vessels, steam.....	1,658	304,667	322,136	403,445	.....	7,904	.....	5,838	449,702	721,854	771,832	1,493,686
" " sail	434	114,862	99,568	38,125	200	.....	.....	769	47,512	153,757	147,280	301,036
Total Canadian.....	2,092	419,529	421,698	441,570	200	7,904	.....	6,607	497,214	875,610	919,112	1,794,722
United States vessels, steam.....	786	3,104	166	208,126	1,074	88,951	50,412	539	311,854	300,720	363,506	664,226
" "	61	.....	779	21,976	624	799	2,048	354	28,091	23,129	31,542	54,671
Total United States.....	847	3,104	945	230,102	1,698	89,750	52,460	893	339,945	323,849	395,048	718,897
Grand total, Welland Canal.....	2,939	422,633	422,643	671,672	1,898	97,654	52,460	7,500	837,159	1,199,459	1,314,160	2,513,619
ST. LAWRENCE CANALS.												
Canadian vessels, steam.....	4,258	627,294	651,945	518,747	50,544	1,470	.....	314	470,847	1,147,825	1,173,336	2,321,161
" " sail	2,359	338,654	292,120	74,981	7,298	458	.....	.....	94,400	414,093	393,818	807,911
Total Canadian.....	6,617	965,948	944,065	593,728	57,842	1,928	.....	314	565,247	1,561,918	1,567,154	3,129,072
United States vessels, steam.....	1,194	9,049	7,278	400,339	37,286	13,702	282	174	452,408	423,264	497,254	920,518
" "	484	16,151	9,126	25,277	8,925	399	1,866	2,534	31,571	44,361	51,488	95,849
Total United States.....	1,678	25,200	16,404	425,616	46,211	14,101	2,148	2,708	483,979	467,625	548,742	1,016,367
Grand total, St. Lawrence canals	8,325	991,148	960,469	1,019,344	104,053	16,029	2,148	3,022	1,049,236	2,029,543	2,115,896	4,145,439

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TABLE 3.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1916—*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.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CHAMBLEY CANAL.												
Canadian vessels, steam.....	247	20,842	20,403							20,842	20,403	41,245
" sail.....	261	6,188	5,824							11,931	10,888	22,819
Total Canadian.....	508	27,030	26,227							32,773	31,291	64,064
United States vessels, steam.....	1										51	51
" sail.....	1,810		295								92,526	186,247
Total United States.....	1,811		295								92,526	186,298
Grand total, Chambley canal.....	2,319	27,030	26,522							126,494	123,868	250,362
OTTAWA CANALS.												
Canadian vessels, steam.....	782	73,403	77,321					941		74,044	79,450	153,494
" sail.....	877	73,253	73,617					456		73,709	74,809	148,518
Total Canadian.....	1,659	146,656	150,938					1,397		147,753	154,259	302,012
United States vessels, steam.....	328											
" sail.....	328	8,754						8,390		17,144	16,707	33,851
Total United States.....	328	8,754						8,390		17,144	16,707	33,851
Grand total, Ottawa canals.....	1,987	155,410	150,938					9,787		164,897	170,966	335,863
RIDEAU CANAL.												
Canadian vessels, steam.....	1,512	45,728	47,356					75	2,215	47,468	49,571	97,039
" sail.....	160	9,949	10,353							9,949	10,353	20,302
Total Canadian.....	1,672	55,677	57,709					75	2,215	57,417	59,924	117,341
United States vessels, steam.....												
" sail.....	12	607	607							607	607	1,214
Total United States.....	12	607	607							607	607	1,214
Grand total, Rideau canal.....	1,684	56,284	58,316					75	2,215	58,024	60,531	118,555

ST. PETERS CANAL.		30	1,801	1,045						1,801	1,045	2,846
Canadian vessels, steam.		103	5,822	2,533						3,822	2,533	6,355
" " sail												
Total Canadian		133	5,623	3,578						5,623	3,578	9,201
United States vessels, steam.												
" " sail												
Total United States												
Grand total, St. Peters canal		133	5,623	3,578						5,623	3,578	9,201
TRENT VALLEY CANALS.												
Canadian vessels, steam.		3,011	69,627	69,505						69,627	69,505	139,132
" " sail		484	13,453	12,901						13,453	12,901	26,354
Total Canadian		3,495	83,080	82,406						83,080	82,406	165,486
United States vessels, steam.												
" " sail												
Total United States												
Grand total, Trent Valley canals		3,495	83,080	82,406						83,080	82,406	165,486
MURRAY CANAL.												
Canadian vessels, steam.		514	42,095	38,297						46,451	38,558	85,009
" " sail		135	11,540	11,511						11,540	11,711	23,251
Total Canadian		649	53,635	49,808						57,991	50,269	108,260
United States vessels, steam.		30		149				362		619	406	1,025
" " sail												
Total United States		30		149				362		619	406	1,025
Grand total, Murray canal		679	53,635	49,957				362		58,610	50,675	109,285
ST. ANDREWS CANAL.												
Canadian vessels, steam.		302	10,825	10,257						10,825	10,257	21,082
" " sail		250	18,768	19,084						13,768	19,084	37,832
Total Canadian		552	29,593	29,341						29,593	29,341	58,934
United States vessels, steam.												
" " sail												
Total United States												
Grand total, St. Andrews canal		552	29,593	29,341						29,593	29,341	58,934

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TABLE 4.—Comparative Statement of all the Canals for the years ending December 31, 1915 and 1916.

Articles.	1915.	1916.	Increase.	Decrease.
<i>Class No. 1.</i>	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam.....	8,052,740	8,308,609		
“ sail.....	1,345,467	1,530,420		
United States vessels, steam.....	6,980,212	10,284,098		
“ sail.....	404,889	376,741		
Total, Class No. 1.....	16,783,308	20,499,868		
<i>Class No. 2.</i>	No.	No.	No.	No.
Passengers....	250,836	263,648	12,812	
<i>Class No. 3</i>	Tons.	Tons.	Tons.	Tons.
Barley	161,596	266,439	104,849	
Buckwheat	12	12		
Corn.....	163,527	128,307		35,220
Oats.....	637,420	1,013,595	376,175	
Rye.....	11,878	21,950	10,072	
Flax.....	59,771	96,316	36,545	
Peas.....	1,001	161		840
Wheat.....	3,807,722	3,279,121		528,601
Flour.....	310,385	341,579	31,194	
Hay.....	9,874	15,285	5,411	
Other mill products..	8,988	8,366		622
Fruit and vegetables..	8,878	4,505		4,373
Potatoes.....	1,479	3,170	1,691	
Live stock.....	1,205	988		217
Poultry, game and fish.....	625	768	143	
Dressed meats	79	185	106	
Other packing house products.....	1,677	861		816
Hides and leather.....	26	576	550	
Wool.....	183	139		44
All other animal products.....	7,494	7,825	331	
Total, Class No. 3.....	5,193,814	5,190,148	567,067	570,733
<i>Class No. 4.</i>	Tons.	Tons.	Tons.	Tons.
Agricultural products.....	21,570	34,238	12,668	
Cement, bricks, lime.....	34,996	29,331		5,665
Household goods and furniture.....	2,158	2,465	307	
Iron, pig and bloom.....	30,918	12,943		17,975
Iron and steel, all other.....	174,641	72,395		102,246
Petroleum and other oils.....	134,877	147,510	12,633	
Sugar	61,975	35,115		26,860
Salt.....	11,490	12,884	1,394	
Wines, liquors and beers.....	6,241	4,846		1,395
Merchandise not enumerated.....	617,245	482,539		134,706
Total, Class No. 4.....	1,096,111	834,266	27,002	288,847
<i>Class No. 5.</i>	Tons.	Tons.	Tons.	Tons.
Pulpwood.....	910,774	862,363		48,411
Sawed lumber.....	487,709	485,784		1,925
Squared timber.....	37,844	4,643		33,201
Shingles.....	9,229	3,326		5,903
Other woods.....	49,222	32,757		16,465
Total, Class No. 5.....	1,494,778	1,388,873		105,905

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TABLE 4.—Comparative Statement of all the Canals for the years ending December 31, 1915 and 1916—*Concluded*.

Articles.	1915.	1916.	Increase.	Decrease.
<i>Class No. 6.</i>	Tons.	Tons.	Tons.	Tons.
Hard coal	780,629	702,304		78,325
Soft coal	1,988,531	3,388,421	1,399,890	
Coke,	324			324
Copper ore	20,331	3,972		16,359
Iron ore	4,133,360	11,558,835	7,425,475	
Other ore	29,518	7,048		22,470
Sand, etc.	461,407	509,624	48,217	
Total, Class No. 6	7,414,160	16,170,204	8,873,582	117,478
Grand total	15,198,803	23,583,491	9,467,651	1,082,963

Net increase 8,384,688 tons.

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TABLE 5.—Statement of Traffic on the undermentioned Canals during the Season of Navigation in 1916.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class No. 1.—Vessels.</i>										
Canadian vessels, steam.....	3,953,915	1,493,686	2,321,161	41,245	2,846	85,009	153,491	97,039	139,132	21,082
" " sail.....	136,022	301,036	807,911	22,819	6,355	23,251	148,518	20,302	26,354	37,852
United States vessels, steam.....	8,698,278	664,226	920,518	51	.....	1,025	.....	.....	.....	.....
" " sail.....	4,909	54,671	95,849	186,247	.....	.....	33,851	1,214	.....	.....
Total, Class No. 1.....	12,793,124	2,513,619	4,145,439	250,362	9,201	109,285	335,863	118,555	165,486	58,934
<i>Class No. 2.</i>										
Passengers.....	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
	31,734	.....	81,023	1,669	6	4,868	22,812	12,544	104,736	3,656
<i>Class No. 3.</i>										
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Barley.....	148,072	58,921	59,436	6	4	.....	.....	.....	.....	.....
Buckwheat.....	.....	.....	.....	11	.....	.....	.....	.....	.....	.....
Corn.....	.....	78,420	49,746	94	10	.....	28	9	.....	.....
Oats.....	635,492	196,353	130,330	714	596	.....	97	9	4	.....
Rye.....	1,232	10,886	9,785	.....	.....	.....	5	.....	42	.....
Flax.....	71,128	12,594	12,594	.....	.....	.....	.....	.....	.....	.....
Peas.....	.....	.....	47	55	.....	.....	.....	.....	.....	.....
Wheat.....	2,606,155	336,204	334,119	32	.....	.....	22	37	.....	.....
Flour.....	335,327	200	4,153	988	406	.....	56	3	2,552	.....
Hay.....	7	.....	8,054	5,327	68	.....	422	60	23	.....
Other mill products.....	5,790	1,135	1,135	459	192	.....	1,677	152	87	.....
Fruit and vegetables.....	.....	.....	926	2,354	646	60	451	214	31	.....
Potatoes.....	86	.....	230	94	2,596	.....	136	37	27	.....
Live stock.....	.....	.....	386	89	.....	.....	297	1	215	.....
Poultry, game and fish.....	387	.....	179	11	155	.....	34	2	.....	.....
Dressed meats.....	.....	.....	64	63	83	.....	6	9	12	.....
Other packing house products.....	.....	.....	300	53	52	.....	189	251	16	.....
Hides and leather.....	.....	.....	180	41	.....	.....	159	196	.....	.....
Wool.....	135	.....	.....	.....	.....	.....	1	2	55	.....
All other animal products.....	3,349	5	40	2,254	2,122
Total, Class No. 3.....	3,803,811	693,578	665,014	10,314	4,848	60	6,323	3,106	3,064

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Class No. 4.

Agricultural implements.
Cement, bricks, lime.
Household goods and furniture.
Iron, pig and bloom.
Iron and steel, all other.
Petroleum and other oils.
Sugar.
Salt.
Wines, liquors and beers.
Merchandise not enumerated.

16,774	16,774	190	134	5	174	172	20
11,639	6,265	9,429	252	11	738	305	696
22	20	1,940	69	5	189	31	172
4,152	4,060	4,043	7		333	336	12
50,010	6,822	14,465	331	19	200	544	4
3,150	85,316	57,742	82	218	513	417	54
2,612	10,113	21,595	152	22	390	192	24
9,541	739	1,672	307	104	519	735	6
405	739	2,522	42		499	559	10
275,359	54,670	97,932	18,303	585	16,613	7,463	1,778
373,664	184,779	211,530	19,679	964	20,168	10,754	2,776
Total, Class No. 4.							214

Class No. 5.

Pulpwood.
Sawed lumber.
Square timber.
Shingles.
Other woods.

21,838	247,427	493,106	86,215	20	137,450	9,504	13,777
10,556	18,136	153,685	154,866	23	201	47	1,556
3,012	740	740	23		15	6	201
3,048	73	73	73		1,083	355	184
791	1,477	3,059	1,477	10			23,123
39,245	265,563	650,590	242,654	30	139,168	9,912	38,841
Total, Class No. 5.							2,868

Class No. 6.

Hard coal.
Soft coal.
Coke.
Copper ore.
Iron ore.
Other ore.
Sand, etc.

88,610	132,020	372,558	100,165	5	594	6,676	81
945,037	1,058,122	1,375,382		3,782	5,742	239	117
3,972	38,623	160	15,277				
11,504,773	6,998						
54,537	165,281	92,830	10,858				
				35,285	65,656	50	2
						74,693	128
							10,356
12,596,929	1,401,044	1,840,930	126,300	3,787	71,992	81,658	328
16,813,649	2,544,964	3,368,064	398,977	9,629	237,651	105,430	45,009
Total, Class No. 6.							13,438
Grand total							

TABLE 6.—Summary Statement of Traffic on the undermentioned Canals during the Season of Navigation ended December 31, 1916, showing the total quantity of each description of property passed through.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vessels of all kinds.	12,793, 124	2,513, 619	4, 145, 439	250, 362	9, 201	109, 285	335, 863	118, 555	165, 486	58, 934
Passengers.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
	31, 734		81, 623	1, 669	6	4, 868	22, 812	12, 544	104, 736	3, 656
<i>Forest—Produce of Wood.</i>	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Pulpwood.	21, 838	247, 427	493, 106	86, 215					13, 777	
Saved lumber.	10, 556	18, 136	153, 685	154, 866	20	2	137, 450	9, 504	1, 556	9
Squared timber.	3, 012		740	23			620	47	201	
Shingles.	3, 048			73			15	6	184	
Other woods.	791		3, 059	1, 477	10		1, 083	355	23, 123	2, 859
Total.	39, 345	265, 563	650, 590	242, 654	30	2	139, 168	9, 912	38, 841	2, 808
<i>Animals and Produce of Animals.</i>										
Live stock.			386	89			297	1	215	
Poultry, game and fish.	387		179	11	155		34	2		
Dressed meats.			64	11			6	9		
Other packing house products.			300	53	52		189	251	12	
Hides and leather.			180	41			159	196	16	
Wool.	135		1				1	2		
All other animal products.			3, 349	5	40		2, 254	2, 122	55	
Total.	522		4, 439	210	330		2, 940	2, 583	298	
<i>Agricultural Products.</i>										
Barley.	148, 072	58, 921	59, 436	6	4					
Buckwheat.				11						
Corn.		78, 420	49, 746	94						
Oats.	635, 492	196, 553	180, 330	714	10		28	9		
Rye.	1, 232	10, 886	9, 785		596		97	9	4	
							5		42	

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TABLE 7 (No. 1).—General Statement showing the Quantity of each Article Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	16,774								16,774		16,774	16,774	
All other animals											148,072	135,585	12,487
Barley		124,021				12,487				148,072			
Buckwheat									11,639		11,639	6,254	5,385
Cement, bricks, etc.	6,254				5,385				88,610		88,610		88,610
Coal, hard			3,000		3,000				941,937	3,100	945,037		945,037
" soft	25	3,100			347,400		594,512						
Coke													
Corn													
Dressed meats													
Flax		27,014				31,046			71,128		71,128	39,482	31,646
Flour		322,180				13,147			335,327		335,327	322,180	13,147
Fruits and vegetables													
Hay	7								7		7		
Hides and leather													
Household goods	21	1							21	1	22		
Iron, pig and bloom	3,752								4,152		4,152	4,152	
Iron and steel, all other	13,607	9,872			9,842		3,136		26,585	23,425	50,010	32,732	17,278
Live stock													
Merchandise	247,938	5,396							269,565	5,794	275,359	250,822	24,537
Oats		548,561			398		2,800		635,492	635,492	635,492	635,492	
Other mill products		5,790							5,790		5,790	5,790	
" packing house products													
" woods													
" copper	90	459							90	701	791	791	
Ore, all other										3,972	3,972		3,972
" iron					11,277,163	3,972	17,920	93,066	17,920	11,486,853	11,504,773	123,022	11,381,751
Peas													
Petroleum	3,150								3,150		3,150	3,150	
Poultry, game and fish		357							357		357	357	
Potatoes	1	85							1	85	86	86	
Pulpwood	1,650	2,688							2,650	19,188	21,838	17,338	4,500
" sawed lumber										1,232	1,232		1,232
" shingles										8,193	10,556	7,485	3,071
" square timber	553	352							2,363	3,048	3,048	3,012	3,071
Sugar	2,597	15							2,597	15	2,612	2,612	

TABLE 7 (No. 2).—General Statement showing the Quantity of each Article Transported on the Welland Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	16,774	57,432							16,774		16,774	16,774	
Barley	6,265							989	58,921		58,921	58,921	
Cement, bricks, etc.	750	28					1,350		6,265		6,265	6,265	
Coal, hard									132,020		132,020		132,020
" soft								1,056,144	750	1,057,372	1,058,122	28	1,058,094
Coke					1,200								78,420
Corn		2,380			30,838			45,202		78,420	78,420		
Flax		12,594							12,594	12,594	12,594	12,594	
Flour		4,200							200	200	200	200	
Household goods	20								20		20		
Iron, pig and bloom	4,055	5							4,055	5	4,060	4,060	
Iron and steel, all other.	6,767				55				6,767	55	6,822	6,767	55
Merchandise	53,320	500	300		550				53,626	1,050	54,670	54,120	550
Oats		190,917			1,556			3,877		196,353	196,353	192,908	3,445
Ore, all other.									6,998		6,998		6,998
Ore, iron.					6,998			37,620	37,630	38,623	38,623		38,623
Petroleum	370	84,946			1,003				1,003	84,946	85,316	85,316	
Pulpwood	54,562								370		247,427	247,427	
Rye		192,865						10,886	247,427	10,886	10,886		10,886
Sawn lumber					13,629			1,450	18,136	18,136	18,136	3,057	15,079
Sugar	10,113								10,113		10,113	10,113	
Salt													
Sand and stone	3,325	29,305			9,375			123,276	12,700	152,581	165,281	33,230	132,051
Wheat		296,475			7,530			32,199	336,204	336,204	336,204	321,941	14,263
Wines, liquors and beers	739								739		739	739	
Total freight.....	157,060	675,282	193,165	3,057	148,046	55,361	1,350	1,311,643	499,621	2,045,343	2,544,964	1,054,480	1,490,484

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TABLE 7 (No. 3).—General Statement showing the Quantity of each Through Article Transported on the Welland Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements													
Barley	16,774	57,932							16,774	58,921	16,774	16,774	
Cement, bricks, etc.	6,265								6,265		58,921	58,921	
Coal, hard									6,265		6,265	6,265	
" soft									132,020		132,020		132,020
Corn		2,380			130,670	1,200		1,039,402		1,040,602	1,040,602		1,040,602
Flax		12,594				30,838		45,202		78,420	78,420		78,420
Flour		200								12,594	12,594	12,594	
Household goods	20								20		20	20	
Iron, pig and bloom	4,055								4,055		4,055	4,055	
Iron and steel, all other	6,767					55			6,767	55	6,822	6,767	55
Merchandise	53,320	400	300			550			53,620	950	54,570	54,020	550
Oats		190,917				1,559		3,877		196,353	196,353	192,908	3,445
Ore, all other					6,998				6,998		6,998		6,998
" iron					1,003				1,003		38,623		38,623
Petroleum	370	80,993						37,620	37,620		80,463	80,463	
Pulpwood	2,000								370	80,003	80,463	194,865	
Rye			192,865						194,865		194,865	194,865	
Sawed lumber	10,113			3,057				10,886		18,136	10,886	3,057	10,886
Sugar								1,450		18,136	18,136		15,079
Salt									10,113		10,113	10,113	
Sand and stone	950								10,325		10,325	1,550	8,775
Wheat	739	290,475			9,375			32,199	10,325	336,204	336,204	321,941	14,263
Wines, liquors and beers						7,530			739		739	739	
Total freight	101,373	640,991	193,165	3,057	118,046	55,361	1,350	1,171,625	443,934	1,871,034	2,314,968	965,252	1,349,716

TABLE 7 (No. 4).—General Statement showing the Quantity of each Way Article Transported on the Welland Canal during the Season of Navigation in 1916.

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. Canadian Ports.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Coal, soft.....	750	28							750	16,770	17,520	28	17,492
Iron, pig and bloom.....		5								5	5	5	
Merchandise.....		100								100	100	100	
Petroleum.....		4,853								4,853	4,853	4,853	
Pulpwood.....	52,562									52,562	52,562	52,562	
Salt.....													
Sand and stone.....	2,375	29,303							2,375	152,581	154,956	31,680	123,276
Total freight.....	55,687	34,291							55,687	174,309	229,996	89,228	140,768

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TABLE 7 (No. 5).—General Statement showing the Quantity of each Article Transported on the St. Lawrence Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	124	65			1				125	65	190	189	1
All other animals	804	2,545							804	2,545	3,349	3,349	
Barley	192	58,255					989		192	59,244	59,436	59,436	
Cement, bricks, etc.	9,193	236							9,193	236	9,429	8,608	821
Coal, hard	2,331								2,331	370,227	372,558	2,331	370,227
" soft	40,929	47							41,544	1,333,838	1,375,382	37,772	1,337,610
Corn	327	7,215					615			327	49,746	339	49,407
Dressed meats	10	54							10	54	64	64	
Flax		12,594								12,594	12,594	12,594	
Flour	1,023	3,001		129					1,023	3,130	4,153	4,153	
Fruits and vegetables	219	1,793		252	3				6,009	2,045	8,054	8,054	5
Hay	6,069	1,793							6,069	1,793	7,862	7,862	
Hides and leather	121	54							126	54	180	180	
Household goods	643	1,295			2				645	1,295	1,940	1,878	62
Iron, pig and bloom	1,526	2,517							1,526	2,517	4,043	4,013	30
Iron and steel, all other	4,296	10,169							4,296	10,169	14,465	14,465	
Live stock	84	301			1				85	301	386	385	1
Merchandise	46,551	46,339							50,760	47,172	97,932	92,243	5,639
Oats	435	178,009			26		4,180		435	179,895	180,330	178,444	1,886
Other mill products	234	901							234	901	1,135	1,135	
Other packing house products	201	99							201	99	300	300	
Other woods	2,493	566							2,493	566	3,059	3,059	
Ore, iron							160			160	160		160
" brass	31	16							31	16	47	47	
Petroleum	2,047	54,795							2,047	54,795	57,742	57,742	179
Poultry, game and fish	145	34							145	34	179		
Pointcoes	87	143							87	143	230	230	
Pulpwood	40,785	2,175		450,146					490,931	2,175	493,106	493,106	
Rye	5						9,780		5	9,780	9,785	2,273	7,512
Sawed lumber	27,986	125,699							27,986	125,699	153,685	153,685	
Square timber	135	615							135	615	740	690	50
Sugar	21,401	194							21,401	194	21,595	21,595	
Salt	1,211	461							1,211	461	1,672	1,672	
Sand and stone	24,526	67,694					610		25,136	67,694	92,830	88,341	4,489
Wheat	3,845	302,394			7				3,852	330,207	334,119	335,150	8,969
Wines, liquors and beers	2,080	442							2,080	442	2,522	2,522	
Wool	1								1		1		
Total freight	242,920	881,418		381	40		5,405	1,787,743	698,522	2,660,542	3,368,064	1,581,195	1,786,869

TABLE 7 (No. 6).—General Statement showing the Quantity of each Through-Article Transported on the St. Lawrence Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
All other animals.....	57	89							57	89	146	146	
Barley.....		58,243								59,232	59,232	59,232	
Cement, bricks, etc.....	6,895	1							6,895	1	6,896	6,896	
Coal, hard.....	2,000								2,000		363,607	2,000	361,607
" soft.....	6,447								6,447		1,318,250	5,000	1,319,097
Corn.....											31,114		31,114
Flax.....		12,594								12,594	12,594	12,594	
Fruit.....		204								204	204	204	
Fruits and vegetables.....		342								342	342	342	
Hides and leather.....		20								20	20	20	
Household goods.....	389	988							389	988	1,377	1,377	
Iron, pig and bloom.....	1,000	1,460							1,000	1,460	2,460	2,460	
Iron, steel and other.....	2,750	7,500							2,750	7,500	10,250	10,250	
Live stock.....													
".....	3								3		3		
Merchandise.....	37,572	37,935							37,572	37,935	75,507	75,507	
Oats.....		177,151								179,037	179,037	177,151	1,886
Petroleum.....	751	54,016							751	54,016	54,767	54,767	
Pulpwood.....	40,785								489,581		489,581	489,581	
Rye.....		448,796								9,780	9,780	2,780	7,512
Sugar.....	20,375								20,375		20,375	20,375	
Salt.....	28								28		28		
Sand and stone.....													
Wheat.....		302,394								330,267	330,267	321,298	8,969
Wines, liquors and beers.....	1,125	376							1,125	376	1,501	1,501	
Total freight.....	120,174	653,316	448,796						568,970	2,404,815	2,973,785	1,243,600	1,730,185

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TABLE 7 (No. 7).—General Statement showing the Quantity of each Way Article Transported on the St. Lawrence Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	124	65			1				125	65	190	180	1
All other animals	747	2,456							747	2,456	3,203	3,203	
Barley	192	12							192	12	204	204	
Cement, bricks, etc.	2,298	235							2,298	235	2,533	1,712	821
Coal, hard	331								331		8,951	331	8,620
" soft	34,482	47							35,097		50,685	32,172	18,513
Corn	327	7,215							327		18,632	339	18,293
Dressed meats	10	54							10	54	64	64	
Flour	1,023	2,797		129					1,023	2,926	3,949	3,949	
Fruits and vegetables	219	359		3	3				225	359	584	579	5
Hay	6,009	1,793		252					6,009	2,045	8,054	8,054	
Hides and leather	121	34		5					126	34	160	160	
Household goods	254	307			2				256	307	563	501	62
Iron, pig and bloom	526	1,057							526	1,057	1,583	1,583	30
Iron and steel, all other	1,546	2,669							1,546	2,669	4,215	4,215	
Live stock	84	298			1				85	298	383	382	1
Merchandise	8,979	8,404		3	26		4,180	833	13,188	9,237	22,425	16,786	5,639
Oats	435	858							435	858	1,293	1,293	
Other mill products	234	901							234	901	1,135	1,135	
" picking house products	201	99							201	99	300	300	
" woods	2,493	566							2,493	566	3,059	3,059	160
Ore, iron							160				160		
Peas	31	16							31	16	47	47	
Petroleum	2,196	779							2,196	779	2,975	2,975	
Poultry, game and fish	145	34							145	34	179	179	
Potatoes	87	143							87	143	230	230	
Pulpwood		2,175		1,350					1,350	2,175	3,525	3,525	
Rye	5								5		5	5	
Sawed lumber	27,986	125,699							27,986	125,699	153,685	153,685	
Square timber	125	615							125	615	740	690	50
Sugar	1,026	194							1,026	194	1,220	1,220	
Salt	1,183	461							1,183	461	1,644	1,644	
Sand and stone	24,526	67,694					610		25,136	67,694	92,830	88,341	4,489
Wheat	3,845	66			7				3,852		3,852	3,845	7
Wines, liquors and beers	955								955		1,021	1,021	
Wool	1								1		1	1	
Total freight	122,746	238,102	1,361	381	40		5,405	36,244	129,552	264,727	394,279	337,588	56,691

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TABLE 7 (N. S).—General Statement showing the Quantity of each Article Transported on the Chambly Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	133	1							133	1	134	134	
All other animals	4	1							4	1	5	5	
Barley	6								6		6	6	
Buckwheat	6	5							6	5	11	11	
Cement, bricks, etc.	232								232		232	232	
Coal, hard	45					100, 120			45	100, 120	100, 165	45	100, 120
Corn	84	10							84	10	94	94	
Dressed meats	11								11		11	11	
Flour	951	37							951	37	988	988	
Fruits and vegetables	282	2, 072							282	2, 072	2, 354	2, 354	
Hay	5	5, 327							5	5, 327	5, 327	5, 327	
Hides and leather	4	37							4	37	41	41	
Household goods	42	27							42	27	69	69	
Iron, pig and bloom	7								7		7	7	
Iron and steel, all other	315	16							315	16	331	331	
Live stock	5								5		84	84	
Merchandise	485	887	710			16, 221			1, 195	17, 108	18, 303	2, 082	16, 221
Oats	11	703							11	703	714	714	
Other mill products	342	117							342	117	459	459	
“ packing house products													
“ ducts	49	4							49	4	53	53	
“ woods	77	975	425						502	975	1, 477	1, 477	
Ore, iron						15, 277				15, 277	15, 277		15, 277
Peas	22	33							22	33	55	55	
Petroleum	80	2							80	2	82	82	
Poultry, game and fish	11								11		11	11	
Potatoes	84	10							84	10	94	94	
Pulpwood	20	88	86, 215						86, 215		86, 215	86, 215	
Sawed lumber	73	154, 758							154, 778	88	154, 866	154, 866	
Shingles									73		73	73	
Square timber													
Sugar	149	23							149	23	152	152	
Salt	280	27							280	27	307	307	
Sand and stone	280		400						680	10, 178	10, 858	680	10, 178
Wheat	23	9							23	9	32	32	
Wines, liquors and beers	42								42		42	42	
Total freight	4, 169	10, 504	242, 508			141, 796			246, 677	152, 300	398, 977	257, 181	141, 796

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TABLE 7 (No. 9).—General Statement showing the Quantity of each Article Transported on the St. Peter's Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
All other animals.	40								40		40	40	
Barley.	4								4		4	4	
Cement, bricks, etc.	5								5		5	5	
Coal, hard.	4	1							5		5		
" soft.	3	3,779							3	3,779	3,782	3,782	
Corn.	10								10		10	10	
Dressed meats.	83								83		83	83	
Flour.	400	6							400	6	406	406	
Fruits and vegetables.	640	6							640	6	646	646	
Hay.	67	1							67	1	68	68	
Household goods.	6	5							6	5	11	11	
Iron and steel, all other.	16	3							16	3	19	19	
Merchandise.	373	212							373	212	585	585	
Oats.	594	2							594	2	596	596	
Other mill products.	172	20							172	20	192	192	
" packing house products.	46	6							46	6	52	52	
" woods.	6	4							6	4	10	10	
Petroleum.	211	7							211	7	218	218	
Poultry, game and fish.	51	104							51	104	155	155	
Potatoes.	2,593	3							2,593	3	2,596	2,596	
Sawn lumber.	20								20		20	20	
Sugar.	22								22		22	22	
Salt.	104								104		104	104	
Total freight.	5,471	4,158							5,471	4,158	9,629	9,629	

TABLE 7 (No. 10).—General Statement showing the Quantity of each Article Transported on the Murray Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Coal, hard.....	20							1,575	20	1,575	1,595		1,595
Fruits and vegetables...	60								60		60	60	
Household goods.....		5								5	5		
Merchandise.....	7,149	2,481					4		7,149	2,481	9,630	9,630	
Petroleum.....		18								18	18		
Sawn lumber.....	2								2		2		
Sugar.....	15								15		15		
Sand and Stone.....	35,285								35,285		35,285	35,285	
Wines, liquors and beers	32	38							32	38	70		
Total freight.....	42,563	2,542						1,575	42,563	4,117	46,680	45,085	1,595

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TABLE 7 (No. 11).—General Statement showing the Quantity of each Article Transported on the Ottawa Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian	U. S.
Agricultural implements	108	66							108	66	174	174	...
All other animals	21	2,233							21	2,233	2,254	2,254	...
Cement, bricks, etc.	688	50							688	50	738	738	...
Coal, hard	6										594	594	504
" soft	1,370								5,742		5,742	870	4,872
Corn	28								28		28	28	...
Dressed meats	5	1							5	1	6	6	...
Flour	409	13							409	13	422	422	...
Fruits and vegetables.	127	324							127	324	451	451	...
Hay		1,677								1,677	1,677	1,677	...
Hides and leather	121	38							121	38	159	159	...
Household goods	124	65							124	65	189	189	...
Iron, pig and bloom.	324	9							324	9	333	333	...
Iron and steel, all other.	193	7							193	7	200	200	...
Live stock	52	245							52	245	297	297	...
Merchandise	5,176	5,825							10,788	5,825	16,613	11,001	5,612
Oats	65	32							65	32	97	97	...
Other mill products	152	337							152	337	489	489	...
" packing house													...
" products	135	54							135	54	189	189	...
" woods	130	951							130	953	1,083	1,083	...
Peas	5	17							5	17	22	22	...
Petroleum	343	170							343	170	513	513	...
Poultry, game and fish.	34								34		34	34	...
Potatoes	18	118							18	118	136	136	...
Rye	5								5		5	5	...
Sawed lumber	422	92,928							422	92,928	137,450	137,450	...
Shingles	13	13									15	15	...
Square timber	250	370									620	620	...
Sugar	329	61							329	61	390	390	...
Salt	516	3							516	3	519	519	...
Sand and stone	425								425		65,656	65,656	192
Wheat	56								56		56	56	...
Wines, liquors and beers.	422	57							442	57	499	499	...
Wool	1								1		1	1	...
Total freight	11,796	160,809							22,368	215,283	237,651	226,381	11,270

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TABLE 7 (No. 12).—General Statement showing the Quantity of each Article Transported on the Rideau Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	89	83							89	83	172	172	
All other animals	203	1,919							203	1,919	2,122	2,122	
Buckwheat		1								1	1	1	
Cement, bricks, etc.	154	151							154	151	305	305	
Coal, hard	17	38							77	6,621	6,676	55	6,621
" soft	20	63							20	219	239	83	156
Corn	2	7							2	7	9	9	
Dressed meats	8	1							8	1	9	9	
Flour	7	53							7	53	60	60	
Fruits and vegetables	20	17							20	17	37	37	
Hay	133	19							133	19	152	152	
Hides and leather	169	27							169	27	196	196	
Household goods	19	12							19	12	31	31	
Iron, pig and bloom	330	6							330	6	336	336	
Iron and steel, all other	534	10							534	10	544	544	
Live stock	1	1							1	1	1	1	
Merchandise	4,016	3,447							4,016	3,447	7,463	7,463	
Oats	5	4							5	4	9	9	
Other mill products	95	119							95	119	214	214	
" packing house products													
" woods	207	44							207	44	251	251	
Ore, all other	201	154							201	154	355	355	
Peas	32	5							32	5	50	50	
Petroleum	255	162							255	162	37	37	
Poultry, game and fish	2	2							2	2	417	417	
Potatoes	1	1							1	1	2	2	
Sawed lumber	2,979	6,525							2,979	6,525	9,504	9,504	
Shingles	5	1							5	1	6	6	
Square timber	47								47		47	47	
Sugar	127	65							127	65	192	192	
Salt	633	102							633	102	735	735	
Sand and stone	47,625	27,068							47,625	27,068	74,693	74,693	
Wheat	3	3							3	3	3	3	
Wines, liquors and beers	549	10							549	10	559	559	
Wool	2								2		2	2	
Total freight	58,488	40,165							58,488	46,942	105,430	98,653	6,777

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TABLE 7 (No. 13).—General Statement showing the Quantity of each Article Transported on the Trent Valley Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	15	5							15	5	20	20	
All other animals	7	48							7	48	55	55	
Cement, bricks, etc.	126	570							126	570	696	696	
Coal, hard	75	6							75	6	81	81	
" soft	82	35							82	35	117	117	
Dressed meats	12								12		12	12	
Flour	23								23		23	23	
Fruits and vegetables	25	6							25	6	31	31	
Household goods	129	43							129	43	172	172	
Iron, pig and bloom	9	3							9	3	12	12	
Iron and steel, all other	4								4		4	4	
Livestock	177	38							177	38	215	215	
Merchandise	944	834							944	834	1,778	1,778	
Cats	4								4		4	4	
Other mill products	81	6							81	6	87	87	
" packing house products	13	3							13	3	16	16	
" woods	12,174	10,940							12,174	10,940	23,123	23,123	
Ore, iron	2								2		2	2	
Petroleum	38	16							38	16	54	54	
Potatoes	13	14							13	14	27	27	
Pulpwood	30	13,747							30	13,747	13,777	13,777	
Rye	42								42		42	42	
Sawn lumber	847	709							847	709	1,556	1,556	
Shingles	78	106							78	106	184	184	
Square timber	102	99							102	99	201	201	
Sugar	21	3							21	3	24	24	
Salt	4	2							4	2	6	6	
Sand and stone	128								128		128	128	
Wheat	2,552								1,552		2,552	2,552	
Wines, liquors and beers	10								10		10	10	
Total freight	17,767	27,242							17,767	27,242	45,009	45,009	

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TABLE 7 (No. 14).—General Statement showing the Quantity of each Article Transported on the St. Andrew's Canal during the Season of Navigation in 1916.

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	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Cement, bricks, etc.		2								2		2	
Household goods		6								6		6	
Merchandise	20	186							20	186	206	206	
Other woods	2,537	322							2,537	322	2,859	2,859	
Ore, all other	10,356								10,356		10,356	10,356	
Sawed lumber		9								9	9	9	
Total freight	12,913	525							12,913	525	13,438	13,438	

TABLE 8.

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

SAULT STE.

CANADIAN.							
Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
	Tons.				Tons.		
1	5,000 to 5,704.....	1	5,704	1	5,000 to		
2	4,000 " 5,000.....	3	13,650	2	4,000 " 5,000.....		
3	3,000 " 4,000.....	5	18,300	3	3,000 " 4,000.....		
4	2,000 " 3,000.....	13	30,250	4	2,000 " 3,000.....	1	2,132
5	1,000 " 2,000.....	44	58,100	5	1,000 " 2,000.....		
6	Under 1,000.....	83	12,340	6	Under 1,000.....	40	10,475
	Total.....	149	138,344		Total.....	41	12,607

WELLAND

1	250 to 2,347.....	92	94,247	1	250 to 1,239.....	23	16,025
2	200 " 249.....	5	1,000	2	200 " 249.....	6	1,200
3	150 " 199.....	1	175	3	150 " 199.....	6	900
4	100 " 149.....	5	625	4	100 " 149.....	9	900
5	50 " 99.....	9	650	5	50 " 99.....	3	170
6	Under 50.....	30	945	6	Under 50.....	2	40
	Total.....	142	97,642		Total.....	49	19,235

ST. LAWRENCE

1	250 to 2,347.....	98	89,286	1	250 to 1,114.....	68	33,433
2	200 " 249.....	6	1,250	2	200 " 249.....	11	3,560
3	150 " 199.....	16	2,660	3	150 " 199.....	26	6,730
4	100 " 149.....	14	1,730	4	100 " 149.....	46	5,560
5	50 " 99.....	14	1,015	5	50 " 99.....	18	1,430
6	Under 50.....	28	805	6	Under 50.....	10	275
	Total.....	176	96,776		Total.....	179	50,988

RIDEAU, OTTAWA AND

1	250 to 371.....	2	690	1	250 to 250.....	1	250
2	200 " 249.....			2	200 " 249.....	3	600
3	150 " 199.....	3	480	3	150 " 199.....	24	4,080
4	100 " 149.....	5	580	4	100 " 149.....	42	5,040
5	50 " 99.....	4	245	5	50 " 99.....	17	1,225
6	Under 50.....	40	1,005	6	Under 50.....	18	455
	Total.....	54	3,000		Total.....	105	11,650

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passed through the following Canals, during the Season of Navigation in 1916.

MARIE CANAL.

UNITED STATES.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
	Tons.				Tons.		
1	5,000 to 6,498.....	67	365,748	1	5,000 to		
2	4,000 " 5,000.....	74	343,350	2	4,000 " 5,000.....		
3	3,000 " 4,000.....	97	338,900	3	3,000 " 4,000.....		
4	2,000 " 3,000.....	32	76,050	4	2,000 " 3,000.....		
5	1,000 " 2,000.....	19	30,450	5	1,000 " 2,000.....	1	1,950
6	Under 1,000.....	19	4,355	6	Under 1,000.....	13	1,815
	Total.....	308	1,158,853		Total.....	14	3,765

CANAL.

1	250 to 3,792.....	87	93,367	1	250 to 2,070.....	13	9,645
2	200 " 249.....	4	850	2	200 " 249.....	3	625
3	150 " 199.....	3	500	3	150 " 199.....	4	675
4	100 " 100.....	8	850	4	100 " 149.....	3	350
5	50 " 99.....	16	1,050	5	50 " 99.....	5	380
6	Under 50.....	19	445	6	Under 50.....	2	15
	Total.....	137	97,062		Total.....	30	11,590

CANALS.

1	250 to 3,200.....	63	69,278	1	250 to 800.....	13	5,190
2	200 " 249.....	4	870	2	200 " 249.....	1	220
3	150 " 199.....	3	500	3	150 " 199.....	3	490
4	100 " 149.....	4	450	4	100 " 149.....	30	3,430
5	50 " 99.....	10	765	5	50 " 99.....	79	6,970
6	Under 50.....	6	125	6	Under 50.....	4	130
	Total.....	90	71,988		Total.....	130	16,430

CHAMBLY CANALS.

1	250 to			1	250 to		
2	200 " 249.....			2	200 " 249.....		
3	150 " 199.....			3	150 " 199.....	6	1,000
4	100 " 149.....			4	100 " 149.....	99	11,000
5	50 " 99.....	1	50	5	50 " 99.....	271	25,570
6	Under 50.....	1	25	6	Under 50.....	2	90
	Total.....	2	75		Total.....	378	37,660

APPENDIX

DOMINION CANALS

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

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

	Miles.
1. Lachine canal.....	8 $\frac{1}{2}$
Lake St. Louis and river St. Lawrence.....	16
2. Soulanges canal.....	14
Lake St. Francis and river St. Lawrence.....	31
3. Cornwall canal.....	11 $\frac{1}{4}$
River St. Lawrence.....	5
4. Farran's Point canal.....	1 $\frac{1}{2}$
River St. Lawrence.....	9 $\frac{1}{2}$
5. Rapide Plat canal.....	3 $\frac{3}{8}$
River St. Lawrence.....	4
6. Galops canal.....	7 $\frac{1}{3}$
River St. Lawrence and lake Ontario.....	228
7. Welland canal.....	26 $\frac{3}{4}$
Lake Erie, Detroit river, lake St. Clair, lake Huron, etc.....	574
8. Sault Ste. Marie canal.....	1 $\frac{1}{4}$
Lake Superior to Port Arthur.....	272
Total.....	1,214
To Duluth.....	1,336
Chicago.....	1,240

Second.—Ottawa to lake Champlain.

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

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to lake Huron at mouth of river Severn.

1. Trent canal (not completed).

Fifth.—Ocean to Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The river St. Lawrence with the system of canals established on its course above Montreal, and the lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 statute miles. The distance to Chicago, 2,243 miles.

From the straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

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

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

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

The Dominion canals, constructed between Montreal and lake Superior are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

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

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

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LACHINE CANAL.

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

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

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

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent to the river St. Lawrence. They are 1,006 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

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

The canal extends from Cascade point to Coteau landing, overcoming the Cascade rapids, Cedar rapid and Coteau rapids.

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

CORNWALL CANAL.

First commenced, 9 feet.....	1844
First opened.....	1847
Enlargement commenced.....	1897
" completed.....	1900
Length of canal.....	11 statute miles.
Number of locks.....	6
Dimensions of locks.....	270 feet by 75 feet.
Total rise of lockage.....	48 "
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	90 "
" " water surface.....	154 "

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The old lift locks, 200 feet by 55 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through lake St. Francis of 31 miles, which is being made navigable for vessels drawing fourteen feet.

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

WILLIAMSBURG CANALS.

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

FARRAN'S POINT CANAL.

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

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

RAPIDE PLAT CANAL.

First commenced, 9 feet.....	1844
First opened.....	1847
Enlargement commenced.....	1884
" completed.....	1897
Length of canal.....	3⅔ miles.
Number of locks.....	2
Dimensions of locks.....	270 feet by 45 feet.
Total rise in lockage.....	11½ " "
Depth of water on sills.....	14 " "
Breadth of canal at bottom.....	80 " "
" " surface of water.....	152 " "

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

From the head of Farran's Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

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GALOPS CANAL.

First commenced, 9 feet.....	1844
Opened.....	1846
Enlargement commenced.....	1888
“ completed.....	1903
Length of canal.....	7 $\frac{3}{4}$ miles.
Number of locks.....	3
Dimension of locks (one of which is a guard lock).....	800 by 50. 270 by 45. 303 by 45.
Total rise of lockage.....	15 $\frac{1}{2}$ feet.
Depth of water on sills.....	14 “
Breadth of canal at bottom.....	80 “
“ surface of water.....	144 “

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4 $\frac{1}{2}$ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun.....	1882
Completed.....	1890
Length between eastern and western pier heads.....	5 $\frac{1}{2}$ miles.
Breadth at bottom.....	80 feet.
“ water surface.....	124 “
Depth below lowest known lake level....	11 “
No locks.	

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

WELLAND CANAL.

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

	Old Line.	Enlarged or New Line.
Length of canal.....	27 $\frac{1}{2}$ miles.	26 $\frac{3}{4}$ miles.
Pairs of guard-gates (formerly 3)	2	1
Number of locks { lift.....	26	25
{ guard.....	1	1
Dimensions.....	1 lock 270 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 26 ft. 6 in.	
	270 feet x 45 feet.	
Total rise of lockage.....	326 $\frac{3}{4}$ feet.	326 $\frac{3}{4}$ feet.
Depth of water on sills.....	10 $\frac{1}{4}$ “	14 “
Construction commenced, 8 feet.....		1824
“ completed.....		1833
Enlargement commenced, 14 feet.....		1872
“ completed.....		1887

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WELLAND RIVER BRANCHES.

Length of canal—

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

GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks.....	2
Dimensions of locks.....	{ 1 of 150 by } 26½ feet. 1 of 300 by } 45 “ } 28 “
Total rise of lockage.....	
Depth of water on sills.....	9 “

PORT MAITLAND BRANCH.

Length of canal.....	1¾ miles.
Number of locks.....	1
Dimensions of locks.....	185 feet by 45 feet.
Total rise of lockage.....	7 “
Depth of water on sills.....	7½ “

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

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

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

From the head of the Welland canal there is a deep water navigation through lake Erie, the Detroit river, lake St. Clair, the St. Clair river, lake Huron and river St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Construction commenced.....	1888
Opened for traffic.....	1895
Length of canal, between the extreme ends of the entrance piers.....	7,472 feet.
Number of locks.....	1
Dimensions of locks.....	900 “ by 60 feet.
Depth of water on sills (at lowest known water level).....	18 “ 3 inches.
Total rise or lockage.....	18 “
Breadth of canal at bottom.....	141 “ 8 inches.
Breadth at surface of water.....	150 “

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

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower river Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the river Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245½ miles.

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

Ottawa River Canals.

The Ste. Anne's lock.
Carillon canal.

Grenville canal.
Rideau canal.

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

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

Sections of Navigation.	Interme- diate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal.....	8½	23½
From Lachine to Ste. Anne's lock.....	15	23½
Ste. Anne's lock and piers.....	½	50½
Ste. Anne's lock to Carillon canal.....	27	51½
The Carillon canal.....	¾	57¾
The Carillon to Grenville canal.....	6¼	63¾
The Grenville canal.....	5¾	119¾
From the Grenville canal to the entrance of Rideau navigation.....	56	245½
Rideau navigation ending at Kingston.....	126½	

STE. ANNE'S LOCK.

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

Old Lock.

New Lock.

Length of canal.....	⅛ mile.	⅛ mile.
Number of locks.....	1	1
Dimensions of locks.....	190 x 45 feet.	200 x 45 feet.
Total rise of lockage.....	3 feet.	3 feet.
Depth of water on sills....	6 “	9 “

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Dimensions of locks.....	134 x 33 feet.
Depth of water on sills.....	5 feet.
Navigation depth through the several reaches.....	5 "
Breadth of canal reaches at bottom.....	60 " in earth.
	54 " in rock.
Breadth of canal at surface of water.....	80 " in earth.

PERTH BRANCH.

Construction commenced.....	1883
" completed.....	1892
Length of canal.....	7 miles.
Number of locks.....	2
Dimensions of locks.....	134 feet x 33 feet.
Total rise of lockage.....	26 "
Depth of water on sills.....	5 " 6 inches.
Length of dam.....	200 "
Breadth of canal at bottom.....	{ 40 " in rock.
	{ 60 " in clay.
Breadth of canal at surface of water.....	80 "

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

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

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

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

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the river Tay system, discharging into lake Rideau.

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

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

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

RICHELIEU AND LAKE CHAMPLAIN.

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

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

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

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

ST. OURS LOCK DAM.

Construction commenced.....	1844
“ completed.....	1849
Length.....	$\frac{1}{8}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise of lockage.....	5 “
Depth of water on sills.....	7 feet at low water.
Length of dam in eastern channel.....	300 “
Length of dam in western channel.....	690 “

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

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

CHAMBLY CANAL.

Construction commenced.....	1831
“ completed.....	1831
Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks:—	
Guard lock, No. 1, at St. Johns.....	122 feet.
Lift “ 2.....	124 “
“ “ 3, 4, 5, 6.....	118 “
“ “ 7, 8, 9 combined.....	125 “
Total rise or lockage.....	74 “
Depth of water on sills.....	$6\frac{1}{2}$ “
Breadth of canal at bottom.....	36 “
Breadth of canal at surface of water.....	60 “

From $22\frac{1}{2}$ to
24 feet wide.

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

SESSIONAL PAPER No. 20a

TRENT CANAL.

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

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the river Trent, on the bay of Quinte, lake Ontario, to lake Huron.

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

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

Through the river Trent, Rice lake, the river Otonabee and lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to lake Balsam, the summit water, about 155 miles from Trenton; from lake Balsam by a canal and the river Talbot to lake Simcoe; thence by the river Severn to Georgian bay, lake Huron; the total distance being about 200 miles of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through lake Scugog to Port Perry, a distance of 174 miles from Trenton.

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

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

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

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

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

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At Burleigh rapids, 10 miles from Young's point, a canal, about $2\frac{1}{4}$ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

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

At Bobcaygeon, $15\frac{3}{4}$ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

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

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

1	Lock at Rosedale (maintained by the Ontario government), 100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.		
2	Locks at Fenelon....134'x33'x5' 0" to 7' 6" deep water on mitre sill.		
1	" Lindsay....134'x33'x5' 0" to 7' 6"	"	"
1	" Bobcaygeon .134'x33'x5' 8" to 7' 0"	"	"
1	" Buckhorn....134'x33'x5' 0" to 9' 0"	"	"
1	" Lovesick....134'x33'x5' 0" to 9' 4"	"	"
2	" Burleigh....134'x33'x6' 0" to 8' 0"	"	"
1	" Young's pt...134'x33'x5' 0" to 14' 0"	"	"
1	" Peterborough134'x33'x5' 0" to 10' 0"	"	"
1	" Hastings....134'x33'x7' 0" to 10' 6"	"	"
1	" Chisholms...134'x33'x5' 0" to 8' 6"	"	"

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ST. PETER'S CANAL, CAPE BRETON.

Construction commenced.....	1854
" completed.....	1869
Enlargement begun.....	1875
" completed.....	1881
Length of canal, about 2,600 feet.	
Breadth of water line.....	50 feet.
Lock.....	One tidal lock, 4 prs. of gates.
Dimensions.....	200 feet by 48 feet.
Depth of water on sills.....	18 feet at lowest water.
Depth through canal.....	19 "
Extreme rise and fall of tide in St. Peter's bay.....	7 "

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

BEAUHARNOIS CANAL.

Construction begun.....	1842
" completed.....	1845
Length of canal.....	12 statute miles.
Number of locks.....	9
Dimensions of locks.....	200 feet by 45 feet.
Total rise or lockage.....	82 $\frac{1}{2}$ "
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	80 "
Breadth of canal at water surface.....	120 "

SESSIONAL PAPER No. 20a

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

EARLIER CANALS.

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

COTEAU DU LAC CANAL.

Construction.....	1779
“ completed.....	1780

SPLIT ROCK CANAL.

Construction commenced.....	1779
“ completed.....	1780

CASCADE POINT CANAL.

Construction commenced.....	1782
“ completed.....	1783

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

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

BURLINGTON BAY CANAL.

Construction commenced.....	1825
“ completed.....	1832

DESJARDINS CANAL.

Construction commenced.....	1826
“ completed.....	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was $7\frac{1}{2}$ feet.

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RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE. 30

1916

(From sworn Returns furnished by the several Railway Companies.)

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA

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PRINTER TO THE KING'S MOST EXCELLENT MAJESTY,

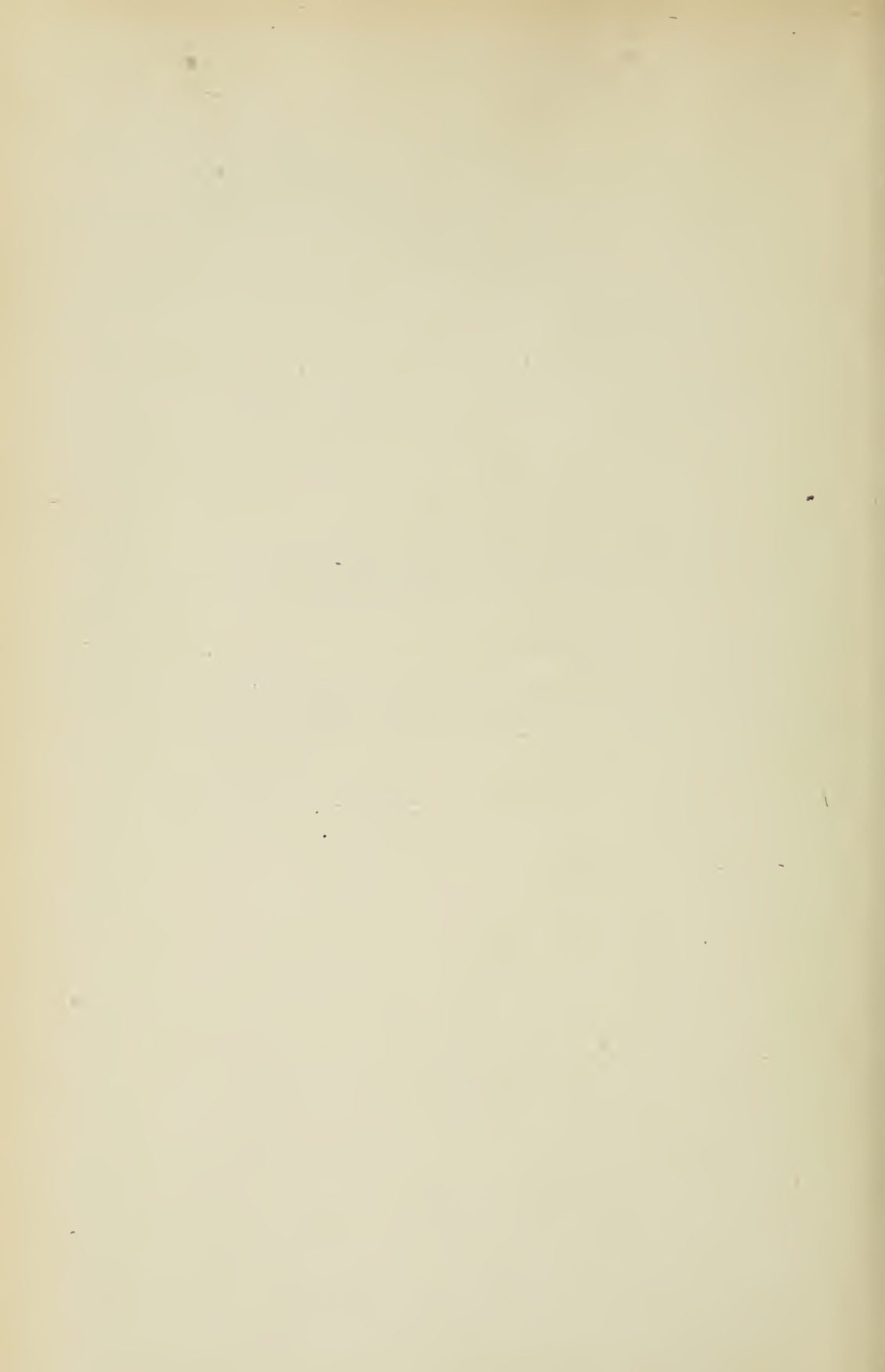
1917

*To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc.,
Governor General and Commander in Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Statistics for the year ended June 30, 1916.

F. COCHRANE,
Minister of Railways and Canals.



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

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the railway interests of Canada for the year ended June 30, 1916.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, December 30, 1916.

A. W. CAMPBELL, Esq., C.E.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit to you herewith Railway Statistics for the year ended June 30, 1916.

Despite the abnormal conditions produced by the European war, the railways of Canada made large gains over the preceding year in operating mileage and gross earnings.

Tabular statements follow which give in detail the facts dealt with in this introductory summary.

ELECTRIC RAILWAYS.

Statistical information relating to electric railways will be found both in this introduction and in the tables which constitute the body of the report.

RAILWAY MILEAGE.

Operating railway mileage was increased by 1,851·61 during the year, bringing the total up to 37,434·05.

It was ascertained that about 3,150 miles of new line were under construction on June 30. It was not practicable to get information as to the precise state of the work on that date. The roads and extensions in process of being built are almost wholly in the western provinces. Probably 1,500 to 2,000 miles were actually in operation, but not brought upon an official reporting basis at the end of the statistical year.

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The history of railway mileage in Canada is here brought down to the year 1916:—

Year.	Miles in operation	Year.	Miles in operation
1835.....	0	1876.....	5,218
1836.....	16	1877.....	5,782
1837.....	16	1878.....	6,226
1838.....	16	1879.....	6,858
1839.....	16	1880.....	7,194
1840.....	16	1881.....	7,331
1841.....	16	1882.....	8,697
1842.....	16	1883.....	9,577
1843.....	16	1884.....	10,273
1844.....	16	1885.....	10,773
1845.....	16	1886.....	11,793
1846.....	16	1887.....	12,184
1847.....	54	1888.....	12,163
1848.....	54	1889.....	12,628
1849.....	54	1890.....	13,151
1850.....	66	1891.....	13,838
1851.....	159	1892.....	14,564
1852.....	205	1893.....	15,005
1853.....	506	1894.....	15,627
1854.....	764	1895.....	15,977
1855.....	877	1896.....	16,270
1856.....	1,414	1897.....	16,550
1857.....	1,444	1898.....	16,870
1858.....	1,863	1899.....	17,250
1859.....	1,994	1900.....	17,657
1860.....	2,065	1901.....	18,140
1861.....	2,146	1902.....	18,714
1862.....	2,189	1903.....	18,988
1863.....	2,189	1904.....	19,431
1864.....	2,189	1905.....	20,487
1865.....	2,240	1906.....	21,353
1866.....	2,278	1907.....	22,452
1867.....	2,278	1908.....	22,966
1868.....	2,270	1909.....	24,104
1869.....	2,524	1910.....	24,731
1870.....	2,617	1911.....	25,400
1871.....	2,695	1912.....	26,727
1872.....	2,899	1913.....	29,304
1873.....	3,832	1914.....	30,795
1874.....	4,331	1915.....	35,578
1875.....	4,804	1916.....	37,434

The distribution of operating mileage in 1916, showing increases and decreases, was as follows:—

Provinces.	Miles.	Increases.	Decrease.
Nova Scotia.....	1,435.82	69.19	
Prince Edward Island.....	274.60		0.60
New Brunswick.....	1,956.66		5.83
Quebec.....	4,732.86	55.55	
Ontario.....	11,320.14	617.59	
Manitoba.....	4,309.59		188.02
Saskatchewan.....	5,378.33	51.19	
Alberta.....	3,894.18	720.47	
British Columbia.....	3,604.00	503.65	
Yukon.....	101.71		
In United States.....	426.26	28.42	
Total.....	37,434.05	2,046.06	194.45

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The mileage recorded in the foregoing table as being in the United States relates to lines which are connecting links between Canadian systems beginning and ending in Canada. The so-called short line of the Canadian Pacific, which runs across the State of Maine is an example.

The following statement shows the growth of railway mileage in the various provinces since 1907:—

Provinces.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Ontario.....	7,638	7,933	8,229	8,230	8,322	8,516	9,000	9,255	10,702	11,320
Quebec.....	3,516	3,574	3,663	3,795	3,882	3,883	3,986	4,043	4,677	4,733
Manitoba.....	3,074	3,111	3,205	3,221	3,446	3,520	3,993	4,076	4,498	4,310
Saskatchewan.....	2,025	2,081	2,631	2,932	3,121	3,754	4,651	5,089	5,327	5,378
Alberta.....	1,323	1,323	1,321	1,488	1,494	1,897	2,212	2,545	3,174	3,894
British Columbia.....	1,686	1,733	1,796	1,832	1,842	1,855	1,951	1,978	3,100	3,604
New Brunswick.....	1,503	1,509	1,547	1,522	1,518	1,545	1,545	1,839	1,962	1,957
Nova Scotia.....	1,329	1,344	1,351	1,351	1,354	1,357	1,359	1,365	1,367	1,436
Prince Edward Island.....	267	267	269	269	269	269	279	279	275	275
Yukon.....	91	91	91	91	102	102	102	102	102	102
In United States...							225	224	398	426

The addition to second track in 1916 amounted to 37.98 miles, bringing the total up to 2,488.66.

Yard track and sidings increased from 7,852.05 in 1915 to 8,396.47 in 1916. The addition aggregated 544.42.

The totals of second track and yard track and sidings since 1907 are as follows:—

—	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Double track	1,067	1,211	1,464	1,543	1,610	1,752	1,984	2,293	2,451	2,489
Yard track and sidings.....	4,092	4,546	4,761	5,155	5,550	6,149	6,935	7,518	7,852	8,395

Combining single track, second track, and yard track and siding mileage, the totals since 1907 are as follow:—

Year.	Miles.	Increase.
1907.....	27,967	
1908.....	29,068	1,101
1909.....	30,329	1,261
1910.....	31,429	1,100
1911.....	32,559	1,130
1912.....	34,629	2,070
1913.....	38,223	3,594
1914.....	40,605	2,382
1915.....	45,885	5,280
1916.....	48,319	2,434

Tables 1, 2, and 3 will afford information in detail with respect to railway mileage.

RAILWAY CAPITAL.

Railways in operation reported a capitalization of \$1,893,877,819, representing an increase for the year of \$18,066,886.

The foregoing total was distributed under the following heads:—

Stocks.....	\$ 848,269,488
Consolidated debenture stock (C.P.R.).....	176,284,882
Funded debt.....	869,323,449
Total.....	\$1,893,877,819

There was an increase for the year of \$468,387 in stocks, and \$17,598,544 in funded debt.

The distribution of funded debt was as follows:—

Bonds.....	\$ 801,285,740
Miscellaneous obligations.....	6,205,200
Income bonds.....	25,275,000
Equipment trust obligations.....	36,557,500
Total.....	\$ 869,323,449

In addition to the capitalization attaching to railways officially regarded as being in operation, following was the situation with respect to lines under construction:—

Stocks.....	\$ 29,257,500
Funded debt.....	52,224,004
Total.....	\$ 81,481,504

When the capitalization of lines in operation and lines under construction are combined, following is the result:—

Stocks.....	\$ 877,526,988
Consolidated debenture stock.....	176,284,482
Funded debt.....	921,547,449
Total.....	\$1,975,358,919

Table 4 will afford full details with regard to the foregoing capital liability.

In making any analysis whatever of railway capitalization in Canada, careful regard must be had to the situation as respects the mileage of lines in the hands of corporations, and mileage owned and operated by Government. The latter do not have stock nor bonds. For the year 1916 the mileage applicable to stocks, whether paying dividends or not, and excluding railways under state control, was 32,688. This was made up of 17,165 miles of line which paid dividends and 15,523 which did not. The results in this regard for the past four years have been as follows:—

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STOCKS.

	1913.	1914.	1915.	1916.
	\$ cts	\$ cts	\$ cts	\$ cts
Dividend-paying	421,072,361 00	492,580,812 00	491,538,059 00	420,697,257 00
Non-dividend	308,302,155 00	360,529,841 00	356,262,042 00	421,512,106 00
Amount of dividends	27,333,313 00	30,434,601 00	32,341,331 00	32,277,814 00
Per cent on dividend-paying	6 45	6 11	6 58	7 68
Per cent on all stocks	3 72	3 56	3 81	3 81
Per mile, all stocks	28,711 00	30,138 00	27,358 00	25,950 00

FUNDED DEBT.

	1913.	1914.	1915.	1916.
Outstanding for this purpose	477,820,834 00	617,561,386 00	851,724,905 00	869,323,449 00
Per mile of line affected	18,209 00	23,481 00	28,129 00	27,282 00

CONSOLIDATED DEBENTURE STOCK.

	1913.	1914.	1915.	1916.
Amount outstanding (C.P.R.)	163,257,224 00	173,307,470 00	176,284,882 00	176,284,882 00
Interest	6,337,188 00	6,809,520 00	7,008,942 00	7,051,395 00
Per mile of line affected	14,187 00	14,503 00	13,746 00	14,239 00

The capitalization of mileage under construction is not included in the foregoing calculations.

The cost of Government owned and operated lines, for which no capitalization is given in foregoing statements, is shown in the following table:—

	Miles.	Capital Cost.	Cost per Mile.
		\$	\$
Intercolonial	1,514	116,234,204	76,773
National Transcontinental	2,002	156,701,210	78,350
Prince Edward Island	275	10,842,894	39,429
Temiskaming and Northern Ontario	329	20,340,029	61,824
New Brunswick Coal and Railway	58	1,936,600	32,217
Total	4,178	306,053,937	

The foregoing cost includes equipment.

7 GEORGE V, A. 1917

The following tabular statement shows the record of railway capitalization since 1876:—

Year.	Stocks.	Debenture Stock	Funded Debt.	Total.
	\$	\$	\$	\$
1876.....	180,955,657	.....	76,079,531	257,035,188
1877.....	182,578,994	.....	79,676,382	262,255,376
1878.....	191,331,767	.....	83,710,938	275,042,705
1879.....	192,674,553	.....	81,151,628	273,826,181
1880.....	189,956,177	.....	80,661,316	270,617,493
1881.....	199,527,981	.....	84,891,313	284,418,293
1882.....	216,468,465	.....	92,487,932	306,956,397
1883.....	269,092,615	.....	102,134,295	371,226,910
1884.....	285,077,822	.....	109,310,963	394,388,785
1885.....	312,183,162	.....	141,370,963	453,553,125
1886.....	317,141,948	.....	169,359,306	486,501,254
1887.....	324,128,738	.....	194,801,553	588,930,291
1888.....	327,493,882	.....	228,617,728	556,111,610
1889.....	322,559,672	.....	261,675,226	584,234,898
1890.....	338,177,386	.....	266,885,707	605,063,093
1891.....	339,769,786	.....	292,291,654	632,061,440
1892.....	344,400,282	.....	305,120,200	649,520,482
1893.....	371,877,287	.....	307,225,888	679,103,175
1894.....	361,760,508	.....	327,003,803	688,764,311
1895.....	361,449,590	.....	330,785,546	692,235,136
1896.....	361,075,340	.....	336,137,601	697,212,941
1897.....	367,611,048	.....	348,834,086	716,445,134
1898.....	378,141,790	.....	354,946,865	733,098,655
1899.....	391,300,360	.....	362,053,495	753,353,855
1900.....	410,326,095	.....	373,716,704	784,042,799
1901.....	424,414,314	.....	391,696,523	816,110,837
1902.....	460,401,863	.....	404,806,847	865,208,710
1903.....	483,770,312	.....	424,100,762	907,871,074
1904.....	492,752,530	.....	449,114,035	941,866,565
1905.....	526,353,951	.....	465,543,967	991,897,918
1906.....	561,655,395	.....	504,226,234	1,065,881,629
1907.....	588,563,591	.....	583,369,217	1,171,937,808
1908.....	607,891,349	.....	631,869,664	1,239,761,013
1909.....	647,534,647	.....	660,946,769	1,308,481,416
1910.....	687,557,387	.....	722,740,300	1,410,297,687
1911.....	749,207,687	.....	779,481,514	1,528,689,201
1912.....	770,459,351	.....	818,478,175	1,588,937,526
1913.....	755,316,516	163,257,224	613,256,952	1,531,830,692
1914.....	853,110,653	173,307,470	782,402,638	1,808,820,761
1915.....	847,801,101	176,284,882	851,724,905	1,875,810,888
1916.....	848,269,488	176,284,882	869,323,449	1,893,877,819

The relationship of dividends and net earnings to share capital during the past ten years is shown in the following table:—

Year.	Debenture Stock.	Interest on Debenture Stock.	Stocks.	Dividends on Stocks.	Per cent on Stocks.	Net Earnings.	Stocks and Debenture Stock.	Per cent
	\$	\$	\$	\$	\$	\$	\$	
1907.....	.....	.....	588,568,591	12,760,435	2.17	42,989,537	588,568,591	7.30
1908.....	.....	.....	607,891,349	12,955,243	2.11	39,614,171	607,891,349	6.51
1909.....	.....	.....	647,534,647	19,230,126	2.97	40,456,252	647,534,647	6.24
1910.....	.....	.....	687,557,387	21,747,914	3.16	53,550,777	687,557,387	7.78
1911.....	.....	.....	749,207,687	30,577,740	4.08	57,698,709	749,207,687	7.70
1912.....	.....	.....	770,459,351	31,164,791	4.04	68,677,213	770,459,351	8.91
1913.....	163,257,224	6,337,188	755,316,516	27,333,373	3.72	74,671,160	918,573,740	8.13
1914.....	173,307,470	6,805,320	853,110,653	30,434,601	3.56	64,108,280	1,026,418,123	6.25
1915.....	176,284,882	7,008,942	847,801,101	32,341,337	3.81	52,111,973	1,024,085,983	5.09
1916.....	176,284,882	7,051,395	848,269,488	32,277,874	3.81	81,346,395	1,024,554,325	7.94

Net earnings in the foregoing statement are the difference between gross receipts and operating expenses. Net operating earnings, after deductions have been made for fixed charges and so on, will be found in Table 9 under the head of Income Account.

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AID TO RAILWAYS.

The cash aid received by railways in 1916 amounted to \$1,240,434.97 and came wholly from the Dominion.

The particulars of aid given to railways since 1875 will be found in Table 5.

The account respecting cash subsidies stood, on June 30, as follows:—

Year.	Dominion.	Provinces.	Municipalities.
	\$ cts.	\$ cts.	\$ cts.
1876.....	*18,564,352 37	4,203,240 43	5,384,005 70
1877.....	16,235,185 33	4,338,498 02	5,606,799 31
1878.....	26,438,914 96	14,292,002 29	5,877,078 63
1879.....	26,438,914 00	14,593,001 91	7,408,478 63
1880.....	32,761,920 65	17,639,206 60	8,310,944 63
1881.....	37,629,207 33	a16,676,266 29	8,395,944 63
1882.....	37,371,208 33	17,044,628 91	9,080,944 63
1883.....	49,548,639 93	18,342,102 80	9,617,055 94
1884.....	†78,123,918 18	19,836,055 93	9,875,055 94
1885.....	92,762,967 17	19,137,719 93	11,034,450 43
1886.....	87,426,814 52	19,338,679 93	11,320,892 43
1887.....	91,228,674 03	21,204,993 01	11,500,892 43
1888.....	c90,644,574 40	23,342,758 82	11,625,050 43
1889.....	91,888,491 21	24,036,306 80	11,699,724 43
1890.....	93,889,277 76	25,086,285 41	11,786,224 43
1891.....	96,529,524 07	25,731,965 43	11,907,009 43
1892.....	97,601,639 53	26,997,435 78	14,139,234 90
1893.....	100,422,165 09	28,229,355 49	14,272,456 99
1894.....	102,087,290 06	29,368,697 75	14,374,610 99
1895.....	†103,451,148 93	29,727,512 63	14,376,686 99
1896.....	101,961,763 91	30,055,946 30	14,463,756 99
1897.....	102,458,434 71	31,171,346 65	15,902,367 99
1898.....	103,878,261 66	31,495,555 48	15,928,167 99
1899.....	107,030,639 24	31,656,725 57	16,005,429 28
1900.....	107,760,795 70	31,310,170 06	16,173,303 45
1901.....	110,225,503 43	32,395,522 67	16,302,514 45
1902.....	112,324,091 13	33,145,320 84	16,539,104 03
1903.....	113,791,113 41	32,809,728 41	16,651,044 46
1904.....	115,875,668 31	34,496,917 84	17,346,634 36
1905.....	117,145,511 67	40,415,630 27	17,420,085 65
1906.....	118,474,316 04	43,278,022 12	17,576,538 15
1907.....	128,827,648 77	b35,132,130 80	17,601,945 77
1908.....	133,049,376 07	35,191,414 80	17,637,827 21
1909.....	135,549,987 71	35,588,526 15	17,824,823 60
1910.....	d146,932,179 71	35,837,060 16	17,983,823 60
1911.....	148,217,071 75	35,919,360 16	18,042,823 60
1912.....	e154,075,235 09	35,945,515 16	18,051,323 60
1913.....	163,251,469 42	36,500,015 16	18,078,673 60
1914.....	178,834,528 74	37,023,275 16	f17,914,836 40
1915.....	183,479,192 91	37,437,895 16	17,914,836 40
1916.....	184,719,627 88	37,437,895 16	17,914,836 40

*Included loan \$2,311,666.67 to Northern Railway; not reported after this year.

†Included loan \$29,880,912 to C. P. Railway; not reported later.

cEastern extension \$1,284,495.76 now included in I. C. Railway.

‡Incorrect total of \$2,394,000 shown to the North Shore Railway.

dDecrease of \$1,044,000 by N. B. Government to St. John and Maine Railway.

eThis amount does not include the cost of the Temiskaming and Northern Ontario Railway (\$10,-570,540) as formerly.

fThis includes \$10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of chap. 19 of the statutes of 1909.

gThis amount includes payments of \$6,263,715.86 to the Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

hThis reduction is due to the repayment of a loan.

Included with the aid to the C.P.R., is the sum of \$37,785,319.54 for lines built by Government and handed over to the Company. In that total is \$6,639,581 for surveys.

The cash aid given by municipalities is shown, by provinces, in the following table:—

Year.	Ontario.	Quebec.	Nova Scotia.		New Brunswick.		British Columbia.		Manitoba.		Northwest Territories.		Totals.
	\$	\$	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$
1875	3,774,620 13	513,000 00			127,500 00								4,415,120 13
1876	4,460,305 70	513,000 00			210,500 00								5,384,005 70
1877	4,748,299 31	635,000 00			223,500 00								5,606,799 34
1878	5,085,434 01	1,323,144 62			293,500 00								6,877,078 63
1879	5,407,934 01	1,532,044 62	175,000 00		293,500 00								7,408,478 63
1880	5,988,300 01	1,854,144 62	175,000 00		293,500 00								8,310,944 63
1881	5,988,300 01	1,864,144 62	250,000 00		293,500 00								8,305,944 63
1882	6,673,300 01	1,894,144 62	250,000 00		293,500 00								9,080,944 63
1883	6,948,411 32	2,125,144 52	250,000 00		293,500 00								9,617,055 94
1884	7,178,411 32	2,150,144 62	250,000 00		296,500 00								9,875,055 94
1885	8,027,805 81	2,195,144 62	250,000 00		296,500 00				265,000 00				11,034,450 43
1886	8,207,805 81	2,255,986 62	250,000 00		296,500 00				480,600 00				11,310,892 43
1887	8,055,305 81	2,380,986 62	250,000 00		296,500 00				480,600 00				11,500,892 43
1888	8,055,305 81	2,495,144 62	250,000 00		296,500 00				490,600 00				11,625,080 43
1889	8,055,305 81	2,569,818 62	250,000 00		296,500 00				490,600 00				11,699,724 43
1890	8,085,305 81	2,626,318 62	250,000 00		286,500 00				490,600 00				11,786,224 43
1891	8,120,305 81	2,644,418 62	277,685 00		336,500 00				490,600 00				11,907,009 43
1892	10,261,244 37	2,735,714 62	277,685 00		336,500 00				490,600 00				14,139,243 99
1893	10,289,453 37	2,840,718 62	277,685 00		336,500 00				490,600 00				14,272,456 99
1894	10,391,607 37	2,840,718 62	277,685 00		336,500 00				490,600 00				14,374,610 99
1895	10,393,683 37	2,840,718 62	277,685 00		336,500 00				490,600 00				14,376,686 99
1896	10,480,753 37	2,840,718 62	277,685 00		336,500 00				490,600 00				14,403,756 99
1897	11,890,364 37	2,865,718 62	281,685 00		336,500 00				490,600 00				15,902,367 99
1898	11,916,164 37	2,865,718 62	281,685 00		336,500 00				490,600 00				15,928,167 99
1899	11,971,164 37	2,865,718 62	281,685 00		336,500 00				490,600 00				16,005,429 28
1900	12,050,164 37	2,865,718 62	370,559 17		336,500 00				490,600 00				16,173,303 45
1901	12,102,164 37	2,942,939 62	370,559 17		336,500 00				490,600 00				16,302,514 45
1902	12,163,164 37	3,118,519 20	370,559 17		336,500 00				490,600 00				16,539,104 03
1903	12,189,104 80	3,118,519 20	456,559 17		336,500 00				490,600 00				16,631,044 46
1904	12,862,147 80	3,125,727 17	471,898 10		336,500 00				490,600 00				17,346,634 36
1905	12,930,290 81	3,126,036 08	471,898 10		341,500 00				490,600 00				17,420,085 65
1906	12,961,290 18	3,126,036 08	471,898 10		341,500 00				490,600 00				17,576,538 16
1907	12,966,197 80	3,127,536 08	481,898 10		341,500 00				490,600 00				17,601,945 77
1908	12,983,079 24	3,137,536 08	481,898 10		341,500 00				490,600 00				17,637,827 21
1909	13,161,075 63	3,137,536 08	481,898 10		341,500 00				490,600 00				17,824,833 60
1910	13,311,075 63	3,137,536 08	481,898 10		341,500 00				490,600 00				17,983,823 60
1911	13,361,075 63	3,137,536 08	481,898 10		341,500 00				490,600 00				18,042,823 60
1912	13,361,075 63	3,137,536 08	481,898 10		341,500 00				490,600 00				18,051,323 60
1913	13,361,075 63	3,158,136 08	481,898 10		341,500 00				490,600 00				18,078,673 60
1914	13,361,075 63	3,180,501 38	481,898 10		341,500 00				490,600 00				18,078,673 60
1915	13,361,075 63	3,180,501 38	481,898 10		341,500 00				490,600 00				17,914,836 40
1916	13,361,075 63	3,180,501 38	481,898 10		341,500 00				490,600 00				17,914,836 40

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Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the provinces, and by municipalities:—

DOMINION.

Cash subsidies.....	\$ 109,934,004 89
Loans.....	25,576,533 33
Cost of lines handed over to C.P.R.....	37,785,319 97
Paid to Quebec Government.....	5,160,053 83
Implement clause, G.T.P. agreement.....	6,263,715 86
Total.....	<u>\$ 184,719,627 88</u>

The purchase of Grand Trunk Pacific bonds aggregating \$33,116,000, by the Government, could not properly be classified as cash aid. It is therefore omitted from this account, and appears in a later paragraph, among guarantees authorized.

The Dominion Government has also constructed and now operates, the Eastern Division of the National Transcontinental railway, on which an expenditure of \$156,701,210 had taken place up to March 31, 1916.

PROVINCES.

Cash Subsidies	\$ 29,940,865 16
Loans.....	7,197,030 00
Subscriptions to shares.....	300,000 00
Total.....	<u>\$ 37,437,895 16</u>

NOTE—\$4,447,000 was transferred from Subsidy to Loan Account.

MUNICIPALITIES.

Cash subsidies.....	\$ 12,670,837 78
Loans.....	2,404,498 62
Subscriptions to shares.....	2,839,500 00
Total.....	<u>\$ 17,914,836 40</u>

NOTE—A loan of \$186,202.50 cancelled in 1914.

LAND GRANTS.

Following have been the land grants to railways:—

	Acres.
By the Dominion.....	31,864,074
By the province of Quebec.....	1,568,653
By the province of British Columbia.....	8,119,221
By the province of New Brunswick.....	1,617,772
By the province of Nova Scotia.....	160,000
By the province of Ontario.....	624,232
Total.....	<u>43,983,952</u>

*See explanatory paragraph.

In the case of the province of Quebec the land grants have been on a special basis, and it is therefore necessary to have in mind the following facts:—

Acres granted—convertible.....	13,324,950
Converted, at 52½ cents per acre.....	\$6,995,599
Amount of conversion.....	\$4,557,728
Acres granted—not convertible.....	10,360,934
Acres earned—not convertible.....	1,568,653

The facts with respect to grants of lands by the Dominion, as revised by the Railway Lands Branch of the Department of the Interior, are as follows:—

Name of Company.	Area earned Acres.
Alberta Railway & Irrigation Co (formerly North West Coal & Navigation Company).....	1,114,368
Calgary and Edmonton Railway Co.....	1,888,448
Canadian Northern Railway Co., (Ry. from point on C.P.R. to Hudson Bay).....	2,624,128
Canadian Northern Railway Co. (formerly Lake Manitoba Railway & Canal Co.).....	798,400
Canadian Pacific Railway Co.—Main Line.....	18,206,986
C.P.R., Pipestone Extension, Souris Branch.....	200,320
C.P.R., Souris Branch.....	1,408,704
Great North West Central Railway Co. (formerly North West Central Ry. Co.).....	320,000
Manitoba & North Western Railway Co.....	1,501,376
Manitoba South Western Colonization Railway Co.....	1,396,800
Canadian Northern Railway Co. (formerly Manitoba & South Eastern Ry. Co.).....	680,320
Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamboat Co.....	1,625,344
Saskatchewan & Western Railway Co.....	98,880
Total.....	31,864,074

The Dominion has not made any grants of lands in aid of railways since 1894.

GUARANTEES.

Guarantees of bonds have been substituted in large measure for other forms of aid during recent years. It has been most difficult to get an accurate statement of the facts in this regard, particularly as to the precise amount of outstanding liability. The following table is based on official reports from the Dominion and Provincial Governments:—

	Authorized.	Bonds Executed.	Guarantees Earned.
	\$	\$	\$
Dominion.....	189,666,539	183,532,523	183,532,523
Manitoba.....	25,221,580	25,221,580	25,221,580
Alberta.....	58,736,750	42,700,450	42,700,450
Saskatchewan.....	47,725,000	24,655,507	23,670,450
Ontario.....	7,860,000	7,860,000	7,860,000
British Columbia.....	80,332,072	60,978,802	60,978,802
New Brunswick.....	7,763,000	7,763,000	6,431,562
Quebec.....	308,000	308,000	308,000
Total.....	417,612,941	353,019,862	350,703,367

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It must be understood that \$33,116,000 worth of Grand Trunk Pacific bonds purchased by the Dominion Government, and referred to in a preceding paragraph, is included with the amount of guarantees authorized, although in such case the guarantee does not apply. There is, however, no other way of recording the amount in this connection.

The facts for the preceding four years, as respects the amount of guarantees authorized, are as follows:—

—	1911.	1912.	1913.	1914.	1915.
	\$	\$	\$	\$	\$
Dominion.....	52,439,865	91,983,553	95,486,590	188,965,063	188,965,063
Manitoba.....	20,899,660	20,899,660	24,059,447	25,221,580	25,221,580
Alberta.....	25,743,000	45,489,000	45,489,000	55,810,450	59,410,450
Saskatchewan.....	11,999,000	32,500,000	33,735,000	41,625,000	41,625,000
Ontario.....	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000
Nova Scotia.....	5,022,000	5,022,000	5,022,000		
British Columbia.....	23,196,832	38,946,832	59,262,072	80,322,072	80,332,072
New Brunswick.....	700,000	1,893,000	3,654,265	6,063,000	6,063,000
Quebec.....	476,000	476,000	392,000	392,000	392,000
Total.....	148,336,357	245,070,045	274,960,374	406,259,165	409,869,165

Following are the details according to official statements received from the Dominion and the various provinces:—

DOMINION.

The list of securities guaranteed by the Dominion prior to June 30, 1916, is as follows:—

1. The Canadian Northern Railway Company, chapter 7, Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, chapter 11, 7-8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of $3\frac{1}{2}$ per cent per annum for fifty years, from July 20, 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, chapter 6, 1-2 George V (1911).

The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of $3\frac{1}{2}$ per cent per annum for fifty years, from May 19, 1911, interest payable half yearly, amount actually issued £7,350,000.

4. The Canadian Northern Alberta Railway Company, chapter 6, 9-10 Edward VII (1910) as amended by chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of $3\frac{1}{2}$ per cent per annum for fifty years, from May 4, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, chapter 71, 3 Edward VII (1903) and chapter 24, 4 Edward VII (1904) and chapter 98, Acts of 1905.

The guarantee is of 3 per cent bonds of the railway company to an amount equal to 75 per cent of the cost of construction of the Western Division of the

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National Transcontinental railway, but not exceeding \$13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £2,300,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The total authorized issue was £14,000,000 and the balance of the issue not sold to the public—£6,800,000—was purchased by the Government under the authority of the Grand Trunk Pacific Bond Purchase Act, 1913. There is therefore no guarantee, as respects this part of the issue, outstanding.

6. The Canadian Northern Alberta Railway Company, chapter 6, 2 George V (1912).

The guarantee is for the principal of £733,561 12s. 10d. sterling debenture stock and interest thereon at the rate of $3\frac{1}{2}$ per cent per annum for fifty years, from April 1, 1912, interest payable half yearly.

7. The Grand Trunk Pacific Railway Company, chapter 20 of the Acts of 1914.

Total guarantee authorized, \$16,000,000, interest at 4 per cent. Sold to the public, \$3,193,507; pledged with the Dominion Government against advances, \$7,500,000; Pledged to Grand Trunk Railway Company, \$5,306,493.—

8. The Canadian Northern Railway Company, chapter 20 of the Acts of 1914.

Guarantee authorized, \$45,000,000, at 4 per cent. Sold to the public, \$17,033,333; pledged with the Dominion Government against advances, \$12,500,000; pledged with Columbia Trust Coy., New York, against advances, \$15,333,333.

ALBERTA.

Railway.	Authorized	Par Bond Value.	Mileage Executed by Government.	Par Bond Value.
Canadian Northern.....	899.8	\$13,497,000 00	774.8	\$11,022,000 00
Canadian Northern Western.....	1377.57	22,357,250 00	662.57	11,222,250 00
Grand Trunk Branch Lines Company.....	259.5	4,182,500 00	259.5	4,182,500 00
Edmonton, Dunvegan and British Columbia Railway.....	471.	9,420,000 00	350.	7,000,000 00
Alberta and Great Waterways.....	350.	7,000,000 00	350.	7,000,000 00
Central Canada.....	114.	2,280,000 00	100.	2,000,000 00
Lacombe & Blindman Valley.....			39.1	273,700 00
Totals.....	3,471.87	\$58,736,750 00	2,535.97	\$42,700,450 00

SASKATCHEWAN.

	No. of miles.	Guaranteed at \$15,000 per mile.	Par value of bonds sold and hypothecated.	Par value of bonds earned.
Canadian Northern Railway Company.....	1,155	\$17,325,000 00	\$13,587,733 33	\$11,715,300 00
Canadian Northern Saskatchewan Railway Co.....	255	3,825,000 00	1,174,813 33	941,850 00
Grand Trunk Pacific Branch Lines Company.....	760	11,400,000 00	9,892,960 00	11,013,300 00
Grand Trunk Pacific Saskatchewan Railway Co.....	605	9,075,000 00	nil.	nil.
<i>Bridges and Terminals—</i>				
Canadian Northern Saskatchewan Railway Co.....		1,000,000 00		
Grand Trunk Pacific Branch Lines Company.....				
Grand Trunk Pacific Saskatchewan Railway Co.....		5,100,000 00		

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ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating \$7,860,000.

NOVA SCOTIA.

The aid given by the province of Nova Scotia to the Halifax and Southwestern Railway Company was not in the nature of a guarantee of bonds; but the facts of the case cannot very well be given under any other head. They are as follows:—

In the first instance the province advanced to the company \$13,500 per mile on 257.25 miles of its railway. The company gave a mortgage to the province covering the railway system for the total amount so advanced, and for interest on advances during construction, but could redeem the mortgage by repaying the said sum of \$13,500 per mile, less the sum of \$3,200 per mile. The \$3,200 per mile represents the sum which, under the provisions of a general Act on the subject, the province grants as a subsidy to a company constructing a railway.

This arrangement existed until the new arrangement was made under chapter 27 of the Acts of 1912, as amended by chapter 64 of the Acts of 1913. The new arrangement provided for releasing the original mortgage, for crediting the railway company with the \$3,200 per mile, and interest thereon, for repayment to the company of the equivalent of £180,400 sterling which the company had paid as interest on the mortgage, and for adding that amount to the sums due by the company for principal. The equivalent of £180,400 sterling was paid to the Halifax and Southwestern Railway Company, but instead of being paid in cash it was paid by delivering to the company £180,400 of provincial debentures. The total amount the company owed the province under this arrangement was settled at \$4,447,000, in which is included the equivalent of £180,400 sterling.

As security for that amount the company delivered to the province its bonds guaranteed by the Canadian Northern Railway Company, aggregating \$4,447,000, these bonds being secured by a mortgage trust deed covering the railway system of the Halifax and Southwestern Railway Company, and the province still holds the bonds and collects the interest thereon as the same falls due.

Under the primary arrangement the railway company did not deliver bonds to the province, but merely executed the mortgage, which has been released and superseded by the new arrangement.

The advance of \$13,500 per mile was not made by the province delivering bonds to the company; it was made in cash, the province having borrowed the money in London by the issue and sale of inscribed stock. The interest on the guaranteed bonds that the province now holds offsets within about one-quarter per cent the interest payable on the inscribed stock, this difference being accounted for by the fact that the stock was issued below par.

After the guaranteed bonds of the Halifax and Southwestern Railway Company are paid, the amount of provincial aid it will have received will have been \$3,200 per mile.

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BRITISH COLUMBIA.

Name of Railway.	Amount Authorized.	Amount Outstanding.
	\$	\$
Canadian Northern Pacific (Main lines).....	26,000,000	26,000,000
“ (Branch lines).....	11,975,000	5,557,730
“ (Terminals).....	10,000,000	8,164,000
	47,975,000	40,171,730
Pacific Great Eastern Railway.....	20,160,000	20,160,000
Nakusp & Slocan Railway.....	647,072	647,072
	68,782,072	60,978,802

To the foregoing totals is added \$11,550,000 of bonds of the Pacific Great Eastern authorized by the Legislature, but not actually issued on June 30.

NEW BRUNSWICK.

	Amount guaranteed.	Earned and paid.
	\$ cts.	\$ cts.
International.....	896,000 00	896,000 00
New Brunswick and Seaboard.....	297,000 00	297,000 00
Southampton.....	155,000 00	155,000 00
St. John and Quebec.....	4,250,000 00	3,597,898 70
St. John and Quebec.....	1,700,000 00	1,020,662 90
Fredericton and Grand Lake.....	465,000 00	465,000 00
Total.....	7,763,000 00	6,431,561 60

QUEBEC.

Guarantee of bonds of the Montreal and Western Railway Company to the amount of \$392,000.

INCOME ACCOUNT.

Net operating revenue.....		\$ 81,346,394 99
Outside operations—		
Revenue.....	\$ 23,243,931 79	
Expenses.....	17,016,833 18	
Net revenue.....	\$ 6,227,093 61	
Income—Other sources.....	10,772,980 61	17,000,074 22
		\$ 98,346,469 21
Less Taxes.....		3,743,534 04
Gross corporate income.....		\$ 94,602,935 17
Deductions—		
Lease of other roads.....	\$ 3,816,815 68	
Other rents.....	4,701,481 29	
Interest on funded debt.....	14,912,099 60	
Other interest.....	2,056,900 37	
Sinking funds.....	9,733 33	
Other deductions.....	292,358 68	25,789,388 95
Net corporate income.....		\$ 68,813,546 22
Disposal of net corporate income—		
Dividends—Common.....	\$ 26,032,000 00	
Dividends—Preferred.....	17,471,736 70	
Additions and betterments.....	17,151 38	
Reserves.....	4,992 23	43,525,880 31
Balance to profit and loss.....		\$ 25,287,665 91

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It should be explained that the foregoing dividends are exaggerated by the inclusion of interest on the debenture stocks of both the Canadian Pacific and the Grand Trunk. Neither are properly classified as dividends. In the case of the Canadian Pacific, it is really interest on a debenture of such a peculiar class that it neither belongs to stocks nor funded debt. In the case of the Grand Trunk, the securities involved do not appear to differ in essence from an ordinary bond.

PUBLIC SERVICE OF RAILWAYS.

The volume of passenger and freight traffic in 1916 was the largest in the history of Canadian railways. The number of passengers was 49,027,671, and the tons of freight 109,659,088.

The history of passenger traffic since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875.....	5,190,416	1896.....	14,810,407
1876.....	5,544,814	1897.....	16,171,338
1877.....	6,073,233	1898.....	18,444,049
1878.....	6,443,924	1899.....	19,133,365
1879.....	6,523,816	1900.....	21,500,175
1880.....	6,462,948	1901.....	18,385,722
1881.....	6,943,671	1902.....	20,679,974
1882.....	9,352,335	1903.....	22,148,742
1883.....	9,579,984	1904.....	23,640,765
1884.....	9,982,358	1905.....	25,288,723
1885.....	9,672,599	1906.....	27,989,782
1886.....	9,861,024	1907.....	32,137,319
1887.....	10,698,738	1908.....	34,044,992
1888.....	11,416,791	1909.....	32,683,309
1889.....	12,151,105	1910.....	35,894,575
1890.....	12,821,262	1911.....	37,097,718
1891.....	13,222,568	1912.....	41,124,181
1892.....	13,533,414	1913.....	46,230,765
1893.....	13,618,027	1914.....	46,702,280
1894.....	14,462,498	1915.....	46,322,035
1895.....	13,987,580	1916.....	49,027,671

The record of freight traffic is as follows:—

Year.	Tons of freight, 2,000 lbs.	Year.	Tons of freight, 2,000 lbs.
1875.....	5,670,837	1896.....	24,266,825
1876.....	6,331,757	1897.....	25,300,331
1877.....	6,859,796	1898.....	28,785,903
1878.....	7,883,472	1899.....	31,211,753
1879.....	8,348,810	1900.....	35,946,183
1880.....	9,938,858	1901.....	36,999,371
1881.....	12,065,323	1902.....	42,376,527
1882.....	13,575,787	1903.....	47,373,417
1883.....	13,266,255	1904.....	48,097,519
1884.....	13,712,269	1905.....	50,793,957
1885.....	14,659,271	1906.....	57,966,713
1886.....	15,670,460	1907.....	63,866,135
1887.....	16,356,335	1908.....	63,071,167
1888.....	17,172,759	1909.....	66,842,258
1889.....	17,928,626	1910.....	74,482,866
1890.....	20,787,469	1911.....	79,884,282
1891.....	21,753,021	1912.....	89,444,331
1892.....	22,189,923	1913.....	106,992,710
1893.....	22,003,599	1914.....	106,393,989
1894.....	20,721,116	1915.....	87,204,833
1895.....	21,524,421	1916.....	109,659,088

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PASSENGER TRAFFIC.

Passengers carried 1 mile:—

1907.....	2,049,549,813	1912.....	2,910,251,636
1908.....	2,081,960,864	1913.....	3,265,656,080
1909.....	2,033,001,225	1914.....	3,089,031,194
1910.....	2,466,729,664	1915.....	2,483,708,745
1911.....	2,605,968,924	1916.....	2,727,122,648

Passengers carried 1 mile per mile of line:—

1907.....	90,921	1912.....	108,888
1908.....	90,654	1913.....	111,353
1909.....	84,342	1914.....	100,309
1910.....	99,742	1915.....	69,802
1911.....	102,597	1916.....	72,611

Passengers carried per mile of line:—

1907.....	1,431	1912.....	1,539
1908.....	1,481	1913.....	1,576
1909.....	1,355	1914.....	1,516
1910.....	1,451	1915.....	1,299
1911.....	1,560	1916.....	1,309

Average receipts per passenger per mile:—

	cents.		cents.
1907.....	1.911	1912.....	1.943
1908.....	1.920	1913.....	1.973
1909.....	1.921	1914.....	2.007
1910.....	1.866	1915.....	1.021
1911.....	1.944	1916.....	1.954

Passenger revenue:—

1907.....	\$ 39,184,437	1912.....	\$ 50,543,664
1908.....	39,992,503	1913.....	64,441,430
1909.....	39,073,488	1914.....	62,012,296
1910.....	46,018,880	1915.....	50,173,267
1911.....	50,566,894	1916.....	53,097,643

Passenger train revenue:—

1907.....	\$ 45,730,652	1912.....	\$ 65,048,187
1908.....	46,854,158	1913.....	74,431,994
1909.....	45,282,326	1914.....	72,564,203
1910.....	52,956,219	1915.....	60,699,935
1911.....	58,317,998	1916.....	66,763,261

Average receipts per passenger:—

1907.....	\$1.219	1912.....	\$1.375
1908.....	1.174	1913.....	1.394
1909.....	1.195	1914.....	1.328
1910.....	1.282	1915.....	1.083
1911.....	1.360	1916.....	1.083

Average number of passengers per train:—

1907.....	56	1912.....	62
1908.....	54	1913.....	62
1909.....	51	1914.....	59
1910.....	59	1915.....	50
1911.....	60	1916.....	53

Average number of passengers per car:—

1913.....	11	1915.....	14
1914.....	14	1916.....	14

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Average number of cars per passenger train:—

1913	5.6	1915	5.4
1914	4.2	1916	5.5

Average passenger journey—miles:—

1907.	64	1912	71
1908.	61	1913	71
1909.	62	1914	66
1910.	69	1915	54
1911.	70	1916	55

The average earnings from passenger train service per passenger train mile were \$1.311, as compared with \$1.229 in 1916.

The average earnings per passenger car mile were 23.7 cents. This includes all classes of cars forming a passenger train.

FREIGHT TRAFFIC.

Freight traffic aggregated 109,659,088 tons, representing an increase over 1915 of 22,454,250 tons, or 25.7 per cent.

Tons hauled 1 mile:—

1907.	11,687,711,830	1912	19,558,190,527
1908.	12,961,512,519	1913	23,032,951,596
1909.	13,160,567,550	1914	22,063,294,685
1910.	15,712,127,701	1915	17,661,309,723
1911.	16,048,478,295	1916	28,195,364,264

Tons hauled 1 mile per mile of line:—

1907.	518,486	1912	731,776
1908.	564,378	1913	785,820
1909.	545,991	1914	716,359
1910.	635,321	1915	496,355
1911.	631,829	1916	753,202

Average receipts per ton per mile:—

1907.	0.815	1912	0.757
1908.	0.723	1913	0.758
1909.	0.727	1914	0.742
1910.	0.739	1915	0.751
1911.	0.777	1916	0.653

Average trainload—tons:—

1907.	260	1912	325
1908.	278	1913	342
1909.	278	1914	353
1910.	311	1915	344
1911.	305	1916	411

Average number of loaded cars per freight train:—

1907.	16.92	1912	18.19
1908.	16.04	1913	18.00
1909.	16.37	1914	18.40
1910.	18.15	1915	18.06
1911.	18.03	1916	19.65

Average number of tons per loaded car:—

1907.	15.37	1912	17.87
1908.	17.33	1913	19.01
1909.	16.98	1914	19.18
1910.	17.13	1915	18.43
1911.	16.91	1916	20.91

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Average length of haul—miles:—

1913.....	216	1915.....	202
1914.....	217	1916.....	199

Average revenue per ton:—

1913.....	\$1-636	1915.....	\$1-520
1914.....	1-614	1916.....	1-679

Following is the record of freight tonnage per mile of line since 1875:—

1875.....	1,180	1896.....	1,492
1876.....	1,213	1897.....	1,529
1877.....	1,186	1898.....	1,706
1878.....	1,266	1899.....	1,809
1879.....	1,217	1900.....	2,036
1880.....	1,381	1901.....	2,040
1881.....	1,646	1902.....	2,264
1882.....	1,561	1903.....	2,495
1883.....	1,385	1904.....	2,475
1884.....	1,335	1905.....	2,484
1885.....	1,361	1906.....	2,715
1886.....	1,329	1907.....	2,844
1887.....	1,342	1908.....	2,746
1888.....	1,412	1909.....	2,773
1889.....	1,420	1910.....	3,012
1890.....	1,581	1911.....	3,145
1891.....	1,572	1912.....	3,346
1892.....	1,524	1913.....	3,651
1893.....	1,466	1914.....	3,293
1894.....	1,326	1915.....	2,451
1895.....	1,347	1916.....	2,929

Under the head of Earnings will be found further information with respect to freight business for 1916.

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Following is an analysis of the commodities which constituted the freight traffic of 1907 and the four succeeding years:—

	1907	1908	1909	1910	1911
	Tons	Tons	Tons	Tons	Tons
Products of agriculture—					
Grain	5,776,731	5,270,935	6,837,506	7,435,573	7,545,516
Flour	1,402,386	1,565,008	1,758,894	1,916,934	2,124,080
Other mill products	654,179	835,877	1,156,871	1,037,282	1,166,323
Hay	803,918	643,695	861,265	1,084,966	1,611,621
Tobacco	10,042	23,235	26,462	40,880	51,672
Cotton	22,164	70,203	122,300	84,928	114,827
Fruit and vegetables	562,716	803,777	845,930	969,122	957,237
Other products of agriculture	289,525	183,237	354,835	321,666	238,260
Products of animals—					
Live stock	1,118,141	1,156,772	1,206,221	1,314,781	1,437,965
Dressed meats	400,900	455,580	554,984	546,791	561,220
Other packing-house products	463,647	444,841	436,529	277,739	369,906
Poultry, game and fish	128,432	151,100	175,081	154,820	189,201
Wool	23,472	33,318	37,236	28,814	42,602
Hides and leather	154,157	141,341	202,968	199,853	221,301
Other products of animals	180,517	89,407	194,468	242,208	375,507
Products of mines—					
Anthracite coal	1,635,628	3,735,141	4,600,514	7,498,509	6,017,858
Bituminous coal	11,085,060	12,320,584	11,647,728	9,166,572	12,514,372
Coke	547,303	845,702	1,061,829	1,384,254	1,416,632
Ores		2,209,860	2,953,353	3,147,487	3,636,607
Stones, sand, etc	2,083,336	2,538,333	3,096,416	4,084,968	4,417,290
Other products of the mines	178,985	243,054	377,087	381,112	483,922
Products of forests—					
Lumber	7,542,475	10,317,541	7,759,393	7,302,037	7,364,964
Other products of forests	2,687,160	2,594,685	3,835,614	5,766,903	5,873,383
Manufactures—					
Petroleum and other oils	270,810	390,331	464,953	500,167	591,651
Sugar	232,620	451,641	701,319	617,231	614,529
Naval stores	1,674	1,742	22,509	37,007	18,422
Iron, pig and bloom	304,136	583,948	593,950	889,881	887,801
Iron and steel rails	190,380	628,988	336,678	717,081	616,980
Castings and machinery	231,159	858,914	897,849	1,189,214	1,137,218
Bar and steel metal	87,958	353,802	337,866	568,901	939,916
Cement, brick and lime	1,393,792	1,421,678	1,789,994	2,254,934	2,495,178
Agriculture implements	223,664	281,834	306,724	434,928	540,061
Wagons, carriages, tools, etc	42,129	96,197	119,463	173,137	205,106
Wines, liquors and beers	191,576	209,912	238,808	245,626	274,162
Household goods and furniture	256,208	269,299	301,401	388,631	421,529
Other manufactures	4,448,535	1,105,433	1,682,078	1,997,541	4,840,434
Merchandise	2,309,084	2,008,267	2,393,285	2,518,190	2,438,089
Miscellaneous	5,533,426	6,935,135	6,234,272	7,073,078	4,981,385

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Details with regard to commodities are here given for 1916 and the four preceding years:—

—	1912	1913	1914	1915	1916
	Tons	Tons	Tons	Tons	Tons
Products agriculture—					
Grain	9,741,671	10,386,282	11,473,733	9,159,793	18,957,627
Flour	2,303,607	2,374,198	2,432,673	2,514,609	3,184,922
Other mill products	1,387,624	1,310,167	1,347,491	1,486,665	1,685,147
Hay	2,130,803	1,172,022	1,182,804	1,211,835	1,323,954
Tobacco	68,737	65,489	49,819	38,580	47,694
Cotton	135,277	93,807	105,429	108,877	143,950
Fruit and vegetables	1,135,082	1,295,568	1,374,992	1,474,314	1,299,063
Other products of agriculture	398,144	499,269	403,539	391,236	463,354
Products of animals—					
Live stock	1,345,182	1,226,242	1,424,528	1,387,103	1,428,887
Dressed meats	591,232	616,274	587,174	608,062	630,992
Other packing-house products	392,046	371,663	358,607	395,364	615,701
Poultry, game and fish	204,421	263,760	292,734	282,856	360,892
Wool	34,320	40,684	38,867	41,156	105,912
Hides and leather	227,745	205,583	183,646	211,411	277,580
Other products of animals	364,334	449,357	457,944	430,705	486,395
Products of mines—					
Anthracite coal	5,938,466	8,485,652	6,624,763	6,477,642	7,057,628
Bituminous coal	15,027,311	17,930,653	18,384,819	16,114,480	18,122,835
Coke	1,166,874	2,010,198	1,552,298	1,171,427	1,772,854
Ores	3,190,470	4,348,666	4,570,745	3,524,211	5,610,548
Stone, sand, etc	5,186,763	6,359,395	6,211,671	4,841,415	3,801,874
Other products of mines	957,915	1,104,978	915,874	998,360	1,484,345
Products of forests—					
Lumber	8,129,314	9,590,068	8,809,572	7,985,885	8,551,087
Other products of forests	6,023,407	7,019,032	7,202,525	5,990,670	8,007,442
Manufactures—					
Petroleum and other oils	728,643	807,062	901,324	868,214	1,117,315
Sugar	635,757	820,252	779,276	707,714	744,866
Naval Stores	9,472	19,898	17,195	28,961	81,768
Iron, pig and bloom	1,104,177	1,394,725	1,227,528	488,216	1,259,343
Iron and steel rails	859,897	1,304,551	1,021,361	450,764	740,993
Castings and machinery	1,214,709	1,499,084	1,258,886	891,063	1,316,572
Bar and sheet metal	970,091	1,305,682	904,859	635,150	1,213,797
Cement, brick and lime	2,996,992	3,958,419	3,479,186	2,419,240	2,216,868
Agricultural implements	552,470	593,470	468,156	285,491	366,461
Wagons, carriages, tools, etc	252,638	286,069	275,060	339,749	516,368
Wines, liquors and beers	325,412	372,495	349,635	247,944	269,271
Household goods and furniture	24,242	493,629	459,990	295,496	366,399
Other manufactures	6,156,581	6,838,904	5,681,670	4,928,391	6,648,762
Merchandise	2,711,963	4,365,552	5,113,603	5,272,163	4,622,224
Miscellaneous	4,410,542	4,161,154	3,397,697	2,393,123	2,748,398

Separating the foregoing items into classes, and comparing the figures with those of preceding years, the result is as follows:—

—	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture	9,521,661	9,396,967	11,963,263	12,891,351	13,809,536
Products of animals	2,469,266	2,472,359	2,807,487	2,765,006	3,190,702
Products of mines	18,460,172	22,636,227	23,931,061	26,152,022	28,652,236
Products of forest	10,229,635	12,912,226	11,595,007	13,068,940	13,238,347
Manufactures	7,974,641	6,655,719	7,902,592	10,014,279	13,573,987
Merchandise	2,309,084	2,008,067	2,393,285	2,518,190	2,438,089
Miscellaneous	5,533,426	6,938,135	6,234,372	7,073,078	4,981,385
Totals	56,497,885	63,019,900	66,827,067	74,482,866	79,884,282

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	1912.	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture.....	17,300,945	17,196,802	18,370,480	16,385,909	27,105,711
Products of animals.....	3,159,280	3,173,562	3,343,500	3,356,657	3,906,359
Products of mines.....	31,467,799	40,230,542	38,260,170	33,127,535	37,850,084
Products of forest.....	14,152,721	16,609,100	16,012,097	13,976,555	16,558,529
Manufactures.....	13,573,987	16,241,081	19,694,240	12,586,393	16,867,782
Merchandise.....	2,711,963	4,365,852	5,113,603	5,272,163	4,622,224
Miscellaneous.....	4,410,542	4,161,154	3,397,697	2,393,123	2,748,398
Totals.....	89,444,331	*106,992,710	a101,394,753	b 87,204,838	109,659,087

*Undistributed 1,561,457 tons. aUndistributed 63,176 tons. bUndistributed 106,503 tons.

Following is the ratio which each class bore to the total:—

	1907.	1908.	1909.	1910.	1911.
Products of agriculture.....	16·85	14·91	17·91	17·31	17·17
Products of animals.....	4·37	3·92	4·21	3·71	4·00
Products of mines.....	32·68	35·92	35·81	35·11	35·87
Products of forest.....	18·11	20·49	17·35	17·54	16·57
Manufactures.....	14·11	10·56	11·82	13·44	17·00
Merchandise.....	4·08	3·18	3·58	3·39	3·06
Miscellaneous.....	9·79	11·02	9·32	9·50	6·33

	1912.	1913.	1914.	1915.	1916.
Products of agriculture.....	19·34	16·31	18·11	18·79	24·72
Products of animals.....	3·53	3·01	3·29	3·75	3·56
Products of mines.....	35·18	38·16	37·73	37·89	34·52
Products of forest.....	15·82	15·75	15·79	16·03	15·10
Manufactures.....	18·16	18·68	16·6	14·76	15·38
Merchandise.....	3·03	4·14	5·4	6·04	4·22
Miscellaneous.....	4·94	3·95	3·0	2·74	2·50

The origin of freight in 1916 and three preceding years is shown in the following table:—

	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.
Originating in Canada.....	56,829,297	57,873,657	49,257,996	62,950,122
Received from connecting roads.....	21,284,742	19,904,087	15,706,668	20,421,932
Received from U. S. roads.....	27,317,214	23,553,833	22,134,118	26,287,034
Undistributed.....	1,561,457	63,176	106,056	..
Total.....	106,992,710	101,394,753	87,204,838	109,659,088

Table 12 will afford information in detail.

It will be observed that the net tonnage for 1916 was 89,237,156. A connecting road is defined as being a road operating within the boundaries of Canada. Traffic received from a United States road applies to all tonnage brought into Canada by roads operating on both sides of the boundary, as well as freight delivered at the boundary to a Canadian line.

EARNINGS AND OPERATING EXPENSES.]

The gross earnings of Canadian railways in 1916 amounted to \$263,527,157.42, which involved a gain of \$63,684,085.29 over 1915.

Operating expenses had a total of \$181,361,790.18. This represented an increase of \$33,630,690.71 over the preceding year.

The ratio of operating expenses to gross earnings was 68.94, as compared with 73.94 in 1915.

Of the foregoing gross earnings, \$1,638,503.45 attached to four special units which can scarcely be classified as railways. They are segregated in Table 9A. Of the operating expenses, \$819,531.20 apply to the same corporations. For the calculations which follow gross earnings are reckoned at \$261,888,653.97 and operating expenses at \$180,542,258.98.

The following table gives the gross earnings and operating expenses, with the ratio borne by the latter to the former, since 1875:—

Year.	Gross Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	\$	\$	
1875.....	19,470,539	15,075,532	81.1
1876.....	19,358,084	15,802,721	81.8
1877.....	18,742,053	15,290,091	81.1
1878.....	20,520,078	16,100,102	78.4
1879.....	19,925,066	16,188,282	81.2
1880.....	23,561,447	16,840,705	71.0
1881.....	27,987,508	20,121,418	71.9
1882.....	29,027,789	22,390,708	77.1
1883.....	33,244,586	24,691,667	74.3
1884.....	33,421,705	25,595,341	76.5
1885.....	32,227,469	24,015,351	74.5
1886.....	33,389,381	24,117,582	72.4
1887.....	38,841,609	27,624,683	71.1
1888.....	42,159,152	30,652,046	72.7
1889.....	42,149,615	31,038,045	73.6
1890.....	46,843,826	23,913,350	70.2
1891.....	48,192,099	34,960,449	72.5
1892.....	51,685,768	36,488,228	70.5
1893.....	52,042,396	36,616,033	70.3
1894.....	49,552,528	35,218,432	71.7
1895.....	46,785,486	32,749,668	69.9
1896.....	50,545,569	35,042,654	69.3
1897.....	52,353,276	35,168,665	67.1
1898.....	59,715,105	39,137,549	65.5
1899.....	62,243,784	40,706,217	65.3
1900.....	70,740,270	47,699,798	67.4
1901.....	72,898,749	50,368,726	69.0
1902.....	83,666,503	57,343,592	68.3
1903.....	96,064,526	67,481,523	70.2
1904.....	100,219,436	74,563,161	74.4
1905.....	106,467,198	79,977,573	75.2
1906.....	125,322,865	87,129,434	69.5
1907.....	146,738,214	103,748,672	70.7
1908.....	146,918,314	107,304,143	73.0
1909.....	145,056,336	104,600,084	72.1
1910.....	173,956,217	120,405,440	69.2
1911.....	188,733,494	131,033,785	69.4
1912.....	219,403,753	150,726,540	68.7
1913.....	256,702,703	182,011,690	70.9
1914.....	243,083,539	178,975,259	73.6
1915.....	199,843,072	147,731,099	73.9
1916.....	263,527,157	180,542,259	68.9

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EARNINGS.

The immediate difference between gross earnings and operating expenses was \$81,346,394.99, which amount was swollen by additions from other sources and then decreased by proper deductions as presented under the head of Income Account.

Outside operations yielded gross receipts of \$23,243,931.79, while income from other sources added a further sum of \$10,772,980.61. Adding together these three items, a final total of \$295,905,566.37 is reached. After making prescribed deductions a net corporate income of \$68, 813, 546.22 was had for the year.

Appropriations for dividends, betterments, reserves, etc., left an ultimate credit balance to profit and loss of \$25,287,665.91. The analysis will be found on a preceding page and in table 9.

Gross earnings per mile of line:—

1907.....	\$6,536	1912.....	\$8,210
1908.....	6,397	1913.....	8,751
1909.....	9,018	1914.....	7,894
1910.....	7,034	1915.....	5,616
1911.....	7,430	1916.....	6,943

Gross earnings per revenue train mile—all trains:—

1907.....	1-875	1912.....	\$2-174
1908.....	1-791	1913.....	2-263
1909.....	1-816	1914.....	2-253
1910.....	2-036	1915.....	2-143
1911.....	2-103	1916.....	2-358

Net earnings per mile:—

1913.....	\$2-549	1915.....	\$1-465
1914.....	\$2-082	1916.....	2-173

Freight earnings per ton:—

1907.....	\$1-472	1912.....	\$1-655
1908.....	1-486	1913.....	1-636
1909.....	1-432	1914.....	1-614
1910.....	1-560	1915.....	1-520
1911.....	1-561	1916.....	1-679

Earnings per passenger:—

1907.....	\$1-219	1912.....	\$1-375
1908.....	1-175	1913.....	1-394
1909.....	1-195	1914.....	1-328
1910.....	1-282	1915.....	1-083
1911.....	1-363	1916.....	1-083

Freight earnings per freight train mile:—

1907.....	\$2-069	1912.....	\$2-494
1908.....	2-008	1913.....	2-595
1909.....	2-041	1914.....	2-619
1910.....	2-316	1915.....	2-579
1911.....	2-376	1916.....	2-686

Passenger earnings per passenger train mile:—

1907.....	\$1-263	1912.....	\$1-390
1908.....	1-228	1913.....	1-413
1909.....	1-150	1914.....	1-386
1910.....	2-177	1915.....	1-016
1911.....	1-348	1916.....	1-311

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A new classification of operating revenues was put in force on July 1, 1915. Gross earnings for 1916 came from the following sources:—

Rail line—		
Freight.....	\$184,099,887 30	
Passengers.....	53,097,642 59	
Excess baggage.....	478,393 91	
Sleeping cars.....	2,478,864 56	
Parlour and chair cars.....	259,622 10	
Mail.....	3,049,539 96	
Express.....	6,845,234 69	
Other passenger trains.....	60,728 85	
Milk.....	493,234 12	
Switching.....	1,706,280 33	
Special service train.....	94,954 08	
Other freight train.....	108,893 40	
Total.....		\$ 252,773,275 89
Water line—		
Freight.....	\$ 136,443 76	
Passenger.....	60,058 55	
Excess baggage.....	117 60	
Other passenger service.....	150 28	
Express.....	6,596 36	
Special service.....	11,702 00	
Other.....	203,783 61	
Total.....		\$ 418,852 16
Incidental—		
Dining and buffet.....	\$ 2,527,322 70	
Hotel and restaurant.....	527,719 73	
Station, train, etc., privileges.....	77,898 39	
Parcel room.....	69,226 65	
Storage—freight.....	216,963 08	
Storage—baggage.....	65,118 58	
Demurrage.....	729,054 46	
Telegraph and telephone.....	155,057 82	
Grain elevators.....	1,120,840 09	
Stockyards.....	17,844 92	
Rents of buildings, etc.....	1,625,137 53	
Miscellaneous.....	1,518,168 63	
Total.....		\$ 8,650,352 58
Joint facilities, Cr. bal.....		46,173 34
Gross earnings.....		\$ 261,888,653 97

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Gross earnings for the preceding six years came from the following sources:—

Gross Earnings.	1910.	1911	1912
	\$ cts.	\$ cts.	\$ cts.
Passengers ..	46,018,879 56	50,566,893 98	56,543,636 60
Mails.	1,799,887 80	1,869,413 89	1,914,720 39
Express.	4,143,837 52	4,674,135 27	5,294,388 08
Baggage, parlour cars, etc	993,613 63	1,207,555 31	1,295,414 59
Freight.	117,497,604 03	126,570,533 52	149,961,140 13
Station and train privileges	679,061 12	826,251 92	1,086,687 37
Telegraphs, rents, etc.....	2,823,333 47	3,018,709 92	3,307,738 63
	173,956,217 13	188,733,493 81	219,403,752 79

Gross Earnings.	1913.	1914.	1915.
	\$ cts.	\$ cts.	\$ cts.
Passengers.....	64,441,429 99	62,012,296 46	50,173,267 29
Mails.	2,074,910 22	2,500,175 88	3,026,773 41
Express.....	6,376,258 98	6,444,214 02	6,059,384 72
Baggage, parlor cars, etc	1,539,394 96	1,607,516 84	1,440,509 40
Freight.....	177,089,372 78	165,753,730 45	132,543,984 37
Station and train privileges.....	1,566,720 97	1,044,737 28	936,267 38
Telegraphs, rents, etc.....	3,614,615 42	3,720,868 11	3,718,565 96
	256,702,703 32	243,083,539 04	199,843,072 13

Gross earnings per mile of line since 1875 are shown in the following table:—

1875.....	\$4,053	1896.....	\$3,107
1876.....	3,710	1897.....	3,163
1877.....	3,241	1898.....	3,540
1878.....	3,296	1899.....	3,608
1879.....	2,905	1900.....	4,006
1880.....	3,275	1901.....	4,019
1881.....	3,818	1902.....	4,471
1882.....	3,338	1903.....	5,059
1883.....	3,471	1904.....	5,158
1884.....	3,253	1905.....	5,197
1885.....	2,993	1906.....	5,869
1886.....	2,831	1907.....	6,536
1887.....	3,188	1908.....	6,397
1888.....	3,466	1909.....	6,018
1889.....	3,388	1910.....	7,034
1890.....	3,562	1911.....	7,430
1891.....	3,483	1912.....	8,209
1892.....	3,549	1913.....	8,760
1893.....	3,468	1914.....	7,894
1894.....	3,171	1915.....	5,616
1895.....	2,928	1916.....	6,943

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passenger.	Per cent.	Freight	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	\$		\$		\$		\$		\$
1875.....	6,410,934	32.92	12,073,570	62.00	693,250	3.56	292,784	1.51	19,470,539
1876.....	6,254,866	32.25	12,211,158	63.08	703,994	3.63	188,064	0.96	19,358,084
1877.....	6,458,493	34.46	11,351,264	60.40	744,741	3.97	217,554	1.12	18,742,053
1878.....	6,386,325	31.12	13,129,191	63.98	795,797	3.87	208,763	1.01	20,520,078
1879.....	6,459,598	32.41	12,509,093	62.77	789,926	3.96	166,448	0.83	19,935,066
1880.....	7,076,339	30.03	15,506,935	65.81	851,288	3.18	102,075	0.43	22,561,447
1881.....	8,223,254	29.34	18,666,982	66.69	946,159	3.37	145,332	0.51	27,987,508
1882.....	10,018,477	34.51	17,729,945	61.07	1,037,460	3.57	235,857	0.81	39,027,789
1883.....	10,583,119	31.69	21,320,208	64.13	1,108,208	3.33	261,423	0.78	33,244,586
1884.....	11,204,036	33.70	20,763,243	62.12	1,155,044	3.45	299,880	0.89	33,421,705
1885.....	10,559,796	32.76	19,962,058	61.94	1,283,307	3.98	422,306	1.31	32,227,469
1886.....	10,261,691	30.73	21,183,967	63.44	1,432,360	4.02	511,362	1.53	33,389,381
1887.....	11,867,597	30.55	24,581,047	63.28	1,575,157	4.05	771,992	1.98	38,841,609
1888.....	12,744,636	30.22	26,410,084	62.62	1,627,731	3.85	1,376,699	3.26	42,159,152
1889.....	13,242,708	31.41	26,671,049	63.27	1,681,162	3.98	554,694	1.29	42,149,615
1890.....	13,731,768	29.31	29,921,788	63.87	1,757,977	3.96	1,423,592	3.25	46,843,826
1891.....	14,286,408	29.64	30,548,645	63.38	1,904,961	3.95	1,452,083	3.01	48,192,099
1892.....	14,788,465	28.61	33,230,121	64.28	1,995,059	3.85	1,672,121	3.23	51,685,768
1893.....	15,087,299	29.12	32,935,028	63.28	2,151,769	4.13	1,868,298	3.59	52,042,396
1894.....	15,452,420	31.18	29,982,482	60.50	2,182,942	4.40	1,934,682	3.94	49,552,528
1895.....	13,311,440	28.42	29,545,490	63.15	2,198,460	4.43	1,730,096	3.68	46,785,486
1896.....	13,747,773	27.19	32,368,082	64.03	2,396,082	4.07	2,033,069	4.02	50,545,569
1897.....	13,929,346	26.48	33,522,102	62.88	2,624,573	5.01	2,278,106	4.35	52,353,276
1898.....	15,662,311	26.16	38,508,175	64.48	2,732,004	4.59	2,852,613	4.77	59,715,105
1899.....	15,929,583	25.59	40,101,036	64.42	2,842,681	4.56	3,370,483	5.41	62,243,784
1900.....	18,581,452	26.26	45,643,699	64.52	3,012,486	4.25	3,502,632	4.95	70,740,270
1901.....	19,396,302	26.60	46,665,103	64.01	3,105,457	4.25	3,731,885	5.12	72,898,749
1902.....	22,600,090	27.01	53,986,672	64.52	3,273,302	3.91	3,806,437	4.54	83,666,503
1903.....	24,862,109	25.88	63,089,448	65.67	3,596,145	3.53	4,716,823	4.91	96,064,526
1904.....	26,901,831	26.84	64,673,919	64.53	4,031,662	4.02	4,612,022	4.61	100,219,436
1905.....	28,959,649	27.20	68,203,320	64.13	3,961,769	3.07	5,342,549	5.01	106,467,198
1906.....	33,392,188	26.64	81,433,115	64.97	4,510,649	3.59	5,986,912	4.77	125,322,865

Details with respect to earnings are given in tables 6, 7, and 9 in the body of this report.

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OPERATING EXPENSES.

The total operating expenses in 1916 was \$180,542,258.98—an increase for the year of \$32,811,159.51.

Operating expenses were equal to 68.9 per cent of gross earnings.

Per mile of line:—

	\$		\$
1875.....	3,138	1896.....	2,154
1876.....	3,038	1897.....	2,125
1877.....	2,644	1898.....	2,320
1878.....	2,586	1899.....	2,360
1879.....	2,361	1900.....	2,701
1880.....	2,341	1901.....	2,777
1881.....	2,744	1902.....	3,064
1882.....	2,575	1903.....	3,554
1883.....	2,578	1904.....	3,837
1884.....	2,492	1905.....	3,904
1885.....	2,229	1906.....	4,080
1886.....	2,045	1907.....	4,621
1887.....	2,267	1908.....	4,672
1888.....	2,520	1909.....	4,340
1889.....	2,458	1910.....	4,869
1890.....	2,503	1911.....	5,159
1891.....	2,526	1912.....	5,640
1892.....	2,505	1913.....	6,211
1893.....	2,440	1914.....	5,812
1894.....	2,254	1915.....	4,152
1895.....	2,050	1916.....	4,823

Per train mile—all trains:—

	Earnings per train mile.	Expenses per train mile.
	\$	\$
1899.....	1.192	0.779
1900.....	1.282	0.864
1901.....	1.366	0.944
1902.....	1.501	1.028
1903.....	1.591	1.117
1904.....	1.634	1.216
1905.....	1.614	1.213
1906.....	1.723	1.198
1907.....	1.953	1.381
1908.....	1.869	1.364
1909.....	1.816	1.309
1910.....	2.036	1.409
1911.....	2.103	1.460
1912.....	2.173	1.493
1913.....	2.263	1.604
1914.....	2.253	1.659
1915.....	2.144	1.585
1916.....	2.358	1.623

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The distribution of operating expenses in 1916 was under the following heads:—

	\$	cts.	Per cent.
Way and structures.....	36,040,945	06	19·96
Equipment.....	35,822,484	20	19·84
Traffic.....	5,560,515	12	3·08
Transportation—rail line.....	92,882,661	24	51·45
“ —water line.....	184,824	13	0·10
Miscellaneous operations.....	3,279,588	42	1·81
General expenses.....	6,781,574	19	3·75
Transportation for investment—Cr.....	10,333	38	0·01
Total.....	180,542,258	98	

It is impracticable to make accurate comparisons between the foregoing distribution of operating expenses and the figures of preceding years. The facts, however, are valuable, and are as follows:—

Operating expenses.	1910.			1911.			1912.		
	\$	cts.	Per cent.	\$	cts.	Per cent.	\$	cts.	Per cent.
Way and structures.....	27,035,603	46	22·45	29,245,093	22	22·32	31,514,098	12	20·90
Equipment.....	26,002,301	30	21·59	26,127,638	12	19·94	29,811,510	09	19·78
Traffic expenses.....	4,366,176	92	3·63	4,831,744	50	3·69	5,293,699	75	3·51
Transportation.....	58,928,170	74	48·94	66,343,269	58	50·63	78,969,543	65	52·39
General expenses.....	4,073,188	00	3·39	4,487,039	53	3·42	5,137,688	26	3·42

Operating expenses.	1913.			1914.			1915.		
	\$	cts.	Per cent.	\$	cts.	Per cent.	\$	cts.	Per cent.
Way and structures.....	35,933,322	78	19·74	35,292,226	82	19·71	28,762,906	91	19·47
Equipment.....	37,289,718	47	20·48	36,375,330	87	20·32	28,156,261	08	19·06
Traffic expenses.....	6,143,200	85	3·37	6,546,602	45	3·65	5,853,632	65	3·96
Transportation.....	96,688,264	42	53·12	94,119,066	73	52·58	77,985,272	92	52·79
General expenses.....	5,957,183	81	3·29	6,642,032	03	3·74	6,973,025	91	4·72
Total.....				178,975,258	90		147,731,099	47	

Details with respect to operating expenses by reporting railways will be found in table 8.

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The various items making up operating expenses for 1916 were as follows:—

		\$	cts.
Maintenance of Way and Structures—			
Superintendence.....		1,518,239	89
Roadway maintenance.....		5,501,862	42
Underground power tubes.....			
Tunnels and subways.....		26,538	14
Bridges, trestles, and culverts.....		2,235,050	24
Elevated structures.....			401 89
Ties.....		5,052,399	92
Rails.....		1,418,883	96
Other track material.....		969,832	14
Ballast.....		656,288	26
Tracklaying and surfacing.....		9,903,293	32
Right-of-way fences.....		345,154	02
Snow, and sand fences and snowsheds.....		571,002	73
Crossings and signs.....		82,549	87
Station and office buildings.....		1,625,453	90
Roadway buildings.....		166,667	36
Water stations.....		499,542	80
Fuel stations.....		113,233	52
Shops and enginehouses.....		792,976	26
Grain elevators.....		67,050	27
Storage Warehouses.....		2,148	69
Wharves and docks.....		182,347	45
Coal and ore wharves.....		27,201	42
Gas-producing plants.....			775 71
Telegraph and telephone lines.....		379,102	16
Signals and interlockers.....		253,006	80
Power Transmission systems.....		19,916	94
Miscellaneous structures.....		32,136	61
Paving.....		1,888	33
Roadway machines.....		92,121	30
Small tools and supplies.....		328,650	85
Removing snow, ice, and sand.....		2,487,191	71
Assessments for public improvements.....		53,280	36
Injuries to persons.....		106,124	15
Insurance.....		131,404	27
Stationery and printing.....		46,219	06
Other expenses.....		17,906	11
Maintaining joint tracks, yards, and other facilities—Dr.....		995,782	60
Maintaining joint tracks, yards, and other facilities—Cr.....		663,670	43
Total—Maintenance of Way and Structures.....		36,040,945	06
Maintenance of Equipment—			
Superintendence.....		943,062	42
Shop machinery.....		1,050,379	11
Power plant machinery.....		25,943	81
Power sub-station apparatus.....		10,284	94
Steam locomotives—repairs.....		11,821,950	66
Steam locomotives—renewals.....		1,207,194	58
Freight-train cars—repairs.....		11,079,746	06
Freight-train cars—renewals.....		2,056,284	22
Passenger-train cars—repairs.....		4,863,904	70
Passenger-train cars—renewals.....		672,692	23
Motor equipment of cars—repairs.....		33,589	56
Motor equipment—renewals.....			
Floating equipment—repairs.....		77,012	44
Floating equipment—renewals.....		4,792	73
Work equipment—repairs.....		848,868	06
Work equipment—renewals.....		633,562	34
Miscellaneous equipment—repairs.....			42 19
Miscellaneous equipment—renewals.....			
Injuries to persons.....		105,270	61
Insurance.....		80,463	03
Stationery and printing.....		86,513	12
Other expenses.....		154,458	90
Maintaining joint equipment at terminals—Dr.....		254,019	28
Maintaining joint equipment at terminals—Cr.....		184,550	79
Total—Maintenance of Equipment.....		35,822,484	20

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Traffic—	\$	cts.
Superintendence.....	1,381,215	75
Outside agencies.....	2,616,361	95
Advertising.....	794,706	72
Traffic associations.....	109,312	89
Fast freight lines.....	98,330	16
Industrial and Immigration Bureaus.....	58,686	63
Insurance.....	1,789	67
Stationery and printing.....	492,708	47
Other expenses.....	7,402	88
Total—Traffic.....	5,560,515	12

Transportation—Rail Line—	
Superintendence.....	2,518,630 63
Despatching trains.....	1,300,160 23
Station employees.....	12,548,814 40
Weighing, inspection, and demurrage bureaus.....	70,539 27
Coal and Ore wharves.....	41,416 02
Station supplies and expenses.....	1,271,230 61
Yard masters and yard clerks.....	902,747 36
Yard conductors and brakemen.....	3,456,414 33
Yard, switch, and signal tenders.....	321,076 09
Yard enginemen.....	2,125,814 54
Yard motormen.....	4,652 71
Fuel for yard locomotives.....	3,060,091 81
Yard switching power produced.....	5,610 93
Yard switching power purchased.....	1,440 87
Water for yard locomotives.....	140,770 90
Lubricants for yard locomotives.....	39,525 23
Other supplies for yard locomotives.....	49,062 14
Enginehouse expenses—yard.....	686,115 69
Yard supplies and expenses.....	107,042 76
Operating joint yards and Terminals—Dr.....	2,021,575 37
Operating joint yards and Terminals—Cr.....	1,110,482 64
Train enginemen.....	11,114,544 42
Train motormen.....	115,488 86
Fuel for train locomotives.....	24,901,094 61
Train power produced.....	37,402 46
Train power purchased.....	40,681 27
Water for train locomotives.....	1,283,306 52
Lubricants for train locomotives.....	354,728 51
Other supplies for train locomotives.....	289,754 73
Enginehouse expenses—train.....	3,186,465 01
Trainmen.....	11,780,994 45
Train supplies and expenses.....	3,721,734 21
Operating sleeping cars.....	1,176,380 64
Signal interlocking and operation.....	356,175 87
Crossing protection.....	208,348 83
Drawbridge operation.....	66,446 08
Telegraph and telephone operation.....	327,646 23
Operating floating equipment.....	328,532 01
Express service.....	81,240 65
Stationery and printing.....	783,223 36
Other expenses.....	176,854 80
Operating joint tracks and facilities—Dr.....	349,613 05
Operating joint tracks and facilities—Cr.....	151,923 89
Insurance.....	62,130 86
Clearing wrecks.....	379,768 25
Damage to property.....	164,378 55
Damage to live stock on right-of-way.....	87,630 15
Loss and damage—freight.....	1,410,866 82
Loss and damage—baggage.....	14,806 47
Injuries to persons.....	672,098 21
Total Transportation—Rail Line.....	92,882,661 24

Transportation—Water Line—	
Operation of vessels.....	173,990 83
Operation of terminals.....	10,833 30
Incidental.....	
Total transportation—Water Line.....	184,82 13

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Miscellaneous Operations—	\$	cts.
Dining and buffet service	2,460,275	30
Hotels and restaurants	543,857	09
Grain elevators	249,486	07
Stockyards—Cr.	60	75
Producing power sold	69	05
Other miscellaneous operations	25,961	06
Total miscellaneous operations	3,279,588	42
General Expenses—		
Salaries and expenses of general officers	1,020,537	14
Salaries and expenses of clerks and attendants	2,265,285	93
General office supplies and expenses	294,843	15
Law expenses	660,151	80
Insurance	827,092	63
Relief Department expenses	25,879	70
Pensions	237,256	11
Stationery and Printing	251,862	41
Other expenses	1,174,374	08
General joint facilities—Dr.	25,722	56
General joint facilities—Cr.	1,431	32
Total—General Expenses	6,781,574	19
Transportation for Investment—Cr.	10,333	38
<i>Recapitulation of Expenses.</i>		
Maintenance of Way and Structures	36,040,945	06
Maintenance of Equipment	35,822,484	20
Traffic	5,560,515	12
Transportation—Rail Line	92,882,661	24
Transportation—Water Line	184,824	13
Miscellaneous Operations	3,279,588	42
General Expenses	6,781,574	19
Transportation for Investment—Cr.	10,333	38
Total Operating Expenses	180,542,258	98

Following is a table showing a comparison of operating expenses for 1911, 1912, 1913, 1914, and 1915, together with the ratio which each item bore to the total:—

Operating Expenses.	1911.		1912.		1913.		1914.		1915.	
	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
Maintenance of Way and Structures—										
Superintendence.....	985,527 44	.75	1,091,847 56	.72	1,353,580	.74	1,483,897	.83	1,472,764	1.00
Ballast.....	367,613 12	.28	282,985 06	.19	686,950	.38	752,268	.42	339,041	.23
Ties.....	3,565,954 29	2.72	3,728,821 52	2.47	4,703,824	2.58	5,046,856	2.82	4,643,178	3.14
Rails.....	1,959,164 83	1.49	1,430,874 49	.94	1,971,465	1.08	1,730,117	.96	1,209,376	.82
Other track material.....	1,151,744 99	.88	1,192,472 45	.79	1,715,876	.94	1,310,878	.73	844,873	.57
Roadway and track.....	11,965,503 22	9.13	13,938,132 11	9.24	15,017,916	8.25	15,083,604	8.42	12,765,970	8.64
Removal of snow and ice.....	1,641,046 60	1.25	1,448,192 02	.96	1,562,284	.86	1,138,303	.64	834,350	.56
Tunnels.....	27,251 43	.02	13,656 68	.01	53,984	.03	30,870	.02	40,903	.03
Bridges, trestles and culverts.....	2,133,642 56	1.62	2,265,127 73	1.50	2,159,154	1.18	2,346,287	1.31	1,920,452	1.30
Over and under grade crossings.....	81,561 67	.06	69,130 78	.04	95,422	.05	59,062	.03	570,738	.39
Grade crossings, fences, etc.....	651,581 83	.50	619,956 79	.41	690,580	.38	638,832	.36	641,362	.44
Snow fences and sheds.....	117,479 11	.09	178,989 38	.11	266,855	.14	171,361	.10	241,362	.16
Signals and interlocking plants.....	174,926 25	.13	177,140 97	.11	228,826	.12	278,975	.16	278,975	.16
Telegraph and telephone lines.....	504,792 52	.38	554,159 03	.36	607,448	.33	413,732	.29	353,221	.24
Electric power transmission.....	3,860 34	.00	.....	.....	3,006	.00	78,232	.04	23,464	.02
Buildings, fixtures and grounds.....	3,090,367 46	2.36	3,684,523 98	2.44	3,731,385	2.05	3,614,315	2.02	2,575,570	1.74
Docks and wharves.....	170,387 62	.13	124,819 98	.08	125,654	.07	135,151	.07	133,658	.10
Roadway tools and supplies.....	343,654 12	.26	375,628 15	.25	522,637	.28	402,873	.22	319,324	.22
Injuries to persons.....	82,457 05	.06	102,076 50	.07	105,662	.05	89,365	.05	79,016	.05
Stationery and printing.....	60,839 28	.02	65,492 46	.04	87,643	.04	84,933	.05	55,486	.04
Other expenses.....	21,026 65	.02	19,982 80	.01	13,998	.00	13,656	.00	25,365	.02
Maintaining joint track, etc.—Dr.....	144,710 93	.11	160,987 08	.10	223,175	.12	288,621	.16	266,186	.18
Maintenance and Equipment—										
Superintendence.....	614,929 23	.47	648,612 28	.43	787,471	.43	933,007	.52	946,698	.64
Steam locomotives, repairs.....	10,643,270 84	8.12	12,017,379 67	7.97	15,520,040	8.52	13,741,075	7.67	10,814,779	7.32
Steam locomotives, renewals.....	688,329 54	.52	630,658 21	.42	831,421	.45	458,917	.25	285,120	.19
Electric locomotives, repairs.....	3,903 88	.00	6,846 88	.00	9,362	.00	13,313	.00	.....	.....
Passenger train cars, repairs.....	3,176,119 01	2.42	3,707,031 92	2.47	4,524,274	2.48	4,479,433	2.30	3,238,110	2.19
Passenger train cars, renewals.....	285,139 50	.22	309,301 40	.20	462,944	.25	353,843	.19	110,931	.07
Freight train cars, repairs.....	7,488,527 27	5.72	8,803,819 02	5.88	10,263,089	5.64	11,504,389	6.42	9,389,352	6.36
Freight train cars, renewals.....	1,044,217 85	.80	1,200,598 14	.79	1,631,558	.89	1,719,781	.96	733,485	.51
Electric equipment, repairs.....	824,105 05	.63	798,808 85	.53	964,523	.53	925,643	.47	657,419	.44
Work equipment, renewals.....	125,697 62	.09	215,937 08	.15	253,730	.14	240,635	.13	137,942	.09

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Floating equipment, repairs.....	125,895 18	-09	85,599 67	-05	113,639	-06	163,488	-09	137,876	-09
Floating equipment, renewals.....	2,094 84	-00	5,400	-00	5,400	-00	6,116	-00		-00
Shop machinery and tools.....	877,373 11	-00	1,076,366 36	-71	1,417,051	-79	1,423,835	-00	1,120,324	-76
Power plant and equipment.....	3,908 94	-00	3,232 91	-00	8,426	-00	24,243	-01	31,428	-02
Injuries to persons.....	35,474 48	-03	65,791 22	-05	94,512	-05	102,433	-06	79,393	-06
Stationery and printing.....	78,064 46	-06	92,060 58	-06	121,752	-06	111,443	-06	81,966	-06
Other expenses.....	100,481 58	-08	89,250 47	-05	210,893	-11	177,292	-10	320,808	-22
Maintaining joint equipment—Dr.....	105 67	-00	4,127 54	-00	58,227	-03	10,647	-00		-00
Tractive Expenses—										
Superintendence.....	946,707 75	-72	1,072,922 35	-71	1,202,432	-66	1,314,755	-73	1,327,715	-90
Outside agencies.....	2,237,388 49	-17	2,376,970 60	-15	2,822,800	-55	3,086,015	-79	2,770,441	-88
Advertising.....	821,328 74	-63	1,069,598 72	-70	1,179,610	-64	1,149,674	-64	901,571	-62
Traffic associations.....	100,723 48	-08	107,472 05	-07	119,111	-06	123,532	-07	110,734	-07
Fast freight line.....	207,842 69	-16	185,507 55	-11	189,046	-10	163,424	-09	105,976	-07
Industrial and immigration bureaux.....	109,000 33	-08	77,031 07	-04	102,158	-05	105,287	-06	57,891	-04
Stationery and printing.....	397,325 63	-30	458,175 87	-30	515,445	-28	588,780	-33	571,724	-39
Other expenses.....	11,427 60	-01	6,021 54	-00	12,549	-00	10,195	-00	7,580	-00
Transportation Expenses—										
Superintendence.....	1,484,480 47	-13	1,664,102 60	-10	2,171,316	-19	2,432,769	-36	2,324,439	-57
Despatching trains.....	879,512 46	-67	989,010 82	-65	1,200,662	-69	1,324,362	-74	1,203,714	-81
Station employees.....	9,539,510 35	-7-28	10,949,743 16	-7-26	13,900,412	-7-63	13,956,211	-7-79	12,197,515	-8-26
Weighing and car service association.....	46,117 02	-03	55,836 65	-03	72,212	-03	80,063	-04	68,088	-05
Coal and ore docks.....	40,795 60	-03	5,278 84	-00	10,323	-00	9,431	-00	28,090	-02
Station supplies and expenses.....	892,376 56	-74	1,132,947 80	-75	1,396,324	-76	1,453,298	-81	1,209,086	-82
Yardmasters and their clerks.....	499,570 69	-37	577,624 39	-37	864,259	-47	916,356	-51	836,982	-57
Yard conductors and brakemen.....	2,630,566 87	-2-01	3,331,536 42	-2-21	4,233,511	-2-32	3,739,429	-2-09	3,061,466	-2-07
Yard, switch and signal tenders.....	212,336 65	-04	247,410 79	-17	278,242	-15	291,179	-16	298,826	-20
Yard supplies and expenses.....	60,331 26	-04	94,521 95	-06	101,588	-05	98,407	-05	101,732	-07
Yard engines.....	1,664,889 64	-1-27	2,088,282 16	-1-38	2,662,307	-1-46	2,364,531	-1-32	1,904,908	-1-29
Engine-house expenses—yard.....	479,790 74	-36	590,541 03	-38	775,829	-42	703,108	-39	623,644	-42
Fuel for yard locomotives.....	2,034,664 63	-1-55	2,588,822 97	-1-71	3,336,910	-1-83	3,091,513	-1-72	2,416,345	-1-64
Water for yard locomotives.....	100,992 61	-03	130,426 90	-08	150,666	-08	156,374	-09	135,790	-09
Lubricants for yard locomotives.....	35,173 51	-08	38,920 16	-02	49,739	-02	43,681	-02	35,030	-02
Other supplies for yard locomotives.....	44,979 76	-03	54,854 87	-03	71,922	-04	63,670	-04	44,300	-03
Operating joint yards, etc.—Dr.....	522,751 38	-40	561,164 80	-36	1,048,945	-57	1,040,253	-58	172,350	-12
Motormen.....	10,685 97	-00	1,634 69	-00	5,257	-00	31,970	-02	44,727	-03
Road engines.....	7,749,405 13	-6-06	9,197,792 77	-6-10	11,157,678	-6-13	10,467,319	-5-84	8,535,067	-5-78
Engine-house expenses—road.....	2,393,116 79	-1-82	2,830,518 62	-1-87	3,463,129	-1-90	3,448,704	-1-92	2,859,098	-1-94
Fuel for road locomotives.....	18,147,438 22	-13-84	21,591,999 64	-14-32	25,089,445	-13-78	23,619,245	-13-18	18,472,710	-12-51
Water for road locomotives.....	859,072 53	-65	1,042,137 09	-70	1,243,782	-68	1,311,156	-73	1,203,140	-82
Lubricants for road locomotives.....	306,940 63	-23	331,407 64	-23	420,412	-23	371,445	-21	297,635	-20
Other supplies.....	354,875 66	-50	388,381 63	-26	502,845	-27	435,764	-24	247,711	-17
Operating power plant.....	3,665 77	-00			502,845	-27	435,764	-24	32,897	-04
Purchased power.....	15,003 18	-01	4,781	-00	4,781	-00	18,081	-01	70,423	-05
Road trainmen.....	8,306,084 59	-6-34	9,994,675 15	-6-63	11,821,833	-6-50	11,057,453	-6-17	9,336,051	-6-32
Train supplies and expenses.....	2,688,435 63	-2-05	3,246,645 32	-2-15	3,958,352	-2-17	4,093,608	-2-28	3,386,443	-2-30
Interlocks, block and other signals.....	196,894 92	-15	202,218 86	-14	259,338	-14	310,192	-17	365,822	-25
Crossing flagmen and gatemen.....	146,160 69	-11	100,959 35	-10	191,884	-10	218,093	-12	217,713	-15
Drawbridge operation.....	101,717 47	-08	49,469 52	-03	59,633	-03	60,991	-03	67,281	-05
Clearing wrecks.....	340,988 87	-26	513,957 11	-36	670,677	-37	480,174	-27	237,005	-16

Table showing a comparison of operating expenses for 1911 to 1915—*Concluded*.

	1911.		1912.		1913.		1914.		1915.	
	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Operating Expenses.										
Transportation Expenses— <i>Con.</i>										
Telegraph and telephone—operation.....	249,331 33	.19	291,858 47	.19	366,710	.20	385,371	.21	305,641	.21
Operating floating equipment.....	289,605 15	.22	249,569 38	.17	282,348	.15	495,152	.28	377,389	.25
Express service.....	7,374 77	.00	7,597 55	.00	66,635	.03	86,623	.04	97,360	.07
Stationery and printing.....	620,273 92	.47	708,465 09	.47	867,222	.47	887,746	.50	698,439	.47
Other expenses.....	334,214 49	.26	372,159 75	.25	408,497	.22	383,084	.21	321,729	.22
Loss and damage—freight.....	1,073,407 20	.82	1,424,702 68	.95	2,102,597	1.51	2,700,966	1.51	2,115,091	1.43
Loss and damage—baggage.....	18,802 07	.01	20,410 21	.01	29,193	.01	26,873	.02	11,547	.01
Damage to property.....	107,677 02	.15	528,670 31	.37	265,922	.14	359,378	.22	189,314	.13
Damage to stock on right of way.....	68,048 50	.04	76,755 46	.05	86,693	.04	106,015	.06	92,872	.06
Injuries to persons.....	559,058 38	.63	554,323 50	.37	879,067	.48	840,162	.52	626,441	.42
Operating joint tracks— <i>Dr.</i>	46,149 91	.42	72,205 27	.04	96,255	.05	94,575	.05	101,820	.07
General Expenses—										
Salaries and expenses of general offices.....	808,131 25	.63	1,011,334 22	.69	963,085	.53	994,148	.55	977,613	.66
Salaries and expenses of clerks, etc.....	1,322,385 75	1.00	1,512,453 07	1.00	1,780,558	.97	2,028,394	1.13	2,168,511	1.47
General office supplies and expenses.....	227,932 86	.17	266,635 75	.17	366,627	.15	433,382	.24	382,767	.26
Law expenses.....	585,862 84	.45	601,957 19	.38	693,215	.37	704,485	.39	626,187	.42
Insurance.....	726,168 79	.55	831,127 09	.55	1,013,385	.55	1,251,483	.70	1,227,936	.83
Relief department expenses.....	28,504 34	.02	30,261 38	.02	28,841	.01	26,898	.02	26,065	.02
Pensions.....	186,323 02	.14	194,858 13	.11	204,916	.11	219,288	.12	223,723	.15
Stationery and printing.....	191,210 03	.15	198,698 78	.11	233,795	.14	291,538	.16	263,245	.18
Other expenses.....	398,981 16	.30	478,766 18	.32	655,484	.36	649,073	.36	1,006,393	.68
General administration joint tracks, etc.— <i>Dr.</i>	11,539 49	.00	11,596 47	.01	24,280	.01	43,345	.20	70,585	.05

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Since special significance attaches to the maintenance of way and structures and to the upkeep of equipment, the following facts are given:—

Year	Maintenance of way. Amount.	Mileage.	Amount per Mile of Line	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
1907.....	20,887,091 66	22,452	930 30	1907.....	21,666,373 08	22,452	965 01
1908.....	20,778,609 78	22,966	904 76	1908.....	20,273,625 95	22,966	882 77
1909.....	21,153,274 46	24,104	877 58	1909.....	21,510,303 59	24,104	892 40
1910.....	27,035,603 46	24,731	1,093 19	1910.....	26,002,301 30	24,731	1,051 41
1911.....	29,245,093 22	25,400	1,151 38	1911.....	26,127,638 12	25,400	1,028 65
1912.....	31,514,098 12	26,727	1,179 11	1912.....	29,811,510 09	26,727	1,115 41
1913.....	35,933,322 78	29,336	1,224 92	1913.....	37,289,718 47	29,336	1,271 13
1914.....	35,292,226 82	30,795	1,146 04	1914.....	36,375,330 87	30,795	1,181 21
1915.....	28,762,906 91	35,582	808 35	1915.....	28,156,261 08	35,582	791 32
1916.....	36,040,945 06	37,434	962 79	1916.....	35,822,484 20	37,434	956 95

EQUIPMENT.

Following are the facts with respect to equipment:—

	Number.	Increase.
Locomotives.....	5,490	4
Cars in passenger service.....	6,326	
Cars in freight service.....	201,614	
Cars in Companies' service.....	17,708	682

Classification of locomotives:—

Locomotives.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916
Passenger.....	964	1,122	1,056	1,090	1,215	1,192	1,474	1,783	1,840	1,744
Freight.....	2,206	2,392	2,539	2,601	2,659	2,787	3,011	3,028	2,912	3,077
Switching.....	334	358	384	388	435	505	634	636	734	669

Locomotives and cars:—

Locomotives and cars.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916
Locomotives.....	3,504	3,872	3,969	4,079	4,219	4,484	5,119	5,447	5,486	5,490
Freight cars.....	107,407	115,709	117,779	119,713	127,158	140,918	182,221	204,190	201,690	201,614
Passenger cars....	3,642	4,026	4,192	4,320	4,513	4,946	5,696	6,002	6,326	6,326

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Passenger cars:—

Cars in Passenger service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
First class.....	1,300	1,493	1,560	1,564	1,601	1,788	2,058	2,167	2,213	2,187
Second class.....	472	487	471	512	517	550	627	627	632	706
Combination.....	405	422	429	435	434	453	492	491	486	409
Emigrant.....	272	303	317	318	357	389	437	466	509	519
Dining.....	105	114	127	123	137	159	176	204	215	215
Parlour.....	63	63	60	69	80	89	117	130	138	138
Sleeping.....	212	236	261	283	306	353	440	500	538	556
Baggage, express, and postal.....	782	873	926	979	1,045	1,132	1,275	1,378	1,457	1,458
Other.....	31	35	41	37	36	33	74	39	138	138
Totals.....	3,642	4,026	4,192	4,520	4,513	4,946	5,696	6,002	6,326	6,326

Freight cars:—

Cars in freight service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Box.....	68,149	72,863	74,477	75,983	79,412	89,982	128,511	146,607	145,307	144,696
Flat.....	20,477	21,759	21,188	20,769	21,069	22,000	25,177	26,151	25,290	25,541
Stock.....	4,817	5,047	5,518	5,528	5,809	6,322	6,745	7,589	7,553	7,678
Coal.....	10,358	11,616	11,721	12,680	13,768	14,715	14,746	15,955	15,703	15,598
Tank.....	132	197	197	195	277	390	479	496	560	420
Refrigerator.....	1,917	2,423	2,466	2,539	2,807	3,082	3,911	4,716	4,713	4,740
Other.....	1,557	1,804	2,212	2,019	4,016	4,427	2,712	2,676	2,556	2,941
Totals.....	107,407	115,709	117,779	119,713	127,158	140,918	182,221	204,190	201,690	201,614

Particulars with respect to all classes of cars will be found in tables 13 and 14.
Capacity of freight cars:—

	1907.		1908.		1909.		1910.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box.....	66,934	1,848,980	72,862	2,048,227	74,479	2,130,145	75,983	2,211,963
Flat.....	20,118	535,167	21,781	592,496	21,220	584,455	20,769	576,198
Stock.....	4,731	122,550	5,047	133,578	5,561	150,800	5,528	151,565
Coal.....	10,060	291,638	11,616	362,233	11,721	379,981	12,680	438,178
Tank.....	132	2,632	197	4,000	197	4,012	195	3,962
Refrigerator.....	1,745	48,745	2,423	69,000	2,465	71,085	2,539	73,520
Other.....	1,820	59,200	1,941	67,410	2,273	64,835	2,019	58,720
Totals.....	105,540	2,908,903	115,867	3,277,394	117,916	3,335,313	119,713	3,514,106

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Capacity of Freight Cars—Concluded:

	1911.		1912.		1913.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box.....	79,412	2,343,920	89,982	2,741,350	128,511	4,096,480
Flat.....	21,069	600,970	22,000	648,010	25,117	763,665
Stock.....	5,809	161,65	6,322	178,070	6,475	193,975
Coal.....	13,768	508,215	14,715	561,175	14,746	567,210
Tank.....	277	7,400	390	12,720	479	15,785
Refrigerator.....	2,807	81,815	3,082	90,410	3,911	115,455
Other.....	4,016	102,105	4,427	130,540	2,712	104,315
Totals.....	127,158	3,806,280	140,918	4,362,275	182,221	5,856,885

	1914.		1915.		1916.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box.....	146,607	4,846,425	145,307	4,825,543	144,696	4,824,968
Flat.....	26,151	814,440	25,315	798,671	25,542	811,315
Stock.....	7,589	221,956	7,638	226,190	7,775	230,545
Coal.....	15,955	630,435	15,703	611,020	15,598	630,035
Tank.....	496	15,625	463	14,604	416	13,746
Refrigerator.....	4,716	139,190	4,713	139,350	4,740	140,325
Other.....	2,676	104,830	2,551	99,677	2,847	111,122
Totals.....	204,190	6,772,910	201,690	6,731,265	201,614	6,762,056

The changes in 1916 having been few and unimportant, the facts for prior years, as respects classes, are given:—

Class.	Capacity.	1908.	1909.	1910.	1911.	1912.	1913.	1914	1915.
	Pounds.								
I.....	10,000	771	859	393	273	77	74	.....	1
II.....	20,000	1,995	1,147	1,245	1,115	742	622	457	445
III.....	30,000	3,227	4,143	2,412	3,332	3,277	2,068	3,118	2,916
IV.....	40,000	25,855	22,320	20,858	18,899	14,695	13,617	9,781	8,036
V.....	50,000	1,135	878	1,029	673	3,237	835	827	600
VI.....	60,000	69,416	73,737	76,610	82,555	89,512	114,528	117,984	116,541
VII.....	70,000	230	220	217	166	292	264	281	328
VIII.....	80,000	9,790	10,837	11,927	14,075	21,951	42,967	63,133	64,191
IX.....	90,000	.....	60	.....	.....	.....	.....	.....	.....
X.....	100,000	3,448	3,715	4,992	6,070	7,135	7,246	8,603	8,622
XI.....	110,000	.....	.....	.....	.....	.....	.....	.....	.....
XII.....	120,000	.....	.....	.....	.....	.....	.....	.....	.....
All over.....	120,000	10
Total.....	115,867	117,916	119,713	127,158	140,918	182,221	204,190	201,690

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Locomotives and cars per 1,000 miles of line:—

Rolling Stock.	Per 1,000 miles of line.									
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Locomotives.....	156	169	165	165	166	168	175	176	154	147
Freight cars.....	4,783	5,039	4,887	4,840	5,006	5,273	6,211	6,636	5,669	5,386
Passenger.....	162	175	174	174	177	185	194	195	178	169

TRAIN, CAR, AND LOCOMOTIVE MILEAGE.

Revenue train mileage:—

—	1907.	1908.	1909.	1910.	1911.
Passenger trains.....	30,220,461	31,950,349	32,295,730	35,022,541	36,985,911
Freight trains.....	38,923,890	40,476,370	40,304,906	43,742,668	46,220,813
Mixed trains.....	3,971,414	6,201,807	7,061,580	6,441,440	6,277,468
Special trains.....				202,592	232,341
Total.....	75,115,765	78,637,526	79,662,216	85,409,241	75,716,533

—	1912.	1913.	1914.	1915.	1916.
Passenger trains.....	40,440,393	45,652,365	45,219,048	41,648,243	42,449,022
Freight trains.....	53,652,141	60,275,896	55,343,193	43,661,573	60,036,984
Mixed trains.....	6,473,882	7,044,194	7,126,841	7,736,391	8,499,073
Special trains.....	363,855	464,753	206,190	172,272	90,811
Total.....	100,930,271	113,437,208	107,895,272	93,218,479	111,075,890

Non-revenue trains had a mileage of 3,338,181.

Ratio of train mileage:—

The ratio which each class of train mileage in the above table bore to the total train mileage in each year since 1907 was as follows:—

—	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Passenger trains..	40·23	40·23	40·54	40·00	41·22	40·06	40·24	41·91	44·68	38·24
Freight trains....	51·81	51·47	50·47	51·21	51·52	53·15	53·14	51·21	46·84	54·08
Mixed trains....	7·90	7·90	8·87	7·54	6·98	6·41	6·21	6·60	8·30	7·66
Special trains ..				0·25	0·27	0·38	0·41	0·28	0·18	0·10

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Following is the record of train mileage since 1875:—

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total Train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,644		17,680,178	19,633,026
1876	5,837,461	9,616,148	2,650,019		18,103,628	21,011,052
1877	6,271,980	11,403,517	1,775,316		19,450,813	22,231,840
1878	6,225,327	9,981,786	3,462,334		19,669,447	24,091,600
1879	6,987,919	6,510,636	7,068,450		20,731,689	24,735,862
1880	7,312,168	10,775,380	4,157,292		22,427,449	26,575,969
1881	8,298,957	15,163,634	2,099,487		27,301,306	34,265,003
1882	9,833,005	15,638,013	2,375,393		27,846,411	33,374,847
1883	9,651,427	16,123,387	10,951,424		36,736,238	47,688,528
1884	9,315,694	15,710,630	4,254,595		29,280,919	37,390,874
1885	9,511,455	16,382,553	4,729,681		30,623,689	38,749,239
1886	9,214,131	15,914,127	5,182,557		30,481,086	37,359,494
1887	10,838,993	17,997,819	4,539,900		33,638,748	43,276,468
1888	11,859,684	20,651,834	4,763,318		37,391,260	46,489,229
1889	12,900,483	20,739,391	5,179,506		38,819,380	47,708,138
1890	14,362,879	22,428,249	5,058,210		41,849,329	49,512,530
1891	14,987,647	23,592,370	4,819,161		43,399,178	56,950,343
1892	15,237,093	24,399,014	4,812,361		44,448,468	56,994,253
1893	15,859,978	23,220,761	5,305,214		44,385,953	57,587,382
1894	16,542,860	21,423,496	5,803,673		43,770,029	57,401,514
1895	15,362,276	19,939,699	5,389,915		40,661,890	51,339,885
1896	15,846,645	23,299,776	5,354,181		44,500,602	55,786,960
1897	17,237,974	23,595,000	4,947,877		45,780,851	54,729,490
1898	19,305,603	26,868,366	5,519,424		50,688,283	60,103,944
1899	20,093,379	26,922,348	5,199,481		52,215,207	64,582,807
1900	20,922,098	24,662,906	9,592,867		55,177,871	67,712,252
1901	19,115,472	23,888,302	10,345,620		53,349,394	68,621,424
1902	21,104,036	24,891,813	9,734,007		55,729,856	70,275,615
1903	22,095,705	28,840,434	9,446,781		60,382,920	77,178,493
1904	23,502,876	28,278,310	9,530,816		61,312,002	80,508,064
1905	25,428,018	34,372,998	6,133,098		65,934,114	84,335,732
1906	28,071,648	39,045,168	5,606,666		72,723,482	94,180,788
1907	30,220,461	38,923,890	5,971,414		75,115,765	100,154,966
1908	31,950,349	40,476,370	6,210,807		78,637,526	100,622,241
1909	32,295,730	40,304,906	7,061,580		79,662,216	97,865,325
1910	35,022,541	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1911	36,985,911	46,220,813	6,277,468	232,341	89,716,533	111,975,176
1912	40,440,393	53,652,141	6,473,882	363,855	100,930,271	127,401,480
1913	45,652,365	60,275,896	7,044,194	464,753	113,437,208	145,119,721
1914	45,219,048	55,343,193	7,126,841	206,190	107,895,272	137,128,756
1915	41,648,243	43,661,573	7,736,391	172,272	93,218,479	116,354,044
1916	42,449,022	60,036,984	8,499,073	90,811	111,075,890	144,966,448

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The relationship of train mileage to traffic and earnings therefrom, is shown in the following table:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Freight Train Mile.	Average Earnings per ton Carried.
	\$	Mileage.	Tons.	\$ cts.	\$ cts.
1875.....	12, 073, 570	12, 473, 825	5, 670, 837	·988	2·129
1876.....	12, 211, 158	12, 266, 167	6, 331, 757	·995	1·928
1877.....	11, 321, 264	13, 178, 833	6, 859, 796	·859	1·650
1878.....	13, 129, 191	13, 444, 120	7, 883, 472	·977	1·665
1879.....	12, 509, 093	13, 579, 086	8, 348, 810	·921	1·498
1880.....	15, 506, 935	14, 932, 672	9, 938, 858	1·038	1·560
1881.....	18, 666, 982	17, 263, 121	12, 065, 323	1·081	1·547
1882.....	17, 729, 945	18, 013, 406	13, 575, 787	·984	1·305
1883.....	21, 320, 208	27, 074, 761	13, 266, 255	·787	1·607
1884.....	20, 763, 243	19, 965, 225	13, 712, 269	1·039	1·514
1885.....	19, 962, 058	21, 112, 234	14, 659, 271	·946	1·371
1886.....	21, 183, 967	21, 096, 684	15, 670, 460	1·004	1·351
1887.....	24, 581, 047	22, 537, 719	16, 365, 335	1·091	1·502
1888.....	26, 410, 084	24, 415, 152	17, 172, 759	1·039	1·537
1889.....	26, 671, 049	25, 918, 897	17, 928, 626	1·029	1·487
1890.....	29, 921, 788	27, 486, 459	20, 787, 469	1·089	1·439
1891.....	30, 584, 645	28, 411, 531	21, 753, 021	1·075	1·404
1892.....	33, 230, 121	29, 211, 375	22, 289, 923	1·138	1·502
1893.....	32, 935, 028	28, 525, 975	22, 033, 599	1·155	1·496
1894.....	29, 982, 482	27, 227, 169	20, 721, 116	1·101	1·446
1895.....	29, 545, 490	25, 329, 614	21, 524, 421	1·166	1·372
1896.....	32, 368, 082	28, 653, 957	24, 266, 825	1·130	1·333
1897.....	33, 522, 102	28, 542, 877	25, 300, 331	1·174	1·324
1898.....	38, 508, 175	31, 382, 790	28, 785, 903	1·227	1·340
1899.....	40, 101, 036	32, 121, 829	31, 211, 753	1·248	1·284
1900.....	45, 643, 699	34, 255, 773	35, 946, 371	1·332	1·269
1901.....	46, 665, 103	33, 233, 922	36, 999, 922	1·363	1·261
1902.....	53, 986, 672	34, 625, 820	42, 376, 527	1·559	1·273
1903.....	63, 089, 448	38, 287, 215	47, 373, 417	1·648	1·331
1904.....	64, 673, 919	30, 809, 126	48, 097, 519	1·711	1·344
1905.....	68, 203, 320	40, 506, 096	50, 893, 957	1·684	1·340
1906.....	81, 433, 115	44, 651, 834	57, 966, 713	1·824	1·405
1907.....	94, 995, 087	44, 895, 304	63, 866, 135	2·116	1·472
1908.....	93, 746, 655	46, 687, 177	63, 071, 167	2·008	1·486
1909.....	95, 714, 783	47, 366, 436	66, 842, 258	2·041	1·432
1910.....	116, 229, 894	50, 184, 108	74, 482, 866	2·316	1·560
1911.....	126, 743, 015	52, 498, 281	79, 884, 282	2·376	1·561
1912.....	148, 030, 890	60, 126, 023	89, 444, 331	2·455	1·655
1913.....	174, 684, 640	67, 320, 090	106, 992, 710	2·595	1·636
1914.....	163, 663, 744	62, 470, 034	101, 393, 989	2·610	1·614
1915.....	134, 488, 304	51, 397, 964	87, 204, 838	2·579	1·520
1916.....	184, 099, 887	68, 536, 057	109, 659, 088	2·686	1·679

For the purposes of the foregoing calculations the mileage of freight trains includes the mileage of mixed trains.

The record of car mileage since the facts were first available is as follows:—

Freight Car Mileage	1908	1909	1910	1911
Loaded freight cars.....	748, 924, 820	775, 543, 414	910, 858, 711	946, 946, 917
Empty freight cars.....	284, 944, 529	281, 175, 615	280, 255, 329	311, 984, 866
Caboose cars.....	37, 044, 038	45, 367, 459	47, 834, 318
Total.....	1, 033, 869, 349	1, 094, 363, 067	1, 236, 481, 409	1, 306, 766, 101

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Record of Car Mileage, etc.—Concluded:—

Freight Car Mileage.	1912.	1913.	1914.	1915.	1916.
Loaded freight cars.....	1,102,719,543	1,211,708,492	1,147,533,071	958,425,805	1,348,212,128
Empty freight cars.....	310,974,528	381,048,160	413,463,359	387,179,212	576,255,686
Caboose cars.....	55,692,091	63,653,643	57,553,172	45,669,172	63,344,375
Total.....	1,469,386,162	1,656,410,295	1,618,549,602	1,391,274,189	1,987,812,189

Passenger Car Mileage.	1913.	1914.	1915.	1916.
Passenger cars.....	153,301,893	107,136,731	126,421,006	133,423,951
Sleeping, parlor, etc.....	52,738,619	41,972,096	53,632,104	56,565,727
Other cars.....	92,977,602	72,719,818	86,630,228	90,909,724
Total.....	299,018,114	221,828,645	266,683,338	280,899,402

Tables 10 and 11 will afford information in detail with respect to train mileage.

Following is a comparison of locomotive mileage covering the past ten years:—

Class of locomotive.	1907.	1908.	1909.	1910.	1911.
	Miles.	Miles.	Miles.	Miles.	Miles.
Freight.....	43,824,909	42,291,082	43,280,549	47,239,088	49,354,983
Passenger.....	29,110,158	30,504,171	32,282,534	34,758,088	36,946,876
Mixed.....	7,492,278	7,410,971	7,237,422	8,211,350	8,256,424
Switching.....	14,816,272	15,941,179	14,832,834	15,551,077	17,300,773
Special.....	4,911,249	5,474,838	231,986	229,872	116,120
Total.....	100,154,966	100,622,241	97,865,325	106,019,475	111,975,176

Class of locomotive.	1912.	1913.	1914.	1916.	1916.
	Miles.	Miles.	Miles.	Miles.	Miles.
Freight.....	57,143,590	64,541,731	58,675,214	47,731,635	66,491,134
Passenger.....	40,944,058	45,926,357	45,069,967	41,006,923	42,215,551
Mixed.....	7,742,514	8,891,330	10,276,245	7,561,213	7,610,281
Switching.....	21,159,394	25,456,533	22,937,611	19,897,242	23,586,669
Special.....	411,924	213,770	169,719	157,031	5,062,813
Total.....	127,401,480	145,119,721	137,128,756	116,354,044	144,966,448

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Fuel Consumed by Locomotives:—

Fuel consumed, — tons.

Class of Locomotive.	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight.....	3,194,510	3,318,283	3,833,010	3,597,541	3,844,042
Passenger.....	1,331,178	1,446,919	1,834,700	1,636,454	1,813,809
Mixed.....	303,549	350,921	410,900	388,693	421,277
Switching.....	557,576	598,092	743,977	620,303	716,276
Construction and special.....	223,141	256,576	9,621	9,063	5,209
Total.....	5,608,954	5,970,791	6,832,108	6,252,054	6,800,648

Class of Locomotive.	1912.	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight.....	4,480,728	5,361,839	4,820,646	3,642,056	5,273,546
Passenger.....	1,983,238	2,249,320	2,161,144	1,989,004	1,938,619
Mixed.....	407,970	502,631	559,115	378,574	421,425
Switching.....	890,650	1,138,531	999,457	854,651	1,053,739
Construction and special.....	21,150	21,150	7,313	39,133	307,794
Total.....	7,783,736	9,263,984	8,547,675	6,903,418	8,995,123

Cost per ton:—

1913.....	\$ 3 07	1915.....	\$ 3 02
1914.....	3 12	1916.....	3 11

Volume and cost of fuel:—

Year.	Tons.	Cost.
		\$
1907.....	5,608,954	15,137,504
1908.....	5,970,791	17,718,468
1909.....	6,832,108	17,544,449
1910.....	6,252,054	18,570,393
1911.....	6,800,648	20,182,193
1912.....	7,783,736	24,160,823
1913.....	9,263,984	28,426,355
1914.....	8,547,675	26,710,758
1915.....	6,903,418	20,889,055
1916.....	8,995,123	27,961,186

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Fuel analysis for 1916:—

Class of Locomotive.	COAL.		WOOD.		OTHER FUEL.		Total.	Miles. Run.
	Anthra- cite.	Bitu- minous.	Hard.	Soft.	Oil.	Charcoal		
	Tons.	Tons.	Cords.	Cords.	Gallons.	Bushels.	Tons.	
Freight.....	2,665	5,090,339	1,716	59,532	28,097,737	9,272	5,273,546	66,491,134
Passenger.....	1,129	1,845,382	1,163	34,553	14,438,906	5,236	1,938,619	42,215,551
Mixed.....	1,050	413,618	131	5,906	906,513	480	421,425	7,610,281
Switching.....		1,027,949	529	21,752	3,675,157	2,820	1,053,739	23,586,669
Special.....	55	295,237	98	4,431	1,845,617	484	307,794	5,062,813
Total	4,899	8,672,455	3,637	126,174	48,963,930	18,292	8,995,123	144,966,448

Fuel consumed per 100 locomotive miles:—

Class of Locomotive.	Fuel Consumed per 100 Locomotive Miles.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight.....	7.84	8.85	7.62	7.78	7.84	8.31	8.22	7.63	7.93
Passenger.....	4.74	5.68	4.71	4.91	4.84	4.89	4.79	4.85	4.59
Mixed.....	4.73	5.67	4.73	5.10	5.27	5.59	5.44	5.01	5.54
Switching.....	4.00	5.01	3.98	4.14	4.26	4.47	4.36	4.29	4.47
Construction or special...	4.69	4.14	3.94	4.48	5.13	5.46	4.31	2.49	6.15

Cost per 100 locomotive miles:—

Class of Locomotive.	Cost of Fuel per 100 Locomotive Miles.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Freight.....	23.20	22.65	22.48	22.17	24.46	25.51	25.64	23.04	24.66
Passenger.....	14.03	14.54	13.89	14.28	15.10	15.01	14.96	14.64	14.27
Mixed.....	14.00	14.51	13.95	14.84	16.44	17.16	16.97	15.13	17.22
Switching.....	11.84	12.82	11.74	12.04	13.38	13.72	13.60	12.95	13.90
Construction or special..	13.88	10.59	11.62	13.03	16.00	16.76	13.45	7.51	19.12

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ACCIDENTS.

Killed and injured:—

	Movement of trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers.....	20	291	.....	18
Employees.....	149	1,455	25	2,877
Trespassers.....	191	141	.....	.....
Non-trespassers.....	77	158	.....	.....
Postal clerks and others.....	.....	13	6	25
Total.....	437	2,058	31	2,920

	KILLED.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1914.	1916.
Passenger.....	28	36	60	28	47	38	25	17	20
Employees.....	224	182	214	202	215	298	200	102	149
Trespassers.....	156	190	175	185	235	309	289	168	191
Non-trespassers.....	22	67	74	48	48	63	48	73	77
Postal clerks, etc.....	16	.....	1	2	.....	2	3	.....	.....
Other persons.....	3	3	.....	.....	.....	.....	.....	.....	.....
Total.....	449	478	524	465	554	710	565	360	437

	INJURED.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Passenger.....	345	281	270	288	458	650	402	304	291
Employees.....	1,793	897	926	1,314	1,606	1,834	1,475	946	1,455
Trespassers.....	120	95	148	154	193	284	279	147	141
Non-trespassers.....	59	89	77	135	120	171	114	167	158
Postal clerks, etc.....	3	25	20	15	27	17	14	13
Other persons.....	27	17	33
Total.....	2,347	1,404	1,441	1,906	2,437	2,966	2,287	1,578	2,058

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Accidents to passengers:—

Causes—Accidents to Passengers.	KILLED.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Collisions.....	2	6	2	4	18	3	3	1	3
Derailments.....	8	1	44	1	15	2	7	2	2
Parting of trains.....	6	11	3	10	8	3	7	3	3
Falling from trains, etc.....	6	14	8	11	4	7	8	4	7
Jumping on or off.....	1	1	1	4	1	1	2	2	4
Struck at highways.....	3	1	1	1	3	1	5	2	4
“ stations.....	2	1	1	1	1	2	2	1	1
“ other points.....	1	2	1	7	1	2	2	2	1
Other causes.....	28	36	60	28	47	38	25	17	20
Total.....									

Causes—Accidents to Passengers.	INJURED.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Collisions.....	88	83	31	43	73	108	23	90	68
Derailments.....	131	99	126	88	203	347	185	53	58
Parting of trains.....	1	2	2	4	2	2	2	2	4
Falling from trains, etc.....	20	11	28	34	51	49	45	30	35
Jumping on or off.....	50	57	43	67	70	72	56	62	51
Struck at highways.....	5	5	4	2	4	6	2	3	4
“ stations.....	1	1	2	1	3	2	2	4	1
“ other points.....	49	25	33	50	77	62	82	59	69
Other causes.....	345	281	270	288	485	650	402	304	291
Total.....									

Accidents to employees:—

Causes—Accidents to Employees.	KILLED.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Coupling or uncoupling.....	20	18	17	13	18	27	16	9	12
Collisions.....	25	40	19	34	29	40	35	11	44
Derailments.....	15	15	47	10	15	22	18	9	12
Parting of trains.....	1	1	1	3	1	1	2	1	1
Locomotive or cars breaking down.....	32	28	23	26	31	45	23	17	23
Falling from trains or cars.....	8	9	24	15	15	22	13	3	4
Jumping on or off.....	81	53	62	72	79	97	64	44	40
Struck by trains, etc.....	3	1	3	3	1	1	1	1	1
Overhead obstructions.....	16	18	21	29	21	43	29	6	13
Other causes.....	224	182	214	202	215	298	200	102	149
Total.....									

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Causes—Accidents to Employees.	INJURED.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Coupling or uncoupling.....	183	125	139	191	208	182	129	78	135
Collisions.....	80	86	56	119	141	210	94	74	98
Derailements.....	60	65	58	67	91	88	77	53	104
Parting of trains.....	11	9	6	13	13	16	7	10	34
Locomotive or cars breaking down.....	16	6	19	12	17	13	24	17	13
Falling from trains or cars.....	185	142	165	253	275	366	255	182	244
Jumping on or off.....	108	95	98	141	129	180	159	120	174
Struck by trains, etc.....	116	88	78	121	172	136	151	70	132
Overhead obstructions.....	14	11	25	17	33	31	21	28	27
Other causes.....	340	270	282	380	527	612	556	314	494
Total.....	1,113	987	926	1,314	1,606	1,834	1,475	946	1,455

Classes of Employees:—

Employees.	KILLED.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Trainmen.....	109	113	103	101	115	167	97	50	83
Trackmen.....	36	37	70	44	47	59	59	24	45
Switch tenders, etc.....	11	3	9	6	8	8	3	9	6
Stationmen.....	4	2	2	5	3	9	2		2
Shopmen.....	11	7	4	18	13	15	5	6	4
Telegraph employees.....	2			3	2				
Other employees.....	51	20	26	25	27	40	34	13	9
Total.....	224	182	214	202	215	298	200	102	149

	INJURED.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Trainmen.....	780	693	610	972	1,078	1,277	953	628	989
Trackmen.....	307	71	136	158	200	245	175	95	176
Switch tenders, etc.....	40	27	25	11	67	41	40	26	33
Stationmen.....	66	10	6	6	18	39	24	13	30
Shopmen.....	284	16	41	64	68	59	99	59	51
Telegraph employees.....	4	3	3	4	6	11	14	3	7
Other employees.....	312	77	105	99	169	162	170	122	169
Total.....	1,793	897	926	1,314	1,606	1,834	1,475	946	1,455

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From other causes than the movement of trains:—

	KILLED.				INJURED.			
	1913.	1914.	1915.	1916.	1913.	1914.	1915.	1916.
Passengers	3	2			17	13	26	18
Trainmen, etc.	6	6	4	8	488	492	429	520
Stationmen		1			147	143	32	237
Shopmen	5	2	1	1	472	574	574	1,184
Other employees	15	15	8	16	466	477	488	936
Other persons	3	9	6	6	16	53	34	25
Total	32	35	19	31	1,606	1,752	1,583	2,920

The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.		PASSENGERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888	20	70	407	619	104	86	213	775	534,931	152,837
1889	37	103	89	637	84	135	210	875	328,408	117,971
1890	11	52	83	682	124	101	218	835	1,165,569	246,562
1891	13	105	65	582	118	131	193	818	1,017,120	125,929
1892	14	43	110	697	109	139	233	879	966,672	314,730
1893	11	57	72	331	133	120	216	708	1,238,002	238,912
1894	12	64	67	521	132	107	211	694	1,205,208	225,976
1895	9	47	51	489	127	122	187	658	1,554,175	297,608
1896	11	62	46	446	104	111	161	619	1,346,400	238,877
1897	7	70	76	579	130	158	213	807	2,310,191	231,019
1898	5	72	98	862	167	163	270	1,097	3,688,809	356,167
1899	20	119	119	882	145	184	284	1,185	956,668	160,784
1900	7	131	123	941	195	245	325	1,303	3,071,453	164,123
1901	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903	35	258	186	956	181	239	420	1,453	417,900	85,848
1904	25	232	192	214	178	259	395	705	945,630	101,899
1905	35	244	206	920	227	193	468	1,357	722,535	103,624
1906	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907	70	352	249	1,126	268	220	587	1,698	459,104	91,299
1908	28	345	224	1,113	197	200	449	2,347	1,215,893	98,681
1909	36	281	182	897	260	226	478	1,404	907,869	116,311
1910	60	270	214	926	250	245	524	1,441	598,243	132,943
1911	28	288	202	1,314	235	304	565	1,906	1,324,919	124,489
1912	47	485	215	1,606	283	346	545	2,437	872,855	84,792
1913	38	650	298	1,834	374	482	710	2,966	1,216,599	71,124
1914	25	402	200	1,475	340	410	565	2,287	1,868,091	116,175
1915	17	304	108	1,578	241	328	366	1,578	2,724,825	140,369
1916	20	291	149	1,468	268	299	437	2,058	2,451,383	168,480

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ACCIDENTS AT HIGHWAY CROSSINGS.

Class of Highway Crossing.	KILLED.							
	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Urban.....	33	28	22	33	32	49	30	26
Rural.....	43	35	14	42	31	32	36	41
Total.....	76	63	36	75	63	81	66	67

Class of Highway Crossing.	INJURED.							
	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Urban.....	41	45	70	43	69	72	68	68
Rural.....	31	16	38	41	35	50	44	30
Total.....	72	61	108	84	104	122	112	98

HIGHWAY CROSSINGS.

Protected and unprotected crossings:—

Year.	PROTECTED CROSSINGS.		UNPROTECTED CROSSINGS	
	Urban.	Rural.	Urban.	Rural.
1909.....	587	492	1,767	15,426
1910.....	630	557	1,902	16,923
1911.....	692	661	2,026	16,655
1912.....	788	680	3,039	17,268
1913.....	844	827	2,658	18,681
1914.....	894	823	3,493	20,642
1915.....	948	1,032	2,759	20,105
1916.....	1,003	1,090	2,867	21,265

Form of protection:—

	Rural.	Urban.
By gates.....	88	189
By bridges.....	312	208
By subways.....	407	290
By electric bells, etc.....	259	187
By watchmen.....	24	129
	1,090	1,003

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Protected crossings in preceding years:—

Crossings—How Protected.	1910.		1911.		1912.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates.....	28	133	28	153	33	174
By bridges.....	220	125	232	128	233	147
By subways.....	229	171	269	182	275	216
By bells.....	64	83	104	115	118	127
By watchmen.....	16	118	19	123	21	124
Total.....	557	630	652	701	680	788

Crossings—How Protected.	1913.		1914.		1915.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates.....	71	178	34	189	66	180
By bridges.....	274	158	265	151	358	170
By subways.....	276	227	283	257	344	284
By bells.....	179	155	217	157	243	174
By watchmen.....	27	126	24	140	21	140
Total.....	827	844	823	894	1,032	948

RAILWAY EMPLOYEES.

Numbers:—

1911.....	141,224	1914.....	159,142
1912.....	155,901	1915.....	124,142
1913.....	178,652	1916.....	144,770

Prior to 1915 the reporting basis of numbers was somewhat different, and it is scarcely practicable to make accurate comparisons.

Compensation:—

1911.....	\$ 74,613,738	1914.....	\$111,762,972
1912.....	94,237,623	1915.....	90,215,727
1913.....	115,749,825	1916.....	104,300,647

Relating to earnings and operating expenses:—

Year.	Salaries and wages.	Ratio to gross earnings.	Ratio to operating expenses.
	\$		
1907.....	58,719,493	40.01	56.70
1908.....	60,376,607	41.09	56.26
1909.....	63,216,662	43.58	60.43
1910.....	67,167,793	38.61	55.78
1911.....	74,613,738	30.53	56.94
1912.....	94,237,623	39.79	57.92
1913.....	115,749,825	45.09	63.59
1914.....	111,762,972	45.97	62.43
1915.....	90,215,727	45.15	61.09
1916.....	104,300,647	39.82	57.95

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Numbers and compensation, 1916:—

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
			\$ cts.	\$ cts.
I. General Offices:—				
1. General officers.....	308	91,406	1,192,544 22	13 04
2. Chief clerks.....	174	55,777	243,073 28	4 35
3. Other clerks.....	2,714	876,833	1,745,802 54	1 99
4. Stenographers and typists.....	541	171,685	311,709 28	1 23
5. Telephone and telegraph operators.....	83	28,356	65,274 36	2 30
6. Messengers and attendants.....	151	53,678	74,150 50	1 40
7. Other general office employees.....	281	84,114	305,701 47	3 49
Total.....	4,252	1,361,849	3,938,255 65	
II. Road:—				
11. Officers.....	490	157,848	851,835 20	5 39
12. Clerks.....	373	115,534	287,304 26	2 48
13. Shop foremen.....	45	15,053	40,079 44	2 66
14. Structural iron workers.....	72	15,467	40,168 83	2 59
15. Machinists.....	14	2,072	6,018 92	2 90
16. Masons and bricklayers.....	98	15,171	49,504 44	3 26
17. Carpenters.....	1,681	401,888	1,111,454 35	2 76
18. Painters.....	816	96,602	251,429 33	2 60
19. Other M. W. S. shopmen.....	110	19,775	41,602 85	2 10
20. Other skilled labourers.....	1,551	332,178	899,922 21	2 70
21. Section foremen.....	5,728	1,772,237	4,619,926 03	2 60
22. Watchmen and trackwalkers.....	447	133,980	264,771 46	1 97
23. Other sectionmen.....	24,119	5,518,493	10,014,953 24	1 81
24. Unskilled labourers.....	6,046	907,440	1,578,530 08	1 73
25. All other M. W. S. employees.....	1,674	432,865	1,001,441 74	2 31
26. Foremen of construction gangs.....	288	60,750	208,379 67	3 43
27. Other men in construction gangs.....	5,385	861,367	1,567,860 03	1 82
Total.....	48,937	10,858,720	22,835,182 08	
III. Equipment:—				
31. Officers.....	202	60,569	418,600 69	6 91
32. Clerks and attendants.....	1,267	371,600	865,852 77	2 33
33. Shop foremen.....	964	332,703	1,235,417 93	3 71
34. Machinists.....	3,723	1,004,434	3,647,400 17	3 33
35. Carpenters.....	3,977	970,430	2,684,432 15	2 76
36. Painters and upholsterers.....	1,054	242,927	708,655 54	2 91
37. Other shopmen.....	14,408	3,875,940	9,675,635 13	2 49
38. Car Inspectors.....	1,388	473,584	1,169,682 03	2 51
39. Watchmen.....	237	76,466	142,725 49	1 86
40. All other M. E. employees.....	6,340	1,645,790	3,448,847 66	2 09
Total.....	33,560	9,054,443	23,997,249 56	
IV. Traffic:—				
51. Officers.....	177	53,848	539,821 92	10 02
52. Clerks and attendants.....	1,005	325,071	799,320 44	2 45
53. Travelling solicitors.....	88	28,697	109,811 86	3 82
54. Employees in outside agencies.....	742	237,237	723,892 53	3 05
55. All other traffic employees.....	211	67,530	144,339 54	2 13
Total.....	2,223	712,383	2,317,186 29	
V. Transportation:—				
71. Officers.....	370	122,080	926,680 79	7 59
72. Clerks and attendants.....	2,593	855,527	1,773,313 75	2 07
73. Dispatchers.....	463	153,501	778,579 15	5 07
74. Station agents.....	3,366	1,125,645	3,270,804 01	2 90
75. Operators not agents.....	2,031	691,703	1,883,524 99	2 72
76. Other station employees.....	11,657	3,344,515	6,569,226 49	1 96
77. Yardmasters and yard clerks.....	820	275,049	761,064 17	2 76
78. Yard enginemen.....	1,984	563,694	2,098,467 12	3 72
79. Yard conductors and brakemen.....	2,838	873,609	3,264,937 52	3 73
80. Yard switchmen.....	422	138,787	289,980 49	2 09
81. Other yard employees.....	318	91,285	158,714 56	1 73
82. Engine-house employees.....	4,177	1,207,085	2,404,372 36	1 99

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Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
			\$ cts.	\$ cts.
83. Road enginemen and motormen	8,951	2,551,635	11,709,344 65	4 58
84. Passenger conductors.....	899	295,726	1,339,080 97	4 52
85. Freight conductors.....	2,644	883,758	3,977,887 17	4 53
86. Other road trainmen.....	7,092	2,462,313	7,188,302 65	2 91
87. Operators, interlockers and signals.....	448	152,647	287,789 84	1 88
88. Crossing flagmen and gatemen.....	513	180,143	266,558 92	1 48
89. Drawbridge operators.....	137	36,410	67,467 30	1 85
90. Employees on floating equipment.....	298	88,684	221,152 83	2 49
91. Employees in express service.....	199	59,819	96,155 95	1 60
92. Employees in claim department.....	92	31,305	78,851 05	2 51
93. All other transportation employees.....	3,486	878,814	1,800,511 69	2 05
Total.....	55,798	17,068,464	51,212,773 42	

Distribution in 1915 and 1916:—

	1915.		1916.	
	Number.	Compensation.	Number.	Compensation.
		\$ cts.		\$ cts.
General offices.....	4,417	3,948,190 00	4,252	3,938,255 65
Road.....	40,031	20,637,239 48	48,937	22,835,182 08
Equipment.....	29,265	19,994,684 51	33,560	23,997,249 56
Traffic.....	2,103	2,040,847 08	2,223	2,317,186 29
Transportation.....	48,326	43,594,765 94	55,798	51,212,773 42
Total.....	124,142	90,215,727 01	144,770	104,300,647 00

The following data relating to the years 1907 to 1914 will throw light on the situation with respect to the average daily compensation of railway employees:—

Employees.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
General officers.....	11 74	11 59	11 73	10 72	11 72	12 47	12 96	13 26
Other officers.....	4 11	4 63	4 59	4 73	4 84	4 92	5 00	5 40
General office clerks.....	1 70	1 81	1 81	1 94	1 98	1 99	2 03	2 12
Station agents.....	1 91	2 04	2 09	2 16	2 28	2 39	2 60	2 74
Other stationmen.....	1 56	1 71	1 65	1 65	1 73	1 77	1 90	1 98
Enginemen.....	3 89	4 53	4 13	4 12	4 40	4 64	4 88	4 84
Firemen.....	2 42	2 50	2 52	2 53	2 78	2 84	3 02	3 11
Conductors.....	3 20	3 30	3 31	3 30	3 62	3 69	3 85	3 93
Other trainmen.....	1 92	2 06	2 13	2 12	2 44	2 54	2 66	2 83
Machinists.....	2 41	2 68	2 89	2 98	3 14	3 34	3 51	3 40
Carpenters.....	2 99	2 19	2 23	2 52	2 44	2 58	2 75	2 78
Other shopmen.....	1 99	2 16	2 33	2 19	2 22	2 42	2 42	2 54
Section foremen.....	2 06	2 25	2 15	2 18	2 32	2 38	2 50	2 58
Other trackmen.....	1 45	1 57	1 59	1 58	1 66	1 77	1 83	1 83
Switch tenders, etc.....	1 84	1 81	2 00	1 57	1 98	1 84	2 02	1 73
Telegraph operators.....	1 88	2 07	2 09	2 20	2 28	2 28	2 51	2 64
Employees—float-equipment.....	1 18	1 10	1 26	2 19	1 11	1 22	1 26	1 09
All other employees.....	1 81	1 87	1 95	1 95	1 87	1 84	1 82	1 93

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Undue significance should not be attached to the foregoing averages of compensation. They are the result of a system of gathering data with respect to employees which is admittedly imperfect; but under the plan which will be effective after the current year it is believed better and more elaborate data will be had.

RAILWAY TIES.

The consumption of ties, apart from construction work on new mileage, has been as follows:—

Class.	NUMBER OF TIES.					
	1911.	1912.	1913.	1914.	1915.	1916.
Cedar.....	879,325	875,561	1,850,078	939,014	647,360	834,276
Oak.....	462,443	314,579	557,333	582,704	757,588	364,372
Hemlock.....	132,831	268,044	1,024,130	593,796	546,881	157,871
Spruce.....	14,859	13,635	107,891	175,081	189,135	98,857
Fir.....	7,826	15,656	902,245	103,101	45,926	58,342
Tamarack.....	9,758	1,064,297	1,657,916	2,506,368	240,884	245,790
Pine.....	250,843	437,493	1,815,428	437,822	1,799,220	368,347
Chestnut.....	25,305	36,899	286,316	896,311	470,168	46,170
Soft wood.....	517,085	498,404	916,750	764,210	766,408	22,425
Hard wood.....	18,789	24,506	18,598	29,850	16,507	14,888
Treated.....		157,105	458,298	3,183,397	3,915,572	3,084,234
Unclassified.....	4,521,882	3,642,957	476,804	214,929	253,754	1,090,892
Total.....	6,840,946	7,349,136	10,071,787	10,426,583	9,649,403	6,386,464

Cost of ties:—

Class.	COST OF TIES.					
	1911.	1912.	1913.	1914.	1915.	1916.
	\$	\$	\$	\$	\$	\$
Cedar.....	377,343	378,236	832,906	411,962	322,856	392,569
Oak.....	311,073	214,084	345,299	415,837	625,591	259,334
Hemlock.....	39,260	85,627	404,423	234,841	213,566	57,199
Spruce.....	3,387	3,969	32,795	48,794	42,201	22,922
Fir.....	2,343	4,423	377,977	34,007	14,976	22,689
Tamarack.....	4,032	580,009	811,736	1,385,395	97,045	97,886
Pine.....	163,884	274,101	955,993	201,633	1,012,731	182,610
Chestnut.....	15,780	19,152	180,382	588,278	304,428	26,269
Soft wood.....	155,126	159,489	316,020	259,831	397,004	7,843
Hard wood.....	5,301	6,304	4,340	8,810	9,391	13,480
Treated.....		125,731	392,793	1,515,709	2,043,704	1,631,069
Unclassified.....	1,921,670	1,436,555	160,651	79,211	95,062	480,602
Total.....	2,999,099	3,287,683	4,815,315	5,184,308	5,178,555	3,194,472

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Average cost of ties:—

Class.	AVERAGE COST PER TIE.					
	1911.	1912.	1913.	1914.	1915.	1916.
	cts.	cts.	cts.	cts.	cts.	cts.
Cedar.....	42.9	43.2	45.0	43.9	49.9	47.0
Oak.....	67.2	68.1	61.9	71.3	82.6	71.1
Hemlock.....	29.6	32.0	39.4	39.6	39.0	36.2
Spruce.....	23.5	30.0	30.4	27.8	22.4	20.3
Fir.....	30.0	28.0	41.8	32.9	32.6	38.8
Tamarack.....	41.3	54.5	48.9	55.3	40.4	35.7
Pine.....	65.3	62.6	52.6	46.1	56.3	49.5
Chestnut.....	62.3	52.0	63.0	65.6	64.8	50.8
Soft wood.....	30.0	32.0	34.4	33.9	51.8	34.9
Hard wood.....	28.2	25.7	23.3	29.5	56.9	90.0
Treated.....	80.0	80.0	85.6	47.6	52.2	52.8
Unclassified.....	42.5	39.4	33.6	36.8	37.4	44.0
Total.....	43.8	44.7	47.8	49.7	53.7	50.0

TAXATION OF RAILWAYS.

The tax bill of Canadian Railways, by provinces, is shown in the following summary:—

	Provincial Tax.		Municipal Tax.		Total.	
	\$	cts.	\$	cts.	\$	cts.
Nova Scotia.....		25 00	1,356 31		1,381 31	
New Brunswick.....			3,902 26		3,902 26	
Quebec.....	93,212 69		524,473 46		617,686 15	
Ontario.....	707,933 01		802,074 83		1,510,007 84	
Manitoba.....	196,116 30		51,133 77		247,300 07	
Alberta.....	74,609 10		71,731 64		146,400 74	
Saskatchewan.....	74,000 00		33,659 74		107,659 74	
British Columbia.....	150,253 99		139,389 56		343,643 55	
Yukon Territory.....	6,845 04				6,845 04	
Outside of Canada.....	213,939 35		10,974 53		224,913 91	
Miscellaneous.....	112,018 00		42 76		112,060 76	
	1,629,012 51		1,692,788 86		3,321,801 37	

Taxation in previous years:—

Province.	1910.	1911.	1912.	1913.	1914.	1915.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	762 66	645 70	666 05	742 24	215 65	2,163 06
New Brunswick.....	1,298 35	842 16	2,417 00	1,950 11	3,254 29	2,390 60
Prince Edward Island.....	100 00	50 00	50 00	100 00	100 00	558,889 31
Quebec.....	337,490 05	372,914 32	406,111 02	520,093 24	633,346 56	1,404,933 87
Ontario.....	747,004 78	790,280 14	970,449 31	985,993 90	1,017,667 23	248,198,37
Manitoba.....	92,476 48	154,783 10	187,001 15	224,154 14	255,419 47	145,383 02
Alberta.....	87,423 93	90,785 16	91,181 97	116,223 44	135,487 08	96,477 85
Saskatchewan.....	161,575 45	79,019 28	71,537 29	73,284 28	102,853 76	285,003 03
British Columbia.....	220,687 32	196,971 26	205,286 49	247,936 55	310,588 22	6,816 81
Yukon.....	5,896 04	5,894 38	5,935 67	3,528 20	8,316 20	118,636 59
Undistributed.....		90,466 40				
Outside of Canada.....	121,933 17	173,089 68	259,802 60	270,954 58	355,525 89	180,735 11
Total.....	1,776,648 83	1,955,741 58	2,200,438 55	2,444,960 68	2,822,774 35	3,049,727 62

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DESPATCHING BY TELEPHONE.

The situation with respect to despatching is shown in the following comparative statement of facts as reported:—

	1915 miles of line.	1916 miles of line.
By telegraph.....	19,934	22,473
By telephone.....	6,189	8,797
By telegraph and telephone.....	7,530	2,937

FOREIGN RAILWAY STATISTICS.

During the past five years, through the courtesy of the Under Secretary of State for External Affairs, the statistics of many foreign countries have been received. A summary of the principal facts has been made and will be found in an appendix to this report. It will be of service for purposes of comparison.

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ELECTRIC RAILWAYS.

Four roads were added to the reporting list in 1916. These were:—

- The Toronto Civic Railway.
- The Three Rivers Traction Company.
- The Schomberg and Aurora Railway.
- The London and Port Stanley Railway.

The two latter had previously been classified as steam railways; but having been electrified now pass into this division.

MILEAGE.

First track mileage:—

1901.....	*674.58	1909.....	988.97
1902.....	557.59	1910.....	1,047.07
1903.....	759.36	1911.....	1,223.73
1904.....	766.50	1912.....	1,308.17
1905.....	793.12	1913.....	1,356.63
1906.....	813.47	1914.....	1,560.82
1907.....	814.52	1915.....	1,590.29
1908.....	992.03	1916.....	1,782.93

*Included some second track.

Analysis of mileage:—

Length of Tracks.	1911.	1912.	1913.	1914.	1915.	1916.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track.....	1,223.73	1,308.17	1,356.63	1,560.82	1,590.29	1,782.93
Length of second main track.....	259.74	294.50	371.14	338.91	348.88	276.52
Total length of main track.....	1,483.47	1,602.67	1,727.77	1,899.73	1,939.17	2,059.45
Length of sidings and turnouts.....	103.54	120.84	141.86	152.71	163.78	189.12
Total, computed as single track.....	1,587.01	1,723.51	1,869.63	2,052.44	2,102.95	2,248.57

Table 1, following steam railways, will afford information in detail with respect to mileage.

CAPITALIZATION.

Stocks and funded debt:—

Year.	Stocks.	Funded Debt.	Total.
	\$	\$	\$
1907.....	43,491,746	31,166,976	74,658,722
1908.....	50,295,266	37,114,619	87,409,885
1909.....	51,946,433	39,658,556	91,604,989
1910.....	58,653,826	43,391,153	102,044,979
1911.....	62,251,203	49,281,144	111,532,347
1912.....	70,829,118	52,012,828	122,841,946
1913.....	62,079,767	79,155,861	141,235,631
1914.....	66,311,098	81,284,244	147,595,342
1915.....	66,696,675	83,647,327	150,344,002
1916.....	67,738,275	87,157,309	154,895,584

Details will be found in table 2. It may be explained, however, that the foregoing capitalization does not include \$493,346 of cash aid given to electric railways by governments and municipalities.

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INCOME ACCOUNT.

EARNINGS AND INCOME—

Gross earnings from operation.....	\$27,416,284 60	
Operating expenses.....	18,099,905 65	
Gross corporate income.....		\$ 9,316,378 95
Miscellaneous income.....		2,928,573 83
Total corporate income.....		\$12,244,952 78

DEDUCTIONS FROM INCOME—

Taxes.....	\$ 1,802,441 95	
Interest—funded debt.....	3,281,821 87	
“ floating debt.....	1,536,007 39	
Other deductions.....	738,012 46	
Total deductions.....		7,358,283 67
Total net income.....		\$ 4,886,669 11

DISPOSAL OF NET INCOME—

Reserves, etc.....	\$ 1,535,071 35	
Dividends.....	2,834,906 82	
Total.....		4,369,978 17
Surplus.....		\$ 516,690 94

EARNINGS AND OPERATING EXPENSES.

Gross earnings in 1916 amounted to \$27,416,284.60, as compared with \$26,922,899.70 in 1915.

Operating expenses aggregated \$18,099,905.65, as against \$18,131,842.18 for the preceding year.

The ratio of operating expenses to gross earnings was 67·24. In 1915 it was 67·40.

Gross earnings, during the past three years, came from the following sources:—

	1914.	1915.	1916.
	\$ cts.	\$ cts.	\$ cts.
Car earnings—			
Passengers.....	21,181,328 13	18,879,688 72	18,937,327 8
Freight.....	1,123,909 53	982,041 29	1,218,763 88
Mails and express.....	84,515 13	79,696 18	112,309 43
Other car earnings.....	105,162 34	82,672 35	134,359 96
	22,494,915 13	20,024,098 54	20,402,761 13
Miscellaneous earnings—			
Advertising.....	82,960 87	74,232 57	89,198 97
Rent of land and buildings.....	22,051 32	32,661 40	24,608 34
Rent of tracks.....	6,838 41	5,656 84	19,450 83
Rent of equipment.....	20,005 62	18,641 94	21,358 86
Sale of power.....	85,171 67	104,191 02	59,325 27
Other miscellaneous earnings.....	154,425 05	138,185 72	189,816 10
Total miscellaneous earnings.....	371,452 94	373,569 49	403,758 47
Gross earnings undistributed.....	6,824,639 22	6,525,231 67	6,609,765 00
Gross earnings from operation.....	29,691,007 29	26,922,899 70	27,416,284 60

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Since 1901 the record of gross earnings is as follows:—

Year.	Gross Earnings.	Year.	Gross Earnings.
	\$		\$
1901.....	5,768,283	1909.....	14,611,484
1902.....	6,486,438	1910.....	17,100,789
1903.....	7,233,677	1911.....	20,356,952
1904.....	8,453,609	1912.....	23,499,250
1905.....	9,357,125	1913.....	28,216,111
1906.....	10,966,871	1914.....	29,691,007
1907.....	12,630,430	1915.....	26,922,900
1908.....	14,007,049	1916.....	27,416,285

Following is a statement of gross car earnings, and the sources thereof, for the past nine years:—

Year.	Passengers.	Freight.	Mails, etc.	Other.	Total.
	\$	\$	\$	\$	\$
1907.....	12,013,421	344,367	41,951	233,190	12,630,430
1908.....	13,233,724	346,021	54,883	372,421	14,007,049
1909.....	14,080,755	386,092	110,452	34,185	14,611,484
1910.....	16,125,945	575,537	68,604	51,241	16,821,377
1911.....	19,130,376	744,179	88,233	100,930	20,063,719
1912.....	22,007,750	1,025,372	78,819	67,022	23,499,250
1913.....	19,794,400	1,211,871	72,516	85,793	21,164,580
1914.....	21,181,328	1,123,910	84,515	105,162	22,494,915
1915.....	18,879,689	982,041	79,696	82,672	20,024,099
1916.....	18,937,328	1,218,764	112,309	134,360	20,402,761

Tables 4 and 5 will afford details with respect to gross earnings and operating expenses.

Following was the distribution of operating expenses in 1916, with a comparison for 1914 and 1915:—

Operating Expenses.	1914.	1915.	1916.
	\$ cts.	\$ cts.	\$ cts.
Maintenance of way and structures.....	1,169,610 64	1,062,973 61	984,627 53
Maintenance of equipment.....	1,762,785 14	1,572,889 24	1,386,227 87
Operation of power plant.....	2,737,268 84	2,848,063 13	2,921,725 58
Operation of cars.....	7,323,842 67	7,109,405 70	6,929,133 37
General.....	2,031,646 14	1,824,514 06	2,171,138 30
Total.....	¹ 19,107,817 60	² 18,131,842 18	³ 18,099,905 65

¹Items lacking for \$4,082,664.27. ²Items lacking for \$3,713,996.44. ³Items lacking for \$3,707,053 00

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Following is a complete statement showing the various items which made up operating expenses in 1916 and the three preceding years:—

	1913.	1914.	1915.	1916.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance of way and structures—				
Track and roadway.....	742,396 29	854,798 86	760,219 74	727,142 31
Electric line.....	226,205 55	221,974 85	225,091 72	208,008 12
Buildings and fixtures.....	97,811 03	92,836 93	77,662 15	49,477 10
Maintenance of equipment—				
Steam plant.....	45,826 09	73,167 42	50,159 60	32,795 82
Electric plant.....	61,907 97	175,834 23	62,575 79	44,086 82
Cars.....	802,444 90	823,583 66	798,604 86	665,449 04
Electric equipment of cars.....	614,166 79	513,016 03	496,463 97	443,440 50
Miscellaneous equipment.....	106,696 72	102,358 38	104,881 73	80,572 57
Miscellaneous shop expenses.....	68,598 88	74,825 42	60,203 29	119,883 12
Transportation—Operation of power plant—				
Power plant wages.....	235,504 39	185,254 97	180,832 92	200,417 07
Fuel for power.....	160,932 40	113,837 76	96,386 30	84,173 68
Water for power.....	15,206 49	16,754 01	11,815 22	12,873 60
Lubricants and waste for power plant.....	6,307 69	5,198 40	3,659 68	2,052 96
Miscellaneous supplies and expenses.....	46,983 39	83,214 15	69,589 12	56,153 18
Hired power.....	2,059,005 32	2,333,009 55	2,485,779 89	2,566,055 09
Transportation—Operation of cars—				
Superintendence.....	338,226 08	380,309 53	406,290 28	422,980 44
Wages of conductors.....	2,344,340 86	2,662,486 53	2,604,688 90	2,498,861 01
Wages of motormen.....	2,302,120 02	2,617,373 31	2,565,874 44	2,483,270 42
Wages, miscellaneous car service.....	603,401 38	273,273 22	252,938 14	446,821 55
Wages, car house employees.....	251,110 63	653,919 76	611,150 52	277,160 00
Car service supplies.....	92,254 09	114,546 85	127,960 48	88,611 14
Miscellaneous car service expenses.....	290,553 58	320,344 51	262,784 39	352,096 94
Hired equipment.....	115,331 92	127,853 01	86,440 66	121,925 21
Cleaning and sanding track.....	65,219 37	69,852 99	77,224 70	55,286 85
Removal of snow and ice.....	132,160 20	103,882 96	114,053 19	182,119 81
General—				
Salaries of general officers.....	349,524 29	379,298 16	281,286 03	259,453 88
Salaries of clerks.....	366,075 52	463,984 74	401,904 04	387,886 05
Printing and stationery.....	68,533 54	43,769 39	35,651 20	62,277 31
Miscellaneous office expenses.....	39,548 44	72,859 36	66,677 85	58,959 43
Store expenses.....	26,704 32	33,253 11	35,617 08	43,859 11
Stable expenses.....	34,704 32	32,314 44	32,251 67	46,974 84
Advertising and attractions.....	42,872 62	30,535 14	46,538 97	46,288 30
Miscellaneous general expenses.....	248,619 47	219,486 07	201,892 73	250,294 20
Damages.....	448,295 28	385,105 42	316,053 62	465,722 49
Legal expenses.....	3,496 71	18,505 62	24,163 21	33,384 48
Miscellaneous legal expenses.....	19,049 50	33,631 04	37,226 73	41,836 09
Rent of land and buildings.....	30,950 71	31,776 00	36,008 10	43,906 29
Rent of track and terminals.....	84,529 49	115,404 19	127,490 89	168,772 15
Insurance.....	135,251 46	171,723 46	181,751 94	261,523 68

It must be borne in mind that for the years to which the foregoing tabular statement relates details of operating expenses were not received from certain corporations.

PUBLIC SERVICE.

The number of fare passengers carried in 1916 was 580,094,167, as against 562,302,373 in 1915.

The total of freight hauled was 1,936,674 tons showing an increase over 1915 of 503,072 tons.

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The mileage of passenger cars was 80,526,234, and of other cars 1,990,378. Passenger traffic:—

1901	120,934,656
1902	137,681,402
1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,309
1909	314,026,671
1910	360,961,876
1911	426,296,792
1912	488,865,682
1913	597,861,801
1914	614,709,819
1915	562,302,373
1916	580,094,167

EQUIPMENT.

The following statement will show the number and classes of cars in service in 1916, with the figures for the six preceding years:—

Classes of Cars, etc.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Passenger, closed.....	1,795	1,985	2,049	2,042	2,121	2,447	1,986
Passenger, open.....	994	990	866	863	876	824	513
Passenger, combination.....	337	455	574	930	1,104	792	765
Freight.....	282	357	483	591	649	693	658
Mail, express and baggage.....	25	33	33	35	35	40	42
Combination, freight.....	7	5	7	9	8	23	13
Work.....	87	108	103	211	236	216	197
Snow ploughs.....	62	60	57	61	61	58	45
Sweepers.....	97	106	112	123	131	127	102
Miscellaneous.....	103	2,252	194	124	115	109	121
Total.....	3,789	4,325	4,478	4,989	5,316	5,329	4,442

The absence of reports from two large corporations materially lowered the total of equipment for 1916.

EMPLOYEES.

The number of employees in the service of electric railways in 1916 was returned at 10,622, as compared with 14,795 in 1915. This total omits the facts with respect to several important units.

Salaries and wages had an aggregate of \$8,767,734.17, as against \$10,781,199.04 for the preceding year.

Salaries and wages were equal to 48.44 per cent of operating expenses. The fact that the ratio was 59.5 in 1915 and 61.9 in 1914 rather points to incompleteness in the reports submitted.

Employees.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
General administration—							
General officers.....	150	163	159	171	146	132	14
General office clerks.....	553	694	744	839	950	771	58
Maintenance—							
Superintendents.....	71	89	90	99	102	99	103
Other employees.....	3,633	4,546	4,922	5,823	5,077	4,121	2,008
Transportation—							
Superintendents.....	102	111	118	148	151	144	112
Other employees.....	6,881	8,157	8,727	9,271	9,769	9,528	7,676
Total.....	11,390	13,671	14,760	16,351	16,195	14,795	10,622

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ACCIDENTS.

On a succeeding page will be found the facts with respect to accidents, as far as the returns received are concerned. The failure of the Montreal Tramways Company and the St. John Railway—two large corporations—to report at all prevents the working out of comparative data.

SUMMARIES.

Commencing with the year 1901, following is a summary of salient facts from the reports of electric railway companies:—

	1901.	1902.	1903.	1904.	1905.	
Total mileage.....	1674.58	557.59	759.36	766.50	793.12	
Paid-up capital.....	\$39,076,018	\$41,593,063	\$47,096,453	\$50,399,188	\$61,033,321	
Gross earnings.....	5,768,283	6,486,438	7,233,677	8,453,609	9,357,125	
Net earnings.....	2,333,120	2,633,583	2,769,819	3,127,092	3,438,931	
Earnings—passenger traffic.....	5,529,637	6,195,915	6,888,409	8,082,373	8,932,913	
“ freight.....	95,082	127,917	164,188	182,143	216,022	
“ mail and express.....	33,135	15,952	20,276	30,738	31,753	
“ other sources.....	110,377	146,632	160,803	158,353	176,435	
Total operating expenses.....	3,435,162	3,802,855	4,472,858	55,326,516	5,918,194	
Maintenance of way and build- ings.....	310,892	445,837	481,236	666,146	629,656	
Cost of motive power.....	502,101	541,087	777,201	1,377,199	1,240,001	
Maintenance of cars.....	322,700	353,891	606,602	659,213	747,073	
General and operating charges.....	2,299,468	2,462,038	2,607,817	2,683,957	3,301,462	
Total car mileage.....	31,750,754	35,833,841	38,028,529	42,066,124	45,959,101	
Passengers carried.....	120,934,656	135,681,402	155,662,812	181,659,998	203,467,217	
Tons of freight carried.....	287,926	266,132	371,286	400,161	510,350	
	1906.	1907.	1908.	1909.	1910.	
Total mileage.....	813.74	814.52	902.03	988.97	1,047.07	
Paid-up capital.....	\$63,857,967	\$73,567,795	\$87,903,231	\$91,694,989	\$102,044,979	
Gross earnings.....	10,966,871	12,630,430	14,007,049	14,611,484	17,100,789	
Net earnings.....	4,291,834	4,971,624	5,311,170	4,962,501	5,383,276	
Earnings—passenger traffic.....	10,438,000	12,013,421	13,233,724	14,030,755	16,125,995	
“ freight.....	288,105	344,366	346,021	386,092	575,537	
“ mail and express.....	35,044	41,951	54,883	110,452	63,604	
“ other sources.....	205,724	293,190	372,421	34,185	51,241	
Total operating expenses.....	6,675,037	7,373,251	8,695,880	8,885,235	10,121,781	
Maintenance of way and build- ings.....	698,767	767,634	912,929	643,135	797,895	
Cost of motive power.....	1,242,075	1,412,358	1,803,723	1,445,227	1,586,927	
Maintenance of cars.....	894,469	1,069,783	1,118,925	1,184,287	4,814,762	
General operating charges.....	3,929,733	4,498,424	4,860,303	5,612,041	1,466,943	
Total car mileage.....	50,618,836	53,561,227	56,964,881	60,152,846	65,249,166	
Passengers carried.....	237,655,074	273,996,404	299,099,309	314,026,671	360,964,876	
Tons of freight carried.....	506,024	479,731	732,475		852,294	
	1911.	1912.	1913.	1914.	1915.	1916.
Total mileage.....	1,223.73	1,308.17	1,356.63	1,560.82	1,590.29	1,782.93
Paid-up capital.....	\$111,532,347	\$122,841,946	\$141,225,631	\$147,595,342	\$150,585,342	\$154,895,584
Gross earnings.....	20,276,952	23,499,250	28,216,111	29,691,007	26,922,900	27,416,285
Net earnings.....	6,592,335	5,937,031	6,434,742	9,330,561	8,791,058	9,316,379
Earnings—passenger traffic.....	19,130,376	22,007,750	19,794,490	21,181,328	18,879,689	18,937,328
“ freight.....	744,179	1,025,372	1,211,871	1,123,910	982,041	1,218,769
“ mail and express.....	88,233	78,819	72,516	84,515	79,636	112,309
“ other sources.....	100,950	67,022	85,793	105,162	82,672	134,360
Total operating expenses.....	12,096,134	14,266,615	17,763,372	19,107,818	18,131,842	18,099,906
Maintenance of way and build- ings.....	920,875	1,228,972	1,066,413	1,169,611	1,062,974	984,628
Cost of motive power.....	2,001,543	2,535,576	2,523,960	2,737,269	2,848,063	2,921,726
Operation of cars.....	5,768,085	6,770,569	6,534,718	7,323,843	7,109,406	6,929,133
General operating charges.....	1,610,099	1,871,627	1,897,738	2,031,616	1,824,514	2,171,138
Total car mileage.....	72,618,806	82,070,064	89,005,216	98,917,808	96,964,829	82,516,612
Passengers carried.....	426,296,792	488,865,682	597,863,801	614,709,819	562,502,373	580,094,167
Tons of freight carried.....	1,228,362	1,455,525	1,957,930	1,845,923	1,433,602	1,936,674

1 Improperly included, double track and siding. 2 Maintenance.

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ACCIDENTS.

Year.	Killed.				Injured.				Passengers.			
	Killed.			Total.	Injured.			Total.	Passengers.			
	Passengers.	Employees.	Others.		Passengers.	Employees.	Others.		Number carried.	Killed, one in every.	Injured, one in every.	
1901.	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137	
1902.	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808	
1903.	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855	
1904.	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657	
1905.	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041	
1906.	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,327	
1907.	27	7	27	71	988	216	532	1,736	273,999,404	10,148,126	277,327	
1908.	18	6	43	67	1,176	188	539	1,883	299,099,309	16,616,628	258,736	
1909.	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,001	
1910.	14	13	68	95	1,595	227	716	2,538	360,964,876	25,783,205	226,310	
1911.	11	8	83	102	1,784	300	586	2,670	426,296,792	38,754,254	238,955	
1912.	16	8	86	110	1,950	442	736	3,128	488,865,682	30,554,180	156,287	
1913.	17	12	41	73	1,662	392	490	2,544	.....	.....	.....
1914.	9	13	42	64	1,757	469	581	2,807	.....	.....	.....
1915.	14	6	44	64	1,554	413	638	2,605	.....	.....	.....
1916.	18	4	28	50	1,905	305	819	3,029	.....	.....	.....

See explanatory paragraph on preceding page.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,
Comptroller of Statistics.

RAILWAY STATISTICS

TABLE 1.—Location of Steam Railways of the Dominion of Canada, to June 30, 1916.

Name of Railway.	Description.	Miles.	Total.
Alberta Railway and Irrigation Co. (now, Can. Pac. R'ly).....			
Alberta Southern (abandoned)	Harvey Branch Junction to Alma, N.B.....	16-00	19-00
	Harvey Branch, Albert to Harvey Bank, N.B.....	3-00	
Algoma Central and Hudson Bay.....	Sault Ste. Marie to Hearst Junction—Main Line.....	292-87	347-81
	Branch—Michipicoten to Hawk Lake.....	24-38	
	Other branches.....	30-56	
Algoma Eastern, formerly Manitoulin and North Shore	Sudbury to Mile 83-89.....	83-89	88-94
	Branches.....	5-05	
Atlantic, Quebec and Western	Paspebiac to Gaspé.....		102-42
Bedlington and Nelson.....	International boundary at Port Hill to Jct. Can. Pac. Ry. at Wilkes.....		12-04
Brandon, Saskatchewan and Hudson Bay.....	International boundary at Bannerman to Brandon, Man.....		69-45
British Yukon.....	White Pass to Whitehorse Spur, Y.T.....	90-32	101-12
	Macrae to Pueblo, Y.T.....	10-80	
Canada and Gulf Terminal... Canadian Northern Ry. System—	Mont Joli to Matane.....		35-80
	Main Line—		1,280-61
	Port Arthur to Atikokan.....	141-73	
	Atikokan to Rainy River.....	143-98	
	International Boundary, Man., to Paddington Jct	105-66	
	Beaver to Dauphin.....	102-18	
	Dauphin to Kamsack.....	100-41	
	Kamsack to Humbolt.....	146-99	
	Humbolt to North Battleford.....	147-06	
	North Battleford to Vermilion.....	124-62	
	Vermilion to Edmonton Jct.....	132-38	
	Edmonton Jct. to Tollerton.....	135-60	
	Branches—		
	Twin City Jct. to North Lake.....	59-15	
	South Jct. to Emerson.....	72-69	
	Paddington Jct. to Victoria Beach.....	72-75	
	Grosse Isle to Hodgson.....	80-98	
	St. James to Gypsumville.....	158-02	
	Steep Rock Jct. to Steep Rock.....	12-36	
	Carman Jct. to Somerset.....	78-67	
	Jct. Carman Subdiv. to Notre Dame de Lourdes	2-63	
	Greenway to Deloraine.....	80-18	
	Oakland to Amaranth.....	44-18	
	Arizona Jct. to M. & B. Jct.....	77-07	
	Neepawa Jct. to Neepawa.....	33-36	
	Neepawa to McCreary Jct.....	37-05	
	Brandon Jct. to Carberry Jct.....	22-85	
	Rosburn Jct. to Ross Jct.....	190-57	
	Hallboro to Beulah.....	75-43	
	Ochre River to End of Steel.....	14-90	
	Brandon to Kipling.....	127-70	
	Kipling to C.N. Jct. (Regina).....	92-32	
	Maryfield to Carlyle.....	37-35	
	Carlyle to Radville.....	102-85	
	Radville to Bengough.....	44-21	
	Luxton to Estevan.....	25-08	
	Hartney to Virden.....	38-08	
	Moose Jaw Jct. to Moose Jaw.....	85-66	
	Gravelbourg Jct. to Gravelbourg.....	79-25	
	North Jct. to Swan River.....	98-14	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Canadian Northern Railway System— <i>Con.</i>	Swan River to Hudson Bay Jet.....	101.13	
	Hudson Bay Jet. to Prince Albert.....	161.32	
	Sifton Jet. to Winnipegosis.....	21.06	
	Thunderhill Jet. to West of Preeceville.....	73.20	
	Hudson Bay Jet. to The Pas.....	88.79	
	Melfort to St. Brienx.....	21.91	
	Canora to Sturgis Jet.....	21.44	
	Saskatoon to Kindersley.....	125.41	
	Delisle to Dumblane.....	59.68	
	Elrose Jet. to Eston.....	84.94	
	Dalmeny to Carlton.....	36.80	
	Prince Albert to Denholm.....	116.55	
	Shellbrook to Rainy River.....	56.85	
	Jet. Main Line, Edmonton, to Terminal Jet.....	7.61	
	Terminal Jet. to Jet. C.N.W., Stratheona.....	0.22	
	North Battleford to Turtleford.....	56.74	
	Battleford Jet. to Battleford (old).....	7.91	
	Edmonton Jet. to Stony Plains.....	19.94	
	St. Albert to Athabaska.....	85.40	
	Kindersley to Hanna.....	137.57	
	Hanna to Calgary.....	136.29	
	Vegreville Jet. to Munson Jet.....	161.28	
	Camrose Jet. to Terminal Jet.....	45.75	
	Winnipeg Joint Terminals.....	0.99	
	Various Spurs.....	134.49	
	Peace River Jet. to Sangudo.....	33.80	3,606.75
	Warden to Nordegg.....	174.48	
	South East Jet. to Alliance.....	59.70	
	Wroxton to Willowbrook.....	41.01	267.98
	Main Line—		41.01
	Tollerton to Lucerne.....	128.9	
	Lucerne to Blue River.....	110.7	
	Blue River to Kamloops.....	142.8	
	Kamloops Jet. to Boston Bar.....	125.7	
	Boston Bar to New Westminster.....	118.4	
	Rainy River to International Boundary.....	43.72	626.50
	Various Spurs.....	3.06	
	Main Line—		46.78
	Woodward Ave. Jet., Winnipeg to Portage Jet...	0.97	
	Portage Jet. to Carman Jet.....	5.69	
	Carman Jet. to Portage la Prairie.....	46.75	
	Portage la Prairie to Beaver.....	19.67	
	Branches—		73.08
	Portage Jet. to Emerson.....	62.81	
	Morris to Somerset.....	62.08	
	Somerset to Belmont.....	40.69	
	Delta Jet. to Delta.....	15.05	
	M. & B. Jet. to Sixth St., Brandon.....	1.79	
	Sixth St. Brandon, to Brandon.....	0.57	
	Hartney Jet. to M. & B. Jet.....	37.97	
	Belmont to Hartney.....	53.56	
	Winnipeg Joint Terminals.....	1.96	
	Various Spurs.....	27.08	303.56
	Regina to Saskatoon.....	159.99	
	Saskatoon to East Prince Albert.....	89.60	
	Carman Jet. to Craven.....	4.40	
	Various Spurs.....	14.20	
			268.19
	Duluth to Virginia.....	81.28	
	Various Spurs.....	3.01	
			84.29

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, etc.—Continued.

Name of Railway.	Description.	Miles.	Total.
Canadian Northern Railway System—Con.	Virginia to Ranier.....	87.74	96.99
	Various Spurs.....	9.25	
	D. W. & P. Ry. Jet. to Chicago, St. Paul, Minneapolis & Ontario Ry.....	2.73	
	Duluth Transfer Ry. to Wisconsin State Line.....	0.64	1.38
	Wisconsin State Line to Lake Superior Ter. & Transfer Property Line.....	1.38	
	D.W. & P. Ry. Connection at Ramsay Stores, West Duluth, to Northern Pacific Connection, Grassy Point.....	0.87	
	L.S.T. & T., Westerly Property Line, Superior Div., to Banks Ave., Superior and Two Connections to C. St. P.M. & O. Ry. Freight Yrds.....	0.64	7.14
	14th Ave. West, Duluth, Minn., to C. St. P.M. & O. Ry. Passenger Station, 5th Ave. West, Duluth.....	0.88	
	Main Line—		
	Rosedale to Todmorden.....	1.8	1,085.40
	Todmorden to Parry Sound.....	143.6	
	Parry Sound to Capreol.....	127.2	
	Capreol to Foleyet.....	148.3	
	Foleyet to Hornepayne.....	148.1	
	Hornepayne to Jellicoe.....	150.5	
	Jellicoe to Current.....	145.8	
	Todmorden to Trenton.....	105.0	
	Trenton to Deseronto.....	28.9	
	Sydenham to Riverside.....	86.2	
	Branches—		358.80
	Capreol to Brent.....	144.8	
	Brent to Rideau Yard.....	157.8	
	Key Jet. to Key Harbour.....	6.2	
	Sudbury Jet. to Sudbury.....	5.2	
	Ottawa to Hurdman.....	0.6	
	Milnet to Sellwood.....	5.2	
	Udney to G.T.R. Crossing.....	7.4	
	Sudbury to Algoma Eastern Ry.....	2.4	
	Various Spurs.....	29.2	
	Rosedale to Toronto.....	3.8	10.40
	Riverside to Ottawa.....	1.7	
	G. T. R. Crossing to Orillia.....	2.8	
	Current to Port Arthur.....	2.1	
	Pictou to Trenton.....	30.6	
	Trenton to Wallace.....	117.6	
	Ormsby Jet. to Coe Hill.....	7.2	
	Various Spurs.....	9.6	
	Yarker to Bannockburn.....	54.5	145.00
	Deseronto to Sydenham.....	30.0	
	Kingston to Harrowsmith.....	18.6	
	York River Jet. to Kinmount Jet.....	51.9	
	Brockville to Westport.....	44.4	
	Main Line—		
	Montreal to Quebec.....	176.07	
	Joliette to Hawkesbury.....	67.91	
	Branches—		243.98
	Garneau Jet. to Rivière à Pierre.....	39.84	
	Shawinigan Jet. to Shawinigan Falls.....	3.41	
	Paradis Jet. to Rawdon.....	15.88	
	Rinfret Jet. to Huberdeau.....	45.28	
	Various Spurs.....	14.51	

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Canadian Pacific—Con.	Branches—Schwitzer Junction to Regina.....	210.30	
	" North Portal to Pasqua.....	160.60	
	" New Westminster Junction to New Westminster.....	8.20	
Lake Temiskaming Colonization.....	" Mattawa to Kippewa.....	46.70	
	" Misson Junction to Huntingdon.....	10.00	
	" Revelstoke to Arrow Head.....	27.40	
	" Vancouver to Coal Harbour.....	1.20	
	" Three Forks to Sandon.....	4.30	
	" Wood Bay to Windy Gates.....	32.40	
	" Deloraine to Lyleton.....	37.40	
	" Fernie to Fernie Mines.....	5.00	
	" Kirkella to Hardisty.....	561.70	
	" Marysville Junction to Marysville.....	0.90	
	" Crows Nest to Kootenay Landing.....	182.00	
	" Selkirk Junction to Selkirk.....	1.30	
	" Wolseley to Reston.....	122.40	
	" Lauder to Alida.....	54.70	
	" Bolton Junction to Romford.....	227.00	
	" Colwyn to Outlook.....	118.80	
	" Stoughton to Assiniboia.....	148.30	
	" Langdon to Acme.....	39.80	
	" Kipp to Aldersyde.....	85.10	
	" Kerrobert to Macklin.....	46.40	
	" Molson to Whittier.....	43.60	
	" Kerrobert to Outlook.....	102.50	
	" Euston to Bulyea.....	18.80	
	" Crecy to Colonsay.....	133.20	
Alberta Ry. & Irrigation Co.	" Irricana to Standard.....	36.50	
	" Lethbridge to Coult's.....	66.20	
	" Stirling to Cardston.....	46.60	
	" Curle to Vantage.....	49.60	
	" Kelfield to Brass.....	27.90	
	" Swift Current to Vanguard.....	44.00	
	" Bush to Cutknife.....	27.80	
	" Bassano to Standard.....	35.50	
	" Java to Empress.....	111.50	
	" Port Moody Spur.....	3.20	
	" North Star to end of track.....	19.20	
	" Rural to Bush.....	42.80	
	" Virden to McAuley.....	36.50	
	" Sanger to Lander.....	35.50	
	" Assiniboia to Shaunavon.....	118.20	
	" Hooper to Neptune.....	53.60	
	" Retallack to Kaslo.....	18.10	
	" Suffield to Lomond.....	83.70	
	" Gimli to Riverton.....	25.40	
	" Snowflake to Fallison.....	9.80	
	" Shaunavon to Altawan.....	84.40	
	" Bassano to Empress.....	118.30	
	" Gleichen to Shepherd.....	41.00	
	" Forth to Ullin.....	64.70	
	" Stirling to Foremost.....	49.20	
Total mileage owned.....			4,802.70
			7,702.30
Lines leased.....	Atlantic and Northwest (in Canada)—		
	South end Lachine Bridge to Maine boundary, Que.....	182.10	
	Payne to Eganville, Ont.....	19.20	
	Portion through U.S. territory.....	144.50	
			345.80
	St. Lawrence and Ottawa—		
	Ottawa to Prescott, Ont.....	51.80	
	Chaudiere Junction to Sussex St., Ottawa..	6.60	
			58.40

7 GEORGE V, A. 1917

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Canadian Pacific— <i>Con.</i> Leased Lines.....	Ontario and Quebec— Montral (Windsor Sta.) to Montreal Jct....	4-80	
	Mile End to Adirondack Jct.....	10-10	
	St. Luc Jct. to Western Jct.....	2-10	
	Montreal Jct. to Toronto (Union Station)...	339-30	
	Leaside Jct. " ".....	5-30	
	London to Windsor.....	112-60	
		474-20	
	Credit Valley— Toronto Junction to St. Thomas.....	116-90	
	Streetsville Junction to Melville Jct.....	31-80	
	Cataract to Elora.....	27-30	
		176-00	
	West Ontario Pacific—Woodstock to London.....	26-80	
	Toronto Grey and Bruce— Toronto Junction to Owen Sound.....	116-50	
	Fraxa Junction to Teeswater.....	67-90	
	Wingham Junction to Wingham.....	4-50	
	Mount Forest Tank to Mount Morest.....	1-20	
		190-10	
	Guelph Junction— Guelph Junction on Credit Valley Ry. to Guelph.....	15-20	
	Joliette and Brandon— St. Felix to St. Gabriel de Brandon.....	10-90	
	Montreal and Ottawa— Vaudreuil to Jct. with Canada Atlantic....	86-60	
	Rigaud to Pt. Fortune.....	6-80	
		93-40	
	Lindsay, Bobcaygeon and Pontypool— Burketon Junction to Bobcaygeon	38-70	
	Toronto, Hamilton and Buffalo— Hamilton Junction to Hamilton.....	2-70	
	Cap de la Madeleine— From Main Line C.P.R., at Junction with Piles Branch to Cap de la Madeleine.....	2-30	
	New Brunswick— Woodstock to Maine Boundary.....	59-50	
	Newburg Junction to Gibson.....	59-10	
	Aroostock Junction to Edmundston.....	57-10	
	Portion in U.S.....	20-20	
		204-90	
	St. John and Maine— Vanceboro to St. John.....	90-30	
	Fairville to West St. John.....	3-40	
		93-70	
	Fredericton— Fredericton Junction to Fredericton.....	22-20	
	New Brunswick and Canada— McAdam Junction to St. Stephen.....	33-90	
	Watt Junction to St. Andrews.....	27-50	
	McAdam Junction to Woodstock.....	51-10	
	Debec Junction to Maine boundary.....	5-00	
	Portion in U.S.....	3-00	
		120-50	
	St. Stephen and Milltown Ry.— St. Stephen to Milltown.....	4-60	
	Tobique Valley— Perth Centre to Plaster Rock.....	27-50	
	Manitoba and Northwestern— Portage-la-Prairie to Lanigan.....	348-80	
	Binscarth to Russell	11-30	
	Bradenbury South.....	1-00	
	Saskatchewan and Western—Minnedosa to Gauthier Junction.....	18-30	
		379-40	

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description	Miles.	Total.
Canadian Pacific—Con. Leased Lines...	Manitoba Southwestern Colonization—		
	Manitou to Deloraine.....	100.50	
	Rugby Junction to Glenboro'.....	102.70	
	Eln Creek to Carman.....	12.20	
		215.40	
	Great Northwest Central—		
	Chater to Miniota.....	71.30	
	Forrest to Lenore.....	40.90	
		112.20	
	British Columbia Southern—		
	Nelson to Proctor.....	20.40	
	Yahk to Kingsgate.....	10.50	
		30.90	
	Northern Colonization—		
	Labelle to Mont Laurier.....	58.00	
	Shuswap and Okanagan—		
	From Junction with C.P.R. at Sicamous to Lake Okanagan.....	51.00	
	Nakusp and Arrow Lake to Three Forks of		
	Carpenter's Creek, B.C.....	36.40	
	Parapet to Retallack.....	7.50	
		43.90	
	Columbia and Western—		
	Castlegar Junction to Midway.....	100.90	
	Castlegar Junction to Rossland.....	29.30	
	Trail to Smelter Junction.....	1.40	
	Mining Spurs, including Rossland to LeRoi.....	26.80	
		158.40	
	Kootenay and Arrowhead—		
	Lardo to Gerrard.....	33.20	
	Columbia and Kootenay—		
	Nelson to Robson.....	27.40	
	Spur to mouth of Kootenay River.....	.80	
	Slocan Junction to Slocan.....	31.30	
		59.50	
	Vancouver and Lulu Island—		
	Vancouver to Steveston.....	16.90	
	Ebome extension.....	10.00	
		26.90	
	Calgary and Edmonton—		
	Calgary Junction to Edmonton.....	192.80	
	Calgary Junction to Macleod Junction.....	107.30	
	Wetaskiwin to Hardisty.....	100.30	
	Lacombe to Kerrobert.....	223.10	
		623.50	
	Ottawa Northern and Western—		
	Hull to Waltham.....	77.60	
	Bremer to Maniwaki.....	80.70	
		158.30	
	Tillsonburg, Lake Erie and Pacific—		
	Ingersoll to Port Burwell.....	33.40	
	Embro to Ingersoll.....	9.30	
		42.70	
	Guelph and Goderich—		
	Guelph to Goderich.....	80.20	
	Linwood Junction to Listowel.....	16.20	
		96.40	
	Nicola, Kamloops and Similkameen—		
	Nicola to Spence's Bridge.....		47.00
	Walkerton and Lucknow—		
	Walkerton to Saugeen Junction.....		37.60
	Georgian Bay and Seaboard—		
	Port McNicoll to Bethany.....		88.30

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TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Canadian Pacific— <i>Con.</i> Leased Lines.....	St. Mary's and Western Ontario— Embro to St. Mary's.....	15-70	
	Orford Mountain— Eastman to Windsor.....	36-40	
	Eastman to Troy Junction.....	23-40	
		59-40	
	St. Maurice Valley— Three Rivers to Grand Mere.....	27-40	
	New Brunswick Southern— Shore Line Junction to Bay Shore Junction.....	80-60	
	South Ontario Pacific— Guelph Junction to Grant Junction.....	16-40	
	Kingston and Pembroke— Kingston to Renfrew.....	103-60	
	Kootenay Central— Golden to Colvalli.....	166-70	
	Caithness to end of track.....	10-80	
		177-50	
	Southampton— Southampton to Olis.....	12-60	
	Campbellford, Lake Ontario & Western— Glen Tay to Agincourt.....	183-50	
	Glengarry and Stormont— Soulanges to Cornwall.....	27-60	
	Total mileage leased.....		5,121-20
	owned.....		7,702-30
	in Can. Pac. system.....		12,823-50
Canadian Government Ry—	Intercolonial— Halifax to St. Rosalie Junction.....	797-22	
	Windsor Junction to Woodside.....	14-94	
	Truro to Sydney.....	224-22	
	Moncton to St. John.....	89-31	
	St. Leonard Junction to Nicolet.....	16-40	
	River Ouelle Branch.....	6-19	
	St. Charles Junction to Chaudiere Junction.....	16-73	
	Dalhousie Branch.....	6-28	
	Stellarton to Oxford Junction.....	79-40	
	Brown's Point to Pictou.....	1-60	
	New Glasgow Junction to Pictou Landing.....	8-24	
	Pugwash Junction to Pugwash.....	4-54	
	Fredericton to Loggieville.....	124-39	
	Painsee Junction to Point du Chene.....	11-98	
	Ferrona Junction to Sunny Brae.....	12-48	
	Freight Branches.....	31-42	
	Sydney Mines Diversion.....	5-26	
			1,450-60
	Windsor Branch (31 miles) of I. C. Ry. is operated by Dominion Atlantic Ry.		
	Prince Edward Island— Main Line—Tignish to Charlottetown.....	116-10	
	Charlottetown to Murray Harbour.....	47-80	
	Royalty Junction to Souris.....	54-70	
	Mount Stewart to Georgetown.....	24-40	
	Branch—Montague Junction to Montague.....	6-20	
	Branch—Emerald to Cape Traverse.....	11-80	
	Branches—Elmira to Harmony Junction.....	9-90	
			275-20
			1,725-80

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Cape Breton Railway.....	Point Tupper to St. Peters.....	30.00	31.00
	Terminal to St. Peters.....	1.00	
Caraquet.....	From Gloucester Junction, Intercolonial Railway, 5 miles south to Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.....		68.00
Crows Nest Southern.....	International Boundary at Gateway to Michel, B.C.....		74.18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy.....		32.00
Dominion Atlantic, comprising Windsor and Annapolis, and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia.....	Windsor to Yarmouth.....	169.98	274.16
	Branches—		
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway).....	14.60	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased.....	31.69	
	Windsor to Truro.....	57.40	
Eastern British Columbia.....	Corbin to McGillivray, B.C.....		14.00
Elgin and Havelock.....	From Elgin, County of Albert, N.B., to Petiteodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B.....	27.00	28.00
	Havelock to Keith's Mills.....	1.00	
Essex Terminal.....	Grand Trunk Junction to Sandwich.....	8.50	10.00
	Windsor Branch Line.....	1.50	
Esquimalt and Nanaimo.....	Victoria to Courtenay, Island of Vancouver.....	139.70	199.00
	Hayward Jct. to Cowichan Lake.....	18.00	
	Parksville Jct. to Port Alberni.....	38.80	
	Osborne Bay to Crofton.....	2.50	
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry.....	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's.....		35.00
Fredericton and Grand Lake.	Fredericton to Minto.....		35.00
Grand Trunk (owned)—			
Montreal Division.....		395.63	3,326.67
Ottawa Division.....		396.59	
Belleville Division.....		772.26	
Barrie Division.....		439.38	
Hamilton Division.....		172.02	
London Division.....		374.77	
St. Thomas Division.....		243.65	
Stratford Division.....		532.47	
Leased and partly owned.....	Buffalo and Lake Huron Ry.		162.01
	Fort Erie to Goderich.....	162.01	
	Total mileage owned and leased.....		3,551.64
Central Counties.....	{Glen Robertson to Hawkesbury } {South Indian to Rockland }	38.49	224.97
Pembroke Southern.....	Golden Lake to Pembroke.....	21.36	
Temisk'g and N'thn. Ont.....	Nipissing Jct. to North Bay Yards.....	3.11	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
St. Clair Tunnel and approaches.....	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with Railways in State of Michigan..... (Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 feet 10 inches.)		2.25
Grand Trunk Pacific.....	Winnipeg to Wolf Creek..... Port Arthur to Superior Jet..... Wolf Creek to Prince Rupert..... Superior Jet. to Winnipeg..... Branches..... Spurs.....	915.47 188.80 830.87 258.60 16.25 18.92	2,228.91
Gulf Shore, now Caraquet.....	Junction with Caraquet Railway at Pokemouche to Tracadie.....		16.78
Hereford.....	From International Boundary to Lime Ridge, Quebec, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell.....		52.18
Interprovincial Railway bridge and approaches, now included in Ottawa, Northern and Western.....	Across the Ottawa River at City of Ottawa.....	1.40	
Inverness and Richmond, now Inverness Ry. and Coal Co.....	Inverness to Point Tupper Junction.....		60.91
International of New Brunswick.....	Campbellton to St. Leonards.....		111.30
Kaslo and Slocan (Can. Pac. Ry.).....			
Kent Northern.....	Richibucto, N.B., to Kent Jet., Intercolonial Railway.....		27.00
Kettle Valley.....	Carson to Lynch Creek, B.C..... Midway to Penticton..... Penticton to Princeton..... Brookmere to Merritt.....	22.19 133.44 71.42 29.70	255.75 31.81
Klondike Mines.....	Dawson City to Sulphur Springs.....		17.16
Lake Huron and N. Ontario.....			30.00
Lotbinière and Megantic.....	Lyster Station, Grand Trunk, to St. Jean des Châlons.....		126.78 72.03
Lake Erie and Detroit River.....	Walkerville, Ont., to St. Thomas.....		198.81
Erie and Huron.....	Rondeau to Sarnia.....		23.66
London and Port Stanley.....	London to Port Stanley on Lake Erie.....		
Maganetawan River.....	Burks Falls, on Grand Trunk Ry., to Maganetawan River.....		1.91
Maritime Coal, Railway and Power Co.....	Maccan to Joggins Coal Mine.....		15.00
Midland of Nova Scotia (formerly Stewiacke Valley)...	From Windsor to Truro, N.S., see Dominion Atlantic Railway.		
Massawippi Valley.....	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville..... Branch—Stanstead Junction to Stanstead.....	31.95 3.51	35.46
Manitoba Gt. Northern.....	International Boundary at Gretna to Portage la Prairie..... International Boundary near Haskett to Morden.....	76.52 15.25	91.77 6.40
Midland of Manitoba.....	Terminals at Winnipeg.....		

SESSIONAL PAPER No. 20b

TABLE I.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Montreal and Vermont Jet...	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway..		23.60
Montreal, Portland and Boston, now Montreal and Province Line....	Junction with Grand Trunk at St. Lambert to Farnham.. Farnham to St. Césaire.. Farnham to Frelsburg..	32.00 8.60 18.00	58.60
Montreal and Atlantic (formerly Southeastern).	Main Line—Farnham to Richford on International Boundary.. Drummondville Junction to Drummondville..	43.70 59.20	
Moncton and Buctouche....	Moncton to Buctouche, N.B.. Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume (Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		32.00 60.50
Morrissey, Fernie and Michel Napierville Junction.....	From Swinton to Carbonado, B.C., and leased line.. St. Constant Junction to Rouse's Point....		10.85 27.06
National Transcontinental..	Moncton to Chaudière..... Quebec Bridge to Fitzpatrick..... Fitzpatrick to Parent..... Parent to Doucet..... Doucet to O'Brien..... O'Brien to Cochrane..... Cochrane to Hearst..... Hearst to Grant..... Grant to Armstrong..... Armstrong to Graham..... Graham to Redditt..... Redditt to Winnipeg..... Superior Junction to Fort William..... St. Malo Branch.....	455.15 126.49 118.95 102.92 106.80 112.59 129.08 125.11 131.23 138.65 123.70 128.70 188.80 5.33	1,993.50
Nelson and Fort Sheppard	From Troup Junction to Waneta on International Boundary, B.C.....		55.42
New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co..	Now included in Intercolonial Ry ..		
New Brunswick and Prince Edward Island ..	From Sackville Station, International Railway, to Cape Tormentine.....		35.79
New Brunswick Coal and Ry. Co....	From Norton to Minto.....		58.00
New Brunswick Southern (now Can. Pacific).			
New Westminster Southern..	Douglas to South Westminster ..		23.73
North Shore.....	Adamsville to Mount Carlyle....		8.63
Northern New Brunswick and Seaboard.....	Nipisiquit to Bathurst.....		19.80
Nosbonsing and Nipissing....	From Lake Nosbonsing to Lake Nipissing..		5.50
Orford Mountain (now Can. Pac. Ry.)			
Ottawa and New York....	From Ottawa to International Boundary near Cornwall.....		56.90
Pembroke Southern (leased to Canada Atlantic)....	From Pembroke to Golden Lake...		21.36
Phillipsburg Ry. and Quarry Co.....	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Phillipsburg, Missisquoi Co.		6.00
Princeton Branch of Washington Co., Ry., (U.S.), now Maine Central.....	International Boundary near Waring to International Boundary, near Woodland...		5.10

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Quebec Bridge and approaches to connect adjacent railways	(Across St. Lawrence River at Quebec, under construction 10 miles.)		
Quebec Central.....	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Levis, Quebec.....	138-00	
	Beauce Junction to St. Sabine.....	55-00	
	Tring Megantic—Tring Junction to Megantic.....	60-00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.).....	253-00	
Quebec, Montmorency and Charlevoix, now Quebec Ry., Light and Power Co.	Quebec to Cap Tormentine.....	27-50	
	Branches.....	3-32	30-82
Quebec Oriental.....	Metapedia Station to Paspebiac.....		100-00
Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties.....	Noyan Junction to Bellevue Junction.....	81-09	
South Shore Railway.....	From Fortierville Junction with Grand Trunk at St. Lambert.....	109-69	
	St. Constant Junction to Napierville Junction.....	1-40	192-18
Red Mountain.....	From International boundary line at Patterson, B.C., to Rossland.....		9-59
Roberval-Saguenay.....	Bagotville to Ha-Ha Bay Junction.....	20-00	
	Labriere Junction to Lake Kenogami.....	12-00	
	Labrosse Junction to Chicoutimi.....	3-40	
	Bagotville to St. Alexis.....	1-40	36-80
Rutland and Noyan.....	International boundary to Noyan Jct.....		3-39
Stanstead, Shefford and Chambly.....	From Junction with Montreal and Vermont Junction Railway, near St. Johns, Que., easterly to Waterloo.....		43-00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry.....	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 miles.		
St. John Valley and Rivière du Loup.....	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built.....		
Salisbury and Albert (formerly Albert Railway).....	Salisbury to Albert, N.B.....		45-00
Schomberg and Aurora.....	Bond Lake, Ont., to Schomberg.....		14-40
St. Lawrence and Adirondack	From Jct. with Canada Atlantic near Valleyfield to International boundary.....	19-92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction.....	12-90	
	Leased—Valleyfield to Beaunarnois.....	13-30	46-12
St. John and Quebec.....	Fredericton to Centreville.....	88-69	
	Fredericton to Gagetown.....	30-13	118-82
St. Martins.....	Hampton to St. Martins.....		30-00
Sydney and Louisburg (Dominion Coal Co.).....	Sydney Harbour to Louisburg Harbour.....	39-17	
	Branches to coal mines.....	28-67	
	Spuers.....	2-25	70-09
Temiskaming and Northern Ontario.....	North Bay to Cochrane.....	252-28	
	Englehart to Charlton.....	7-60	
	Iroquois Falls to Timmins.....	40-11	
	Earlton to Elk Lake City.....	28-50	328-49

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TABLE 1.—Showing Location of Railways, etc.—*Concluded.*

Name of Railway.	Description.	Miles.	Total.
Thousand Islands.....	Gananoque on St. Lawrence River to Thousand Islands Junction.....		6.33
Temiscouata.....	Rivière du Loup, Que., to Edmunston, N.B., on the New Brunswick Railway.....	81.00	
	Branch—Edmunston to Connors, on St. John River..	32.00	113.00
Tillsonburg, Lake Erie and Pacific.....	Port Burwell to Ingersoll, now in Can. Pac. Ry.....		
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie....	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton.....	79.88	95.03
	Smithville to Dunnville.....	14.88	
Victoria and Sidney.....	Hamilton to Grand Trunk Junction.....	0.27	15.97
Victoria Terminal Railway and Ferry.....	Victoria to Sidney, B.C.....		
Vancouver, Victoria and Eastern.....	City of Victoria.....		0.99
	Laurier to Danville.....	16.47	261.67
	Grand Forks Junction to Phoenix.....	25.82	
	Grand Forks to Granby Smelter.....	4.74	
	Midway to International Boundary.....	28.89	
	Chopaka to Coalmont.....	71.27	
	International Boundary to South Westminster.....	21.05	
	International Boundary to Port Guichon.....	46.57	
	New Westminster to Vancouver.....	14.79	
	Burrard Inlet to Vancouver.....	2.16	
	Abbotsford to Kilgard.....	4.52	
	Coalmont to Brookmere.....	25.39	10.75
Wellington Colliery.....	Union Bay to Cumberland.....		
York and Carleton.....	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B.....		10.50
	Total mileage.....		37,266.12

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TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Single Track.						Total Mileage operated.
		Line represented by Capital Stock.		Line of Proprietary Com- panies.	Line oper- ated under Lease.	Line oper- ated under Con- tract, etc.	Line oper- ated under Track- age Rights.	
		Main line.	Branches and spurs.					
1	Algoma Central & Hudson Bay....	317.25	21.23		9.23		.98	348.69
2	Algoma Eastern.....	83.89	3.36		1.52		2.39	91.16
3	Atlantic, Quebec & Western.....	102.44	.64					103.08
4	Bedlington & Nelson.....	12.04						12.04
5	Brandon, Sask'n & Hudson Bay....	69.45						69.45
6	British Yukon.....	85.80	15.32					101.12
7	Canada & Gulf Terminal.....	35.80						35.80
8	Canada Southern.....	226.18	154.36				16.91	397.45
	Canadian Gov't Railways—							
9	Intercolonial.....	1,479.12	34.98				39.27	1,553.37
10	Prince Edward Island.....	274.60						274.60
11	Canadian Northern System.....	3,783.17	5,219.23		376.64	268.19	54.54	9,701.77
12	Canadian Pacific.....	2,899.10	4,879.70	3,497.20	1,496.90	126.80	93.90	12,993.60
13	Cape Breton.....	31.00						31.00
14	Caracquet.....	84.78						84.78
15	Central Vermont.....	116.60	8.60					125.20
16	Crow's Nest Southern.....	74.18						74.18
17	Cumberland Ry. & Coal Co.....	32.00						32.00
18	Detroit River Tunnel Co.....	1.45						1.45
19	Dominion Atlantic.....	169.98	72.49		31.69		14.29	288.45
20	Eastern British Columbia.....	14.00						14.00
21	Edmonton, Dunvegan, British Columbia.....	287.00						287.00
22	Elgin & Havelock.....	27.00						27.00
23	Esquimalt & Nanaimo.....	139.70	59.50					199.20
24	Essex Terminal.....	8.50	1.50					10.00
25	Fredericton & Grand Lake.....	35.00						35.00
26	Grand Trunk.....	3,330.88				224.97	8.96	3,564.81
27	Grand Trunk Pacific.....	1,935.14	27.07		1.70		4.50	1,968.41
28	Hereford.....	52.18						52.18
29	International of New Brunswick.....	111.30						111.30
30	Inverness Ry. & Coal Co.....	60.91						60.91
31	Kent Northern.....	27.00						27.00
32	Kettle Valley.....	255.75			47.17		38.51	341.43
33	Klondike Mines.....	31.81						31.81
34	Lotbinière & Megantic.....	30.00						30.00
35	Magametawan River.....	1.91						1.91
36	Maine Central.....	5.10						5.10
37	Manitoba Great Northern.....	91.77					.99	92.76
38	Maritime Coal Ry. & Power Co.....	12.00	3.00					15.00
39	Massawippi Valley.....	35.46					2.95	38.41
40	Montreal & Atlantic.....	102.40			82.00			184.40
41	Morrissey, Fernie & Michel.....		5.82		5.03			10.85
42	Moncton & Buctouche.....	32.00						32.00
43	Midland of Manitoba.....	6.40					69.02	75.42
44	Napierville Junction.....	27.06						27.06
45	National Transcontinental.....	1,810.00			192.09			2,002.09
46	Nelson & Fort Sheppard.....	55.42					5.42	60.84
47	New Brunswick Coal & Ry. Co.....	58.00						58.00
48	New Brunswick & P.E. Island.....	36.05						36.05
49	New Westminster Southern.....	15.18					10.03	25.21
50	North Shore.....	6.13	2.50					8.63
51	Northern New B'k. & Seaboard.....	19.80						19.80
52	Nosbonsing & Nipissing.....	5.50						5.50
53	Ottawa & New York.....	56.90					1.94	58.84
54	Pere Marquette.....	198.81					137.84	336.65
55	Philipsburg Ry. & Quarry Co.....	6.00						6.00
56	Quebec Central.....	138.00	139.00					277.00
57	Quebec Oriental.....	100.00						100.00
58	Quebec Ry. Light & Power.....	27.50				3.32		30.82

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Year ending June 30, 1916—All Tracks.

Steel rails.	Second Track.							Number.	
	Line represented by Capital Stock.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.		Steel rails
	Main line.	Branches and spurs.							
347.71									1
88.77									2
103.08									3
12.04									4
69.45									5
101.12									6
35.80									7
380.54	226.18	16.86				1.60	244.64	243.04	8
1,514.10	29.89					370.3	66.92	29.89	9
274.60									10
9,647.23									11
12,899.70	1,151.40			265.00			1,416.40	1,416.40	12
31.00									13
84.78									14
125.20									15
74.18									16
32.00									17
1.45									18
274.16						13.85	13.85		19
14.00									20
287.00									21
27.00									22
199.20									23
10.00									24
35.00									25
3,555.85	728.23				12.25	3.74	744.22	740.48	26
1,963.91	9.50					1.00	10.50	9.50	27
52.18									28
111.30									29
60.91									30
27.00									31
302.92									32
31.81									33
30.00									34
1.91									35
5.10									36
91.77									37
15.00									38
35.46									39
184.40	6.50						6.50	6.50	40
10.85									41
32.00									42
6.40									43
27.06									44
2,002.09	13.45						13.45	13.45	45
55.42									46
58.00									47
36.05									48
15.18									49
8.63									50
19.80									51
5.50									52
56.00									53
198.81						136.57	136.57		54
6.00									55
277.00									56
100.00									57
30.82	9.50						9.50	9.50	58

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TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Single Track.						
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under Contract, etc.	Line operated under track-age Rights.	Total mileage operated.
		Main line.	Branches and spurs.					
59	Quebec Montreal & Southern.....	190.78	1.40	.....	.....	.....	.....	192.18
60	Red Mountain.....	9.59	.....	.....	.....	.....	.....	9.59
61	Ruthland & Noyan.....	3.39	.....	.....	.....	.....	.....	3.39
62	Roberval & Saguenay.....	20.00	16.80	.....	.....	.....	.....	36.80
63	Salisbury & Albert.....	45.00	.....	.....	.....	.....	.....	45.00
64	St. Lawrence & Adirondack.....	32.82	.....	.....	13.30	.....	8.80	54.92
65	St. Martins.....	30.00	.....	.....	.....	.....	.....	30.00
66	Sydney & Louisburg.....	39.17	28.85	1.05	1.20	.....	.....	70.27
67	St. John & Quebec.....	119.87	.....	.....	.....	.....	.....	119.87
68	St. Clair Tunnel Co.....	1.23	.....	.....	.....	.....	.....	1.23
69	Temiscouata.....	113.00	.....	.....	.....	.....	.....	113.00
70	Temiskaming & Northern Ontario.	252.29	76.21	.....	.....	.....	.....	328.50
71	Thousand Islands.....	6.08	.....	25	.....	.....	.....	6.33
72	Toronto, Hamilton & Buffalo.....	79.88	15.17	.....	.....	.....	4.36	99.41
73	Vancouver, Victoria & Eastern.....	224.12	.....	.....	.....	.....	1.48	225.60
74	Victoria & Sidney, B.C.....	15.97	.....	.....	.....	.....	.....	15.97
75	Victoria Terminal Ry. & Ferry Co	.99	.....	.....	.....	.....	.....	.99
76	Wabash, in Canada.....	.....	.....	.....	.....	.....	245.40	245.40
77	York & Carleton.....	10.50	.....	.....	.....	.....	.....	10.50
	Final totals.....	20,267.07	10,786.73	3,498.50	2,258.47	623.28	762.48	33,196.53

SESSIONAL PAPER No. 20b

Year ending June 30, 1916—All Tracks—*Concluded.*

Second Track.									
Steel rails.	Line represented by Capital Stock.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel rails	Number.
	Main line.	Branches and spurs.							
192.18									59
9.59									60
3.39									61
36.80									62
45.00									63
46.12									64
30.00									64
70.27	1.00						1.00	1.00	66
119.87									67
1.23									68
113.00									69
328.50	1.70						1.70	1.70	70
6.33									71
95.05	9.79	.29				.37	10.45	10.08	72
224.12	7.12						7.12	7.12	73
15.79									74
.99									75
									76
10.50									77
37,434.05	2,194.26	17.15	.....	265.00	12.25	194.16	2,682.82	2,488.66	

7 GEORGE V, A. 1917

TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Yard Track and Sidings.					
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under contract, etc.	Line operated under track-age rights.
		Main line.	Branchea and spurs.				
1	Algoma Central & Hudson Bay	26.70	.68		12.76		40.14
2	Algoma Eastern	7.95			4.25		13.24
3	Atlantic, Quebec & Western	1.80					1.80
4	Bedlington & Nelson						
5	Brandon, Sask'n & Hudson Bay	10.61					10.61
6	British Yukon						
7	Canada & Gulf Terminal	2.00					2.00
8	Canada Southern	177.54	48.43				233.62
	Canadian Gov't Railways—						
9	Intercolonial	491.66					491.66
10	Prince Edward Island	31.30					31.30
11	Canadian Northern System			714.21	92.20	35.62	842.03
12	Canadian Pacific	2,668.60			1,106.90		3,775.50
13	Cape Breton						
14	Caraquet	3.05					3.05
15	Central Vermont	7.93					7.93
16	Crow's Nest Southern	13.86					13.86
17	Cumberland Ry. & Coal Co.	16.00					16.00
18	Detroit River Tunnel Co.						
19	Dominion Atlantic	15.74	12.46		5.50		39.70
20	Eastern British Columbia	2.19					2.19
21	Edmonton, Dunvegan & B.C.	20.89					20.89
22	Elgin & Havelock						
23	Esquimalt & Nanaimo	46.30					46.30
24	Essex Terminal						
25	Fredericton & Grand Lake						
26	Grand Trunk	1,365.92				42.48	1,413.81
27	Grand Trunk Pacific	395.52				13.88	409.40
28	Hereford	8.55					8.55
29	International New Brunswick	8.35					8.35
30	Inverness Ry. & Coal Co.	8.20					8.20
31	Kent Northern						
32	Kettle Valley	17.30			6.28		25.87
33	Klondike Mines	2.00					2.00
34	Lotbinière & Megantic	3.00					3.00
35	Maganetawan River						
36	Maine Central						
37	Manitoba Great Northern	9.61					9.61
38	Maritime Coal Ry. & Power Co.		3.00				3.00
39	Massawippi Valley	10.58					10.58
40	Montreal & Atlantic	40.10					40.10
41	Morrissey, Fernie & Michel						
42	Moncton & Buctouche	2.00					2.00
43	Midland of Manitoba	11.11					11.11
44	Napierville Junction	3.36					3.36
45	National Transcontinental	368.86			58.00		426.86
46	Nelson & Fort Sheppard	2.99					2.99
47	New Brunswick Coal & Ry. Co.	7.00					7.00
48	New Brunswick & P.E. Island	4.28					4.28
49	New Westminster Southern	1.28					1.28
50	North Shore	1.37					1.37
51	Northern New B'k. & Seaboard						
52	Nosbonsing & Nipissing						
53	Ottawa & New York	9.54					9.54
54	Pere Marquette	74.14					97.17
55	Philipsburg Ry. & Quarry Co.						
56	Quebec Central						
57	Quebec Oriental	3.10					3.10
58	Quebec Ry. Light & Power		6.93				6.93
59	Quebec, Montreal & Southern	23.96	4.09				28.05
60	Red Mountain	2.99					2.99

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Year ending June 30, 1916—All Tracks—Continued.

Total Mileage Operated—All Tracks.									Number.
Steel rails.	Line represented by Capital Stock.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated	Steel rails	
	Main line.	Branches and spurs.							
40-14	343-95	21-91		21-99		-98	388-83	387-85	1
12-20	91-84	3-36		5-77		3-43	104-40	100-97	2
1-80	104-24	64					104-88	104-88	3
	12-04						12-04	12-04	4
10-61	80-06						80-06	80-06	5
	85-80	15-32					101-12	101-12	6
2-00	35-80	2-00					37-80	37-80	7
225-97	629-90	219-65				26-16	875-71	849-55	8
491-66	2,000-67	34-98				76-30	2,111-95	2,035-65	9
31-30	305-90						305-90	305-90	10
842-03	3,783-17	5,219-23	714-21	468-84	303-81	54-54	10,543-80	10,489-26	11
3,775-50	6,719-10	4,879-70	3,497-20	2,868-80	126-80	93-90	18,185-50	18,091-60	12
	31-00						31-00	31-00	13
3-05	87-83						87-83	87-83	14
7-93	124-53	8-60					133-13	133-13	15
13-86	88-04						88-04	88-04	16
16-00	48-00						48-00	48-00	17
	1-45						1-45	1-45	18
33-70	185-72	84-95		37-19		34-14	342-00	307-86	19
2-19	16-19						16-19	16-19	20
20-89	307-89						307-89	307-89	21
	27-00						27-00	27-00	22
46-30	186-00	59-50					245-50	245-50	23
	8-50	1-50					10-00	10-00	24
	35-00						35-00	35-00	25
1,408-40	5,425-03				279-70	18-11	5,722-84	5,704-73	26
395-52	2,340-16	27-07		1-70		19-38	2,388-31	2,368-93	27
8-55	60-73						60-73	60-73	28
8-35	119-65						119-65	119-65	29
8-20	69-11						69-11	69-11	30
	27-00						27-00	27-00	31
23-58	273-05			53-45		40-80	367-30	326-50	32
2-00	33-81						33-81	3-81	33
3-00	33-00						33-00	33-00	34
	1-91						1-91	1-91	35
	5-10						5-10	5-10	36
9-61	101-38					99	102-37	101-38	37
3-00	12-00	6-00					18-00	18-00	38
10-58	46-04					2-95	48-99	46-04	39
40-10	149-00			82-00			231-00	231-00	40
		5-82		5-03			10-85	10-85	41
2-00	34-00						34-00	34-00	42
11-11	17-51					69-02	86-53	17-51	43
3-36	30-42						30-42	30-42	44
426-86	2,192-31			250-09			2,442-40	2,442-40	45
2-99	58-41					5-42	63-83	58-41	46
7-00	65-00						65-00	65-00	47
4-28	40-33						40-33	40-33	48
1-28	16-46					10-03	26-49	16-46	49
1-37	7-50	2-50					10-00	10-00	50
	19-80						19-80	19-80	51
	5-50						5-50	5-50	52
9-54	66-44					1-94	68-38	66-44	53
74-14	272-95					297-44	570-39	272-95	54
	6-00						6-00	6-00	55
	138-00	139-00					277-00	277-00	56
3-10	103-10						103-10	103-10	57
6-93	37-00	6-93			3-32		47-25	47-25	58
28-05	214-74	5-49					220-23	220-23	59
2-99	12-58						12-58	12-58	60

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TABLE 2.—SUMMARY of mileage operated for the

Number.	Name of Railway.	Yard Track and Sidings					
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under Contract, etc.	Line operated under track-age Rights.
		Main line.	Branches and spurs.				
61	Ruthland & Noyan.....	.39					.39
62	Roberval & Saguenay.....						
63	Salisbury & Albert.....	5.00					5.00
64	St. Lawrence & Adirondack.....	6.87			4.75		11.62
65	St. Martins.....						
66	Sydney & Louisburg.....		52.79				52.79
67	St. John & Quebec.....	7.68					7.68
68	St. Clair Tunnel.....	.35					.35
69	Temiscouata.....	9.40					9.40
70	Temiskaming & Northern Ont.....	89.20	21.05				110.25
71	Thousand Islands.....	1.00					1.00
72	Toronto, Hamilton & Buffalo.....	62.13	2.86				64.99
73	Vancouver, Victoria & Eastern.....	47.74					47.74
74	Victoria & Sidney B.C.....	1.66					1.66
75	Victoria Terminal Ry. & Ferry Co	.58					.58
76	Wabash (in Canada).....						
77	York & Carleton.....						
	Final Totals.....	6,161.23	152.29	714.21	1,290.64	78.10	59.30
							8,455.77

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Year ending June 30, 1916—All Tracks—Concluded.

Total Mileage Operated—All Tracks.									Number.
Steel rails.	Line represented by Capital Stock.		Line of propri- etary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel rails	
	Main line.	Branches and spurs.							
39	3.78						3.78	3.78	61
	20.00	16.80					36.80	36.80	62
5.00	50.00						50.00	50.00	63
11.62	39.69			18.05		8.80	66.54	57.74	64
	30.00						30.00	30.00	65
52.79	40.17	81.64	1.05	1.20			124.06	124.06	66
7.68	127.55						127.55	127.55	67
35	1.58						1.58	1.58	68
9.40	122.40						122.40	122.40	69
110.25	343.19	97.26					440.45	440.45	70
1.00	7.08		.25				7.33	7.33	71
64.99	151.80	18.32				4.73	174.85	170.12	72
47.74	278.98					1.48	280.46	278.98	73
1.66	17.63						17.63	17.63	74
58	1.57						1.57	1.57	75
						245.40	245.40		76
	10.50						10.50	10.50	77
8,396.47	28,620.56	10,958.17	4,212.71	3,814.11	713.63	1,015.94	49,335.12	48,319.18	

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TABLE 3.—SUMMARY of Single Track Railway Mileage operated in Provinces for the Year ending June 30, 1916—*Continued.*

Mileage operated in NOVA SCOTIA on June 30.

Name of Railway.	1916.	1915.	Increase.	Decrease.
Canadian Government Railways (Intercolonial).....	571.48	505.01	66.47	
Cape Breton.....	31.00	31.00		
Cumberland.....	32.00	32.00		
Dominion Atlantic.....	274.16	274.16		
Canadian Northern System.....	381.00	378.46	2.54	
Inverness Railway Coal Co.....	60.91	60.91		
Maritime Coal, Railway & Power Co.....	15.00	15.00		
Sydney & Louisburg.....	70.27	70.09	0.18	
Total.....	1,435.82	1,366.63	69.19	

Mileage operated in PRINCE EDWARD ISLAND on June 30.

Canadian Government Railways—Prince Edward Island	274.60	275.20		0.60
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Mileage operated in NEW BRUNSWICK on June 30.

Canadian Government Railways (Intercolonial).....	474.73	481.58		6.85
Canadian Pacific.....	531.80	531.80		
Caraquet & Gulf Shore.....	84.78	84.78		
Elgin & Havelock.....	27.00	27.00		
Fredericton & Grand Lake.....	35.00	35.00		
International of New Brunswick.....	111.30	111.30		
Maine Central.....	5.10	5.10		
Moneton & Buctouche.....	32.00	32.00		
National Transcontinental.....	256.00	256.29		0.29
New Brunswick Cove.....	58.00	58.00		
New Brunswick & Prince Edward Island.....	36.05	35.79	0.26	
North Shore.....	8.63	8.63		
Northern New Brunswick & Seaboard.....	19.80	19.80		
Salisbury & Albert.....	45.00	45.00		
St. Martins.....	30.00	30.00		
St. John & Quebec.....	119.87	118.82	1.05	
Temiscouata.....	44.00	44.00		
Kent Northern.....	27.00	27.00		
York & Carlton.....	10.50	10.50		
Total.....	1,956.56	1,962.39	1.31	7.14

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TABLE 3.—SUMMARY of Single Track Railway Mileage operated in Provinces
for the Year ending June 30, 1916—*Continued.*

Mileage operated in QUEBEC on June 30.

Name of Railway.	1916.	1915.	Increase.	Decrease.
Atlantic, Quebec & Western	103.08	102.42	0.66	
Canada & Gulf Terminal.....	35.80	35.80		
Canadian Government Railways (Intercolonial).....	467.89	464.01	3.88	
Canadian Northern System.....	648.30	638.48	9.82	
Canadian Pacific	1,737.40	1,063.30	10.10	
Central Vermont	125.20	125.20		
Grand Trunk.....	503.28	503.28		
Hereford.....	52.18	52.18		
Lotbiniere & Megantic.....	30.00	30.00		
Massawippi Valley.....	35.46	35.46		
Montreal & Atlantic.....	162.90	163.40		0.50
Napierville Junction.....	27.06	27.06		
National Transcontinental.....	707.00	699.41	7.59	
Philipsburg Railway & Quarry Co.....	6.00	6.00		
Quebec Central.....	277.00	253.00	24.00	
Quebec Oriental.....	100.00	100.00		
Quebec Railway, Light & Power Co.....	30.82	30.82		
Quebec, Montreal & Southern.....	192.18	192.18		
Rutland & Noyan.....	3.39	3.39		
Roberval-Saguenay.....	36.80	36.80		
St. Lawrence & Adirondack.....	46.12	46.12		
Temiscouata.....	69.00	69.00		
Total.....	4,732.86	4,677.31	56.05	0.50

Mileage operated in ONTARIO on June 30.

Algoma Central & Hudson Bay.....	347.71	347.81		0.10
Algoma Eastern.....	88.77	88.94		0.17
Canada Southern.....	380.54	380.04	0.50	
Canadian Northern System.....	2,312.94	1,493.32	819.62	
Canadian Pacific.....	3,290.40	3,290.90		0.50
Essex Terminal.....	10.00	10.00		
Grand Trunk.....	3,052.57	3,048.36	4.21	
Grand Trunk Pacific.....	194.44	365.80		171.36
Magalloway.....	1.91	1.91		
National Transcontinental.....	947.09	943.80	3.29	
Nosbonsing & Nipissing.....	5.50	5.50		
Ottawa & New York.....	56.90	56.90		
Perc Marquette.....	198.81	198.81		
Temiskaming & Northern Ontario.....	328.50	328.49	0.01	
Thousand Islands.....	6.33	6.33		
Toronto, Hamilton & Buffalo.....	95.05	95.03	0.02	
Detroit River Tunnel Co.....	1.45	1.45		
St. Clair Tunnel.....	1.23	1.10	0.13	
Total.....	11,320.14	10,664.49	827.78	172.13

Mileage operated in MANITOBA on June 30.

Brandon, Saskatchewan & Hudson Bay.....	69.45	69.45		
Canadian Northern System.....	2,108.86	2,201.39		92.53
Canadian Pacific.....	1,727.80	1,728.10		0.30
Grand Trunk Pacific.....	213.31	306.50		93.19
Manitoba Great Northern.....	91.77	91.77		
Midland of Manitoba.....	6.40	6.40		
National Transcontinental.....	92.00	94.00		2.00
Total.....	4,309.59	4,497.61		188.02

7 GEORGE V, A. 1917

TABLE 3.—SUMMARY of Single Track Railway Mileage operated in Provinces for the Year ending June 30, 1916—*Continued.*

Mileage operated in SASKATCHEWAN on June 30.

Name of Railway.	1916.	1915.	Increase.	Decrease.
Canadian Northern System.....	2,195.63	2,151.44	44.19	
Canadian Pacific.....	2,767.70	2,760.70	7.00	
Grand Trunk Pacific.....	415.00	415.00		
Total.....	5,378.33	5,327.14	51.19	

Mileage operated in ALBERTA on June 30.

Canadian Northern System.....	1,269.84	896.04	373.80	
Canadian Pacific.....	1,900.00	1,841.00	59.00	
Edmonton, Dunvegan & British Columbia.....	287.00		287.00	
Grand Trunk Pacific.....	436.44	436.67		0.23
Total.....	3,894.18	3,173.71	720.70	0.23

Mileage operated in BRITISH COLUMBIA on June 30.

Bedlington & Nelson.....	12.04	12.04		
British Yukon.....	31.22	31.22		
Canadian Pacific.....	1,431.00	1,431.00		
Crow's Nest Southern.....	74.18	74.18		
Canadian Northern System.....	502.60		502.60	
Eastern British Columbia.....	14.00	14.00		
Esquimalt & Nanaimo.....	199.20	199.00	0.20	
Grand Trunk Pacific.....	704.72	704.94		0.22
Kettle Valley.....	302.92	255.75	47.17	
Morrissey, Fermie & Michel.....	10.85	10.85		
Nelson & Fort Sheppard.....	55.42	55.42		
New Westminster Southern.....	15.18	23.73		8.55
Red Mountain.....	9.59	9.59		
Vancouver, Victoria & Eastern.....	224.12	261.67		37.55
Victoria & Sidney, B.C.....	15.97	15.97		
Victoria Terminal Railway & Ferry Co.....	0.99	0.99		
Total.....	3,604.00	3,100.35	549.97	46.32

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TABLE 3.—SUMMARY of Single Track Railway Mileage operated in Provinces for the Year ending June 30, 1916—*Concluded*.

Mileage operated in YUKON TERRITORY on June 30.

Name of Railway.	1916.	1916.	Increase.	Decrease.
British Yukon.....	69.90	69.90		
Klondike Mines (Not operated).....	31.81	31.81		
Total.....	101.71	101.71		

Mileage operated in UNITED STATES on June 30.

Canadian Northern System.....	223.06	221.14	6.92	
Canadian Pacific.....	176.70	176.70		
Montreal & Atlantic.....	21.50		21.50	
Total.....	426.26	397.84	28.42	

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TABLE 4.—AMOUNT of Railway Capital at the

1	2	3	4	5	6
Name of Railway.	Stocks.			Funded	
	Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2.	Amount Out- standing Cols. 8+9+10+11	Amount per Mile of Line.
			Col. 12.		
	\$	\$	p.c.	\$	\$
1 *Algoma Central & Hudson Bay.....	10,000,000	29,085	46.11	11,542,000	34,739
2 Algoma Eastern.....	3,000,000	34,483	53.20	2,770,000	30,199
3 Atlantic, Quebec & Western.....	2,000,000	19,139	43.90	2,548,675	24,389
4 Bedlington & Nelson.....	1,000,000	83,056	100.00		
5 Brandon, Saskatchewan & Hudson Bay.....	2,150,000	30,958	100.00		
6 British Yukon.....	2,394,119	29,016	58.92	2,044,760	20,221
7 Canada & Gulf Terminal.....	600,000	16,760	45.00	740,000	20,670
8 Canada Southern.....	15,000,000	39,470	39.86	22,630,000	59,546
Can. Govt. R'lys.—					
9 Canadian Northern System.....	100,000,000	11,110	24.04	327,928,765	36,436
10 Canadian Pacific.....	†516,966,803	45,846	96.42	15,330,000	1,359
11 Atlantic & North West.....				6,453,200	32,089
12 Calgary & Edmonton.....				5,458,894	9,945
13 Lindsay, Bobeaygeon & Pontypool				500,000	12,920
14 Manitoba South Western Coloniza- tion.....				2,544,000	11,810
15 Guelph Junction.....	170,000	11,200	100.00		
16 New Brunswick.....				7,821,127	38,189
17 New Brunswick & Canada.....				170,000	1,411
18 Fredericton.....				100,000	4,525
19 St. John & Maine.....				216,664	2,312
20 New Brunswick Southern.....				500,000	6,173
21 Ontario & Quebec.....	21,502,591	45,288	100.00		
22 St. Lawrence & Ottawa.....				973,333	16,695
23 St. Stephen & Milltown.....	50,000	10,869	100.00		
24 Shuswap & Okanagan.....				108,527	2,128
25 Joliette & Brandon.....				125,000	11,363
26 Toronto, Grey & Bruce.....				3,500,000	18,431
27 Cape Breton.....	1,000,000	32,258	100.00		
28 Caraquet.....	1,250,000	18,382	74.00	500,000	5,882
29 Crow's Nest Southern.....	4,210,000	56,754	100.00		
30 Cumberland Ry. & Coal Co.....	†				
31 Detroit River Tunnel.....	3,000,000		14.28	18,000,000	
32 Dominion Atlantic.....	2,433,333	9,804	28.34	5,998,166	24,786
33 Eastern B.C.....	420,000	30,000	100.00	7,000,000	
34 Edmonton, Dunvegan & British Col.	250,000				
35 Elgin & Havelock.....	44,900	1,551	45.56	50,000	1,832
36 Essex Terminal.....	300,000	30,000	45.46	420,000	42,000
37 Esquimalt & Nanaimo.....	2,500,000	12,562	34.09	4,832,000	24,278
38 Fredericton & Grand Lake.....	140,000	4,000	23.53	465,000	13,286
39 Grand Trunk.....	241,237,589	72,509	55.18	194,959,974	58,576
40 Buffalo & Lake Huron.....	2,605,632	14,967	39.48	4,279,456	22,942
41 Central Counties.....	500,000	12,990	56.81	380,000	9,873
42 Pembroke Southern.....	178,000	8,334	54.27	150,000	7,022
43 Grand Trunk Pacific.....	24,942,000	12,706	12.90	173,782,100	88,574
44 Hereford.....	800,000	15,137	50.00	800,000	15,137
45 International Bridge Co.....	1,500,000		75.00	512,260	
46 Kent Northern.....	75,000	2,778	69.50	32,000	1,185
47 Kettle Valley.....	375,000	16,892	100.00		

*In hands of receivers.

†This includes \$176,284,882 of C.P.R. Consolidated Debenture Stock.

‡General Capital of Dominion Coal Co.

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Close of the Year ending June 30, 1916.

7	8	9	10	11	12	13
Debt.	Designation of Funded Debt.				Summary.	
Proportion to Total Railway Capital. 100 x Col. 5.	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital Cols. 2+5.	Amount. per Mile of Line Cols. 3+6.
Col. 12.						
p.c.	\$	\$	\$	\$	\$	\$
53-89	11,080,000			462,000	21,542,000	63,030 1
46-80	2,500,000			270,000	5,770,000	66,322 2
56-10	2,548,675				4,548,675	43,528 3
					1,000,000	83,056 4
					2,150,000	30,958 5
41-08	2,044,760				4,438,879	49,237 6
55-00	740,000				1,340,000	37,430 7
60-14	22,630,000				37,630,000	99,016 8
75-96	286,066,265		25,000,000	16,862,500	427,928,765	47,547 9
3-58	3,650,000			11,650,000	532,296,803	47,206 10
100-00	6,453,200				6,453,200	32,089 11
100-00	5,458,894				5,458,894	9,945 12
100-00	500,000				500,000	12,920 13
100-00	2,544,000				2,544,000	11,810 14
					170,000	11,200 15
100-00	7,821,127				7,821,127	38,189 16
100-00	170,000				170,000	1,411 17
100-00	100,000				100,000	4,525 18
100-00	216,664				216,664	2,312 19
100-00	500,000				500,000	6,173 20
					21,502,591	45,288 21
100-00	973,333				973,333	16,695 22
					50,000	10,869 23
100-00	108,527				108,527	2,128 24
100-00	125,000				125,000	11,363 25
100-00	3,500,000				3,500,000	18,431 26
					1,000,000	32,258 27
26-00	500,000				1,750,000	23,764 28
					4,210,000	56,754 29
						30
85-72	18,000,000				21,000,000	31
71-66	5,998,166				8,431,499	34,590 32
					420,000	30,000 33
68-19	3,000,000				4,400,000	22,132 34
	7,000,000				7,250,000	35
54-44	50,000				94,900	3,403 36
54-54	420,000				720,000	72,000 37
65-91	4,832,000				7,332,000	36,840 38
76-47	465,000				605,000	17,286 39
44-82	188,726,974			6,233,000	436,197,563	131,085 40
60-52	4,279,456				6,885,088	37,909 41
43-19	380,000				880,000	22,863 42
45-73	150,000				328,000	15,356 43
87-10	173,782,100				198,724,100	101,280 44
50-00	800,000				1,600,000	30,274 45
25-00	512,260				2,012,260	46
30-50	32,000				107,000	3,963 47

7 GEORGE V, A. 1917

TABLE 4.—AMOUNT of Railway Capital at the

1	2	3	4	5	6
Name of Railway.	Stocks.			Funded	
	Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital 100 x Col. 2.	Amount. Out- standing Cols. 8+9+10+11	Amount per Mile of Line.
			Col. 12.		
	\$	\$	p.c.	\$	\$
48 Klondike Mines.....	1,375,000	44,355	56.00	1,091,250	34,305
49 Lake Erie & Detroit River.....	1,400,000	7,042	31.81	3,000,000	15,090
50 Lake Champlain & St. Lawrence Junction.....	600,000	9,917	61.35	378,000	6,248
51 Lotbiniere & Megantic.....	50,000	1,666	100.00		
52 Maine Central (Princeton).....	86,950	17,049	50.00	86,950	17,049
53 Manitoba Great Northern.....	2,066,000	22,513	100.00		
54 Massawippi Valley.....	800,000	22,560	100.00		
55 Midland of Manitoba.....	4,300,000	671,875	100.00		
56 Montreal & Atlantic.....	3,200,000	31,098	71.34	1,065,000	10,350
57 Montreal & Province Line.....	1,000,000	17,064	83.33	200,000	4,926
58 Montreal & Vermont Junction.....	1,000,000	42,373	100.00		
59 Moncton & Buctouche.....	250,000	7,812	80.65	60,000	1,875
60 Morrissey, Fernie & Michel.....	1,263,000	217,010	100.00		
61 Maritime Coal, Ry. & Power Co.....	2,027,500	135,166		1,634,000	108,933
62 Napierville Junction.....	600,000	22,173	100.00		
63 Nelson & Fort Sheppard.....	2,846,800	51,368	100.00		
64 New Westminster Southern.....	600,000	25,284	100.00		
65 North Shore (N.B.).....	98,000	11,355	73.68	35,000	4,056
66 Northern New Brunswick and Sea- board.....	298,500	15,075	51.00	297,000	15,000
67 Ottawa & New York.....	1,000,000	17,575	38.46	1,600,000	28,119
68 Pere Marquette (Canada).....				5,870,000	29,500
69 Phillipsburg Ry. & Quarry Co.....	124,500	20,750	75.70	40,000	6,666
70 Quebec Central.....	3,381,603	15,233	35.17	6,233,406	28,079
71 Quebec Oriental.....	119,500	1,195	5.68	1,984,990	19,850
72 Quebec, Montreal & Southern.....	1,000,000	5,208	14.27	6,000,000	31,248
73 Red Mountain.....	412,600	43,024	100.00		
74 Roberval & Saguenay.....	2,000,000	54,347	61.13	1,272,000	34,565
75 Rutland & Noyan.....	100,000	29,499	50.00	100,000	29,499
76 Salisbury & Albert.....	150,000	3,333	100.00		
77 Schomberg & Aurora.....	250,000	17,361	45.45	300,000	20,020
78 Stanstead, Shefford & Chambly.....	608,750	14,517	79.60	155,865	3,624
79 St. Clair Tunnel.....	700,000		21.90	2,500,000	
80 St. Lawrence & Adirondack.....	1,230,655	34,497	57.37	914,418	27,862
81 St. Martin's.....	99,000	3,300	52.38	90,000	3,000
82 Temiscouata.....	1,000,000	8,849	24.41	3,099,669	27,401
83 Thousand Islands.....	60,000			58,000	7,913
84 Toronto, Hamilton & Buffalo.....	4,512,500	47,500	35.15	4,330,000	45,580
85 Vancouver, Victoria & Eastern.....	20,850,000	79,861	100.00		
86 Victoria & Sidney.....	103,000	6,449	27.00	300,000	18,785
87 Victoria Terminal & Ferry Co.....	500	505	100.00		
88 York & Carleton.....	105,000	10,000	100.00		
Final Total.....	1,024,264,325			868,861,449	

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Close of the Year ending June 30, 1915—*Concluded.*

7	8	9	10	11	12	13
Debt.	Designation of Funded Debt.				Summary.	
Proportion to Total Railway Capital. 100 x Col. 5.	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital Cols. 2+5.	Amount. per Mile of Line. Cols. 3+6.
Col. 12.						
p.c.	\$	\$	\$	\$	\$	\$
					375,000	16,892 48
44-00	935,040	156,210			2,466,250	78,660 49
38-65	378,000				978,000	16,165 50
50-00	86,950				50,000	1,666 51
					173,900	34,098 52
					2,066,000	22,513 53
					800,000	22,560 54
					4,300,000	671,875 55
28-66	1,065,000				4,265,000	41,448 56
16-67	200,000				1,200,000	21,990 57
					1,000,000	42,373 58
19-35	60,000				310,000	9,687 59
44-00	1,634,000				1,263,000	217,010 60
					3,661,500	244,099 61
					600,000	22,173 62
					2,846,800	51,368 63
					600,000	25,284 64
26-32	35,000				133,000	15,411 65
49-00	297,000				595,500	30,075 66
61-54	1,325,000		275,000		2,600,000	45,694 67
100-00	5,870,000				5,870,000	29,500 68
24-30	40,000				164,500	27,416 69
64-83	6,233,406				9,615,009	43,312 70
94-32	1,948,000	36,990			2,104,490	21,045 71
85-73		6,000,000			7,000,000	36,456 72
					412,600	43,024 73
38-87	1,260,000	12,000			3,272,000	88,912 74
50-00	100,000				200,000	58,998 75
					150,000	3,333 76
54-55	300,000				550,000	37,361 77
20-40	155,865				764,615	17,781 78
78-10	2,500,000				3,200,000	79
42-63	914,418				2,145,073	65,359 80
47-62	90,000				189,000	6,300 81
75-59	3,099,669				4,099,669	36,250 82
	58,000				118,000	16,098 83
64-85	3,280,000			1,050,000	8,842,500	93,079 84
					20,850,000	79,681 85
73-00	300,000				403,000	25,234 86
					500	505 87
					105,000	10,000 88
	800,823,749	6,205,200	25,275,000	36,557,500	1,893,125,774	

7 GEORGE V, A. 1917

TABLE 4A—AMOUNT of Railway Capital at the

1	2	3	4	5	6
Name of Railway.	Stocks.				Funded
	Amount Out- standing.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2.	Amount Out- standing. Cols. 8+9+10+11	Amount per Mile of Line.
			Col. 12.		
	\$	\$	p.c.	\$	\$
1 Alberta & Great Waterways.....	50,000		0.67	7,400,000	
2 Calgary & Fernie.....	25,000				
3 Central Canada.....	62,500		3.00	2,000,000	
4 Erie, London & Tillsonburg.....	500,000		100.00		
5 Grand Trunk Pacific, Branch Lines..	1,000,000		6.90	13,469,004	
6 " " Saskatchewan. }					
7 High River & Hudson Bay.....	25,000		100.00		
8 Lake Erie & Northern.....	1,500,000		48.40	1,600,000	
9 Lake Huron & Northern Ontario.....	595,000		50.00	595,000	
10 Pacific Great Eastern.....	25,000,000		55.00	20,160,000	
11 Pacific, Northern & Omenica.....	250,000		100.00		
Final Totals.....	29,007,500			45,224,004	

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Close of the Year ending June 30, 1916. (Lines under Construction.)

7	8	9	10	11	12	13
Debt.	Designation of Funded Debt.				Summary.	
Proportion to Total Railway Capital. 100 x Col. 5.	Bonds.	Mis- cellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital Cols. 2+5.	Amount per Mile of Line Cols. 3+6.
Col. 12.						
p.c.	\$	\$	\$	\$	\$	\$
99.33	7,400,000				7,450,000	1
					25,000	2
97.00	2,000,000				2,062,500	3
					500,000	4
93.10	13,469,004				14,469,004	5
						6
					25,000	7
51.60	1,600,000				3,100,000	8
50.00	595,000				1,190,000	9
45.00	20,160,000				45,160,000	10
					250,000	11
...	45,224,004				74,231,504	

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TABLE 5.—STATEMENT of Aid, granted and paid to Railways

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid up.	Loan.	Name of Province.	Subsidy Granted.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
1	Albert Southern abandoned	50,460 00	50,460 00		New Brunswick	48,680 00
2	Harvey Branch	5,553 57	5,553 57		"	9,000 00
3	*Alberta Central (C.P.Ry.)	404,480 00	404,480 00			
4	Algoma Central and Hud- son Bay	2,048,704 00	2,048,704 00		Ontario	199,620 00
5	Algoma Eastern	547,648 00	547,648 00		"	265,000 00
6	Atlantic, Quebec and West- ern	902,800 00	902,800 00			
7	Bedlington and Nelson (nil)					
8	Brandon, Sask. and Hudson Bay (nil)					
9	British Yukon (nil)					
10	Bruce Mines and Algoma, now, Lake Huron and N. Ontario	53,920 00	53,920 00		Ontario	50,918 00
11	Canada and Gulf Terminal	210,053 59	210,053 59		Quebec	
12	Canada Southern, including, Sarnia, Chatham and Erie				Ontario	
13	Leamington and St. Clair	51,200 00	51,200 00		"	147,859 00
14	Can. Govt. R'lys.—					
15	Intercolonial, including,					
16	Canada Eastern	374,839 84	374,839 84			
17	Drummond County	423,936 00	423,936 00		Quebec	
18	Fredericton and St.					
19	Mary's Bridge	30,000 00	30,000 00			
20	Nova Scotia Steel and Coal Co.'s Ry.	40,000 00	39,840 00		Nova Scotia	40,000 00
21	Prince Edward Island					
22	Canadian Northern: includ- ing	374,606 00	374,606 00			
23	Bay of Quinte	350,455 25	350,455 25		Ontario	84,000 00
24	Brockville, Westport and Northwestern	140,800 00	140,800 00		"	
25	Central Ontario and	205,862 79	205,862 79		"	278,000 00
26	Marmora R'ly and Mining Co.	30,720 00	30,720 00		"	19,149 39
27	Edmonton, Yukon and Pacific	160,000 00	91,200 00			
28	Inverness R'ly. and Coal Co.	627,000 00	368,545 97		Nova Scotia	272,000 00
29	Irondale, Baneroff and Ottawa	144,000 00	144,000 00		Ontario	315,000 00
30	Manitoba				Manitoba	641,575 25
31	Ontario and Rainy River	1,534,526 00	1,534,526 00		Ontario	1,072,800 00
32	Port Arthur, Duluth and Western	271,200 00	271,200 00		"	255,571 00
33	Halifax and South Western	819,874 93	819,874 93		Nova Scotia	
34	Central of N.S. and N.S. Southern	653,776 00	653,776 00		"	
35	Halifax and Yarmouth	160,000 00	160,000 00		"	156,499 33
36	Liverpool and Milton	32,000 00	32,000 00			
37	Middleton and Victoria Beach	125,760 00	125,760 00			
38	Quebec and Lake St. John	1,454,695 00	1,261,463 50		Quebec	2,533,000 00
39	Can. Northern Ontario	14,775,872 00	14,028,582 10		Ontario	
40	Can. Northern Quebec	2,020,616 89	2,020,616 89		Quebec	1,194,129 46
41	*Can. Northern Alberta	3,094,104 00	3,094,104 00			
42	*Can. Northern Pacific	5,648,626 37	5,648,626 37			
43	*Central of Canada	30,145 02	30,145 02			
44	Canadian Pacific:—	30,369,374 70	30,369,374 70		Manitoba	375,377 50
	Owned—	10,189,521 00	10,189,521 00		British Colum- bia	37,500 00
45	Canada Central	1,525,250 00	1,525,250 00		Ontario	1,479,000 00

*Under construction.

†Secured by the Guaranteed Bonds of the Co.

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by Governments and Municipalities, to 30th June, 1916.

Governments.			By Municipalities.				No
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
48,680 00							1
9,000 00							2
							3
199,620 00							4
265,000 00							5
							6
							7
							8
							9
50,918 00			500 00	500 00			10
			20,600 00	20,600 00			11
							12
			322,500 00	322,500 00			13
147,859 00							14
							15
							16
			15,000 00	15,000 00			17
							18
							19
40,000 00			4,000 00	4,000 00			20
							21
84,000 00			197,990 43	197,990 43		650,000 00	22
							23
			116,000 00	116,000 00			24
278,000 00			93,500 00	93,500 00			25
19,149 39							26
							27
223,000 00			100,000 00	50,000 00			28
135,000 00							29
641,575 25							30
1,072,800 00			50,000 00	50,000 00			31
255,571 00			40,000 00	40,000 00			32
	14,447,000 00						33
			88,874 17	88,874 17			34
156,499 33			15,338 93	15,338 93			35
							36
							37
2,368,816 88			12,000 00	12,000 00		450,000 00	38
			20,000 00	20,000 00			39
1,194,129 46			82,000 00	82,000 00		200,000 00	40
							41
							42
372,157 50							43
			572,500 00	464,761 29			44
37,500 00							45
1,479,000 00						42,500 00	

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TABLE 5.—STATEMENT of Aid, granted and paid to Railways

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid up.	Loan.	Name of Province.	Subsidy Granted.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
46	Canadian Pacific—Con. Lake Temiskaming Colo- nization.....	310,335 95	310,335 95		Quebec.....	350,076 82
47	Montreal and Western.....	361,270 00	361,270 00		".....	472,500 00
48	North Shore.....	1,500,000 00	1,500,000 00			
49	Quebec, Montreal, Otta- wa and Occidental. Leased—				Quebec.....	727,000 00
50	Alberta Ry. and Irriga- tion Co.....	148,094 00	148,094 00			
51	Esquimalt and Nanaimo. Kingston and Pembroke.....	1,520,560 00	1,520,560 00		Ontario.....	456,493 00
52	St. Maurice Valley.....	48,000 00	48,000 00			
53	Atlantic and North West. Cap de la Madeleine.....	173,120 00	173,120 00		Quebec.....	711,122 00
54	3,888,800 00	3,888,800 00				
55	7,424 00	7,424 00				
56	Columbia and Kootenay. Credit Valley.....	88,800 00	88,800 00		Ontario.....	531,000 00
57	Fredericton.....				New Brunswick	230,000 00
58	Guelph Junction.....	51,200 00	46,000 00		Ontario.....	
59	Guelph and Goderich.....				".....	
60	Kindsay, Bobcaygeon and Pontypool.....	185,173 06	185,173 06		".....	52,500 00
61	Manitoba and North-west- ern.....				Manitoba.....	
62	Manitoba South West Colonization.....				".....	
63	Montreal and Lake Maski- nonge.....	41,280 00	41,280 00		Quebec.....	87,750 00
64	Montreal and Ottawa.....	192,000 00	192,000 00		Ontario.....	100,000 00
65					Quebec.....	182,210 00
66	Nakusp and Slocan.....	121,600 00	117,760 00		British Colum- bia.....	
67	New Brunswick.....				New Brunswick	76,000 00
68	New Brunswick and Can- ada.....				".....	575,000 00
69	New Brunswick Southern Nicola, Kamloops and Similkameen.....				".....	413,000 00
70	300,800 00	300,800 00				
71	Northern Colonization.....	355,200 00	355,200 00		Quebec.....	96,000 00
72	Ontario and Quebec.....	196,000 00	196,000 00		Ontario.....	
73	Ottawa, Northern and Western.....	950,000 00	821,009 20		Ontario.....	50,000 00
74	Orford Mountain.....	202,926 50	202,926 50		Quebec.....	1,316,389 15
75	Saskatchewan and West- ern.....				Quebec.....	138,884 92
76	Shuswap and Okanagan.....	163,200 00	163,200 00		Manitoba.....	
77	St. John Bridge and Ry. Extension.....			433,900 00	New Brunswick	5,181 81
78	St. John and Maine.....				".....	880,000 00
79	St. Lawrence and Ottawa St. Mary's and Western Ontario.....	67,709 00	67,709 00		Ontario.....	
80	St. Stephen and Milltown Tilsonburg, Lake Erie and Pacific.....	14,848 00	14,848 00		".....	
81	158,871 48	150,071 48			New Brunswick	13,920 00
82	134,016 00	134,016 00			Ontario.....	38,564 00
83	Tobique Valley.....	14,656 00	14,656 00		New Brunswick	70,000 00
84	Toronto, Grey and Bruce Vancouver and Lulu Island.....				Ontario.....	375,282 00
85	61,670 00	61,670 00				
86	West Ontario Pacific.....	60,000 00	60,000 00		Ontario.....	
87	Cape Breton.....	196,800 00	196,800 00		Nova Scotia....	99,200 00
88	Caraguet and.....	224,000 00	224,000 00		New Brunswick	180,000 00
89	Gulf Shore.....	53,699 20	53,699 20		".....	41,950 00

*Cash paid for land relinquished by Company.

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by Governments and Municipalities, to 30th June, 1916—*Continued.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscriptions to Shares.	Subsidy Granted.	Subsidy. Paid up.	Loan.	Subscription to Shares.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
350,076 82							46
472,500 00							47
							48
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62		49
							50
456,493 00			509,320 00	509,320 00			51
							52
699,192 08						325,000 00	53
							54
531,000 00			1,085,000 00	1,085,000 00			55
230,000 00			80,000 00	80,000 00			56
						193,000 00	57
			31,000 00	31,000 00			58
							59
52,500 00			73,000 00	73,000 00			60
							61
			215,600 00	215,600 00			62
	900,000 00						63
87,750 00							64
100,000 00							65
182,210 00			5,300 00	5,300 00			66
	647,074 00						67
76,000 00			23,000 00	23,000 00			68
575,000 00			47,500 00	47,500 00			69
413,000 00			3,000 00	3,000 00			70
							71
96,000 00			52,500 00	52,500 00			72
50,000 00			150,000 00	150,000 00			73
1,192,672 58			101,000 00	100,000 00			74
138,884 92			3,000 00	3,000 00			75
			10,000 00	10,000 00			76
							77
5,181 81							78
880,000 00		300,000 00				60,000 00	79
					300,000 00	90,000 00	80
			80,000 00	77,996 39			81
13,929 00							82
38,564 00			75,000 00	75,000 00			83
70,000 00							84
375,282 00			988,000 00	969,561 44			85
							86
			25,000 00	25,000 00			87
99,200 00			10,000 00	10,000 00			88
180,000 00							89
41,950 00							

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TABLE 5.—STATEMENT of Aid, granted and paid to Railways

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
90	Colchester Coal and Ry. Co	12,800 00	12,800 00			
91	Cumberland Ry. and Coal Co.	44,800 00	39,850 00		Nova Scotia	184,450 00
92	Dominion Atlantic, includ- ing					
93	Windsor and Annapolis	1,193,369 00	1,193,369 00			
94	Cornwallis Valley	44,800 00	44,800 00		Nova Scotia	44,800 00
95	Western Counties	500,000 00	500,000 00		"	679,197 45
96	Midland of N.S.	399,060 40	399,060 40		"	185,600 00
97	Eastern British Columbia (nil)					
98	Elgin and Havelock	†82,652 82	†82,652 82		New Brunswick	107,500 00
99	Essex Terminal (nil)					
100	Fredericton and Grand Lake	216,576 00	216,576 00			
101	Grand Trunk, including			15,142,633 33		
102	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
103	Brantford, Norfolk and Port Burwell				Ontario	68,000 00
104	Buffalo and Lake Huron				"	
105	Cobourg, Blairton and Marmora				"	18,740 00
106	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00			
107	Grand Trunk, Georgian Bay and Lake Erie				Ontario	336,000 00
108	Grand Junction, Belleville and N. Hastings	21,888 00	21,888 00		"	224,660 00
109	Owen Sound Branch	39,744 00	39,744 00		"	
110	Hamilton and North Western				"	565,020 00
111	London, Huron and Bruce				"	178,630 00
112	Midland, Ontario				"	168,350 00
113	Montreal and Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
114	Northern				Ontario	196,188 00
115	North Simcoe				"	83,300 00
116	Northern Pacific Junction	1,320,000 00	1,320,000 00			
117	South Norfolk	54,400 00	54,400 00		Ontario	
118	Toronto and Nipissing				"	105,212 00
119	Lake Simcoe Junction				"	53,000 00
120	Victoria				"	312,000 00
121	Waterloo Junction	32,800 00	32,800 00		"	
122	Wellington, Grey and Bruce				"	241,276 00
123	Whitby, Port Perry and Lindsay				Ontario	9,957 59
124	Canada Atlantic	282,355 20	282,355 20		Ontario	270,000 00
					Quebec	200,000 00
125	Ottawa, Arnprior and Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
126	Central Counties				"	
127	Pembroke Southern	64,000 00	64,000 00		"	55,500 00
128	Grand Trunk Pacific	†14,994,416 66 1,269,299 20	†14,994,416 66 1,269,299 20	10,000,000 00		376,320 00
129	Hereford	170,560 00	170,560 00		Quebec	103,000 00
130	International of New Bruns- wick	726,080 00	726,080 00		New Brunswick	275,000 00
131	Kent, Northern, and	58,334 27	58,334 27		"	135,000 00
132	St. Louis and Richibucto (abandoned)	22,400 00	22,400 00		"	21,000 00
133	Kettle Valley	1,883,288 29	1,883,288 29		British Colum- bia	1,110,700 00
134	Klondike Mines	197,184 00	197,184 00			

†Includes loan used iron rails.

‡Paid under the special "Implement Clause."

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by Governments and Municipalities, to 30th June, 1916—Continued.

Governments.			By Municipalities.				No
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Subsidy Loan.	Subscription to Shares.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
173,650 00							90
							91
							92
44,800 00			27,685 00	27,685 00			93
679,197 45			250,000 00	250,000 00			94
183,510 40			36,000 00	36,000 00			95
							96
107,500 00			13,000 00	13,000 00			97
							98
							99
179,073 00							100
							101
68,000 00							102
			966,000 00	966,000 00			103
							104
18,740 00	26,000 00		113,000 00	113,000 00			105
							106
336,000 00			929,000 00	929,000 00			107
224,660 00			213,000 00	213,000 00		50,000 00	108
			85,500 00	85,500 00			109
563,020 00			599,805 00	599,805 00			110
178,630 00			311,500 00	311,500 00			111
168,350 00			144,870 85	144,870 85			112
150,000 00			21,774 00	21,774 00			113
196,188 00			241,980 00	241,980 00		390,000 00	114
83,300 00							115
			65,000 00	65,000 00			116
105,212 00			376,702 59	376,702 59			117
53,000 00			100,000 00	100,000 00			118
312,000 00			186,000 00	186,000 00			119
			47,000 00	47,000 00			120
241,276 00			682,000 00	682,000 00			121
							122
94,957 59			222,094 93	222,094 93			123
270,000 00			154,392 00	152,900 00		32,000 00	124
200,000 00							
577,326 06			24,000 00	24,000 00			125
			20,000 00	20,000 00			126
55,500 00			350,000 00	350,000 00			127
376,320 00							128
84,226 36							129
275,000 00			5,000 00	5,000 00			130
135,000 00							131
21,000 00							132
1,110,700 00							133
							134

7 GEORGE V, A. 1917

TABLE 5.—STATEMENT of Aid, granted and paid to Railways by

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
135	*Kootenay Central.....	1,065,856 00	1,065,856 00			
136	L'Assomption (abandoned).....	11,200 00	11,200 00			
137	*Lake Erie and Northern.....	320,191 40	320,191 40			
138	Lake Erie and Detroit River and.....	571,851 00	571,851 00		Ontario.....	83,000 00
139	London and Port Stanley.....				".....	
140	Lotbiniere and Megantic.....	96,000 00	96,000 00		Quebec.....	126,994 00
141	Maganetawan River.....	3,552 00	3,552 00		Ontario.....	10,000 00
142	Manitoba Great Northern (nil).....					
143	Maritime Coal, Ry. and Power Co.....	40,700 00	40,700 00		Nova Scotia.....	39,788 00
144	Massawippi Valley.....	5,376 00	5,376 00		Quebec.....	5,000 00
145	Midland of Manitoba. (nil).....					
146	Minudie Coal and Ry. Co.....	18,544 00	18,544 00			
147	Montreal and Atlantic and, Lake Champlain and St. Lawrence Jct.....				Quebec.....	444,000 00
149	Montreal and Province Line.....	58,560 00	58,560 00		".....	250,280 00
150	Montreal and Vermont Junction..... (nil)				".....	231,122 00
151	Moncton and Buctouche.....	102,400 00	101,600 00		New Brunswick	96,000 00
152	Morrissey, Fernie and Michel..... (nil)					
153	Napierville Junction.....	173,440 00	173,440 00		Quebec.....	
154	Nelson and Fort Sheppard (nil).....					
155	New Brunswick Coal and Ry. Co.....	190,400 00	190,400 00		New Brunswick	224,000 00
156	New Brunswick and Prince Edward Island.....	113,440 00	113,440 00		".....	99,708 90
157	New Westminster Southern (nil).....					
158	North Shore (N.B.).....	27,616 00	27,616 00		New Brunswick	16,200 00
159	*Northern New Brunswick and Seaboard.....	108,160 00	108,160 00			
160	Ottawa and New York.....	262,384 00	262,384 00		Ontario.....	35,000 00
161	Phillipsburg Ry. and Quar- ry Co.....	23,712 00	23,712 00		Quebec.....	25,667 00
162	Pontiac and Renfrew.....	13,600 00	13,600 00		".....	17,433 60
163	*Quebec Bridge and Ry. Co.	374,353 33	374,353 33		".....	250,000 00
164	Quebec Ry., Light, and Power Co.....	96,000 00	96,000 00		".....	306,945 50
165	Quebec Central.....	585,038 90	585,038 90		".....	1,076,123 14
166	Quebec Oriental.....	846,885 01	846,885 01		".....	1,596,390 00
167*	Quebec and Saguenay.....	248,801 28	248,801 28			
168	Quebec, Montreal and Southern, and.....	500,386 25	500,386 25		Quebec.....	207,565 00
169	United Counties, East Richelieu Valley.....	69,952 00	69,952 00		".....	115,215 00
170	South Shore.....	296,998 38	296,998 38		".....	276,645 00
171	Red Mountain..... (nil)					
172	Roberval and Saguenay.....	231,787 80	231,787 80		Quebec.....	
173	Rutland and Noyan..... (nil)					
174	Salisbury and Albert.....	29,665 45	†29,391 01		New Brunswick	455,000 00
175	Schomberg and Aurora.....	48,000 00	46,144 00			
176	*Southampton (N.B.).....	81,280 00	81,280 00			
177	Stanstead, Shefford and Chambly..... (nil)					
178	St. Clair Tunnel.....	375,000 00	375,000 00			
179	St. Lawrence and Adiron- dack.....	149,481 60	149,481 60		Quebec.....	70,400 00
180	*St. John and Quebec.....	598,319 70	598,319 70			
181	St. Martins.....	83,612 54	†83,612 54		New Brunswick	145,600 00

* Under construction.

† Includes used iron rails.

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Governments and Municipalities, to 30th June, 1916—*Continued.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
							135
							136
							137
							138
\$3,000 00			356,500 00	356,500 00			139
126,954 00					1,332,854 00	414,000 00	140
10,000 00							141
							142
							143
39,788 00							144
5,000 00						65,000 00	145
							146
315,891 89						528,000 00	147
250,280 00			51,000 00	36,000 00			148
231,122 00			25,000 00	25,000 00			149
							150
94,500 00							151
							152
			10,000 00	10,000 00			153
							154
224,000 00							155
99,708 90							156
							157
16,200 00							158
							159
35,000 00			85,000 00	85,000 00			160
25,667 00							161
17,433 60							162
250,000 00			300,000 00	290,817 46			163
306,945 50							164
1,076,123 14			103,000 00	103,000 00			165
947,199 25			50,500 00	9,000 00			166
							16
207,565 00							168
115,215 00							169
276,645 00			25,000 00	25,000 00			170
							171
			12,365 30	12,365 30			172
							173
455,000 00			70,000 00	70,000 00			174
							175
							176
							177
							178
70,400 00							179
145,600 00							180
							181

7 GEORGE V, A. 1917

TABLE 5.—STATEMENT of Aid, granted and paid to Railways by

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		\$ cts.	\$ cts.	\$ cts.		\$ cts.
182	Sydney and Louisburg (Dom. Coal Co.).....	89,600 00	87,808 00	.....	Nova Scotia....	87,808 00
183	*Thessalon and Northern Ontario.....	6,112 00	6,112 00	.....	.....	.....
184	Temiscouata.....	645,950 00	645,950 00	.....	Quebec.....	362,250 00
					New Brunswick	66,000 00
185	Temiskaming and Northern Ontario.....	2,134,080 00	2,134,080 00	.....	.....	.....
186	Thousand Islands.....	61,200 00	29,840 00	.....	Ontario.....	.....
187	Toronto, Hamilton and Buffalo.....	57,600 00	57,600 00	.....	"	.....
188	Vancouver, Victoria and Eastern..... (nil)	.....	.....	.....	.....	.....
189	Victoria and Sidney.....	.....	.....	.....	.....	.....
190	Victoria Terminal Ry. and Ferry Co..... (nil)	.....	.....	.....	.....	.....
191	Wellington Colliery Co.'s Ry..... (nil)	.....	.....	.....	.....	.....
192	York and Carleton.....	32,896 00	32,896 00	.....	New Brunswick	25,247 00
	Total.....	118,055,776 62	116,197,702 75	25,576,533 33	.....	31,374,184 87

*Under construction.

†Includes used iron rails loan.

‡Includes Ha Ha Bay Railway.

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Governments and Municipalities, to 30th June, 1916—*Concluded.*

Governments.			By Municipalities.			Subscription to Shares.	No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
82,000 00							182
362,250 00			25,000 00	25,000 00			183
66,000 00							184
			10,000 00	10,000 00			185
							186
			268,000 00	265,500 00			187
							188
							189
							190
25,247 00							191
							192
29,940,865 16	7,197,030 00	300,000 00	12,919,693 20	12,670,837 78	2,404,498 62	3,489,500 00	

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TABLE 6.—Earnings of Railways for the Year ending June 30, 1916.

Name of Railway.	Earnings.						Operating Expenses.	Net operating Earnings.		
	Passenger.		Freight and Switching.		Other Earnings from Operation.				Total Gross including other Earnings from Operation.	
	\$	cts.	\$	cts.	\$	cts.			\$	cts.
Algoma Central & Hudson Bay.....	50,745	23	550,119	15	138,406	48	739,270	86	164,441	47
Algoma Eastern.....	51,055	28	413,056	33	63,893	58	528,005	19	280,184	66
Atlantic, Quebec & Western.....	32,100	88	69,206	80	1,457	74	102,765	42	-17,147	31
Beddington & Nelson (not operating).....	21,576	73	24,114	83	5,467	84	51,159	40	-77,742	27
Brandon, Saskatchewan & Hudson Bay.....	41,683	71	219,927	97	8,492	37	270,104	05	165,971	31
British Yukon.....	16,655	96	29,684	44	3,588	32	49,328	72	9,151	79
Canada & Gulf Terminal.....	2,915,909	24	7,842,339	59	604,023	42	11,422,272	25	5,007,089	89
Canada Southern.....	4,000,595	56	10,120,807	68	1,565,258	67	15,686,661	91	2,363,478	75
Canadian Government Railways (Intercolonial). (Prince Edward Island).....	175,879	58	181,640	41	79,208	38	436,728	37	-138,786	62
Canadian Northern System.....	5,454,755	13	26,500,937	72	3,520,582	21	35,476,275	06	10,232,088	94
Canadian Pacific.....	24,407,144	29	89,072,485	16	11,174,941	52	124,547,570	97	40,416,743	16
Cape Breton.....	6,122	38	8,288	45	689	12	15,009	95	-6,871	01
Caracquet & Gulf Shore.....	22,806	26	53,004	08	5,318	03	81,218	37	75,494	05
Crow's Nest Southern.....	9,182	77	100,381	11	3,077	74	112,641	62	169,120	61
Cumberland.....	14,708	64	67,793	98	4,951	38	87,454	00	76,257	16
Central Vermont.....	118,487	59	195,973	51	27,210	97	341,672	07	255,769	63
Dominion Atlantic.....	373,543	68	508,251	54	80,271	73	962,066	95	685,303	28
Eastern British Columbia.....	1,384	35	28,465	12	1,488	85	31,338	32	-1,290	65
Edmonton, Dunvegan & British Columbia.....	152,380	34	259,654	36	15,378	47	427,443	17	94,157	26
Elgin & Havelock.....	2,801	78	7,138	09	1,957	53	10,997	40	297	19
Essex Terminal.....	172,028	86	70,678	33	13,632	29	84,310	62	28,453	26
Esquimalt & Nanaimo.....	6,786	15	308,761	50	49,122	80	529,913	16	171,111	01
Fredericton & Grand Lake Coal Railway Co.....	10,201,959	35	61,561	57	1,459	42	69,807	14	24,274	84
Grand Trunk.....	1,029,880	82	25,317,784	66	3,575,296	09	39,155,040	10	10,373,027	41
Grand Trunk Pacific.....	16,913	62	4,959,373	75	973,934	31	6,963,188	88	1,060,345	58
Hereford.....	87,839	19	75,973	98	4,175	89	97,063	49	-9,379	75
Inverness Railway & Co. (Did not report).....	39,140	06	74,420	08	2,666	92	116,227	06	-3,204	06
International of New Brunswick.....	44,621	47	272,000	66	13,804	75	330,426	88	1,172	87
Kent Northern (Did not report).....	5,648	58	28,558	33	1,866	78	36,073	69	6,512	49
Kettle Valley.....	10,640	93	6,585	92	1,135	89	18,362	74	3,773	09
Lotbinière & Megantic.....	5,803	25	31,415	35	868	53	38,087	13	-76,602	43
Maine Central.....	6,742	91	82,303	39	1,295	45	90,341	75	36,782	06
Manitoba Great Northern.....	64,676	48	153,127	52	6,716	31	224,520	31	16,121	70
Maritime Coal Railway & Power Co.....	87,839	19	121,639	25	56,826	99	266,305	43	37,364	77
Massachusetts Valley.....	87,839	19	121,639	25	56,826	99	266,305	43	37,364	77
Midland Railway of Manitoba.....	87,839	19	121,639	25	56,826	99	266,305	43	37,364	77

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Moncton & Beaubouche.....	12,868 25	18,963 19	2,832 11	34,663 55	31,526 69	3,136 86
Montreal & Attitash.....	179,222 58	1,030,371 18	61,826 09	1,291,419 85	946,631 60	344,788 25
Morrissey, Fernie & Michel.....	11,388 50	108,823 06	377 48	120,589 04	89,427 27	31,161 77
Niperville Junction.....	10,304 99	117,480 02	1,632 29	129,417 30	58,476 12	70,941 18
Nelson & Fort Sheppard.....	16,037 53	21,273 73	5,597 91	42,009 17	88,838 87	45,929 70
National Transcontinental.....	619,954 16	5,030,411 17	148,130 79	5,798,516 69	5,369,061 58	429,454 51
New Brunswick Coal & Railway Co.....	11,548 73	31,300 29	2,100 57	44,949 62	44,649 70	299 92
New Brunswick & Prince Edward Island.....	7,742 80	32,961 72	1,919 58	42,624 10	62,876 39	20,252 29
New Westminster Southern.....	3,138 99	26,731 87	5,332 44	35,203 30	28,457 96	6,745 34
Northern New Brunswick & Seaboard.....						
North Shore.....						
Ottawa & New York.....	78,247 02	151,529 15	20,461 27	250,237 44	282,819 87	32,582 43
Pere Marquette.....	133,198 15	2,796,837 97	57,065 97	2,987,102 09	1,586,697 15	1,400,404 94
Quebec Central.....	378,364 14	1,043,107 85	84,876 34	1,506,348 33	995,581 53	510,766 80
Quebec, Montreal & Southern.....	137,711 00	227,455 49	18,487 48	383,653 97	471,140 21	87,486 24
Quebec Oriental.....	45,204 63	86,251 35	7,232 56	138,688 54	129,607 90	9,080 64
Quebec Railway Light & Power Co.....	8,060 20	79,199 02	217 23	87,476 45	67,124 39	20,352 06
Red Mountain.....	2,191 93	10,545 43	1,858 94	14,596 30	27,268 88	12,672 38
Roberval-Saguenay.....	8,836 27	99,845 46	51,350 83	100,032 56	94,132 44	65,900 12
Rutland & Noyan.....	8,723 31	5,963 67	269 12	14,956 10	12,061 77	2,894 33
St. Lawrence & Adirondack.....	201,228 81	505,825 59	36,137 60	743,192 00	424,332 21	318,859 79
Salisbury & Albert.....	9,249 29	27,761 63	5,006 05	32,076 97	32,953 58	9,093 39
St. John & Quebec.....	28,431 11	40,389 95	1,025 45	60,846 51	90,555 68	20,769 17
St. Martins.....	4,112 09	15,831 01	1,563 00	21,506 10	20,587 97	918 13
Sydney & Louisbourg.....	51,398 10	747,862 93	22,124 68	821,385 71	631,272 06	190,113 67
Tenimouata.....	50,250 44	159,759 04	12,768 70	222,778 18	174,262 00	48,516 18
Teniskaming & Northern Ontario.....	555,017 15	1,277,440 74	159,914 46	1,992,372 35	1,530,020 91	462,351 41
Thousand Island.....	8,832 52	21,279 70	7,889 14	38,001 36	26,098 33	11,303 03
Toronto, Hamilton & Buffalo.....	792,881 80	1,172,423 18	84,207 56	1,649,512 54	988,530 92	660,981 62
Vancouver, Victoria & Eastern.....	104,499 85	372,807 28	62,700 72	540,127 58	711,851 42	171,723 84
Victoria Terminal Railway & Ferry Co.....	1,307 54	888 68	221 62	2,517 84	1,775 38	742 46
Victoria & Sidney B.C.....	16,345 46	12,236 49	3,352 74	31,934 69	27,274 54	4,660 15
Wabash (in Canada).....	377,189 22	2,692,766 85	48,362 30	3,118,318 47	2,395,143 92	723,174 45
York & Carlton.....	1,865 25	2,928 33	193 96	4,987 54	3,835 38	1,152 16
	53,007,642 59	185,806,167 63	22,984,843 75	261,888,653 97	180,542,258 98	81,346,394 99

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TABLE 7.—Earnings and Income for the Year ending June 30, 1916.

1	2	3	4	5	A	6	7	8
Name of Railway.	Revenue from Transportation—Rail Line.							
	Freight Revenue.		Revenue per Ton per Mile.		Passenger Revenue.		Revenue per Passenger per Mile.	
	\$ cts.	Cents.	\$ cts.	Cents.	\$ cts.	Cents.	\$ cts.	Cents.
Algoma Central & Hudson Bay...	444,416 20	-812	50,745 23	3,382	284 97			
Algoma Eastern.	404,256 68	1-785	51,055 28	2-664	239 88			
Atlantic, Quebec & Western.	69,206 80	1-160	32,100 88	2-945	40 65			
Beddington & Nelson (not operating)								
Brandon, Saskatchewan & Hudson Bay...	19,678 14	-955	21,576 73	2-598	200 63			2,138 86
British Yukon.	219,927 97	6-947	41,683 71	7-967	362 84			1,858 57
Canada & Gulf Terminal	29,084 44	3-115	16,655 96	3-242	456 91			
Canada Southern.	7,798,070 72	-644	2,915,909 24	2-386	28,504 72			
Canadian Gov't Ry. (Intercolonial)	10,073,286 64	-559	4,000,395 56	1-667	33,564 74			
Canadian Gov't Ry. (P.E. Island)	181,155 73	3-849	175,879 58	1-747	2,722 13			
Canadian Northern System...	26,158,279 20	-679	5,454,755 13	2-142	45,558 28			
Canadian Pacific	88,616,069 56	-641	24,407,144 29	1-957	251,398 47			
Cape Breton.	8,288 45	3-563	6,122 38	3-096	71 50			
Caracquet & Gulf Shore.	53,004 08	2-910	22,896 26	2-830				3,832 10
Crow's Nest Southern.	100,172 70	-753	9,182 77	3-496	88 79			1,288 79
Cumberland.	67,793 98	2-037	14,708 64	2-551	418 10			1,055 04
Central Vermont.	195,325 72	1-038	118,487 59	2-397	1,066 80			
Dominion Atlantic.	507,682 76	2-262	373,543 68	2-247	3,701 10			367 38
Eastern British Columbia	28,465 12	3-402	1,384 35	5-569				6,364 65
Edmonton, Dunvegan & British Columbia.	257,818 84	1-028	152,380 34	3-841	62 85			
Elgin & Havelock.	7,138 09		2,801 78	3-210				2,108 97
Essex Terminal.	68,678 33	5-155						678 24
Esquimalt & Nanaimo	308,655 85	2-771	172,028 86	2-858	2,536 13			9,654 18
Fredericton & Grand Lake & Coal Ry. Co.	61,561 57	1-729	6,786 15	2-813				828 96
Grand Trunk.	24,886,818 43	-660	10,261,939 35	1-794	70,285 24			574,842 31
" Pacific.	4,929,331 26	-698	1,029,880 82	2-084	6,582 86			95,315 01
Hereford.	75,944 66	2-884	16,913 62	2-936	143 10			3,001 20
Inverness Railway & Coal Co.								
International of New Brunswick.	74,316 81	1-884	39,140 06	2-871	243 24			1,344 00
Kent Northern.								
Kettle Valley.	270,818 00	1-778	44,621 47	3-339	636 41			1,800 50
Lothbiniere & Megantic.	28,558 33	3-520	5,648 58	2-870				1,851 78
Maine Central.	6,585 92	-538	10,640 93	2-360	45 42			218 03
Manitoba Great Northern	30,431 34	-592	5,803 25	2-702	54 11			283 78
Maritime Coal Ry. Power Co.	82,303 39	2-679	6,742 91	2-902	84 50			602 88

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Massawippi Valley...	151,840 48	-892	61,676 48	2,643	511 32	6,894 63	1,092 49	3,614 85
Midland Ry. of Manitoba...	116,522 20	-956	87,839 19	2,234	925 71			8,708 95
Moncton & Buctouche	18,963 19	4,235	12,868 25	2,229	200 83			801 28
Montréal & Atlantic	1,045,476 45	1-128	179,222 58	2,413	1,906 86			13,636 92
Morrissey, Fernie & Michel	101,797 06	2,546	11,388 50	1,562				
Napierville Junction...	117,459 14	-741	10,304 99	2,682	51 70			23 72
Nelson & Fort Sheppard	21,273 73	1,994	16,037 53	3,218	157 54			1,507 20
National Transcontinental	5,002,099 89	-485	619,954 13	1-673	3,038 68	11,903 13		13,129 04
New Brunswick Coal & Ry. Co.	29,315 33	3-174	11,548 76	2,825				1,375 84
New Brunswick & Prince Edward Island...	32,115 19	2-189	7,742 80	2,596	122 61			1,401 28
New Westminster Southern	26,731 87	4-342	3,138 99	3,257	30 78			3,383 25
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	151,358 65	-625	78,247 02	2,265	664 73			4,747 67
Pere Marquette...	2,769,895 91	-575	133,198 15	2,311	1,609 53			9,970 86
Quebec Central	1,043,107 85	1-345	378,364 14	2,126	4,268 78			28,139 62
Quebec, Montreal & Southern	226,266 19	1-435	137,711 00	2,569	1,324 44			5,235 54
Quebec Oriental	86,251 35	1-339	45,204 63	2,569	22 65			3,968 19
Quebec Ry. Light & Power Co.	78,207 00	5-286	8,060 20	1-370				
Red Mountain...	8,784 43	3-790	2,191 93	2,632	21 68			251 20
Roberval—Saguenay	92,917 51	1-365	8,836 27	2,603	91 70			87 92
Rutland & Noyan	5,963 67	1-372	8,723 31	2,298				2,543 40
St. Lawrence & Adirondack	504,784 26	1-215	201,228 81	1-642	808 57			1,341 18
Salisbury & Albert	27,761 63	2-740	9,249 29	2-780	126 64			1,102 00
St. John & Quebec	40,389 95	2-266	28,431 11	2-271	190 20			6,386 76
St. Martins	15,831 01	5-736	4,112 09	2,508				23,571 56
Sydney & Louisburg	732,784 69	1-016	51,398 10	2-329	492 05			1,018 80
Teniscouata	159,289 98	2-641	50,250 44	2,543	897 19			4,046 11
Teniskaming & Northern Ontario	1,267,391 77	-745	555,017 15	2,206	4,993 07			7,871 30
Thousand Islands...	21,266 70	10-785	8,832 52	2,999				24 90
Toronto, Hamilton & Buffalo...	1,070,573 06	1-271	392,881 80	2,183				389 71
Vancouver, Victoria & Eastern	361,350 12	1-107	104,499 58	2,785	1,970 95			20 00
Victoria Terminal Ry. & Ferry Co.	888 68	5-321	1,307 54	2,755	999 86	2,670 50	2,795 52	
Victoria & Sidney, B.C.	12,236 49	4-957	16,345 46	2,850				
Wabash (in Canada)...	2,692,707 83	-499	377,189 22	1-193	3,323 82			
York & Carlton	2,928 33		1,865 25					
Final totals...	184,099,887 30		53,097,642 59		478,393 91	2,478,864 56	259,622 10	3,042,539 96

TABLE 7.—Earnings and Income for the Year ending June 30, 1916—*Concluded*.

Name of Railway.	Revenue from Transportation—Rail Line.— <i>Continued</i> .						
	9	10	11	12	13		
	Express.	Other Passenger Train.	Milk.	Switching.	Special Service Train.	Other Freight Train.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central & Hudson Bay.....	2,482 86	.....	.....	105,972 95	859 25	433 38	604,924 84
Algoma Eastern.....	4,457 37	.....	.....	8,799 65	5 00	.....	468,813 86
Atlantic, Quebec & Western.....	1,377 09	.....	.....	.....	.....	.....	102,725 42
Bedfordington & Nelson (not operated).	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan & Hudson Bay.....	3,014 94	18 37	.....	4,436 69	.....	.....	51,064 36
British Yukon.....	3,226 04	.....	.....	.....	.....	.....	268,297 22
Canada & Gulf Terminal.....	2,340 00	.....	.....	.....	246 00	.....	48,537 31
Canada Southern.....	207,417 19	26,538 63	2,643 37	44,268 87	8 10	562 50	11,207,670 72
Canadian Gov't Ry's (Intercolonial).....	446,835 85	533 94	33,450 63	47,521 04	8,693 55	208 81	15,213,810 90
" (P.E. Island).....	4,802 17	.....	.....	484 68	1,828 32	.....	383,587 43
Canadian Northern System.....	839,557 69	7,954 56	42,022 75	342,658 52	4,473 69	.....	33,326,711 79
Canadian Pacific.....	3,013,413 97	11,430 90	203,441 14	456,415 00	12,131 93	7,636 50	120,425,351 36
Cape Breton.....	469 57	.....	.....	.....	.....	.....	14,951 90
Caracquet & Gulf Shore.....	292 07	.....	.....	.....	.....	.....	80,024 51
Crow's Nest Southern.....	1,301 94	8 14	.....	208 41	.....	.....	112,251 54
Cumberland.....	2,658 19	.....	.....	.....	75 00	.....	86,708 95
Central Vermont.....	13,791 50	166 55	112 35	647 79	.....	.....	337,708 24
Dominion Atlantic.....	28,812 94	185 99	2,509 44	568 78	356 80	131 52	946,946 82
Eastern British Columbia.....	.....	.....	.....	.....	.....	30 00	30,154 47
Edmonton, Dunvegan & British Columbia.....	1,851 67	.....	.....	1,835 52	.....	.....	421,906 42
Elgin & Havelock.....	379 29	.....	.....	.....	.....	.....	10,997 40
Essex Terminal.....	.....	.....	.....	2,000 00	.....	2,600 00	73,278 33
Esquimalt & Nanaimo.....	9,174 30	30 50	4,375 93	105 65	.....	.....	510,619 80
Fredericton & Grand Lake Coal & Ry. Co.....	1,617,161 87	10,657 94	178,743 12	430,966 23	55,049 14	.....	69,176 68
Grand Trunk.....	328,953 17	.....	1,115 87	30,042 49	7,610 34	87,948 44	38,187,251 57
" Pacific.....	536 25	.....	.....	29 32	.....	.....	6,624,469 16
Hereford.....	.....	.....	.....	103 27	.....	.....	96,568 15
Inverness Railway & Coal Co.....	634 33	.....	.....	.....	.....	.....	115,781 71
International of New Brunswick.....	.....	.....	.....	.....	.....	.....	.....
Kent Northern.....	1,943 41	.....	.....	1,182 66	.....	1,819 42	322,821 87
Kettle Valley.....	.....	.....	.....	.....	.....	.....	36,058 69
Lotbiniere & Megantic.....	872 44	.....	.....	.....	.....	.....	18,362 74
Maine Central.....	398 26	481 01	37,959 67
Manitoba Great Northern.....	4 92	90,293 75
Maritime Coal Ry. & Power Co.....	560 07

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Massachusetts Valley.....	999 96	53 86	1,287 04	222,930 13
Midland Ry. of Manitoba.....	19,521 73	288 00	5,117 05	246,675 81
Moncton & Beaufort.....	241 00	.....	.....	.....	.....	33,362 55
Montréal & Atlantic.....	16,718 89	13 77	4,894 73	300 00	6,499 65	1,270,339 59
Morrissey, Fernie & Michel.....	.....	.....	7,026 00	.....	377 48	120,589 04
Naperville Junction.....	663 18	16 90	20 88	.....	4 00	128,899 47
Nelson & Fort Sheppard.....	2,044 53	14 27	.....	.....	.....	41,034 80
National Transcontinental.....	37,878 95	929 55	28,311 28	400 23	616 50	5,718,575 67
New Brunswick Coal & Ry. Co.....	712 35	.....	1,984 96	.....	.....	44,937 24
New Brunswick & P.E. Island.....	253 86	.....	846 53	.....	.....	42,482 27
New Westminster Southern.....	249 71	2 90	.....	.....	.....	33,557 59
Northern New Brunswick & Seaboard.....	.....	.....	.....	.....	.....	.....
North Shore.....	.....	.....	.....	.....	.....	.....
Ottawa & New York.....	13,116 92	23 41	170 50	139 68	.....	248,991 93
Père Marquette.....	27,213 29	.....	26,942 06	775 00	.....	2,971,069 20
Quebec Central.....	22,181 73	.....	.....	.....	.....	1,476,062 12
Quebec, Montréal & Southern.....	953 48	292 05	1,189 30	30 00	12 50	381,800 46
Quebec Oriental.....	3,231 72	.....	.....	.....	.....	138,688 54
Quebec Ry. Light & Power Co.....	.....	.....	992 02	.....	7 70	87,266 92
Red Mountain.....	1,109 00	10 80	1,761 00	94 00	.....	14,224 04
Roberval—Saguenay.....	.....	.....	6,927 95	.....	.....	108,773 43
Rutland & Noyan.....	181 20	.....	.....	.....	.....	14,956 10
St. Lawrence & Adirondacks.....	10,774 62	859 42	1,041 33	.....	.....	739,800 03
Salisbury & Albert.....	415 42	.....	.....	.....	.....	40,096 38
St. John & Quebec.....	382 94	.....	.....	.....	5 00	69,399 20
St. Martins.....	103 58	.....	.....	.....	.....	21,387 86
Sydney & Louisburg.....	2,025 05	.....	15,078 24	1,555 75	.....	804,415 88
Temiscouata.....	2,519 38	.....	469 06	.....	.....	219,812 81
Thousand Islands.....	53,467 41	.....	10,048 97	226 00	.....	1,915,587 36
Thousand Islands & Northern Ontario.....	3,090 68	.....	13 00	.....	.....	34,569 35
Toronto, Hamilton & Buffalo.....	33,742 91	475 02	101,850 12	132 50	.....	1,605,539 97
Vancouver, Victoria & Eastern.....	20,565 33	117 13	11,517 16	.....	.....	512,519 00
Victoria Terminal Ry. & Ferry Co.....	.....	.....	.....	.....	.....	2,480 36
Victoria & Sidney, B.C.....	.....	.....	.....	.....	.....	31,722 33
Wabash (in Canada).....	23,394 47	101 24	59 02	.....	.....	3,100,003 34
York & Carlton.....	173 96	.....	.....	.....	.....	4,987 54
Final totals	6,845,234 69	60,728 85	1,706,280 33	94,934 08	108,893 40	252,773,275 89

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TABLE 7.—Earnings and Income

Number.	Name of Railway.	Revenue from Transportation—Water Line.				
		Freight. Revenue.	Passenger Revenue.	Excess Baggage.	Other Passenger Service.	Express.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Algoma Central & Hudson Bay.....					
2	Algoma Eastern.....					
3	Atlantic, Quebec & Western.....					
4	Bedlington & Nelson.....					
5	Brandon, S'k. & Hudson Bay.....					
6	British Yukon.....					
7	Canada & Gulf Terminal.....					
8	Canada Southern.....					
9	Canadian Gov't Ry. (Intercolonial).....	82,711 08				
10	“ (P.E. Island).....	21,973 21	10,911 37	117 60		
11	Canadian Northern System.....	31,759 47	49,067 48		150 28	6,596 36
12	Canadian Pacific.....					
13	Cape Breton.....					
14	Caraquet & Gulf Shore.....					
15	Crow's Nest Southern.....					
16	Cumberland.....					
17	Central Vermont.....					
18	Dominion Atlantic.....					
19	Eastern British Columbia.....					
20	Edmonton, Dunvegan & British Columbia.....					
21	Elgin & Havelock.....					
22	Essex Terminal.....					
23	Esquimalt & Nanaimo.....					
24	Fredericton & Grand Lake Coal & Ry. Co.....					
25	Grand Trunk.....					
26	“ Pacific.....					
27	Hereford.....					
28	Inverness Railway & Coal Co.....					
29	International of New Brunswick.....					
30	Kent Northern.....					
31	Kettle Valley.....					
33	Lotbinière & Megantic.....					
34	Maine Central.....					
35	Manitoba Great Northern.....					
36	Maritime Coal Ry. & Power Co.....					
37	Massawippi Valley.....					
38	Midland Ry. of Manitoba.....					
39	Moncton & Buctouche.....					
40	Montreal & Atlantic.....					
41	Morrissey, Fernie & Michel.....					
42	Napierville Junction.....					
43	Nelson & Fort Sheppard.....					
44	National Transcontinental.....					
45	New Brunswick Coal & Ry. Co.....					
46	New Brunswick & Prince Edward Island.....					
47	New Westminster Southern.....					
48	Northern New Brunswick & Seaboard.....					
49	North Shore.....					
50	Ottawa & New York.....					
51	Père Marquette.....					
54	Quebec Central.....					
55	Quebec, Montreal & Southern.....					
56	Quebec Oriental.....					
57	Quebec Ry. Light & Power Co.....					
58	Red Mountain.....					
59	Roberval-Saguenay.....					
60	Rutland & Noyan.....					
61	St. Lawrence & Adirondack.....					
62	Salisbury & Albert.....					
64	St. John & Quebec.....					
65	St. Martins.....					

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			Incidental.					Number.
Special Service.	Other.	Total.	Dining and Buffet.	Hotel and Restaurant.	Station, Train and Boat Privileges.	Parcel Room.	Storage Freight.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
...							9,688 72	1
...							12,280 39	2
...							40 00	3
...								4
...						1 00	2 44	5
...							4 45	6
...							40 62	7
...			127,921 42	22,804 65	3,324 46	4,052 57	1,050 46	8
11,500 00		94,211 08	205,014 93	14,403 76	12,571 19		13,265 56	9
202 00		33,284 18			549 96		264 55	10
...	203,783 61	291,356 90	174,316 44	123,742 67	5,669 12	8,571 52	20,919 57	11
...			1,461,761 30	366,768 65	5,536 62	43,700 35	107,177 28	12
...								13
...								14
...						2 88	17 97	15
...							1 12	16
...			98		14 37	7 40	218 07	17
...			1,214 45		800 00		589 42	18
...								19
...					2,045 62		59 89	20
...								21
...								22
...					480 00		719 42	23
...								24
...			296,986 17		33,437 93	12,741 85	32,329 80	25
...			194,793 29		525 00	96 75	3,081 78	26
...						15 80	89 59	27
...								28
...							7 10	29
...								30
...							23 15	31
...								33
...								34
...						50	10 90	35
...								36
...							434 76	37
...			9,692 02				900 66	38
...								39
...							511 84	40
...								41
...							9 84	42
...						30	5 48	43
...			8,941 87		1,126 94		5,392 74	44
...								45
...							1 90	46
...					4 53	1 44		47
...								48
...								49
...					34 32		433 52	50
...					150 73	6 90	563 34	51
...			8,518 61		4,081 10		1,291 85	54
...					90 00		694 19	55
...								56
...					66 31	6 79	26 44	57
...						1 30 C.R.	40	58
...								59
...								60
...					275 54		73 33	61
...								62
...							33 01	64
...								65

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TABLE No. 7.—Earnings and Income for the

Number.	Name of Railway.	Revenue from Transportation—Water Line.				
		Freight Revenue.	Passenger Revenue.	Excess Baggage.	Other Passenger Service.	Express.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
66	Sydney & Louisburg.....					
67	Temiscouata.....					
68	Temiskaming & Northern Ontario.....					
69	Thousand Islands.....					
70	Toronto, Hamilton & Buffalo.....					
71	Vancouver, Victoria & Eastern.....					
72	Victoria Terminal Ry. & Ferry Co.....					
73	Victoria, & Sidney B.C.....					
75	Wabash (in Canada).....					
76	York & Carlton.....					
	Final total.....	136,443 76	60,058 55	117 60	150 28	6,596 36

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Year ending June 30, 1916—Continued.

			Incidental.					Number.
Special Service.	Other.	Total.	Dining and Buffet.	Hotel and Restaurant.	Station, Train and Boat Privileges.	Parcel Room.	Storage Freight.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
...	500 00	...	109 23	66
...	4,349 96	...	135 60	67
...	5,295 79	...	...	...	1,420 34	68
...	27 65	69
...	21,448 78	...	354 68	...	1,030 65	70
...	3,323 74	...	30 60	19 30	1,796 57	71
...	24 52	72
...	9 32	73
...	8,092 91	...	1,879 71	...	154 45	75
...	76
11,702 00	203,783 61	418,852 16	2,527,322 70	527,719 73	77,898 39	69,226 65	216,963 08	

TABLE 7.—Earnings and Income for the Year ending June 30, 1916—*Concluded.*

Name of Railway.	Incidental.										Joint Facility.	
	Storage, Baggage.	Demur- rage.	Telegraph and Telephone.	Grain Elevators.	Stock- yards.	Rents of Buildings and other Property.	Miscel- laneous.		Total.	Joint Facility.	Total Operating Revenues.	
							\$	cts.				
Algoma Central & Hudson Bay.	25 90		3,113 02						134,346 02		739,270 86	
Algoma Eastern	1 85		1,085 85			43,781 24	2,042 00		59,191 33		528,005 19	
Atlantic, Quebec & Western.									40 00		102,765 42	
Bedlington & Nelson												
Brandon, S'k. & Hudson Bay												
British Yukon.	3 60		349 46									
Canada & Gulf Terminal.												
Canada Southern	2,969 92	30,638 00	218 29			710 00	742 92		1,806 83		51,159 40	
Can. Gov't Ry's. (Intercolonial)	2,872 68	61,413 19	22 38								270,104 05	
(P.E. Island)	52 30	114 74	135 28			5,345 90	16,275 86		214,601 53		49,328 72	
Canadian Northern System.	6,455 87	90,855 31	3,630 81		17,844 92	28,003 05	31,797 00		378,639 93		11,422,272 25	
Canadian Pacific.	36,627 83	245,774 56			938,034 00	540 50	18,199 43		19,856 76		15,686,461 91	
Cape Breton						363,902 00	789,841 61		1,828,314 81	36,237 83	436,728 37	
Caracquet & Gulf Shore.						938,034 00	148 05		148 05		35,476,275 06	
Crow's Nest Southern.	1 15						1,193 86		1,193 86		124,654,570 97	
Cumberland.						211 08	157 00		390 08		15,999 95	
Central Vermont.	5 20	845 58					743 93		745 05		81,218 37	
Dominion Atlantic	72 60	4,224 00	39 07			2,565 18	307 05		3,963 83		112,641 62	
Eastern British Columbia.			61 50			7,423 84	756 75		15,120 13		87,454 00	
Edmonton, Dunvegan & B.C.	10 75	821 26	1,508 66			423 35	639 00		1,183 85		341,672 07	
Elgin & Havelock.						1,060 57			5,506 75		962,066 95	
Essex Terminal.											31,338 32	
Esquimalt & Nanaimo	171 95	2,573 00									427,413 17	
Fredericton & Grand Lake Coal											10,997 40	
& Ry. Co.						761 20	10,271 09		11,032 29		84,310 62	
Grand Trunk						15,034 86	314 13		19,293 36		529,913 16	
Pacific												
Hereford												
Inverness Ry. & Coal Co												
International of New Brunswick	13,001 88	222,405 75	2,342 37	127,288 74							69,807 14	
Kent Northern.	1,515 20	8,090 80	82,682 85			152,998 24	71,513 57		965,046 30	280 12	39,155,040 10	
Kettle Valley						24,288 55	11,812 70		326,886 92		6,963,188 88	
Lotbinière & Megantic.						196 95	193 00		495 34		97,063 49	
Maine Central.												
	3 75	138 00	295 50			1 00			445 35		116,227 06	
	75		215 99									
						2,064 96	5,300 16		7,605 01		330,426 88	
							15 00		15 00		36,073 69	
											18,362 74	

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Manitoba Great Northern	1 50					48 00	114 56	127 46	38,087 12
Maritime Coal Ry. & Power Co.								48 00	90,341 75
Massachusetts Valley	117 85		381 55				656 02	1,590 18	224,520 31
Midland Ry. of Manitoba							9,036 94	19,629 62	266,305 43
Moncton & Buctouche						1,301 00		1,301 00	134,063 35
Montreal & Atlantic	23 00	3,483 70				2,659 24	15,002 48	21,080 26	1,291,419 85
Morrissey, Farnie & Michel									120,589 04
Napierville Junction			30 99				477 00	517 83	129,417 30
Nelson & Fort Sheppard	15 95		1,713 64				139 00	1,874 37	42,969 17
National Transcontinental	56 40	7,009 69	3,286 18			5,166 93	48,959 67	79,910 42	5,798,516 09
New Brunswick Coal & Ry. Co.			12 38					12 38	44,949 62
New Brunswick & P.E. Island		66 15				13 05	60 73	141 83	42,624 10
New Westminster Southern	3 24						1,656 50	1,665 71	35,203 30
Nor. New Brunswick & Seaboard									
North Shore									
Ottawa & New York	16 00	711 00	10 67				40 00	1,245 51	250,237 44
Père Marquette	1 45	10,037 50	70 00			4,603 56	569 41	16,002 89	2,987,102 09
Quebec Central	186 50	1664 50				11,759 40	2,784 25	30,286 21	1,506,348 33
Quebec, Montreal & Southern	11 40		416 92			307 00	334 00	1,853 51	387,653 97
Quebec Oriental									138,088 54
Quebec Ry. Light & Power Co.			72 47				37 52	209 53	87,476 45
Red Mountain			294 71				63 80	372 26	14,896 30
Roberval-Saguenay	12 85					1,129 26	50,129 87	51,259 13	160,032 56
Rutland & Noyan									14,856 10
St. Lawrence & Adirondack	95	2,986 80	7 87			13 50	34 28	3,391 97	743,192 00
Salisbury & Albert			223 49			174 15	1,582 95	1,980 59	42,076 97
St. John & Quebec	1 50	401 00					11 80	447 31	69,846 51
St. Martins			118 24					118 74	21,506 10
Sydney & Louisbourg		3,180 80	61 54						821,385 71
Teniscouata							13,618 26	16,969 83	222,778 18
Thousand Islands	362 55	7,627 60	50,268 48			174 00	155 77	2,965 37	1,992,372 35
Toronto, Hamilton & Buffalo			516 76			7,664 53	307 30	77,296 55	38,001 36
Vancouver, Victoria & Eastern	98 25	19,485 50				1,121 53	1,826 07	3,492 01	1,619,512 54
Victoria Terminal Ry. & Ferry Co.	463 25		1,870 90			1,292 65	332 06	43,972 57	540,127 58
Victoria & Sidney B.C.						800 84	19,363 38	27,608 58	2,517 84
Wabash (in Canada)							12 96	37 48	31,034 69
York & Carlton	82 76	4,506 03				162 42	203 04	212 36	3,118,318 37
Final Total	65,118 58	729,054 46	155,057 82	1,120,840	09 17,844 92	1,625,137 53	1,518,168 63	8,650,352 58	33,311 467,138 12,261,888,653 97

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916.

Name of Railway.	Maintenance of Way and Structures.										Other Track Material.						
	Superintendence.		Roadway Maintenance.		Tunnels and Subways.		Bridges, Trestles, Culverts.		Elevated Structures.			Ties.		Rails.			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		\$	cts.	\$	cts.		
Algoma Central and Hudson Bay.....	9,593 51	83,145 90															
Algoma Eastern.....	4,075 51	23,304 37															
Atlantic, Quebec & Western.....	1,886 15	23,613 93	618 10														
Bedford & Nelson (not operating).....																	
Brandon, Saskatchewan & Hudson Bay.....	4,808 94	19,074 48															
British Yukon.....	46 68	13,564 77															
Canada & Gulf Terminal.....	196 00	6,456 84															
Canada Southern.....	68,681 61	100,805 39	12,107 23														
Canadian Govt. Railway (Intercolonial).....	122,712 05	228,382 62	49 21														
Canadian Govt. Railway (P. E. Island).....	14,061 66	52,543 27															
Canadian Northern System.....	204,885 53	829,776 11	1,421 83														
Canadian Pacific.....	537,267 89	2,081,501 02	10,678 13														
Cape Breton.....	250 00	4,187 77															
Carriquet & Gulf Shore.....	840 00	6,940 73															
Crow's Nest Southern.....	5,217 15	45,462 25															
Cumberland.....	944 80	9,963 72															
Central Vermont.....	2,842 22	8,107 95															
Dominion Atlantic.....	7,063 91	20,084 03															
Eastern British Columbia.....	749 10	6,179 50															
Edmonton, Dunvegan & British Columbia.....	2,543 28	4,204 28															
Elgin & Havelock.....		2,761 60															
Essex Terminal.....	69 50	3,784 35															
Esquimalt & Nanaimo.....	7,851 19	24,541 48															
Fredericton & Grand Lake Coal & Ry. Co.....		9,099 04															
Grand Trunk.....	164,563 96	525,491 75															
Grand Trunk Pacific.....	87,205 87	338,377 64	Cr.	234 43													
Hereford.....	1,832 19	16,930 66															
Inverness Railway & Coal Co.....																	
International of New Brunswick.....	2,398 27	6,234 66															
Kent Northern.....																	
Kettle Valley.....	4,863 10	131,407 26															
Lotbinière & Megantic.....		6,256 40															
Maine Central.....	45 00	1,311 79															
Manitoba Great Northern.....	4,781 34	30,241 09															
Maritime Coal, Ry. & Power Co.....	759 00	8,548 82															
Massachusetts Valley.....	2,246 26	10,145 54															
Midland Ry. of Manitoba.....	3,240 34	1,613 51															
Moncton & Buctouche.....	421 50	5,763 80															

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Montreal & Atlantic.....	6, 670 56	24, 254 49	28, 770 83	31, 908 90	9, 789 53	7, 234 32
Morriessy, Fernie & Michel.....	1, 064 30	4, 733 19	11 85	1, 613 70	3, 175 78	56 38
Napierville Junction.....	4, 157 13	18, 829 48	.....	3, 241 45	.....	2, 718 20	633 24	345 58
National Transcontinental (operated by Can. Govt. Railways).....	115, 153 70	224, 048 71	.....	58, 802 57	.....	202, 051 78	30, 004 97	39, 180 10
New Brunswick Coal & Ry. Co.....	341 02	14, 299 03	.....	3, 588 27	.....	3, 588 27	1, 889 90	248 64
New Brunswick & P. E. Island.....	695 46	542 30	.....	1, 632 14	.....	10, 216 82	488 09	2, 833 66
New Westminster Southern.....	2, 599 67	4, 072 06	.....	1, 532 50	.....	759 52	34 45	47 45
Northern New Brunswick & Seaboard North Shore.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa & New York.....	2, 647 91	6, 735 71	.....	4, 698 26	.....	12, 994 96	2, 498 69	2, 809 39
Père Marquette.....	13, 693 69	15, 448 39	.....	11, 394 82	.....	41, 018 20	8, 525 06	5, 653 53
Quebec Central.....	7, 586 94	91, 417 62	.....	2, 127 07	.....	29, 500 00	24, 000 00	3, 708 17
Quebec, Montreal & Southern.....	9, 542 42	38, 597 46	.....	11, 621 29	.....	31, 467 74	1, 329 13	2, 627 69
Quebec Oriental.....	2, 374 11	24, 080 93	.....	2, 980 89	.....	11, 033 55	.....	368 86
Quebec, Ry., Light & Power Co.....	416 97	3, 773 10	.....	142 53	.....	979 58	3 19	323 32
Red Mountain.....	795 17	4, 585 41	.....	177 10	.....	1, 561 50	2 73	137 14
Roberval-Saguenay.....	1, 147 05	7, 126 72	.....	310 01	.....	332 90	.....	492 39
Rutland & Noyan.....	244 23	1, 418 63	.....	184 06	.....	833 90	138 24	161 50
St. Lawrence & Adirondack.....	2, 945 42	6, 612 10	.....	4, 449 88	.....	12, 236 89	7, 718 10	2, 083 30
Salisbury & Albert.....	824 45	7, 624 14	.....	1, 254 57	.....	3, 230 61	.....	731 38
St. John & Quebec.....	1, 784 10	17, 109 30	.....	1, 203 18	.....	242 50	625 25	539 16
St. Martins.....	.....	3, 750 14	.....	887 58	.....	2, 891 48	467 54	584 73
Sydney & Louisbourg.....	3, 824 96	44, 747 96	.....	19, 650 23	.....	17, 695 79	8, 801 49	7, 281 12
Teniscouata.....	2, 236 45	28, 952 33	.....	4, 695 24	.....	6, 026 02	488 15	760 00
Teniskaming of Northern Ontario.....	23, 305 24	58, 695 08	.....	17, 280 02	.....	44, 237 00	9, 157 13	11, 862 73
Thousand Islands.....	484 88	1, 988 74	.....	1, 010 00	.....	851 07	.....	216 01
Toronto, Hamilton & Buffalo.....	17, 703 55	33, 648 26	2 94	9, 401 18	.....	28, 794 45	12, 951 59	12, 428 14
Vancouver, Victoria & Eastern.....	24, 753 70	108, 649 88	3 35	69, 869 27	.....	24, 657 55	3, 835 44	6, 768 08
Victoria Terminal Railway & Ferry Co.....	24 87	212 06	.....	16 58	.....	8 47	11 47	5 47
Victoria & Sidney, B.C.....	333 94	3, 339 04	.....	28 63	.....	132 78	23 88	84 73
Wabash (in Canada).....	.....	.....	.....	.....	.....	.....	.....	15 87
York & Carlton.....	1, 538 49	1, 081 80	.....	.....	.....	231 82	.....	38 98
Final total.....	1, 518, 239 89	5, 501, 862 42	26, 538 14	2, 235, 950 24	401 89	5, 052, 399 92	1, 418, 883 96	969, 832 14

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	Maintenance of Way and Structures—Continued.							
	Ballast.	Tracklaying and surfacing.	Right of way Fences.	Snow and Sand fences and Snow sheds.	Crossings and Signs.	Station and Office Buildings.	Roadway Buildings.	Water Stations.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Algoma Central & Hudson Bay	496 18				2,429 94		5,379 72	
Algoma Eastern					46 59		2,354 19	
Atlantic, Quebec & Western	56 75			232 15	141 54		447 13	
Bedford & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay								
British Yukon								
Canada & Gulf Terminal	(r. 2 14			877 36	1,094 36		1,948 14	
Canada Southern	22 92 55	311,201 85	13,096 61	191 43	7 65		1,950 51	
Canadian Govt. Railway (Intercolonial).				26 07	80 62		176 28	
(P. E. Island).	105,098 94	592,343 91	49,983 03	111 11	9,318 05	20,609 86	809 02	9,192 61
Canadian Northern System	6,629 00	17,053 97	8,944 34	348 45	27,100 15	198,596 61	5,877 59	14,224 84
Canadian Pacific	11,289 87	1,728,703 74	33,836 24	1,153 88	823 54	6,048 71	92 94	1,670 47
Cap Breton	383,770 51	4,517,901 80	123,624 78	9,400 60	26,377 37	140,756 63	11,086 39	98,662 99
Caracquet & Gulf Shore				548,752 55	78,403 31	713,491 34	62,627 82	263,734 93
Crow's Nest Southern	3,982 50			140 72	12 70		57 84	
Cumberland				566 25				
Central Vermont					437 26		1,694 77	
Dominion Atlantic	3,742 48	23,157 84	3,619 77		532 95		805 88	
Eastern British Columbia	685 74	61,047 15	5,185 57	116 70	782 41	3,013 22	393 21	81 21
Edmonton-Dunvegan & British Columbia	11 50				1,315 89	1,616 21	84 71	307 91
Elgin & Havelock					4 00		295 65	
Essex Terminal		39,617 28	201 98		163 08	1,482 00	246 24	3,116 70
Esquimalt & Nanaimo	721 41				4 00		19 72	
Fredericton & Grand Lake Coal & Ry. Co.	86 15	19,710 10	1,305 12	2 47	288 05		6,371 27	
Grand Trunk	46,734 29	1,192,677 64	83,262 49	1 00	479 32	4,138 75	162 21	347 24
Grand Trunk Pacific	15,706 01	509,204 46	1,454 44	6,458 71 (r.	111,471 63	456,592 16	11,986 66	37,705 74
Hereford	241 36			1,316 63	5,569 72	13,775 27	1,976 12	23,710 58
Inverness Railway & Coal Co.					1,387 44		2,230 87	
International of New Brunswick	891 69	19,298 42	24 50	5 80		145 15		228 42
Kent Northern					36 61			
Kettle Valley							1,272 06	
Lothbinière & Megantic	189 00				292 37		729 16	
Maine Central					19 84			
Manitoba Great Northern				58 01	7 80			
Maritime Coal, Railway & Power Co.					604 50		2,635 05	
Massachusetts Valley					806 33		212 59	
				6 40	2,353 19		3,783 41	

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Midland Railway of Manitoba	129 66				103 37	638 62
Moncton & Buctouche	202 45				0 60	332 45
Montreal & Atlantic	1,644 03	45,205 68	3,859 78		5,760 70	287 05
Morrissey, Fernie & Michel						670 95
Napierville Junction	153 74			38 68	555 94	761 06
Nelson & Fort Sheppard					132 52	425 22
National Transcontinental	2,518 45	529,480 66	1,378 11	Cr.	4,192 49	2,170 81
New Brunswick Coal & Railway Co.	9 45			21 72	134 11	273 72
New Brunswick & P. E. Island	60 60	13,955 15	203 20		29 29	28 85
New Westminster Southern					49 61	40 70
North Shore						
Ottawa & New York	7,142 19	16,447 17	1,092 03	147 56	1,504 63	225 37
Père Marquette	5,710 22	62,609 99	2,791 79	22 23	4,638 27	698 53
Quebec Central	18,000 00	16,132 52	951 33	212 00	105 70	4,326 32
Quebec, Montreal & Southern					4,021 94	4,170 58
Quebec Oriental	26 42			322 63	190 54	1,093 80
Quebec, Railway, Light & Power Co.	1,500 00			22 89	411 16	1,106 67
Red Mountain	10 80				63 70	63 31
Roberval-Saguenay	303 54			256 75	756 93	202 90
Rutland & Noxton	13 34			2 83	119 75	286 18
St. Lawrence & Adirondack	6,755 19	17,326 34	1,985 60		1,225 54	233 67
Salisbury & Albert	56 40				322 46	120 85
St. John & Quebec	170 68	8,290 11	102 42		148 12	3 08
St. Martins						
Sydney & Louisbourg	82 50			33 57	1,709 52	2,868 03
Temiscouata				157 94	340 19	1,321 68
Temiskaming of Northern Ontario	5,688 51	112,440 66	4,130 31		1,256 37	1,740 22
Thousand Islands	35 00				191 92	159 48
Toronto, Hamilton & Buffalo	2,434 50	49,486 88	4,120 61	65 08	1,708 28	554 72
Vancouver, Victoria & Eastern	440 67			11 53	3,130 03	13,039 34
Victoria Terminal Railway & Ferry Co.					12 56	34 88
Victoria & Sidney, B.C.					190 14	274 13
Wabash (in Canada)						
York & Carlton						
Final total	656,288 26	9,903,293 32	345,154 05	571,002 73	82,549 87	166,667 36
						499,542 89

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	Maintenance of Way and Structures—Continued.															
	Fuel Stations.		Shops and Enginehouses.		Grain Elevators.		Storage Warehouses.		Wharves and Docks.		Coal and Ore Wharves.		Gas-producing Plants.		Telegraph and Telephone Lines.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Algoma Central & Hudson Bay.....																2,693 19
Algonia Eastern.....																1,028 09
Atlantic, Quebec & Western.....																90 25
Bedlington & Nelson (not operating).																
Brandon, Saskatchewan & Hudson Bay.....																
British Yukon.....																
Canada & Gulf Terminal.....																262 61
Canada Southern.....	1,457 15		15,923 49							892 18						728 66
Canadian Govt. Railway (Intercolonial).....	8,884 80		66,034 98							2,113 05						170 70
(P. E. Island).....	1,455 94		1,658 07			878 43		759 08		39,230 69						8,802 88
Canadian Northern System.....	11,584 50		60,101 78							2,309 13						4,678 10
Canadian Pacific.....	66,263 97		306,339 47					Cr.	312 94	10,394 90	1,949 93					381 36
Cape Breton.....						56,988 94		1,220 08		63,321 53	25,250 00					66,481 62
Caraquet & Gulf Shore.....																193,484 74
Crow's Nest Southern.....																
Cumberland.....																
Central Vermont.....	63 05		329 96							0 39						491 88
Dominion Atlantic.....	1,225 28		1,359 92							810 27						29 40
Eastern British Columbia.....																688 89
Edmonton-Dunvegan & British Columbia.....																148 80
Elgin & Havelock.....																115 64
Essex Terminal.....																3,021 68
Esquimalt & Nanaimo.....	1,857 74		637 01													
Fredericton & Grand Lake Coal & Ry. Co.										6,396 53						168 13
Grand Trunk.....	11,653 64		246,231 97			9,021 56				25,393 07						36 00
Grand Trunk Pacific.....	1,780 03		20,787 19							5,817 57	1 49					23,850 49
Hereford.....																42,797 64
Inverness Railway & Coal Co.																
International of New Brunswick.....			57 75													
Kent Northern.....																943 14
Kettle Valley.....																
Lotbinière & Megantic.....										23 65						1,021 16
Maine Central.....										39 18						4 46
Manitoba Great Northern.....																
Maritime Coal, Railway & Power Co.																136 37
Mississippi Valley.....																72 67
Midland Railway of Manitoba.....										375 04						78 26

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Moncton & Buctouche.....					161 34	482 47				2,246 49
Montreal & Atlantic.....	1,156 48	2,187 22								4 97
Morrissey, Fernie & Michel.....										329 25
Napierville Junction.....										15,089 80
Nelson & Fort Sheppard.....	3,186 53	44,429 69					1,910 60			4 86
National Transcontinental.....										7 41
New Brunswick Coal & Railway Co.....										
New Brunswick & P. E. Island.....		174 66					128 97			
New Westminster Southern.....										
Northern New Brunswick & Seaboard.....										
North Shore.....										
Ottawa & New York.....	311 78	2,403 43								19 53
Père Marquette.....	101 90	4,872 38								291 30
Quebec Central.....	370 83	618 04								
Quebec, Montreal & Southern.....										133 17
Quebec Oriental.....										39 00
Quebec Railway, Light & Power Co.....										75 98
Red Mountain.....										111 46
Roberval-Saguenay.....										536 36
Rutland & Noyan.....										4 13
St. Lawrence & Adirondack.....	485 12	755 95								42 29
Salisbury & Albert.....										10 00
St. John & Quebec.....		37 10								122 61
St. Martins.....										
Sydney & Louisburg.....										653 46
Tenimsoona.....										
Tenimsooming & Northern Ontario.....	1,275 32	6,423 70								4,160 12
Thousand Islands.....	86 64	4,019 79								
Toronto, Hamilton & Buffalo.....										970 18
Vancouver, Victoria & Eastern.....										1,297 37
Victoria Terminal Railway & Ferry Co.....										0 50
Victoria & Sidney, B. C.....	32 82	7,612 74								8 25
Wabash (in Canada).....										6 86
York & Carleton.....										
Final total.....	113,233 52	792,976 29			67,050 27	2,148 69	182,347 45	27,201 42	775 71	379,102 16

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Montreal & Atlantic	1,328 10				354 75	1,702 08	8,793 22
Morrissey, Fernie & Michel							3,734 31
Napierville Junction	1,045 27					37 20	1,433 35
Nelson & Fort Sheppard	96 24					267 47	3,021 04
National Transcontinental	3,296 88				8,677 50	16,484 57	194,271 98
New Brunswick Coal & Railway Co.						583 02	
New Brunswick & P. E. Island	36 91				169 87	106 35	542 07
New Westminster & Southern						73 18	115 31
Northern New Brunswick & Seaboard North Shore							
Ottawa & New York	7,331 34				544 41	780 20	3,384 14
Père Marquette	1,170 50	158 45			770 70	1,730 36	3,572 80
Quebec Central	5 02				1,348 43	2,022 65	3,659 57
Quebec, Montreal & Southern	6,972 31					1,271 15	8,634 27
Quebec Oriental						634 87	2,632 21
Quebec Railway, Light & Power Co.						175 46	1,676 65
Red Mountain	31 97					33 73	1,668 59
Roberval-Saguenay	17 24					310 04	3,245 17
Ruford & Noyon	15 00					45 83	157 02
St. Lawrence & Adirondack	12 26				236 53	663 99	3,880 52
Salisbury & Albert	984 81				233 52	170 00	32 21
St. John & Quebec	0 50					160 85	2,662 42
St. Martins						670 18	3,715 40
Sydney & Louisburg						2,962 48	2,424 66
Temiscomata	32 41		444 86		1,921 80	36 247 24	3,247 24
Thousand Islands						36 73	592 00
Toronto, Hamilton & Buffalo	10,553 27		431 58		636 13	1,598 10	5,250 29
Vancouver, Victoria & Eastern	1,483 28					2,808 97	5,142 05
Victoria Terminal Railway & Ferry Co.						3 36	47 89
Victoria & Sidney, B. C.						55 03	748 35
Wabash (in Canada)							
York & Carlton						3 53	
Final total	253,006 80	19,916 94	32,136 61	1,888.33	92,211 30	328,650 85	2,487,191 71
							53,280 36

1,559 24

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	Maintenance of Way and Structures—Concluded.									
	Injuries to Persons.	Insurance.	Stationary and Printing.	Other Expenses.	Maintaining Joint tracks, Yards, and other Facilities—Dr.	Maintaining Joint tracks, Yards, and other Facilities—Cr.	Total Maintenance of Way and Structures.			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Algoma Central and Hudson Bay.....	174	38	12,637	05	132	89	65	00	190,924	36
Algoma Eastern.....			2,413	55	183	31	1,815	00	52,124	82
Atlantic & Quebec Western.....							144	64	32,590	89
Bedlington & Nelson (not operating).	1	77			170	82	21	66	69,781	13
Brandon, Saskatchewan & Hudson Bay.....	1	85					10	65	30,519	74
British Yukon.....									7,819	60
Canada & Gulf Terminal.....									1,244,547	17
Canada Southern.....	1,008	03	3,457	18	2,936	70	75,980	44	2,429,571	56
Canadian Govt. Railway (Intercolonial).	758	76			9,598	47	49,351	22	10,399	67
Canadian Govt. Railway (P. E. Island).	20	80			482	64			149,564	17
Canadian Northern System.....	9,123	70	88	01	5,543	81	49,263	75	5,899,540	27
Canadian Pacific.....	57,696	39			10,843	31	186,155	42	14,671,791	20
Cape Breton.....									6,534	29
Caraquet & Gulf Shore.....					75	00			20,756	34
Crow's Nest Southern.....	94	10			170	84	41	63	71,476	92
Cumberland.....							219	10	22,539	65
Central Vermont.....	59	00	341	52	66	55			84,802	62
Dominion Atlantic.....	6	00			189	77	75	04	105,141	44
Eastern British Columbia.....							54	00	11,832	82
Edmonton, Dunvegan & British Columbia.....					150	28	8,412	10	72,208	26
Elgin & Havelock.....									5,277	46
Essex Terminal.....							233	42	20,640	60
Fishquilt & Nanaimo.....	67	00			43	86			93,869	52
Fredericton & Grand Lake Coal & Railway Co.....					14	00			10,032	45
Grand Trunk.....	27,510	81	56,632	40	4,345	79	83,581	55	4,447,664	94
Grand Trunk Pacific.....	1,253	18	45,470	82	2,126	79	3,068	16	1,557,939	04
Hereford.....	953	70			114	13	148	28	36,793	55
Inverness Railway & Coal Co.....					63	56	550	00	59,103	29
International Railway of New Brunswick.....									165,300	08
Kent Northern.....			429	17	163	06	236	63	9,667	41
Kettle Valley.....									2,379	83
Lotbinière & Megantic.....					10	09			66,842	53
Maine Central.....	13	00			213	52	122	69	15,544	69
Manitoba Great Northern.....							360	60	48,989	96
Maritime Coal, Railway & Power Co.....							723	20		
Massachusetts Valley.....			280	04	25	22	97	65		

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Midland of Manitoba.....	78 76	...	37,901 85	47,084 45
Moncton & Buctouche.....	386 24	2 28	3,678 18	9,434 81
Montreal & Atlantic.....	13 52	2,498 19	99 00	200,624 13
Morrissey, Ferme & Michel.....	128 12	25 60	3,090 00	13,273 97
Napierville Junction.....	4,323 65	42 15	3,809 40	13,260 89
Nelson & Fort Sheppard.....	7 55	28 27	11,295 40	38,520 05
National Transcontinental.....	114 05	1 16	1,547,238 49	1,547,238 49
New Brunswick Coal and Railway Co.....	42 71 (r.)	88 83	21,448 34	21,448 34
New Brunswick & P. E. Island.....	2 63	30 16	33,001 32	33,001 32
New Westminster Southern.....	599 84	9 00	9,554 78	9,554 78
Northern New Brunswick & Seaboard North Shore.....	132 49	96 25	1,693 13	81,625 42
Ottawa & New York.....	217 61	5 33	135,161 66	334,729 70
Pere Marquette.....	12 47	194 44	720 00	209,706 46
Quebec Central.....	21 36	5 33	225 00	114,077 71
Quebec, Montreal & Southern.....	164 40	22 19	147 87	47,317 67
Quebec Oriental.....	5 91	5 92	9,311 70	9,311 70
Quebec Railway, Light & Power Co.....	3 75	5 80	9,244 00	9,244 00
Red Mountain.....	101 52	4,404 21	9 63	17,471 09
Roberval-Saguenay.....	8 62	1 25	100 77	3,659 06
Ruthard & Noyau.....	708 50	27 20	11,630 78	86,442 89
St. Lawrence & Adirondack.....	5 30	1,013 00	600 00	14,346 74
Salisbury & Allert.....	646 25	302 03	116,138 42	33,538 42
St. John & Quebec.....	683 55 (r.)	0 05	8,581 47	8,581 47
St. John & Allert.....	8 02	0 77	330,108 51	339,208 75
St. Martins.....	...	...	...	1,336 13
Sydney & Louisburg.....	...	...	...	...
Temiscouata.....	...	...	...	...
Thousand Islands.....	4,475 65	...	2,585 00	364,541 22
Toronto, Hamilton & Buffalo.....	521 10	1,013 00	5,560 22	5,664 02
Vancouver, Victoria & Eastern.....	...	1,717 11	26,846 71	185,058 51
Victoria Terminal Railway & Ferry Co.....	877 44	302 03	2,248 74	267,475 62
Victoria & Sidney, B.C.....	...	0 05	375 13	375 13
Wabash (in Canada).....	202 19	0 77	5,332 97	5,332 97
York & Carlton.....	372 49	339,208 75
Final totals.....	106,124 15	17,906 11	995,782 60	36,040,945 06

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Maintenance of Equipment.																
Superintendent- ence.	Shop Machinery.		Power plant Machinery.		Power Sub-station Apparatus.		Steam Locomotive Repairs.		Steam Locomotive Renewals.		Freight-train Cars— Repairs.		Freight-train Cars— Renewals.			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
Algoma Central & Hudson Bay.....	5,530	13	2,669	03					30,953	51		38,522	84			
Algoma Eastern.....	2,194	91							16,785	72		33,686	33			
Atlantic, Quebec & Western.....			854	70					12,577	30		591	58			
Bedfordton & Nelson (not operating).....	428	56	233	02					2,953	99		1,432	34			
Brandon, Saskatchewan & Hudson Bay.....	968	25	208	17					3,298	94		2,151	33			
British Yukon.....	195	73							1,468	31		34	57			
Canada & Gulf Terminal.....	54,972	05	12,621	09	1,182	52	9,668	88	468,718	53	110,607	48	316,019	70	202,747	05
Canada Southern.....	81,692	00	65,648	72	12,270	24			691,267	04	133,333	34	848,736	84	100,000	00
Canadian Govt. Railway (Intercolonial.).....	6,689	66	2,423	49	68	55			32,861	31		16,018	87			
Canadian Govt. Railway (P. E. Island).....	138,057	69	101,876	28	346	44	616	06	1,626,436	37		1,492,074	28			
Canadian Northern System.....	295,727	31	550,796	62					4,349,704	18	881,537	45	4,445,592	01	1,647,197	93
Canadian Pacific.....									777	43		18	52			
Cape Breton.....	1,108	00							4,707	99		531	94			
Caracquet & Gulf Shore.....	651	07	351	41					10,136	89		11,236	89			
Crow's Nest Southern.....	745	41							4,466	10		2,096	26			
Cumberland.....	1,153	06	55	36					8,856	46		10,268	99			
Central Vermont.....	3,327	12	387	35					32,181	35	12,000	00	10,403	24		
Dominion Atlantic.....	121	50	50	01					1,757	52		1,732	96			
Eastern British Columbia.....									14,627	98		9,643	90			
Edmonton, Dunvegan & British Columbia.....									45	54		34	76			
Elgin & Havelock.....									2,376	17		8,643	34	4,563	89	
Essex Terminal.....	2,738	48	1,960	38					27,737	26		336	03			
Esquimaux & Nanaimo.....									2,813	41		2,419,113	66			
Fredericton & Grand Lake Coal & Ry. Co.	127,003	60	215,560	57	4,126	88			2,688,607	72		451,001	66			
Grand Trunk.....	56,678	76	20,283	08	1,089	17			434,002	06	102	61	3,928	66	37	82
Grand Trunk Pacific.....	617	58	62	06					7,303	81						
Hereford.....																
Inverness Railway & Coal Co.																
International of New Brunswick.....	245	16	89	05	13	76			4,473	71		3,441	06			
Kent Northern.....																
Kettle Valley.....	2,941	92	915	76					14,892	34		4,844	15			
Lotbiniere & Megantic.....			599	80					1,501	25		1,234	34			
Maine Central.....	45	76	20	63					451	11	9	39	1,126	69	7	93
Manitoba Great Northern.....	487	92	201	36					2,564	09		2,194	25			
Maritime Coal & Railway Power Co.	804	79	166	88					2,524	51	7,000	00	140	90		
Massachusetts Valley.....	1,292	13	537	51					17,575	24		11,102	01			
Midland Railway of Manitoba.....	3,155	08	809	42					13,679	21		8,763	38			

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	3,453 10	4,024 38	1,671 15	39,449 09	826 14	11,455 06
Moncton & Buctouche			52,621 99		7,281 54	
Montreal & Atlantic		1,041 92	5,331 40		6,275 29	
Morrissey, Fernie & Michel		3 35	4,128 17		363 96	
Napierville Junction	504 87	240 00	5,007 48		1,003 07	
Nelson & Fort Sheppard	505 27	17,915 86	463,691 11		265,962 88	
National Transcontinental	51 605 31	2,889 76	3,447 66		1,182 41	
New Brunswick Coal & Railway Co.		11 36	3,356 38		863 36	
New Brunswick & P. E. Island	30 06	108 81	2,030 96			
New Westminster Southern	210 33					
Northern New Brunswick & Seaboard						
North Shore						
Ottawa & New York	6,559 83	1,604 22	20,287 02		5,906 57	
Pere Marquette	14,583 12	9,591 65	135,096 47		12,825 50	
Quebec Central	10,305 84	7,462 30	44,545 46	15,000 00	44,042 66	3,426 95
Quebec, Montreal & Southern	9,327 75	1,608 57	22,138 66		139,405 40	
Quebec Oriental		936 82	11,564 86		385 23	
Quebec Railway, Light & Power Co.		282 14	3,682 45		6,030 41	
Red Mountain	181 26	71 48	2,176 75			
Roberval-Saguenay	126 59	261 16	3,403 97		2,667 78	
Rutland & Noyan	1,304 67	52 83	630 25	137 85	745 17	155 92
St. Lawrence & Adirondack	92 54	2 03	31,199 12		2,467 72	
Saskatchewan & Alberta	4,360 44	146 60	1,003 01		515 18	
St. John & Quebec		40 74	4,251 61	2,437 37	1,362 95	
St. Martins	300 00		770 13			
Sydney & Louisbourg	1,871 61		73,623 33		111,929 66	
Teniscouata	2,852 55	339 94	6,572 29		8,487 21	
Thousand Islands	11,506 34	5,827 67	88,330 61		31,338 86	
Toronto, Hamilton & Buffalo			709 14			
Toronto, Hamilton & Eastern	12,270 92	3,630 99	60,620 61	5,580 00	35,088 05	86,691 67
Vancouver, Victoria & Eastern	3,499 32	1,210 75	57,775 95		10,633 22	
Victoria Terminal Railway & Ferry Co.	12 70	0 18	30 00		23 40	
Victoria & Sidney, B.C.	201 18	3 07	472 80		100 06	
Wabash (in Canada)	17,872 16	10,684 24	196,785 52		225,032 10	
York & Carlton						
Final totals	943,062 42	1,050,379 11	11,821,950 66	1,207,194 58	11,079,746 06	2,056,284 22

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	Maintenance of Equipment—Continued.							
	Passenger-train Cars— Repairs.	Passenger-train Cars— Renewals.	Motor Equipment of Cars— Repairs.	Floating Equipment Repairs.	Floating Equipment Renewals.	Work Equipment Repairs.	Work Equipment Renewals.	Miscellaneous Equipment Repairs.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Algoma Central & Hudson Bay.....	4,576	90						
Algoma Eastern.....	2,186	55				9,126	99	
Atlantic, Quebec & Western.....	4,752	64				218	19	
Bedfordington & Nelson (not operating).....						458	74	
Brandon, Saskatchewan & Hudson Bay.....	1,206	12				2,514	17	
British Yukon.....	1,146	64				1,393	47	
Canada & Gulf Terminal.....	60,470	20						
Canada Southern.....	368,147	02				5,967	44	
Canadian Govt. Railway (Intercolonial).....	16,132	47	357	30	8,510	93	20,120	68
" (P. E. Island).....					364	63		
Canadian Northern System.....	545,338	55	28,090	91		1,955	18	16 70
Canadian Pacific.....	2,892,439	58	564,203	73	2,486	80	417,210	01
Cape Breton.....	709	57					578,948	07
Caracquet & Gulf Shore.....	200	00				1,000	00	
Crow's Nest Southern.....	578	34				1,667	11	
Cumberland.....	1,212	29				143	51	
Central Vermont.....	3,145	62				579	53	
Dominion Atlantic.....	15,311	35				1,724	25	
Eastern British Columbia.....	190	08						
Edmonton, Dunvegan & British Columbia.....	6,246	20				1,413	58	
Elgin & Havelock.....	1	00						
Essex Terminal.....								
Esquimalt & Nanaimo.....	18,139	47				3,363	63	
Fredericton & Grand Lake Coal & Ry. Co.....							1,100	00
Grand Trunk.....	514,452	90			48,459	73		
Grand Trunk Pacific.....	119,417	94			1,010	59		
Hereford.....	2,043	15	Cr.	0 32		39,019	61	
Inverness Railway & Coal Co.....						547	05	59 96
International of New Brunswick.....	2,394	30			30	48		
Kent Northern.....						667	05	
Kettle Valley.....	4,070	69						
Lotbiniere & Megantic.....	146	87						
Maine Central.....	384	99	Cr.	0 06				
Manitoba Great Northern.....	660	87				22	60	4 52
Maritime Coal, Railway & Power Co.....	391	55				1,671	22	
Massachusetts Valley.....	3,060	73				273	89	
Midland Railway of Manitoba.....	8,648	20				190	62	

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Moncton & Buctouche.....	550 46	19,002 62			73 85	32,118 92	
Montreal & Atlantic.....	1,566 61						
Morrissey, Fernie & Michel.....	674 18	Cr.	66 11		212 00		
Napierville Junction.....	704 34				1,127 09		
Nelson & Fort Sheppard.....	99,056 63			4,082 03	47,037 96		
National Transcontinental.....	227 02						
New Brunswick Coal & Railway Co.....	387 06				0 62		
New Brunswick & P. E. Island.....	529 85				316 91		
New Westminster Southern.....							
Northern New Brunswick & Seaboard.....							
North Shore.....							
Ottawa & New York.....	1,590 96				900 56	63 18	
Pere Marquette.....	14,156 49				6,691 29	444 59	
Quebec Central.....	14,924 12	9,000 00		3,894 91	1,535 93		
Quebec, Montreal & Southern.....	5,613 30				406 81		
Quebec Oriental.....	2,376 19				697 63		
Quebec Railway, Light & Power.....	1,781 29				18 93		
Red Mountain.....					190 41		
Roberval-Saguenay.....	1,294 83	5,111 35			76 57		
Rutland & Noyan.....	222 91	67 32			18 68	29 34	
St. Lawrence & Adirondack.....	2,757 02				1,051 74		
Salisbury & Albert.....	448 06						
St. John & Quebec.....	451 52						
St. Martins.....	140 70				133 05		
Sydney & Louisburg.....	3,057 11						
Temisconata.....	4,530 21				4,065 81		
Temiskaming & Northern Ontario.....	55,690 39				277 89		
Thousand Islands.....	68 52				31,489 80		
Toronto, Hamilton & Buffalo.....	12,539 62	1,722 49					
Vancouver, Victoria & Eastern.....	7,762 50			2,224 92	4,454 77	673 08	
Victoria Terminal Railway & Ferry Co.....	1 75				5,075 13		
Victoria & Sidney, B. C.....	27 55						
Wabash (in Canada).....	31,095 16			5,947 42			
York & Carlton.....							
Total.....	4,863,904 70	672,692 23	33,589 56	77,012 44	848,868 06	633,562 34	42 19

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	Maintenance of Equipment						Concluded.	
	Injuries to Persons.	Insurance.	Stationery and Printing.	Other Expenses.	Maintaining Joint Equipment at Terminals Dr.	Maintaining Joint Equipment at Terminals Cr.	Total Maintenance of Equipment.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Algoma Central & Hudson Bay.....	139 00	3,728 68	201 30				95,448 38	
Algoma Eastern.....	123 29	666 78	185 55	155 00			56,313 56	
Atlantic, Quebec & Western.....				78 95			19,313 91	
Beddington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay.	94 30		28 08	18 73			8,909 31	
British Yukon.....	1 08		0 48	7 52			9,175 88	
Canada & Gulf Terminal.....				17 00			2,345 56	
Canada Southern.....	2,461 64	819 05	4,943 38	285 69	4,069 10		1,287,770 38	
Canadian Govt. Railway (Intercolonial)	7,900 72		11,484 97	1,099 55	9,336 96		2,411,272 10	
(P. E. Island)	4 48		470 59	79 02	102 54		77,171 39	
Canadian Northern System.....	7,429 39	2 00	15,341 33	477 24	13,286 34	170 00	4,090,198 88	
Canadian Pacific.....	38,441 74		22,202 98	1,957 33	7,624 36	639 72	16,695,955 87	
Cape Breton.....							1,505 52	
Caracquet & Gulf Shore.....			75 00		350 00		7,972 93	
Crow's Nest Southern.....	170 61		34 58	24 84			24,851 74	
Cumberland.....				123 43			8,787 00	
Central Vermont.....	356 36	882 27	189 29				25,130 58	
Dominion Atlantic.....			89 99	14 01			75,795 02	
Eastern British Columbia.....							3,843 07	
Edmonton, Dunvegan & British Columbia.			147 10				32,078 76	
Elgin & Havelock.....							46 54	
Essex Terminal.....							2,410 93	
Esquimalt & Nanaimo.....			18 57	24 17			68,229 19	
Fredericton & Grand Lake Coal & Railway Co.							3,894 07	
Grand Trunk.....	44,508 27	43,148 79	14,804 60	13,018 37		90,309 29	6,161,593 48	
Grand Trunk Pacific.....	2,206 43	11,337 86	4,685 67	121,778 52	1,496 59		1,264,007 94	
Hereford.....	0 10		52 08	224 37			14,979 13	
Inverness Railway & Coal Co.								
International of New Brunswick.....	0 93		33 58	0 19	21 31		11,400 58	
Kent Northern.....								
Kettle Valley.....		102 08	81 15	1,032 72			28,880 81	
Lotbiniere & Megantic.....			0 44	165 99	1,400 45	437 90	4,611 24	
Maine Central.....			8 09	37 27			2,168 92	
Manitoba Great Northern.....			21 97	14 49			7,918 27	
Maritime Coal, Railway & Power Co.	102 10						11,028 63	
Massawippi Valley.....		808 76	83 58				34,643 85	

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Midland Railway of Manitoba.	365 00			160 86	34 83	1,494 63		37,302 23
Moncton & Buctouche.				238 82	32 08			3,079 83
Montreal & Atlantic								171,885 98
Morrissey, Fernie & Mich.								12,648 61
Napierville Junction.				24 14	1 44			5,839 30
Nelson & Fort Sheppard				26 00	16 92			8,746 88
National Transcontinental	116 71			5,851 05	97 85	386 14		960,205 86
New Brunswick Coal & Railway Co.	374 12	91 67						7,807 92
New Brunswick & P. E. Island								4,650 94
New Westminster Southern	48 07			1 20	7 39			3,263 64
Northern New Brunswick & Seaboard.				11 32				
North Shore.								
Ottawa & New York	7 82	99 07		35 94	117 72	23 47		37,196 36
Pere Marquette	2,225 19	6,208 28		802 68	114 71	175 18		212,524 37
Quebec Central	107 40	1,080 00		173 67	3,505 43	98,857 57	79,767 40	170,772 98
Quebec, Montreal & Southern	286 83			588 80				179,376 30
Quebec Oriental					14 45			15,975 18
Quebec Railway, Light & Power Co.	7 05			32 66	13 24	4,656 85	1,501 30	15,184 98
Red Mountain	25 53			7 50	4 69			2,602 95
Roberval-Saguenay				7 85	487 12			14,645 30
Rutland & Noyan	12 10			5 44				2,170 35
St. Lawrence & Adirondack	55 81	10 33		245 48				42,149 69
Salisbury and Albert								2,241 84
St. John & Quebec					128 99			6,539 87
St. Martins								3,348 20
Sydney & Louisburg								194,563 59
Temiscouata				59 01	16 04			30,446 43
Temiskaming & Northern Ontario.	151 08	6,391 90		974 09	7,227 33		4,157 17	228,846 77
Thousand Islands					1,303 20			777 66
Toronto, Hamilton & Buffalo	220 50	1,343 40		640 88	474 24	11 16	7,467 69	218,369 29
Vancouver, Victoria & Eastern	745 02			132 13	0 09			71,337 07
Victoria Terminal Railway & Ferry Co.					1 49			70 12
Victoria & Sidney, B.C.								1,105 15
Wabash (in Canada)	3,630 94	3,742 11		1,316 16 Cr.	52 40	110,726 63	100 32	607,037 80
York & Carlton					176 85			176 85
Final totals.	105,270 61	80,463 03		86,513 12	154,458 90	254,019 28	184,550 79	35,822,484 20

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Massawippi Valley.....	2,073 38	495 10	537 76	190 71	729 79	11 50	3,308 45
Midland Railway of Manitoba.....	1,834 11	5,124 51	2,702 87	116 49		806 75	11,325 16
Moncton & Buctouche.....							
Montreal & Atlantic.....							
Morrissey, Fernie & Michel.....	738 72	37 84	9 50	104 37		64 74	955 17
Naperville Junction.....	405 56	1,124 90	617 38	25 14	197 11	217 43	2,591 51
Nelson & Mott Sheppard.....	42,377 57	21,361 40	14,141 29	653 70	711 32	4,513 32	83,816 58
National Transcontinental.....		34 50	56 24	44 00			134 74
New Brunswick Coal & Ry. Co.....	90 00	1 50	241 49		84 30	49 51	382 50
New Brunswick & P. E. Island.....	186 72	522 56	0 13	21 20		123 23	939 36
New Westminster Southern.....							
Northern New Brunswick and Sea-board.....							
North Shore.....	6,080 84	1,184 60	301 26	141 38		1,782 82	9,523 77
Ottawa & New York.....	21,848 52	30,573 50	3,697 87	1,293 35		8,451 85	65,911 31
Pere Marquette.....	10,552 04	9,647 58	3,472 70	889 21		2,138 39	27,220 37
Quebec Central.....	6,614 81	141 05	125 20	120 50		915 84	7,920 76
Quebec, Montreal & Southern.....							
Quebec Oriental.....							
Quebec Ry., Light & Power Co.....		498 70	656 53	44 42		15 41	1,383 31
Red Mountain.....	102 57	301 94	0 12	12 02	51 13	66 71	555 23
Roberval-Saguenay.....	812 16		463 40	115 84		33 10	1,530 07
Rutland & Noyan.....	249 30	444 72	107 28	10 09	0 98	69 35	915 72
St. Lawrence & Adirondack.....	2,695 77	3,372 33	152 98	9 90	52 15	634 32	7,120 65
Salisbury & Albert.....						6 00	6 00
St. John & Quebec.....	1,927 20	188 85	1,045 06			59 59	3,220 70
St. Martin.....							
Sydney & Louisburg.....	1,080 00		895 06	206 28		215 10	2,181 34
Tenimouctia.....	2,872 42		639 55	156 48		2,313 27	3,883 55
Tenimouctia & Northern Ontario.....	10,611 41	528 50	5,183 85	570 23	1,636 09	Cr. 2 46	20,888 93
Thousand Islands.....							
Toronto, Hamilton & Buffalo.....	10,473 93	957 37	4,775 13	480 47		1,468 07	19,099 07
Vancouver, Victoria & Eastern.....	2,167 52	6,197 81	3,122 67	176 36	1,008 30	1,253 40	13,941 08
Victoria Terminal Ry. & Ferry Co.....	63 60					0 02	63 62
Victoria & Sidney, B.C.....	1,005 78					0 24	1,006 02
Wabash (in Canada).....	28,865 57	76,042 44	5,443 77	1,713 25	173 96	8,389 68	120,705 43
York & Carlton.....					Cr. 3 18		
Totals.....	1,381,215 75	2,616,361 95	794,706 72	109,312 89	58,686 63	492,708 47	5,560,515 17

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	11,219 40	7,300 30	2,400 00	29 98	72 89	4,309 09	10,211 73
Moncton & Buctouche....			66,376 20		7,844 54		
Montreal & Atlantic.....	2,257 53		2,025 00				
Morrissey, Ferme & Michel.....	521 11	230 72	2,687 79		392 17		
Napierville Junction.....	1,097 62	454 39	2,949 96	38 35	475 18		
Nelson & Fort Sheppard.....	55,058 89	76,081 59	156,959 08	1,008 48	20,883 78	29,614 25	54,617 68
National Transcontinental.....			2,352 00		48 09		210 96
New Brunswick Coal & Railway Co.....	33 62		2,958 19		242 72		
New Brunswick & P. E. Island.....	436 90	507 75	391 83	37 27	13 73		
New Westminster Southern.....							
Northern New Brunswick & Seaboard.....							
North Shore.....							
Ottawa & New York.....	1,402 92	1,556 77	21,513 03	55 30	2,549 37		2,404 04
Pere Marquette.....	28,596 01	8,281 66	86,302 90	636 19	6,037 44	7,263 40	25,273 67
Quebec Central.....	9,229 86	7,346 24	78,478 12	396 38	9,305 85	1,332 85	3,694 25
Quebec, Montreal & Southern.....	4,509 93	2,236 91	27,005 57	133 62	3,261 81		
Quebec Oriental.....		340 50	7,139 40		655 03		
Quebec Railway, Light & Power Co.....	872 00	881 49	5,322 92	172 25	820 00	278 68	828 14
Red Mountain.....	239 43	89 36	3,319 63	22 90	321 82		
Roberval Saguenay.....	1,096 98	437 50	3,807 68	70 77	1,395 89		47 45
Rutland & Noyan.....	111 63	46 36	669 96	0 41	60 14	44 46	147 26
St. Lawrence & Adirondack.....	3,716 02	1,661 75	20,999 48	78 74	3,346 89		
Salisbury & Albert.....			1,272 00		43 04		
St. John & Quebec.....	1,683 14	5 75	3,154 68		540 36		
St. Martins.....			240 00	950 45			
Sydney & Louisbourg.....	2,947 86	6,294 02	21,458 79	20,818 82	2,417 09	6,884 01	52,951 87
Temisconata.....	2,429 50	1,704 70	9,896 35	134 01	999 47		
Trenton & Northern Ontario.....	15,814 97	12,856 96	128,111 99	392 81	15,726 12	11,452 92	23,013 85
Thousand Islands.....	600 00		4,397 36	36 20	750 30		
Toronto, Hamilton & Buffalo.....	26,141 21	12,392 54	122,596 25	596 74	8,399 06	10,214 04	33,572 11
Vancouver, Victoria & Eastern.....	5,836 22	2,931 26	59,699 00	296 06	8,142 73	2,333 70	11,453 45
Victoria Terminal Railway & Ferry Co.....	25 41		231 60		55 13		
Victoria & Sidney, B.C.....	402 38		3,629 63		873 05		
Wadsworth (in Canada).....	19,217 66		18,108 78	4,840 17	873 54	1,153 25	3,365 43
York & Carlton.....							
Totals.....	2,518,030 63	1,300,160 23	12,548,814 40	70,539 27	1,271,230 61	902,747 36	3,456,414 33

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	Transportation Expenses, Rail Line—Continued.							
	Yard Switch and Signal Tenders.	Yard Enginemen.	Yard Motormen.	Fuel for Yard Locomotives.	Yard Switching Power Produced.	Yard Switching Power Purchased.	Water for Yard Locomotives.	Lubricants for Yard Locomotives.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central & Hudson Bay.....	223 43	5,349 71		9,731 96			462 87	143 40
Algoma Eastern.....		18 68						
Atlantic, Quebec & Western.....								
Bedfordton & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay.....		425 50		625 89				16 72
British Yukon.....								
Canada & Gulf Terminal.....	34,425 35	110,998 68	4,652 71	136,004 52	5,610 93		7,151 73	2,111 92
Canada Southern.....	15,396 80	164,232 30		293 100 32			8,786 12	3,345 55
Canadian Govt. Railway (Intercolonial).....	183 34	6,567 00		4,948 69			256 75	124 18
Canadian Govt. Railway (P. E. Island).....	10,779 19	216,713 42		385,133 39		1,440 87	21,031 07	6,533 62
Canadian Northern System.....	134,910 95	890,658 86		1,169,760 53			56,330 36	11,587 91
Canadian Pacific.....								
Cape Breton.....				500 00				
Caraquet & Gulf Shore.....								
Crow's Nest Southern.....								
Cumberland.....							76 52	289 15
Central Vermont.....	396 00			17,896 90			253 60	
Dominion Atlantic.....		8,449 60						
Eastern British Columbia.....		3,592 78		10,300 08			264 26	484 30
Edmonton, Dunvegan & British Columbia.....		883 84						
Elgin & Havelock.....								
Essex Terminal.....		3,318 05		1,537 16			125 99	89 48
Esquimalt & Nanaimo.....		635 83		1,414 69				
Fredericton & Grand Lake Coal & Ry. Co.....		508,385 19		710,372 79			36,558 01	9,827 39
Grand Trunk.....	105,972 29	33,640 69		67,004 43			3,495 53	1,542 89
Grand Trunk Pacific.....	6,956 14	430 18		510 25			25 08	3 73
Hereford.....								
Inverness Railway & Coal Co.....								
International of New Brunswick.....	3 12							
Kent Northern.....								
Kettle Valley.....		54 98		520 15				5 90
Maine Central.....								
Manitoba Great Northern.....								
Maritime Coal & Railway Power Co.....								
Massachusetts Valley.....	8 10							
Midland Railway of Manitoba.....		2,931 70		9,915 50			264 80	634 48

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Moncton & Buctouche.....	311 10	6,109 36	8,724 79	277 00	133 56
Montréal & Atlantic.....		357 35			
Morrissey, Fernie & Michel.....					
Napierville Junction.....					
Nelson & Fort Sheppard.....					
National Transcontinental.....	3,420 18	32,992 67	100,028 02	619 06	818 19
New Brunswick Coal & Railway Co.....		215 73	466 95		
New Brunswick & P. E. Island.....	13 87	254 43	249 00		
New Westminster Southern.....					
Northern New Brunswick & Seaboard.....					
North Shore.....					
Ottawa & New York.....	271 29	2,068 27	4,192 14	23 75	38 71
Pere Marquette.....	775 26	22,594 32	33,915 48	1,038 07	448 43
Quebec Central.....		3,531 30	6,550 33	70 75	190 12
Quebec, Montreal, & Southern.....					
Quebec Oriental.....					
Quebec Railway, Light & Power Co.....	1,348 58	892 00	1,100 66		
Red Mountain.....					
Roberval-Saguenay.....	142 11	1 40	5 24	29 97	6 02
Rutland & Noyan.....	26 91	100 00	116 28	6 23	1 98
St. Lawrence & Adirondack.....					
Salisbury & Albert.....					
St. John & Quebec.....	18 15				5 49
St. Martins.....					
Sydney & Louisbourg.....	761 80				
Temiscouata.....					
Temiskaming & Northern Ontario.....	1,385 51	15,289 26	24,182 01	714 55	340 34
Thousand Islands.....		21 02			
Toronto, Hamilton & Buffalo.....	2,975 92	28,353 88	45,378 14	2,431 46	706 15
Toronto, Hamilton & Buffalo.....	360 70	7,624 30	11,271 46	474 94	69 86
Vancouver, Victoria & Eastern.....					
Victoria Terminal Railway & Ferry Co.....					
Victoria & Sidney, B.C.....					
Wabash (in Canada).....		3,122 26	4,234 06	2 43	25 76
York & Carlton.....					
Totals	321,076 09	2,125,814 54	4,652 71	140,770 90	39,525 23
			5,610 93	1,440 87	

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Transportation Expenses, Rail Line—Continued.																
Name of Railway.	Other Supplies for Yard Locomotives.		Enginehouse Expenses— Yard.		Yard Supplies and Expenses.		Operating Joint Yards and Terminals Dr.		Operating Joint Yards and Terminals Cr.		Train Engineers.		Train Motorman.		Fuel for Train Locomotives.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Algoma Central & Hudson Bay	73 95		2,325 63		49 34						23,180 32				65,174 83	
Algoma Eastern											16,728 48				39,891 14	
Atlantic, Quebec & Western											6,230 75				26,747 88	
Bedfordton & Nelson (not operating).																
Brandon, Saskatchewan & Hudson Bay																
British Yukon	5 43															
Canada & Gulf Terminal																
Canada Southern	1,863 28		28,044 37		7,877 60		412,831 52		15,394 06		6,652 80				8,188 06	
Canadian Govt. Railway (Intercolonial)	3,031 88		50,868 02		21,709 99		183,533 88		81,223 60		3,630 19				7,417 09	
" (P. E. Island)	75 57		233 31		110 79						1,750 22				8,742 22	
Canadian Northern System	4,594 43		65,692 85		4,811 38		295,023 77		27,014 04		32,600 92				671,237 11	
Canadian Pacific	21,291 81		348,885 88		46,020 56		313,814 81		191,115 08		1,717,071 96		83,308 21		3,541,563 65	
Cape Breton											4,931,774 29				10,234,165 33	
Caracquet & Gulf Shore			575 00								2,606 95				3,791 52	
Crow's Nest Southern											2,453 00				14,331 53	
Cumberland											12,151 08				18,117 01	
Central Vermont			304 94				891 56		58 91		7,946 87				9,334 98	
Dominion Atlantic	88 35		3,035 15				2,193 42				20,387 82				46,352 52	
Eastern British Columbia											42,658 46				97,344 74	
Edmonton, Dunvegan & British Columbia	489 38		1,428 34								2,860 80				3,159 99	
Elgin & Havelock			310 50								18,738 02				94,210 20	
Essex Terminal															1,744 58	
Esquimalt & Nanaimo	27 44		654 47				2,190 00				3,188 75				5,134 34	
Fredericton & Grand Lake Coal & Ry. Co.											25,808 56				34,300 22	
Grand Trunk	13,440 92		114,397 87		18,117 46		123,025 77		594,267 71		3,169 66				9,394 31	
Grand Trunk Pacific	1,891 21		10,509 79		2,492 62		38,983 84				1,659,183 12				4,086,561 35	
Herford							282 76				283,783 28				669,950 12	
Inverness Railway & Coal Co.											6,745 16				17,783 80	
International of New Brunswick			59 35		10 96		1,668 50				5,920 48				17,892 37	
Kent Northern																
Kettle Valley																
Loftburiere & Megantic	1 44		24 16				5,697 63		2,370 08		14,445 47				42,052 93	
Maine Central											1,286 87				4,215 39	
Manitoba Great Northern							550 94				1,377 50				2,863 38	
Maritime Coal, Railway & Power Co.											4,369 65				7,905 62	
Massachusetts Valley											4,393 05				11,454 00	
Midland Railway of Manitoba	160 12		2,480 25		88 08		588 60				16,782 76				28,974 86	
							5,469 13				19,815 65				36,972 51	

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Moncton & Buctouche.....	171 37	1,755 75	194 88	60,298 40	1,894 97	4,324 83
Montreal & Atlantic.....					77,625 68	153,598 80
Morrissey, Fernie & Michel.....					6,769 85	8,272 59
Napierville Junction.....					4,215 59	17,326 37
Nelson & Fort Sheppard.....	659 93	28,671 00	3,115 06	4,322 45	5,183 99	8,063 18
National Transcontinental.....					29,983 60	438,592 90
New Brunswick Coal & Railway Co.....					315,824 31	3,238 21
New Brunswick & P. E. Island.....					2,333 39	6,536 01
New Westminster Southern.....		111 17			4,248 37	3,633 02
Northern New Brunswick & Seaboard.....					2,643 10	
North Shore.....	8 74	221 00		6,388 21	12,735 23	41,839 42
Ottawa & New York.....	593 01	10,514 56	261 85	31,778 49	105,965 82	255,947 78
Pere Marquette.....	17 40	1,599 61		8,196 27	64,228 65	192,478 01
Quebec Central.....				487 50	15,961 81	56,296 66
Quebec, Montreal & Southern.....					6,602 75	23,451 81
Quebec Oriental.....	15 49				3,192 09	8,154 47
Quebec Railway, Light & Power Co.....					2,071 45	3,437 47
Red Mountain.....					4,440 58	18,945 86
Roberval-Saguenay.....	8 87	1,299 72	221 41	92 23	669 39	1,211 08
Rutland & Noyan.....	1 47	23 97	2 54	75,627 04	25,663 94	82,590 39
St. Lawrence & Adirondack.....					2,376 60	6,682 59
Salisbury & Albert.....					6,055 00	15,213 46
St. John & Quebec.....			4 44	1,874 00	903 01	2,730 50
St. Martin's.....		12 27			55,320 45	71,205 35
Sydney & Louisbourg.....					10,288 00	34,487 16
Teniscouata.....					103,524 76	274,872 05
Thomsoning & Northern Ontario.....	245 37	4,570 06	758 44	1,281 61	2,895 15	5,591 90
Thousand Islands.....					43,365 03	95,246 70
Toronto, Hamilton & Buffalo.....	244 02	5,554 52	1,005 48	4,639 63	41,304 51	71,443 62
Vancouver, Victoria & Eastern.....	51 00	1,854 35	114 75	7,646 13	120 77	269 62
Victoria Terminal Railway & Ferry Co.....					1,892 34	4,224 00
Victoria & Sidney, B.C.....	9 20	97 83	75 13	373,745 78	1,444 14	194,637 37
Wabash (in Canada).....					143,567 76	627 10
York & Carlton.....						
Totals.....	49,062 14	686,115 69	107,042 76	2,021,575 37	11,114,544 42	24,901,094 61
					115,488 86	

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Transportation Expenses, Rail Line—Continued.										
Name of Railway.	Train Power produced.		Train Power purchased.		Water for Train Locomotives.	Lubricants for Train Locomotives.	Other Supplies for Train Locomotives.	Enginehouse Expenses—Train.	Trainmen.	Train Supplies and Expenses.
	\$	cts.	\$	cts.						
Algoma Central & Hudson Bay.....					3,698 16	1,202 39	534 34	9,486 75	24,089 65	5,164 04
Algoma Eastern.....					1,002 19	602 70	299 28	10,060 69	20,064 55	2,699 01
Atlantic, Quebec & Western.....					1,499 55	1,094 94	208 51	3,508 47	6,372 00	1,119 88
Bedford & Nelson (not operating).										
Brandon, Saskatchewan & Hudson Bay.....					781 57	40 07	144 35	1,649 64	6,401 56	2,078 11
British Yukon.....					427 72	152 77	46 76	1,972 32	3,947 15	914 48
Canada & Gulf Terminal.....					259 10		669 24	267 04	2,110 76	692 45
Canada Southern.....	29,143 38				22,011 29	7,929 20	5,707 53	76,176 07	355,436 69	73,512 84
Canadian Government Railway (Intercolonial).					68,187 55	30,906 73	23,811 22	325,290 23	1,030,736 63	237,967 19
Canadian Northern System (P.E. Island).					2,251 75	1,475 83	382 52	9,983 14	49,364 38	10,400 72
Canadian Pacific.....	8,259 08		36,129 27		262,004 75	63,148 36	33,739 00	534,718 01	1,735,824 92	510,103 34
Cape Breton.....					521,830 76	137,986 62	121,071 04	1,288,694 71	5,017,864 57	1,877,853 33
Caracquet & Gulf Shore.....						198 00				73 85
Crow's Nest Southern.....					1,361 71	749 17	891 00		5,837 92	250 00
Cumberland.....					201 00	121 26	178 43	2,129 80	13,211 13	3,032 57
Central Vermont.....					2,186 89	675 20	63 95	2,222 21		129 01
Dominion Atlantic.....					1,483 94	460 55	442 21	2,565 40	19,166 83	7,067 43
Eastern British Columbia.....					3 83	583 10	583 10	19,842 46	51,870 21	14,606 99
Edmonton, Dunvegan & British Columbia.....					8,279 08	1,025 34	123 92	1,009 13	3,226 85	72 32
Elgin & Havelock.....						974 60	974 60	6,989 86	17,056 14	7,071 40
Essex Terminal.....					83 50	54 83	72 09		1,109 49	20 65
Esquimalt & Nanaimo.....					1,500 96	62 94	426 18	9,261 73	3,484 84	5,305 24
Fredericton & Grand Lake Coal & Ry. Co.					96 11	727 35	33 79	492 53	28,908 39	237 06
Grand Trunk.....					172,097 75	43,761 98	58,948 14	370,090 53	1,870,924 88	552,341 07
Grand Trunk Pacific.....					76,362 71	15,126 23	6,988 71	96,793 16	295,090 88	131,731 74
Hereford.....						189 40	165 61	2,869 86	7,279 11	1,756 84
Inverness Railway & Coal Co.										
International of New Brunswick.....					138 18	306 01	40 65	2,157 14	8,270 08	973 82
Kent Northern.....					1,682 40	1,697 49	1,245 28	5,408 89	29,069 87	3,079 76
Kettle Valley.....						204 20		5,562 19	1,221 10	321 10
Lothburiere & Megantic.....					124 19	23 73	24 46	1,844 51	1,988 80	412 34
Maine Central.....					292 64	40 50	72 03	886 00	5,220 36	1,372 99
Manitoba Great Northern.....					400 43	370 52	438 71	799 47	214 77	3,686 60
Maritime Coal, Railway & Power Co.					1,180 02	360 71	526 84	6,213 60	17,898 29	4,568 66
Massachusetts Valley.....										
Midland Railway of Manitoba.....					2,974 94	616 32	482 86	7,388 95	17,160 11	6,779 79

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	5 00	157 92	2,068 92	504 00	2,396 15	202 23
Moncton & Buctouche.....	2,956 58	1,063 99	2,068 92	18,941 98	71,923 86	11,042 36
Montreal & Atlantic.....	241 75		1,358 06	1,019 08	10,341 14	
Morrissey, Fernie & Michel.....	766 86	119 63	32 11	2,216 87	5,044 72	230 21
Niperville Junction.....	321 63	49 35	77 83	1,257 36	4,953 50	1,935 45
Nelson & Fort Sheppard.....	33,858 00	12,874 86	9,940 40	182,554 74	369,521 37	72,322 91
National Transcontinental.....	424 53	147 85	37 18	300 39	2,642 09	65 13
New Brunswick Coal & Railway Co.....	699 27	21 85	62 79	2,658 96	5,349 43	51 81
New Brunswick & P. E. Island.....	2 29	7 89	35 11		3,184 85	924 92
New Westminster Southern.....						
Northern New Brunswick & Seaboard.....						
North Shore.....	2,217 53	574 19	328 03	6,711 97	15,371 36	3,116 09
Ottawa & New York.....	7,555 36	3,095 16	2,998 44	15,291 58	122,960 61	17,325 00
Père Marquette.....	570 71	3,139 35	330 57	12,091 08	63,180 75	14,338 49
Quebec Central.....	4,140 03	1,029 59	470 59	8,472 79	15,124 04	7,761 79
Quebec, Montreal & Southern.....	33 50	945 62	235 40	3,312 28	6,992 65	1,113 26
Quebec Oriental.....	96 91	191 59	315 60	333 58	5,569 37	1,703 11
Quebec Railway, Light & Power Co.....	172 89	16 28	12 39	411 65	2,684 57	443 53
Red Mountain.....	1,248 79	879 15	58 27	542 04	5,379 05	621 03
Roberval-Saguenay.....	38 71	27 64	13 97	207 29	735 56	142 40
Rutland & Noyan.....	1,357 18	816 30	466 09	11,283 66	33,441 92	4,175 78
St. Lawrence & Adirondack.....	125 08	117 85	59 93	439 20	1,871 90	44 99
Salisbury & Albert.....	503 60	218 44	37 60	2,128 68	7,923 89	1,285 08
St. John & Quebec.....		28 50	37 60	322 50	2,397 36	
St. Martins.....	3,991 16	5,662 58	3,831 92	13,288 41	10,426 48	1,192 80
Sydney & Louisbourg.....	1,112 62	438 83	172 00	35,802 95	114,451 24	2,155 70
Teniscouata.....	17,867 21	3,769 56	1,923 08	85 15	1,384 56	24,113 01
Teniskaming & Northern Ontario.....	19 15	252 08	9 64	21,684 23	45,083 59	190 72
Thousand Islands.....	8,655 08	1,240 14	538 59	7,737 53	42,303 25	25,043 81
Toronto, Hamilton & Buffalo.....	2,337 75	464 77	551 87	26 09	3,111 01	12,654 15
Vancouver, Victoria & Eastern.....	4 11	18 05	0 77	413 78	146,383 59	18 33
Victoria Terminal Railway & Ferry Co.....	65 19	284 47	12 03	33,994 12	600 00	288 66
Victoria & Sidney, B. C.....	16,277 69	3,179 57	5,819 20			53,206 67
Wabash (in Canada).....		31 05				
York & Carleton Place (Canada).....						
Totals.....	1,283,306 52	351,728 51	289,754 73	3,186,465 01	11,780,994 45	3,721,734 21

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	Transportation Expenses, Rail Line—Continued.							
	Operating Sleeping Cars.	Signal and Interlocking Operation.	Crossing Protection.	Drawbridge Operation.	Telegraph and Telephone Operation.	Operating Floating Equipment.	Express Service.	Stationery and Printing.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Algoma Central & Hudson Bay.....								1,536 90
Algoma Eastern.....		955 02						1,203 47
Atlantic, Quebec & Western.....		295 30		940 40				323 10
Bedfordton & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay.....								
British Yukon.....		3,553 19	13 50		119 53			228 55
Canada & Gulf Terminal.....					918 07			52 60
Canada Southern.....		59,408 81		2,848 87	21,087 48			283 27
Canadian Govt. Railway (Intercolonial).....	76,130 24	3,776 93	17,941 02	2,955 51	10,936 52	71,936 27		38,396 75
Canadian Govt. Railway (P. E. Island).....		64 62	635 92	700 60	280 45	1,168 94		82,459 45
Canadian Northern System.....	83,082 01	91,624 22	26,886 34	6,431 52	10,229 49	15 36	13,867 46	61,95 21
Canadian Pacific.....	972,133 86	110,153 93	45,810 37	16,472 88	167,671 03	2,022 76		112,019 15
Cape Breton.....						709 15		278,166 40
Caracquet & Gulf Shore.....					882 27			100 59
Crow's Nest Southern.....					27 57			336 63
Cumberland.....					19 92			733 44
Central Vermont.....		277 86		1,358 41	664 46			1,927 16
Dominion Atlantic.....		193 42	1,183 50	1,686 50				5,181 30
Eastern British Columbia.....					3 06			164 48
Edmonton, Dunvegan & British Columbia.....	1,238 03	2,084 74			158 08			1,460 70
Elgin & Havelock.....							3 00	
Essex Terminal.....		1,664 39			35 80			44 90
Esquimalt & Nanaimo.....		490 35	518 52	2,149 70	111 59			3,065 99
Fredericton & Grand Lake Coal & Ry. Co.....								143 27
Grand Trunk.....		20,381 73	90,332 96	23,978 24	46,738 30	169,913 13		136,452 93
Grand Trunk Pacific.....	36,847 34	12,542 22	557 50	30 46	42,659 28	1,583 33	66,925 77	22,581 32
Hereford.....		595 73						401 05
Inverness Railway & Coal Co.....					1 60			401 80
International of New Brunswick.....								
Kent Northern.....								1,596 64
Kettle Valley.....								91 10
Lotbinière & Megantic.....								95 55
Maine Central.....								166 16
Manitoba Great Northern.....		4,986 98			200 36			161 88
Maritime Coal, Railway & Power Co.....					192 84			177 23
Massachusetts Valley.....			1 40		9 14			
Midland Railway of Manitoba.....	1,972 06				1,374 66			1,318 25

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Moncton & Buctouche.....					434 92				4,610 07
Montreal & Atlantic.....									370 70
Morrissey, Fernie & Michel.....									208 84
Napierville Junction.....									32,513 25
Nelson & Fort Sheppard.....									8 00
National Transcontinental.....									387 35
New Brunswick Coal & Railway Co.....									101 01
New Brunswick & P. E. Island.....									
New Westminster Southern.....									
Northern New Brunswick & Seaboard.....									
North Shore.....									
Ottawa & New York.....									
Père Marquette.....									
Quebec Central.....									
Quebec, Montreal & Southern.....									
Quebec Oriental.....									
Quebec Railway, Light & Power Co.....									
Red Mountain.....									
Roberval Saguenay.....									
Ruthel & Noyan.....									
St. Lawrence & Adirondack.....									
Salisbury & Albert.....									
St. John & Quebec.....									
St. Martins.....									
Sydney & Louisburg.....									
Teniscouata.....									
Temiskaming & Northern Ontario.....									
Thousand Islands.....									
Toronto, Hamilton & Buffalo.....									
Vancouver, Victoria & Eastern.....									
Victoria Terminal Railway & Ferry Co.....									
Victoria & Sidney, B. C.....									
Wabush (on Canada).....									
York & Carlton.....									
Totals.....	1,176,380 64	356,175 87	208,348 83	66,446 08	327,646 23	328,532 01	81,240 65	783,223 36	

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	Transportation Expenses, Rail Line—Continued.							
	Other Expenses.	Operating Joint Tracks and facilities—Dr.	Operating Joint Tracks and facilities—Cr.	Insurance.	Clearing Wrecks.	Damage to Property.	Damage to Live Stock on Right-of-Way.	Loss and Damage—Freight.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central & Hudson Bay...	9,358 84	950 00		1,015 29	7,761 41	227 68		84 53
Algoma Eastern...	1,200 00	2,154 96		930 59	2,693 03	10 00	109 66	185 36
Atlantic, Quebec & Western...								94 24
Bedfordton & Nelson...								
Brandon, Saskatchewan & Hudson Bay...	94 77				351 06	51 46	835 70	80 38
British Yukon...	902 87				47 19			39 77
Canada & Gulf Terminal...		1,254 75						36 58
Canada Southern...	5,391 10	17,317 27	19,320 03	551 51	5,038 98	3,321 98	2,579 08	125,132 31
Canadian Government Rys. (Intercolonial)...	619 55	16,102 97		1,124 20	30,027 76	13,094 66	6,551 82	99,569 12
" (P. E. Island)...				70 98	313 55	531 18	52 50	641 40
Canadian Northern System...	6,104 27	13,107 34	2,344 24	7,801 31	105,289 99	30,448 71	23,883 90	143,541 86
Canadian Pacific...	55,768 87	82,656 99	15,841 64		106,162 59	77,195 83	27,400 15	598,516 31
Cape Breton...						154 36		1 62
Caracquet & Gulf Shore...	5,452 25				498 73	115 00		321 11
Crow's Nest Southern...	242 60				31 71	70 64	27 24	172 41
Cumberland...	1,944 51			68 00	643 75	30 50	193 91	44 43
Central Vermont...	30 15	37 84			1,638 74	4,019 81	50 46	828 47
Dominion Atlantic...	370 47				274 31			1,955 57
Eastern British Columbia...					5,180 98	36 56	592 00	4 85
Edmonton, Dunvegan & British Columbia...	371 32							294 40
Elgin & Havelock...	157 58	160 82				52 45	50 00	
Essex Terminal...								31 20
Esquimaux & Nain...	272 59				197 69	157 96	117 00	768 82
Fredoncton & Grand Lake Coal & Ry. Co.	5,648 06			34,223 36	202 05			36 28
Grand Trunk...	51,956 32	21,810 88	101,751 49	3,596 58	51,112 03	25,490 97	12,995 37	284,002 31
Grand Trunk Pacific...	1,281 76	15,907 96	470 80		10,180 27	1,251 59	853 74	13,878 74
Hereford...	130 80				796 95	1 18	1 17	571 97
Inverness Railway & Coal Co.				16,94	1,467 02	16 90	21 50	81 65
International of New Brunswick...								
Kent Northern...				12 00	2,251 28		448 98	251 79
Kettle Valley...	537 80							127 95
Lothbère & Mégantic...	3 00	10 00	600 00					145 44
Maine Central...	29 69							184 59
Manitoba Great Northern...	67 22				327 81	132 50	89 74	12 23
Maritime Coal, Railway & Power Co.				63 60	35 00	75 50	115 00	51 45
Massachusetts Valley...	81 16	1,216 64			18 83			

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Midland Railway of Manitoba.....	630 60	12,283 73	50 62	599 55	269 00	1,407 46
Moncton & Buctouche.....	26 97	2,522 59	556 69	61 91	55 10
Montreal & Atlantic.....	1,454 72	695 52	.....	.....	4,395 19	169 36	160 53	5,784 74
Morrissey, Ferme & Michel.....	17 26	.....	.....	.....	405 02	73 44	.....	123 24
Naperville Junction.....	101 32	.....	.....	.....	183 20	2 43	518 77	395 97
Nelson & Fort Sheppard.....	2 70	1,528 83	.....	.....	22,694 77	780 68	1,321 99	75 25
National Transcontinental.....	329 52	.....	1,406 31	.....	2 62	.....	.....	14,328 48
New Brunswick Coal & Railway Co.....	9 46	443 19	0 30	.....	13 54	4 42	136 70	2 14
New Brunswick & P. E. Island.....	.....	.....	.....	.....	0 56	.....	65 60	12 06
New Westminster Southern.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern New Brunswick & Seaboard.....	.....	.....	.....	.....	.....	.....	.....	.....
North Shore.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa & New York.....	112 48	3,207 51	127 54	.....	1,084 92	1 68	303 50	6,892 83
Pero Marquette.....	285 13	25,158 11	1,536 98	457 67	2,580 53	2,023 15	1,559 46	28,978 96
Quebec Central.....	2,521 75	16,243 70	3,060 00	.....	1,732 12	732 80	832 25	2,040 40
Quebec, Montreal & Southern.....	200 27	200 00	.....	3,126 00	312 89	155 50	300 00	1,602 37
Quebec Oriental.....	.....	.....	.....	.....	.....	68 00	291 00	359 71
Quebec Railway, Light & Power Co.....	1 06	.....	.....	.....	52 16	6 61	.....	98 01
Red Mountain.....	42 63	.....	.....	.....	30 38	79 82	165 02	45 60
Roberval-Saguenay.....	204 12	.....	.....	.....	43 75	39 95	.....	64 02
Rudland & Noyan.....	2 14	36 08	.....	3 81	11 05	2 53	2 76	73 32
St. Lawrence & Adirondack.....	19 66	6,877 19	158 51	.....	496 19	27 53	592 70	694 55
Salisbury & Allard.....	31 13	.....	.....	.....	51 00	.....	118 50	33 19
St. John & Quebec.....	.....	224 94	28 66	.....	1,077 17	33 87	276 25	42 82
St. Martins.....	.....	.....	.....	.....	.....	.....	.....	.....
Sydney & Louisburg.....	17,743 36	.....	.....	.....	1,523 73	.....	275 00	126 12
Temisconata.....	1,831 95	.....	.....	.....	139 05	.....	4 00	153 58
Teniskaming & Northern Ontario.....	23 47	.....	835 97	.....	2,497 16	210 05	480 90	2,043 09
Thousand Islands.....	99 45	.....	.....	.....	.....	.....	90 00	8 53
Toronto, Hamilton & Buffalo.....	1,000 34	813 99	153 39	6 48	1,541 47	147 94	354 90	5,546 09
Vancouver, Victoria & Eastern.....	0 04	3,306 81	.....	3,811 68	529 97	1,107 98	1,208 16	4,773 60
Victoria Terminal Railway & Ferry Co.....	0 53	.....	.....	0 41	.....	.....	.....	4 54
Victoria & Sidney, B.C.....	.....	.....	.....	.....	6 46	.....	.....	74 54
Wabash (in Canada).....	1,902 59	103,410 53	1,727 26	54 08	4,912 94	1,644 53	1,216 24	63,211 53
York & Carlton.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	176,854 80	349,613 05	62,130 86	151,923 89	379,768 25	104,378 55	87,630 15	1,410,866 82

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TABLE S.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	Miscellaneous Operations—Concluded				General Expenses.			
	Stock yards.	Producing Power sold.	Other Miscellaneous Operations.	Total Miscellaneous Operations.	Salaries and Expenses of Officers.	Salaries and Expenses of Clerks and Attendants.	General Office supplies and Expenses.	Law Expenses.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Algoma Central & Hudson Bay.....					21,100 12	5,673 20	1,286 20	16,357 97
Algoma Eastern.....					4,110 93	2,374 84	2,332 81	2,098 28
Atlantic, Quebec & Western.....					10,095 66	2,638 75	47 05	20 00
Bedford & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay.....					461 54	1,242 45	108 63	1,333 62
British Yukon.....					9,488 48	4,357 79	709 34	413 13
Canada & Gulf Terminal.....					1,812 60		3,389 97	141 13
Canada Southern.....				122,537 65	42,066 69	129,892 07	6,978 16	57,231 55
Ganadian Govt. Railway (Intercolonial).....				210,250 78	29,788 52	120,392 96	5,118 10	17,275 54
" (P. E. Island).....					3,755 43	6,191 45	40 25	640 57
Canadian Northern System.....	Cr. 80 44	69 05	1,070 18	379,646 48	144,454 78	358,628 06	52,351 87	103,928 97
Canadian Pacific.....				2,077,219 86	351,784 64	749,794 61	107,605 60	252,887 01
Cape Breton.....					2,591 07			
Caracquet & Gulf Shore.....					3,260 35	1,248 00	140 00	
Crow's Nest Southern.....					781 23	2,009 66	161 04	2,693 82
Cumberland.....					540 00	958 36	844 68	
Central Vermont.....				79 66	1,686 24	4,243 41	151 83	729 39
Dominion Atlantic.....					10,663 63	13,960 11	1,089 20	2,035 48
Eastern British Columbia.....					764 19		30 00	
Edmonton, Dunvegan & British Columbia.....					10,083 60	4,230 64	1,176 46	31 00
Elgin & Havelock.....					150 00		7 90	
Essex Terminal.....					526 37	120 00	364 68	1,193 62
Esquimalt & Nanaimo.....					1,202 41	729 47	112 54	1,560 25
Fredericton & Grand Lake Coal & Ry. Co.....					1,229 86	1,831 52	110 04	
Grand Trunk.....				261,297 58	163,966 70	448,215 47	44,236 71	95,272 80
Grand Trunk Pacific.....	19 69			135,134 39	57,987 63	102,162 67	11,801 24	29,669 09
Hereford.....					730 04	1,562 98	93 00	452 20
Inverness Railway & Coal Co.....								
International of New Brunswick.....					331 32	1,460 71	8 09	31 41
Kent Northern.....								
Kettle Valley.....					956 65	4,921 26	1,270 67	
Lotbinière & Megantic.....					1,500 00	1,396 60	199 41	
Manitoba Central.....					170 97	362 15	22 94	107 58
Manitoba Great Northern.....					357 63	993 15	94 05	1,514 54
Maritime Coal, Railway & Power Co.....					1,320 00	600 00		
Massawippi Valley.....					1,266 65	6,992 17	46 65	1,613 99
Midland Railway of Manitoba.....				11,174 85	1,737 63	5,158 66	387 71	3,208 13

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—Continued.

Name of Railway.	General Expenses—Concluded.										Transportation for Investment Cr.						
	Insurance.		Relief Department Expenses.		Pensions.		Stationery and Printing.		Other Expenses.			General Joint Facilities—Dr.		General Joint Facilities—Cr.		Total General Expenses.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		\$	cts.	\$	cts.	\$	cts.
Algoma Central & Hudson Bay.....	743	27	85	75			1,083	78	6,746	19					53,676	48	
Algoma Eastern.....	199	41	23	20			564	88	3,585	93	55	00			15,345	28	
Atlantic, Quebec & Western.....	596	19					250	00	110	33					13,157	98	
Bedlington & Nelson..... (not operating).																	
Brandon, Saskatchewan & Hudson Bay.....	493	57			2	70	93	42	200	62					4,026	55	
British Yukon.....	1,849	27					225	05	1,069	33					18,112	39	
Canada & Gulf Terminal.....	1,963	34					25	00							7,332	04	
Canada Southern.....	127	87			12,372	01	18,725	11	12,886	04	7	35			280,286	85	
Canadian Govt. Railway (Intercolonial)	144	85	8,840	49	96,954	90	23,357	95	9,857	73					311,731	04	
" (P. E. Island).....	5	54	517	29	4,797	80			184	45					16,597	36	
Canadian Northern System.....	319,467	30					41,875	75	58,558	63	8,656	28			1,087,921	64	
Canadian Pacific.....	443,610	75					89,035	01	331,304	08	165	94			2,326,188	24	
Cape Breton.....	402	66					204	65	27	00					3,225	38	
Caraquet & Gulf Shore.....	655	50					332	00	1,677	87					7,313	72	
Crow's Nest Southern.....	776	20			3	60	139	06	Cr.	128	97				6,435	64	
Cumberland.....	384	46	381	00											3,255	88	
Central Vermont.....	10	80					699	41	264	63					7,785	71	
Dominion Atlantic.....	3,085	17			5,872	96	2,366	01	Cr.	475	32				38,596	64	
Eastern British Columbia.....	251	69					15	75							1,643	49	
Edmonton, Dunvegan & British Columbia.....	174	60					262	86	179	22	23	00			16,161	38	
Elgin & Havelock.....	43	50					79	88	117	75					399	03	
Essex Terminal.....	152	50					218	63	8,839	71					11,415	51	
Esquimaux & Nanaimo.....	6,687	80					119	25	205	03					9,616	75	
Fredericton & Grand Lake Coal & Ry. Co.....	29	40					180	39	67	05					3,448	26	
Grand Trunk.....	1,791	62	11,860	47	103,956	20	38,129	60	586,736	17	2,813	75	1,107	21	1,495,872	28	
Grand Trunk Pacific.....	11,304	27					9,248	94	109,138	22	652	68	10	81	331,953	93	
Hereford.....	2	88			294	94	145	61	353	71					3,635	36	
Inverness Railway & Coal Co.....																	
International of New Brunswick.....	1	05	13	80	585	67	153	07	31	63					2,616	75	
Kent Northern.....																	
Kettle Valley.....							1,202	94	550	92					8,901	84	
Lotbinière & Megantic.....	968	45					61	53	1,238	70					5,364	69	
Maine Central.....							30	77	92	92					787	33	
Manitoba Great Northern.....	485	84			2	07	74	70	187	78					3,709	16	
Maritime Coal, Railway & Power Co.....	222	33							24	00					2,166	33	
Massachusetts Valley.....									91	90					10,010	76	
Midland Railway of Manitoba.....	1,290	68			66	56	525	33	797	03					13,171	73	

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Moncton & Buctouche	1,996 57			582 02			4,414 46
Montreal & Atlantic	1,195 18			250 80			31,936 77
Morrissey, Fernie & Mielbel	37 50	1,731 23				11,764 80	21,196 01
Naperville Junction	268 61		2 52	113 36			1,844 14
Melson & Port Stanley	7,769 68	626 97	2,282 75	85 27			4,466 13
National Transcontinental				3,445 29			85,405 16
New Brunswick Coal & Railway Co.				70 03			2,433 92
New Brunswick & P. E. Island	97 86		169 41	85 71		1 80	2,501 09
New Westminster Southern			1 08	44 15		149 75	2,241 34
Northern New Brunswick & Seaboard							
North Shore							
Ottawa & New York	6 62		17 76	328 01		179 22	9,010 56
Père Marquette	238 16			2,912 78			76,481 85
Quebec Central	504 00		2,770 00	1,047 75			48,071 26
Quebec, Montreal & Southern	2,815 94			541 69			17,655 94
Quebec Oriental	316 32			255 00			14,298 04
Quebec Railway, Light & Power Co.	943 61			329 65			7,934 70
Red Mountain	171 98		0 63	26 47			1,188 61
Roberval Saguenay	1,785 24			209 36		1,000 99	11,034 97
Rutland & Noyau	94 46		32 32	29 23			704 65
St. Lawrence & Adirondack			51 88	701 62			12,478 01
Salisbury & Albert	54 50						3,020 63
St. John & Quebec			483 85	26 50			3,892 08
St. Martins	33 75			66 60			1,065 01
Sydney & Louisburg	1,725 79						25,659 58
Teniscouata	1,328 84			588 13			15,932 67
Thousand Islands & Northern Ontario		1,799 50		3,388 87		88 50	77,311 93
Thousand Islands	589 41		6,255 13	66 88			3,469 32
Toronto, Hamilton & Buffalo	27 51			2,012 70			57,690 06
Vancouver, Victoria & Eastern	6,440 17		12 68	467 35		222 29	26,045 03
Victoria Terminal Railway & Ferry Co.	30 99			17 93			187 92
Victoria & Sidney, B. C.	485 61			282 24			2,904 09
Wabush (in Canada)	51 89		266 69	3,396 08			89,144 86
York & Carlton						1,043 76	
Totals	827,092 63	25,879 70	237,256 11	251,862 41	1,174,374 08	1,431 32	6,781,574 19
							10,333 38

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TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Concluded*.

Name of Railway.	Recapitulation of Expenses.									
	Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic.		Transportation—Rail Line.	Transportation—Water Line.	Miscellaneous Operations.	General Expenses.	Transportation for Investment, Cr.	Total Operating Expenses.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Algoma Central & Hudson Bay.....	190,924	36	95,448	88	4,170	20	250,609	97	53,676	48
Algoma Eastern.....	52,124	82	56,313	56	127,556	31	15,345	28	8,118	75
Atlantic, Quebec & Western.....	32,590	89	19,313	91	54,849	95	13,157	98		
Bedford & Nelson.....										
Brandon, Saskatchewan & Hudson B.....	69,781	13	8,909	31	43,219	14	4,026	55		
British Yukon.....	30,519	74	9,175	88	39,928	99	18,112	39		
Canada & Gulf Terminal.....	7,819	60	2,345	56	21,670	80	7,332	04		
Canada Southern.....	1,244,547	17	1,287,770	38	3,222,073	89	122,537	65		
Canadian Govt. Rys. (Intercolonial).....	2,429,871	56	2,411,272	10	7,634,909	28	210,250	78		
“ (P. E. Island).....	149,564	17	77,171	39	285,959	72	35,484	23		
Canadian Northern System.....	5,899,540	27	4,090,198	88	533,075	79	379,646	48		
Canadian Pacific.....	14,671,791	20	16,695,955	87	39,667,973	24	2,077,219	86		
Cape Breton.....	6,334	29	1,505	52	10,847	27	3,225	38		
Caracquet & Gulf Shore.....	20,756	34	7,972	93	38,345	88	7,313	72		
Crow's Nest Southern.....	71,476	92	24,851	74	62,362	12	6,435	64		
Cumberland.....	22,539	65	8,787	00	41,659	14	3,255	88		
Central Vermont.....	84,802	62	25,130	58	131,875	16	7,785	71		
Dominion Atlantic.....	195,141	44	75,795	02	337,517	80	38,596	64		
Eastern British Columbia.....	11,932	82	3,843	07	15,139	59	1,643	49		
Edmonton, Dunvegan & British Columbia.....										
Elgin & Havelock.....	72,208	26	32,078	76	206,650	23	16,161	38		
Essex Terminal.....	3,277	46	46	54	4,977	18	339	03		
Esquimalt & Nanaimo.....	20,640	60	2,410	93	21,184	82	11,415	51		
Fredericton & Grand Lake Coal and Railway Co.....	93,869	52	68,229	19	186,930	69	9,616	75		
Grand Trunk.....	10,032	45	3,894	07	28,100	24	3,448	26		
Grand Trunk Pacific.....	4,447,664	94	6,161,593	48	15,363,499	48	1,495,872	28		
Herford.....	1,557,939	04	1,244,007	94	2,433,277	34	153,134	39		
Inverness Railway & Coal Co.....	36,793	55	14,979	13	49,351	59	3,635	36		
International of New Brunswick.....	59,103	29	11,400	58	44,862	83	2,616	75		
Kent Northern.....										
Kettle Valley.....	165,300	08	28,880	81	123,965	52	8,901	84		
Leith & Megantic.....	9,667	41	4,611	24	9,761	80	5,364	69		
Maine Central.....	2,379	83	8,863	02	8,863	02	787	33		
Manitoba Great Northern.....	66,842	53	7,918	27	34,433	89	3,709	16		
Maritime Coal, Railway & Power Co.....	15,544	69	11,028	63	24,840	04	2,166	33		

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Massachusetts Valley.....	48,989 96	34,643 85	3,308 45	111,445 59	10,080 76	208,398 61
Midland Railway of Manitoba.....	47,084 45	37,302 23	11,325 16	183,611 78	13,171 73	303,070 20
Moncton & Buctouche.....	9,434 81	3,079 83		14,597 59	4,414 40	31,526 69
Montreal & Atlantic.....	200,624 13	171,885 98		342,184 72		946,631 60
Montreal, Junction.....	13,273 97	12,648 61		42,308 68	1,894 14	89,427 27
Napierville, Junction.....	13,260 89	5,839 30	955 17	56,576 62	1,884 14	58,476 12
Nelson & Fort Sheppard.....	38,520 65	8,746 88	2,591 51	34,514 30	4,466 13	88,638 87
National Transcontinental.....	1,347,238 49	960,265 85	83,816 58	2,488,005 01	85,405 16	5,369,051 58
New Brunswick Coal & Railway Co.....	21,448 34	7,897 92	134 74	12,824 78	2,433 92	44,049 70
New Brunswick & P. E. Island.....	23,001 32	4,630 94	382 50	24,230 54	591 09	62,876 39
New Westminster Southern.....	9,554 78	3,263 61	939 36	12,458 84	2,241 54	28,457 96
Northern New Brunswick & Seaboard North Shore.....						
Ottawa & New York.....	81,625 42	37,196 36	9,523 77	145,463 76	9,010 56	282,519 87
Père Marquette.....	234,729 70	212,324 37	65,911 31	897,281 32	231 40	1,586,697 15
Quebec Central.....	209,706 46	170,772 98	27,229 37	527,764 73	48,071 26	995,581 53
Quebec, Montreal & Southern.....	114,077 71	179,376 30	7,920 76	152,109 50	17,655 94	471,140 21
Quebec Oriental.....	47,317 67	15,975 18		52,017 01	14,298 04	129,607 90
Quebec Railway, Light & Power Co.....	9,314 70	15,184 98	1,383 31	33,309 70	7,934 70	67,124 39
Red Mountain.....	9,244 00	2,692 95	535 23	13,693 09	1,188 61	27,268 88
Roberval-Saguenay.....	17,471 03	14,645 30	1,520 07	49,461 01	11,634 97	94,132 44
Rutland & Noyan.....	3,659 06	2,170 35	915 72	4,611 99	704 65	12,061 77
St. Lawrence & Adirondack.....	86,442 89	42,149 69	7,120 65	276,140 97	12,478 01	424,332 21
Salisbury & Albert.....	14,346 74	2,241 84	6 00	13,368 37	3,020 63	32,983 58
St. John & Quebec.....	33,338 42	6,559 87	3,220 70	43,364 61	3,532 08	90,555 68
St. Martins.....	8,581 47	3,348 20		7,593 29	1,065 01	20,587 97
Sydney & Louisburg.....	116,158 42	194,563 59	2,181 34	292,729 13	25,659 58	631,272 06
Teniscouata.....	47,988 13	30,446 43	3,883 55	76,011 22	15,932 67	174,262 60
Teniskaming & Northern Ontario.....	23,364,541 22	228,846 77	20,888 93	804,249 54	77,311 93	1,530,020 94
Thousand Islands.....				16,787 33	3,469 32	26,698 33
Toronto, Hamilton & Buffalo.....	185,053 51	218,399 29	19,099 07	492,387 23	57,690 06	988,330 92
Vancouver, Victoria & Eastern.....	267,475 62	71,337 07	13,941 08	329,378 46	26,045 03	711,851 42
Victoria Terminal Ry. & Ferry Co., Victoria & Sidney, B.C.....	375 13	70 12	63 62	1,078 59	187 92	1,775 38
Victoria & Sidney, B.C.....	5,332 97	1,105 15	1,006 02	16,925 31	2,904 69	27,274 54
Wabash (in Canada).....	329,208 75	607,027 29	120,705 43	1,228,463 33	89,144 86	2,395,143 92
York & Carlton.....	1,556 13	176 85		2,302 40		3,835 38
	36,040 945 06	35,822 484 20	5,560,515 12	92,882,661 24	181,824 133,279,588 42 6,781,574 19	10,333 38,180,542,258 98

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TABLE 9.—INCOME ACCOUNT for

Name of Railway.	Net.		Outside Operations.			
	Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1 Algoma Central & Hudson Bay.....	164,441 47		366,979 71	184,551 16	182,428 55	
2 Algoma Eastern.....	280,184 62					
3 Atlantic, Quebec & Eastern		17,147 31				
4 Brandon, Saskatchewan & Hudson Bay.....		77,742 27				
5 British Yukon.....	165,971 31					
6 Canada & Gulf Terminal.....	9,151 79					
7 Canada Southern.....	5,007,099 89					
8 Canadian Govt. Railw's—						
9 Intercolonial.....	2,363,478 75					
10 P. E. Island.....		138,786 62				
11 Canadian Northern System	10,232,088 94					
12 Canadian Pacific.....	46,416,743 16		22,834,095 48	16,799,755 24	6,034,340 24	
13 Cape Breton.....		6,871 01				
14 Caraquet & Gulf Shore.....	5,724 32					
15 Crow's Nest Southern.....		56,478 99				
16 Cumberland.....	11,196 84					
17 Central Vermont.....	35,902 44					
18 Dominion Atlantic.....	276,763 67		5,452 40	5,924 58		472 18
19 Eastern British Columbia.		1,220 65				
20 Edmonton, Dunvegan & British Columbia.....	94,157 26					
21 Elgin & Havelock.....	297 19					
22 Essex Terminal.....	28,453 26					
23 Esquimalt & Nanaimo.....	171,111 01					
24 Fredericton, Grand Lake Coal & Railway Co.....	24,274 84					
25 Grand Trunk.....	10,373,027 41					
26 Grand Trunk Pacific.....	1,060,345 58		37,105 55	26,547 00	10,558 55	
27 Hereford.....		9,379 75				
28 International of New Brunswick.....		3,204 06				
29 Kettle Valley.....	1,172 87					
30 Lotbinière & Megantic.....	6,512 49					
31 Maine Central.....	3,773 09					
32 Manitoba Great Northern.		76,602 43				
33 Maritime Coal, Railway & Power Co.....	36,762 06					
34 Mississippi Valley.....	16,121 70					
35 Midland Railway of Manitoba.....		37,364 77				
36 Moncton & Buctouche.....	3,136 86					
37 Montreal & Atlantic.....	344,788 25					
38 Morrissey, Fernie & Michel	31,161 77					
39 Napierville Junction.....	70,941 18					
40 Nelson & Fort Sheppard.....		45,029 70				
41 National Transcontinental.	429,454 51					
42 New Brunswick Coal & Railway Co.....	299 92					
43 New Brunswick & P. E. Island.....		20,252 29				
44 New Westminster Southern	6,745 34					
45 Northern New Brunswick & Seaboard.....						
46 Ottawa & New York.....		32,582 43				
47 Père Marquette.....	1,400,404 94					
48 Quebec Central.....	510,766 80					
49 Quebec, Montreal & Southern.....		87,486 24				
50 Quebec Oriental.....	9,080 64					
51 Quebec Railway, Light & Power Co.....	20,352 06					
52 Red Mountain.....		12,672 58				
53 Roberval-Saguenay.....	65,900 12					
54 Rutland & Noyan.....	2,894 33					
55 Salisbury & Albert.....	9,093 39					

the Year ending June 30, 1916.

Total.		Taxes Deduction.	Total.		Other In- come from all other Sources.	Total Gross Corporate.		
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
346,870 02		30,620 02	316,250 00		23,171 06	339,421 06		1
280,184 62		1,874 65	278,309 97		1,174 00	279,483 97		2
	17,147 31	69 60		17,216 91	74,923 63	57,706 72		3
	77,742 27	1,090 74		78,833 01	147 49		78,685 52	
165,971 31		6,845 04	159,126 27		20,223 18	179,349 45		5
9,151 79			9,151 79			9,151 79		6
5,007,099 89		182,756 71	4,824,343 18		230,304 40	5,054,647 58		7
2,363,478 75			2,363,478 75			2,363,478 75		8
	138,786 62			138,786 62	165 14		138,621 48	9
10,232,088 94		741,508 11	9,490,580 83			9,490,580 83		10
52,451,083 40		1,688,565 45	50,762,517 95		5,928,023 34	56,690,541 29		11
	6,871 01			6,871 01			6,871 01	12
5,724 32			5,724 32			5,724 32		13
	56,478 99	6,333 21		62,812 20	10 75		62,801 45	14
11,196 84			11,196 84			11,196 84		15
85,902 44		5,225 37	80,677 07		22,034 89	102,711 96		16
276,291 49		1,048 84	275,242 65		25,375 00	300,617 65		17
	1,220 65	1,467 03		2,687 68			2,687 68	18
94,157 26		2,194 87	91,962 39		29,874 21	121,836 60		19
297 19			297 19			297 19		20
28,453 26			28,453 26			28,453 26		21
171,111 01		36,308 29	134,802 72			134,802 72		22
24,274 84			24,274 84			24,274 84		23
10,373,027 41		853,596 39	9,519,431 02		3,634,123 65	13,153,554 67		24
1,070,904 13			1,070,904 13			1,070,904 13		25
	9,379 75	1,767 72		11,147 47	27 00		11,120 47	26
	3,204 06			3,204 06	61 08		3,142 98	27
1,172 87			1,172 87			1,172 87		28
6,512 49			6,512 49			6,512 49		29
3,773 09			3,773 09		3 70	3,776 79		30
	76,602 43	832 96		77,435 39	175 33		77,260 06	31
36,762 06		300 00	36,462 06			36,462 06		32
16,121 70		2,502 37	13,619 33		1,450 20	15,069 53		33
	37,364 77	23,231 64		60,596 41	23,648 78		36,947 63	34
3,136 86		755 96	2,380 90			2,380 90		35
344,788 25		25,331 24	319,457 01		1,400 00	320,857 01		36
31,161 77			31,161 77			31,161 77		37
70,941 18		914 72	70,026 46		1,825 67	71,852 13		38
	45,929 70	5,612 32		51,542 02	78 34		51,463 68	39
429,454 51			429,454 51		37,680 84	467,135 35		40

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TABLE 9.—INCOME ACCOUNT for

Name of Railway.	Net.		Outside Operations.			
	Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
55 St. John & Quebec.....		20,709 17				
56 St. Martins.....	918 13					
57 Sydney & Louisburg.....	190,113 65					
58 St. Lawrence & Adirondaek	318,859 79					
59 Temiscouata.....	48,516 18					
60 Temiskaming & Northern Ontario.....	462,351 41					
61 Thousand Islands.....	11,303 03					
62 Toronto, Hamilton & Buffalo.....	660,981 62					
63 Vancouver, Victoria & Eastern.....		171,723 84				
64 Victoria Terminal Railway & Ferry Co.....	742 46					
65 Victoria & Sidney, B.C.....	4,660 15		298 65	60 20	238 45	
66 Wabash (in Canada).....	723,174 45					
67 York & Carlton.....	1,152 16					
Total.....	82,162,549 10	816,154 11	23,243,931 79	17,016,838 18	6,227,565 79	472 18

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the Year ending June 30, 1916—Continued.

Total.		Taxes Deduction.	Total.		Other In- come from all other Sources.	Total Gross Corporate.	
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
	20,709 17			20,709 17			20,709 17
918 13			918 13			918 13	
190,113 65			190,113 65			190,113 65	
318,859 79		Cr. 1,873 97	320,733 76		171 47	320,905 23	
48,516 18		3,882 65	44,633 53		2,974 76	47,608 29	
462,351 41			462,351 41		51,347 21	513,698 62	
11,303 03		75 74	11,227 29		849 23	12,076 52	
660,981 62		14,447 23	646,534 39		110,804 70	757,339 09	
	171,723 84	70,508 82		242,232 66	133,530 27		108,702 39
742 46		1,789 69		1,047 23	144 69		902 54
4,898 60		881 70	4,016 90		278 37	4,295 27	
723,174 45			723,174 45			723,174 45	
1,152 16			1,152 16			1,152 16	
88,389,642 71	816,154 11	3,743,534 04	84,771,557 68	941,603 12	10,772,980 61	95,270,875 08	667,939 91

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TABLE 9.—INCOME ACCOUNT for

	Name of Railway.	Deductions from			
		Rents accrued for lease of other roads.		Other rents.	Interest accrued on Funded Debt.
		\$	cts.		
1	Algoma Central & Hudson Bay.....			309 00	32,577 29
2	Algoma Eastern.....			45,984 27	134,858 10
3	Atlantic, Quebec & Western.....			8,637 77	63,716 87
4	Bedlington & Nelson.....				
5	Brandon, Saskatchewan & Hudson Bay.....			1,765 65	
6	British Yukon.....				102,238 00
7	Canada & Gulf Terminal.....				
8	Canada Southern.....			1,883,486 89	1,130,200 00
9	Canadian Government Railways—Intercolonial			167,214 29	
10	“ “ “ P. E. Island.....				
11	Canadian Northern System.....	338,960	00	156,291 65	9,885,153 14
12	Canadian Pacific.....	2,372,133	58	125,271 25	749,691 66
13	Cape Breton.....				
14	Caraquet & Gulf Shore.....				
15	Crow's Nest Southern.....			5,385 29	
16	Cumberland.....				
17	Central Vermont.....			38,942 31	
18	Dominion Atlantic.....	58,123	08	36,200 39	239,926 67
19	Eastern British Columbia.....			3,772 85	
20	Edmonton, Dunvegan & British Columbia.....				229,600 00
21	Elgin & Havelock.....				
22	Essex Terminal.....				
23	Esquimalt & Nanaimo.....			24,868 12	193,280 00
24	Fredericton & Grand Lake Coal & Railway Co.....			14,914 25	
25	Grand Trunk.....	783,641	87	182,578 34	1,089,330 63
26	Grand Trunk Pacific.....				
27	Hereford.....			400 66	32,000 00
28	Inverness Railway & Coal Co.....				
29	International of New Brunswick.....			9,774 55	
30	Kent Northern.....				
31	Kettle Valley.....	15,949	58	22,244 32	
32	Lotbinière & Megantic.....				
33	Maine Central.....				
34	Manitoba Great Northern.....			8,038 93	
35	Maritime Coal, Railway & Power Co.....			4,101 94	
36	Massawippi Valley.....	24,000	00	34,074 71	
37	Midland Railway of Manitoba.....			82,268 22	
38	Moncton & Buctouche.....			907 20	
39	Montreal & Atlantic.....	33,120	00	52,512 82	52,650 00
40	Morrissey, Fernie & Michel.....				
41	Napierville Junction.....			17,312 00	
42	Nelson & Fort Sheppard.....			4,245 50	
43	National Transcontinental.....			808,750 86	
44	New Brunswick Coal & Railway Co.....			4,389 40	
45	New Brunswick & P. E. Island.....			3,876 59	
46	New Westminster Southern.....			2,467 14	
47	Northern New Brunswick & Seaboard.....				
48	North Shore.....				
49	Ottawa & New York.....			39,290 51	
50	Père Marquette.....	174,887	57	621,509 79	249,800 00
51	Quebec Central.....				257,560 93
52	Quebec, Montreal & Southern.....			1,092 50	
53	Quebec Oriental.....			9,629 88	97,400 00
54	Quebec Railway, Light & Power Co.....				
55	Red Mountain.....			162 84	
56	Roberval-Saguenay.....	6,000	00	2,395 80	74,021 21
57	Rutland & Noyan.....				4,000 00
58	Salisbury & Albert.....				
59	St. John & Quebec.....			9,020 37	
60	St. Martins.....				
61	Sydney & Louisburg.....				
62	St. Lawrence & Adirondack.....	10,000	00	119,861 76	48,768 98
63	Temiscouata.....			2,211 87	12,166 66

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Year ending June 30, 1916—Continued.

Gross Corporate Income.				Net Corporate.		No.
Other Interest.	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1,703 80		175,362 57	209,952 66	129,468 40		1
12,870 43		44,337 45	238,050 25	41,433 72		2
			72,354 64		14,647 92	3
						4
1,783 45		4,409 43	1,765 65		80,451 17	5
			108,430 88	70,918 57		6
				9,151 79		7
214,327 11		280 75	3,228,294 75	1,826,352 83		8
			167,214 29	2,196,264 46		9
					138,621 48	10
6,053 52		4,705 12	10,391,163 43		900,582 60	11
12,501 84			3,259,598 33	53,430,942 96		12
					6,871 01	13
				5,724 32		14
			5,385 29		68,186 74	15
				11,196 84		16
14,234 60		20,000 00	73,176 91	29,535 05		17
			334,250 14		33,632 49	18
34 87			3,807 72		6,495 40	19
31,184 16			260,784 16		138,947 56	20
				297 19		21
				28,453 26		22
			218,148 12		83,345 40	23
		21,957 12	36,871 37		12,596 53	24
1,429,319 49		20,000 00	3,504,870 33	9,648,684 34		25
				1,070,904 13		26
		500 00	32,900 66		44,021 13	27
						28
			9,774 55		12,917 53	29
						30
			38,193 90		37,021 03	31
				6,512 49		32
3,150 00			3,150 00	626 79		33
			8,038 93		85,298 99	34
			4,101 94	32,360 12		35
			58,074 71		43,005 18	36
			82,268 22		119,215 85	37
			907 20	1,473 70		38
			138,282 82	182,574 19		39
				31,161 77		40
			17,312 00	54,540 13		41
			4,245 50		55,709 18	42
			808,750 86		341,615 51	43
			4,389 40		4,089 48	44
			3,876 59		23,886 38	45
			2,467 14	7,177 49		46
						47
						48
			39,290 51		73,479 06	49
			1,046,197 36	512,952 64		50
			257,560 93	251,352 89		51
258,561 22		1 40	259,655 12		124,342 23	52
1,943 57			108,973 45		100,042 81	53
				20,352 06		54
			162 84		13,988 35	55
		803 64	83,220 65		17,320 53	56
			4,000 00	2,879 68		57
				9,093 39		58
			9,020 37		29,729 54	59
499 01			499 01	419 12		60
				190,113 65		61
			178,630 74	142,274 49		62
			24,111 86	23,496 43		63
	9,733 33					

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TABLE 9.—INCOME ACCOUNT for

	Name of Railway.	Deductions from		
		Rents accrued for lease of other roads.	Other rents.	Interest accrued on Funded Debt.
		\$ cts.	\$ cts.	\$ cts.
64	Temiskaming & Northern Ontario.....		100,262 32	
65	Thousand Islands.....		1,304 31	3,015 00
66	Toronto, Hamilton & Buffalo.....		10,867 17	215,144 46
67	Vancouver, Victoria & Eastern.....		26,395 30	
68	Victoria Terminal Railway & Ferry Co.....		389 40	
69	Victoria & Sidney, B.C.....		6,100 31	15,000 00
70	Wabash (in Canada).....			
71	York & Carlton.....			
	Total.....	3,816,815 68	4,701,481 29	14,912,099 60

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Year ending June 30, 1916—*Continued.*

Gross Corporate Income.				Net Corporate.		No.
Other Interest.	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
			100,262 32	413,436 30		64
			4,319 31	7,757 21		65
64,284 74		1 20	290,297 57	467,041 52		66
			26,395 30		135,097 69	67
19 45			408 85		1,311 39	68
4,429 11			25,529 42		21,234 15	69
				723,174 45		70
				1,152 16		71
2,056,900 37	9,733 33	292,358 68	25,789,388 95	71,581,250 53	2,767,704 31	

TABLE 9.—Income Account for the Year ending June 30, 1916.—*Concluded.*

Name of Railway.	Disposal of Net Corporate Income.						Balance.	
	Dividends.			Additions and Betterments Charged to Income.	Appropriations to Reserve.	Total.	Credit of Profit and Loss Account.	Debit of Profit and Loss Account.
	Common Stock.	Preferred Stock.	Total Dividends.					
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
British Yukon.....						4,992 23	65,926 34	
Canada Southern.....		450,000 00	450,000 00			450,000 00	1,376,352 83	
Canadian Pacific.....	26,000,000 00	10,278,672 14	36,278,672 14			36,278,672 14	17,152,270 82	
Dominion Atlantic.....		6,555,300 44	6,555,300 44	16,968 96		16,968 96		50,601 45
Grand Trunk.....						6,555,300 44	3,093,383 90	76,062 18
Hereford.....	32,000 00		32,000 00	41 05		32,141 37	485 42	
Maine Central.....		135,264 12	135,264 12	141 37		135,264 12	116,088 77	32,147 94
Quebec Central.....		52,500 00	52,500 00			52,500 00	6,332,020 09	2,690,050 69
Quebec Railway, Light & Power Co.....								
Balance Railways not distributed.....								
Total.....	26,032,000 00	17,471,736 70	43,503,736 70	17,151 38	4,992 23	43,525,880 31	28,136,528 17	2,848,862 26

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TABLE 9A.—Summary of Earning and Expenses for the Year ending June 30, 1916.

Name.	Bridge Tolls Revenue.	Sleeping Car Revenue.	Parlour and Chair Car Revenue.	Switching Revenue.	Power Revenue.	Rents of Buildings and other Property.	Freight Revenue.	Total Revenue.	Total Operating Expenses.	Net Operating Revenues.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
International Bridge Co.	456,691 24					1,050,000 00		456,691 24	57,838 05	398,853 19
Detroit River Tunnel Co.		766,810 69	36,555 79					1,050,000 00		1,050,000 00
The Pullman Co.				359,983 00	3,568 63			802,366 48	604,230 43	199,136 05
St. Clair Tunnel Co.				7,160 02		877 90		364,429 53	151,202 98	213,226 55
Van Buren Bridge Co.							6,856 18	14,016 20	6,259 74	7,756 46
Total	456,691 24	766,810 69	36,555 79	367,143 02	3,568 63	1,050,877 90	6,856 18	2,688,503 45	819,531 20	1,868,972 25

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TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1916.

Name of Railway.	Passengers Carried.	Passengers Carried One Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total other Earnings.	Tons Carried.
	No.	No.	Miles.	Miles.	\$ cts.	\$ cts.	No.
Algoma Central & Hudson Bay	27,081	1,500,367	29,077	50,431	50,745 23	138,406 48	736,658
Algoma Eastern	88,658	1,915,774	56,297		51,055 28	63,893 58	1,629,114
Atlantic, Quebec & Western	36,025	1,090,029	43,976	20,165	32,100 88	1,457 74	115,818
Bedford & Nelson	24,053	830,574	37,557		21,376 73	5,467 84	49,080
Brandon, Saskatchewan & Hudson Bay	7,841	523,145	1,427	38,248	41,083 71	8,492 37	37,234
British Yukon	25,187	513,670	432	22,844	16,655 96	3,588 32	32,563
Canada & Gulf Terminal	1,409,877	122,904,928	1,833,017	149,272	2,915,909 24	664,023 42	8,024,485
Canada Southern	4,305,441	240,023,633	3,050,173	359,912	4,000,595 56	1,565,258 67	1,182,949
Canadian Government Railways—Intercolonial	4,424,467	1,070,387	151,581	214,499	175,879 58	79,208 38	116,856
Canadian Government Railways—P. E. Island	9,384,056	254,555,428	5,589,166	2,196,870	5,454,755 13	3,520,582 21	13,353,380
Canadian Northern System	13,727,219	1,247,118,119	18,150,545	2,098,825	24,407,144 29	11,174,941 52	29,276,872
Canadian Pacific	8,711	197,699		19,530	6,122 38	689 12	14,848
Cape Breton	19,630	808,922	41,600		22,896 26	5,318 03	44,413
Caracquet & Gulf Shore	9,997	262,694	32,199		9,182 77	3,077 74	216,016
Crow's Nest Southern	32,546	576,531		29,412	14,708 64	4,951 38	364,609
Cumberland	364,423	4,943,013	29,734	29,734	118,487 39	27,210 97	480,140
Dominion Atlantic	468,550	16,617,848	288,940	182,196	373,543 68	80,271 73	344,397
Eastern British Columbia	2,875	24,856	120		1,384 35	1,488 85	99,585
Edmonton, Dunvegan & British Columbia	35,751	3,966,695	55,898	28,050	152,380 34	15,378 47	167,130
Elgin & Havelock	10,112	90,041		16,200	2,801 78	1,037 53	15,860
Essex Terminal	253,535	6,018,989	149,329	24,000	172,028 86	13,632 29	266,442
Esquimalt & Nanaimo	9,757	241,202	3,960		49,122 80	362,478	362,478
Fredericton & Grand Lake Coal & Railway Co.	11,967,745	572,058,443	25,401	791,169	6,786 15	1,459 42	109,663
Grand Trunk	369,495	49,610,804	8,279,329	52,188	10,261,959 35	2,575,296 09	19,060,802
Grand Trunk Pacific	30,550	576,012	994,074	33,231	1,029,880 82	973,934 31	1,972,054
Hereford			33,608		16,913 62	4,175 89	109,781
Inverness Railway & Coal Co.	35,420	1,363,260	596	69,902	39,140 06	2,666 92	95,079
International of New Brunswick							
Kent Northern	21,556	1,336,028	673	100,070	44,021 47	13,804 75	297,110
Kettle Valley	14,092	196,724		18,840	5,648 58	1,866 78	57,860
Loburnière & Megantic	88,383	450,783	3,940	6,255	10,640 93	1,135 89	239,994
Maine Central	9,617	214,788	10,020	23,485	5,803 25	1,808 53	106,761
Manitoba Great Northern	23,334	232,294		32,130	6,742 91	1,295 45	282,076
Maritime Coal, Railway & Power Co.	154,941	2,447,102	91,822	8,540	64,676 48	6,716 31	581,842
Missawippi Valley							

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Midland Railway of Manitoba.....	64,833	3,431,428	116,168	268	87,839 19	56,826 99	170,639
Moncton & Buctouche.....	280,050	605,868	2,282	17,972	12,808 25	2,832 11	21,141
Montreal & Atlantic.....	316,519	7,427,296	157,069	147,904	170,222 58	61,826 09	1,724,143
Morrissey, Fernie & Michel.....	119,500	728,950		32,407	11,388 50	377 48	655,438
Napierville Junction.....	22,840	384,245	10,055	11,118	10,304 90	1,632 29	557,029
Nelson & Fort Sheppard.....	18,707	498,394	37,020		16,037 53	5,597 91	30,774
National Transcontinental.....	547,613	37,066,514	462,290		619,954 13	148,150 79	2,664,043
New Brunswick Coal & Railway Co.....	19,107	444,170		476,706	11,548 76	2,100 37	44,898
New Brunswick & P.E. Island.....	15,966	298,205	812	36,947	7,742 80	1,919 58	61,309
New Westminster & Southern.....	9,754	96,355		18,934	3,138 99	5,332 44	80,650
Northern New Brunswick & Seaboard.....				21,304			
North Shore.....							
Ottawa & New York.....	135,586	3,409,087	78,450		78,247 02	20,046 27	464,345
Père Marquette.....	207,627	5,764,639	268,852		133,198 15	57,065 97	2,841,354
Quebec Central.....	412,808	17,708,648	233,391	269,676	378,364 14	84,876 34	999,155
Quebec, Montreal & Southern.....	244,659	5,359,898	125,524	85,722	137,711 00	18,487 48	355,457
Quebec Oriental.....	32,219	1,758,963	43,393	19,019	45,204 63	7,232 56	81,482
Quebec Railway, Light & Power Co.....	75,926	588,425	7,620		8,060 20	217 23	227,330
Red Mountain.....	9,271	83,270		8,302	2,191 93	1,858 94	25,685
Rochervall-Saguenay.....	23,805	339,367	82,333	203,825	8,836 27	51,350 83	212,327
Rutland & Noyan.....	111,893	379,317	4,997		8,723 31	269 12	147,304
St. Lawrence & Adirondack.....	610,427	12,254,775	171,422		201,228 81	36,137 60	1,146,281
Salisbury & Albert.....	13,328	332,595		30,620	9,249 29	5,066 05	43,687
St. John & Quebec.....	46,892	1,251,797	648	69,878	28,431 11	1,025 45	44,744
St. Martin's.....	8,580	163,946		16,500	4,112 09	1,563 00	19,268
Sydney & Louisburg.....	160,296	2,206,128	27,132		51,398 10	22,124 68	4,922,460
Tenimiscouata.....	71,963	1,979,473	73,220	70,216	50,250 44	12,768 70	159,985
Temiskaming & Northern Ontario.....	472,839	25,156,422	473,626	59,443	555,017 15	159,914 46	902,821
Thousand Islands.....	49,071	294,426		87,373	8,832 52	7,889 14	32,865
Toronto, Hamilton & Buffalo.....	612,447	18,001,379	304,190		392,881 80	84,207 56	2,297,240
Vancouver, Victoria & Eastern.....	142,613	3,752,621	128,137	75,657	104,489 58	62,760 72	1,232,328
Victoria Terminal Railway & Ferry Co.....	47,959	47,479	2,002	21	1,307 54	321 62	16,869
Victoria & Sidney, B.C.....	50,987	573,540	32,339	336	16,345 46	3,352 74	20,203
Wabash (in Canada).....	565,200	31,594,156	524,118		377,189 22	48,362 30	2,695,891
York & Carlton.....	7,461			7,112	1,865 25	193 96	5,994
Total.....	49,027,671	2,727,122,648	42,449,022	8,499,073	53,097,642 59	22,984,843 75	109,659,088

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Midland Railway of Manitoba.....	12, 190, 669	268	46, 967	116, 522 20	121, 639 25	163, 470	266, 305 43	303, 670 20
Moncton & Ructourche.....	448, 803	17, 972	5, 600	18, 963 19	18, 963 19	25, 854	34, 663 55	31, 526 69
Montreal & Atlantic.....	92, 722, 006	147, 904	270, 094	1, 045, 476 45	1, 050, 371 18	575, 132	1, 291, 419 83	946, 631 60
Morrissey, Fernie & Michol.....	3, 998, 172	32, 407	.....	1, 047, 797 06	1, 058, 823 06	373, 407	120, 589 04	89, 427 2
Naperville Junction.....	15, 886, 346	11, 118	22, 272	117, 459 14	11, 480 02	43, 445	129, 411 30	88, 436 12
Nelson & Fort Sheppard.....	1, 066, 936	18, 585	1, 951, 797	21, 273 73	21, 273 73	55, 065	42, 909 17	88, 838 87
National Transcontinental.....	1, 030, 056, 961	476, 706	.....	5, 002, 069 89	5, 030, 411 17	2, 892, 003	5, 798, 516 09	5, 369, 081 58
New Brunswick Coal & Railway Co.....	923, 421	36, 947	13, 565	29, 315 33	31, 300 29	36, 947	44, 949 02	44, 649 70
New Brunswick & P. E. Island.....	1, 467, 254	18, 934	.....	32, 115 19	32, 961 72	33, 311	42, 624 10	62, 876 39
New Westminster Southern.....	615, 623	21, 304	.....	26, 731 87	26, 731 87	21, 304	35, 203 30	28, 457 96
Northern New Brunswick & Seaboard.....	.....	.....	.....	.....	.....	.....	.....	.....
North Shore.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa & New York.....	24, 204, 683	.....	61, 590	151, 358 65	151, 529 15	140, 100	250, 237 44	282, 819 87
Pere Marquette.....	482, 025, 339	.....	890, 584	2, 769, 895 91	2, 790, 837 97	1, 150, 566	2, 987, 102 09	1, 586, 697 15
Quebec Central.....	77, 526, 894	269, 676	194, 447	1, 043, 107 83	1, 043, 107 85	702, 845	1, 506, 348 93	995, 581 53
Quebec, Montreal & Southern.....	15, 769, 531	85, 722	80, 211	226, 266 19	227, 455 49	291, 457	383, 653 97	471, 140 21
Quebec Oriental.....	6, 439, 056	19, 019	41, 543	86, 251 35	86, 251 35	103, 955	138, 688 54	129, 607 90
Quebec Railway, Light & Power Co.....	1, 479, 852	22, 906	22, 906	78, 207 00	79, 199 02	30, 526	87, 476 45	67, 124 39
Red Mountain.....	231, 753	8, 302	1, 922	8, 784 43	10, 545 43	10, 239	14, 590 30	27, 268 88
Roberval-Saguenay.....	6, 806, 326	263, 825	.....	92, 917 51	99, 845 46	346, 158	160, 032 56	94, 132 44
Ruland & Noyan.....	434, 525	.....	2, 070	5, 963 67	5, 963 67	7, 067	14, 950 10	12, 061 77
St. Lawrence and Adirondack.....	41, 539, 713	.....	93, 080	504, 784 26	505, 825 59	264, 502	743, 192 00	424, 332 21
Salisbury & Albert.....	1, 013, 164	30, 620	.....	27, 761 63	27, 761 63	30, 620	42, 070 97	32, 983 58
St. John & Quebec.....	1, 782, 109	69, 878	440	40, 389 95	40, 389 95	71, 000	69, 848 51	90, 555 68
St. Martins.....	275, 969	16, 500	.....	15, 831 01	15, 831 01	16, 500	21, 506 10	20, 587 97
Sydney & Louisburg.....	72, 066, 854	18, 850	197, 034	732, 784 69	747, 862 93	243, 016	821, 385 71	631, 272 06
Teniscouata.....	6, 030, 007	70, 216	3, 399	159, 289 98	159, 759 04	146, 841	222, 778 18	174, 262 00
Teniskaming & Northern Ontario.....	169, 956, 097	59, 443	507, 573	1, 267, 391 77	1, 277, 440 74	1, 040, 868	1, 992, 372 35	1, 530, 020 94
Thousand Islands.....	197, 190	87, 373	.....	21, 266 70	21, 279 70	87, 373	38, 001 36	26, 698 33
Toronto, Hamilton & Buffalo.....	84, 256, 344	144, 473	144, 473	1, 070, 573 06	1, 172, 423 18	450, 310	1, 649, 512 54	988, 330 92
Vancouver, Victoria & Eastern.....	32, 940, 410	75, 657	79, 632	361, 350 12	372, 867 28	283, 533	540, 127 58	711, 851 42
Victoria Terminal Railway & Ferry Co.....	16, 700	21	590	888 68	888 68	2, 613	2, 517 84	1, 775 38
Victoria & Sidney, B.C.....	246, 849	336	9, 500	12, 236 49	12, 236 49	42, 175	31, 934 69	27, 274 54
Wabash (in Canada).....	598, 596, 519	.....	1, 101, 351	2, 692, 707 83	2, 692, 706 85	1, 625, 469	3, 118, 317 87	2, 395, 143 92
York & Carlton.....	.....	7, 112	.....	2, 928 33	2, 928 33	7, 112	4, 987 54	3, 835 35
Total.....	28, 195, 364, 264	8, 499, 073	60, 036, 984	184, 099, 887 30	185, 806, 167 63	111, 075, 890	261, 888, 653 97	180, 542, 258 98

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	157,069	147,904	270,094	65	575,132	5,024
Montréal & Atlantic		32,407			32,407	
Morrissey, Fernie & Michel		11,118			43,445	97
Napierville Junction	10,055		22,272		55,665	3,034
Nelson & Fort Sheppard	37,020		18,385		2,892,063	59,526
National Transcontinental	462,290		1,951,737	1,210	36,947	
New Brunswick Coal & Railway Co.		476,706			33,311	1,527
New Brunswick & Prince Edward Island		36,947			21,304	
New Brunswick & Prince Edward Island		18,934	13,565			
New Westminster Southern	812	21,304				
Northern New Brunswick & Seaboard						
North Shore						
Ottawa and New York	78,450		61,590	60	140,100	17,921
Père Marquette	268,952		890,584	30	1,159,366	25,830
Quebec Central	233,391	269,676	194,447	5,331	702,845	233,684
Quebec, Montréal & Southern	125,524	85,722	80,211		291,457	770
Quebec Oriental	43,333	19,019	41,543		103,955	2,223
Quebec Railway Light & Power Co.	7,620		22,906		30,526	2,343
Red Mountain		8,302	1,922	15	10,239	756
Roberval-Saguenay	82,333	263,825			346,158	
Rutland & Noyan	4,997		2,070		7,067	
St. Lawrence and Adirondack	171,422		93,080		264,502	10,535
Salisbury and Albert					30,620	
St. John & Quebec			440	34	71,000	6,669
St. Martins	648				16,500	
Sydney & Louisbourg		30,620			243,016	
Temiscouata	27,132	69,578			146,835	9,752
Temiskaming & Northern Ontario	73,220	18,850	197,034		1,040,868	51,223
Thousand Islands	473,626	70,216	3,399		87,373	
Toronto, Hamilton & Buffalo		59,443	507,573	226	450,310	3,378
Vancouver, Victoria & Eastern	304,190	87,373			283,533	16,679
Vancouver, Victoria & Eastern	128,137	75,657	144,473	1,647	2,613	
Victoria, Terminal Railway & Ferry Co.	2,002	21	79,632	107	42,175	
Victoria & Sidney B. C.	32,339	336	9,500		1,025,469	4,034
Wabush (in Canada)	524,118		1,101,351		7,112	
York & Carlton		7,112				
Total	42,449,022	8,499,073	60,036,984	90,811	111,075,890	3,338,181

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Kettle Valley.....	521	1,100	116	1,737	1,209	22	294	316
Lotbinière & Megantic.....	34	309	994	343	307	178	411	589
Maine Central.....	50,587	30,316	77	80,980	143	254	49	20
Manitoba Great Northern.....	70	174	244	61	394	173	493	468
Maritime Coal, Railway and Power Co.....	477	12,447	3,112	16,036	2,406	792	5,053	566
Massawippi Valley.....	26,954	3,671	30,625	185	1,851	197	40	8,234
Midland Railway of Manitoba.....	1,342	385,449	146	386,037	234	160	116,951	1,052
Moncton and Buctouche.....	1,645	132	94	1,571	249,804	250,274	426	117,537
Montréal and Atlantic.....	133	55	128	316	462	57	61	61
Morrissey, Fernie and Michel.....	240,383	1,217,021	1,477,404	16,159	5,635	4,731	1,756	290
Naperville Junction.....								6,487
Nelson and Fort Sheppard.....								
National Transcontinental.....								
New Brunswick Coal and Railway Co.....		459	459		705		285	285
New Brunswick and Prince Edward Island.....	188	62	250	693	720	176	32	208
New Westminster Southern.....	158	383	541	42	42	98	15	113
Northern New Brunswick and Seaboard.....								
North Shore.....	1,743	59,576	238	61,557	6,492	592	1,437	2,032
Ottawa and New York.....		14,561	370	14,931	1,876	760	294	1,315
Père Marquette.....		15,683		15,683	21,466			
Quebec Central.....	1,730	1,468	3,198	12	9,287	40	2,546	2,586
Quebec, Montréal and Southern.....	132	89	216		3,271	11	39	50
Quebec Oriental.....								
Quebec Railway, Light and Power Co.....	3,463	151	3,614	729	214	943	92	225
Red Mountain.....		220	220	674	128	56	270	330
Roberval-Saguenay.....	263	411	170			293		
Rutland and Noyan.....								
Salisbury and Albert.....	27	367	394	112	1,439	155		282
St. John and Quebec.....	1,358	5	1,363	186	10	196		
St. Martins.....	12	132	144		374	374		
Sydney and Louisburg.....	21	476	497	75	4,250	4,325	684	804
St. Lawrence and Adirondack.....	2,385	756	3,471	3,043	1,756	5,054	1,196	2,436
Témiscouata.....	385	802	1,547	379	1,732	2,111	5	48
Thousand Islands.....	5,279	203,443	208,722	195	6,209	6,404	372	1,974
Thousand Islands.....	265	105	370		882	882	170	195
Toronto, Hamilton and Buffalo.....	3,759	50,387	50,437	4,130	65,046	70,512	9,110	13,649
Vancouver, Victoria and Eastern.....	12,162	55	14,423	206	86	1,037	116	1,367
Victoria Terminal Railway and Ferry Co.....	306	690	996	74		74	131	785
Victoria and Sidney, B.C.....	274	771	1,045		105	105	853	921
Wabash (in Canada).....	577		476,508	1,167	258	105,070	297	106,733
York and Carlton.....								
Totals.....	13,315,115	3,641,808	2,000,704	18,057,627	932,016	705,089	416,934	1,685,147

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TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—Continued.

Name of Railway.	PRODUCTS OF AGRICULTURE—Concluded.				PRODUCTS OF ANIMALS.			
	Fruit and Vegetables.		Other Products of Agriculture.		Live Stock.			
	Original- ing on this Road.	Received from U.S. Roads.	Total freight to mags.	Original- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Original- ing on this Road.	Total freight to mags.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay..	126	166	292	32	36	259	223	32
Algoma Eastern.....	117	.....	117	.....	.....	492	492	.....
Atlantic, Quebec and Western.....	22	63	85	58	461	210	62	519
Bedlington and Nelson.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hud- son Bay.....	23	1,545	1,568	10	.....	.....	192	10
British Yukon.....	145	.....	145	71	.....	998	998	71
Canada and Gulf Terminal.....	5	167	172	2,987	2	630	584	2,989
Canada Southern.....	29,521	13,251	171,882	4,037	83,637	89,750	32,559	92,070
Canadian Government Railways, (Intercolonial).....	55,114	16,994	72,108	9,798	8,158	28,946	26,645	17,956
Canadian Government Railways, (Prince Edward Island).....	9,008	117	9,125	1,408	38	4,691	4,687	1,446
Canadian Northern System.....	62,655	14,620	81,301	236	4,594	137,308	125,502	4,830
Canadian Pacific.....	258,007	62,821	438,153	89,211	21,569	512,406	423,011	127,212
Cape Breton.....	78	.....	78	.....	.....	46	41	.....
Caracquet and Gulf Shore.....	800	.....	800	.....	220	35	35	220
Crow's Nest Southern.....	80	73	251	.....	.....	20	6	.....
Cumberland.....	36	777	813	20	326	73	3	346
Central Vermont.....	234	.....	234	1,623	1,623	10,213	4,171	3,246
Dominion Atlantic.....	54,852	149	55,041	497	106	2,423	2,271	603
Eastern British Columbia.....	107	.....	107	.....	.....	6	.....	.....
Edmonton, Dunvegan and British Columbia.....	1,451	.....	1,451	1,267	.....	2,962	2,740	1,267
Elgin and Havelock.....	3	7	10	162	27	111	97	189
Essex Terminal.....	400	.....	400	200	300	70,800	800	500
Esquimalt and Nanaimo.....	353	1,117	1,470	20	174	961	652	194
Fredericton and Grand Lake Coal and Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk.....	146,988	12,908	224,989	61,208	9,064	62,887	335,832	41,459
Grand Trunk Pacific.....	5,302	5,311	10,633	103	1	29,475	28,242	103
Hereford.....	12	11	23	27	1	173	170	28
Inverness Railway and Coal Co. International of New Brunswick	152	95	247	25	5	792	675	30
Kent Northern.....	20
Kettle Valley.....	1,182	164	1,360	1,489	1,337	20

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	2	2	13	2	58	58	6	16	15	22
LaSalle and Moganic									15	15
Maine Central									105	128
Manitoba Great Northern										
Maritime Coal, Railway and Power Co.	1	28	13	29	33	37		9		9
Massachusetts Valley	150	138	59	347		151		2,045	240	2,285
Midland Railway of Manitoba			72	72		180	193	1,908	181	2,282
Moncton & Baie Verte						222	280			280
Moncton & Atlantic						289				
Morrissey, Fernie and Michel		22,482				1,208		4,072	7,118	11,190
Napierville Junction										
Nelson and Fort Sheppard										
National Transcontinental	841	1,322				26				
New Brunswick Coal and Railway Co.						3,434	2,653			
New Brunswick and Prince Edward Island	47	1						166		185
New Brunswick Southern										
Northern New Brunswick and Newfoundland										
North Shore										
Ottawa and New York	4	15								
Père Marquette			20			260			67	156
Quebec Central										
Quebec, Montreal and Southern	14									
Quebec Oriental	327	199								
Quebec Railway, Light and Power Co.	256									
Red Mountain										
Raberval-Saguenay	3									
Rutland and Noyan										
Salisbury and Albert										
St. John and Quebec										
St. Martins	8									
Sydney and Louisburg	2									
St. Lawrence and Adirondack	6,744	85								
Teniscouata	119	485	36							
Teniscouata and Northern	76	207								
Thousand Islands										
Toronto, Hamilton and Buffalo										
Vancouver, Victoria and Eastern	588	629	3,336	4,553						
Victoria Terminal Railway and Ferry Co.			1,355	1,355						
Victoria and Sidney, B.C.	88	16								
Wabash (in Canada)	16	88								
York and Carlton			32,690	32,690						
Total	165,420	54,018	411,554	630,992	81,753	365,954	165,741	71,161	123,990	360,892

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TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—Continued.

Name of Railway.	PRODUCTS OF ANIMALS—Concluded.											
	Wool.				Hides and Leather.			Other Products of Animals.				
	Originat- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originat- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Original- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Algoma Central and Hudson Bay.					19			19	13	24		37
Algoma Eastern.									15			15
Atlantic, Quebec and Western.	1			1	51	21		72	39	62		101
Bedford and Nelson.												
Brandon, Saskatchewan and Hud- son Bay.					213			213	41			41
British Yukon.					8			8	94			94
Canada and Gulf Terminal	11			11	47	5		52				
Canada Southern.	69	3,948	9,432	13,449	1,357	3,725	24,712	29,794	7,047	5,870	88,186	101,103
Canadian Government Railways, (Intercolonial).	4,816	541		5,357	7,272	1,472		8,744	9,663	9,294		18,957
Canadian Government Railways, (Prince Edward Island)	96			96	554	9		563	7,038	3		7,041
Canadian Northern System.	879	557		1,436	2,346	2,112	12	4,470	170	512		682
Canadian Pacific.	3,460	30,172	515	34,147	24,279	26,439	28,385	79,103	105,070	19,490	23,284	147,844
Cape Breton.	5			5	20			20				
Caracquet and Gulf Shore.					40			40	82	90		172
Crow's Nest Southern.											53	
Cumberland.	3	15		18								
Central Vermont.					354	157		511	576	6,731		7,307
Dominion Atlantic.	27	53		80	691	60		751	11,255	1,339	393	12,987
Eastern British Columbia.												
Edmonton, Dunvegan and British Columbia.	5			5	69			69				214
Elgin and Havelock.	5			5					193	21		300
Essex Terminal.									300			300
Esquimalt and Nanaimo.									236	1,134		1,370
Fredericton & Grand Lake Coal & Railway Co.												
Grand Trunk.	650	700	11,378	12,728	31,918	3,082	45,319	80,319	66,762	1,404	45,921	114,087
Grand Trunk Pacific.	47	1		48	1,240	41		1,281	58			58
Hereford.	14	2		16	4	1		5	454	1		455
Inverness Railway and Coal Co.												
International of New Brunswick					3			3	2	1		3
Kent Northern.												
Kettle Valley.						22		22				

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	3	4	7	180	8	188	160	110	15	270
Lothière and Megantic										
Maine Central				8	46	54			15	15
Manitoba Great Northern										
Maritime Coal Railway and Power Co.				4		4				
Massawippi Valley	13	36	100	118	495	602	24	66	107	197
Midland Railway of Manitoba		20	20	253	292	485	432	57	432	921
Moncton & Buctouche										
Montreal and Atlantic	42	16, 633	19, 096	507	28, 773	38, 327	1, 097	8, 195	15	9, 307
Morrissey, Fernie and Michel										
Napierville Junction		30	30		320	320				
Nelson and Fort Sheppard							25		24	49
National Transcontinental	43		43	1, 692	520	2, 182	719	532		1, 251
New Brunswick Coal and Railway Co.										
New Brunswick and Prince Edward Island	3		3	5		5	17	1		18
New Westminster Southern							32			32
Northern New Brunswick and Seaboard										
North Shore			15	76	22	98	2, 048	651	15	2, 714
Ottawa and New York	49	38	1, 269	33		10, 826	526	419	707	1, 632
Père Marquette										
Quebec Central										
Quebec, Montreal and Southern	2	10	10	10		10	8	13		21
Quebec Oriental			2							
Quebec Railway, Light and Power Co.	7	2	9	99	300	399	142		70	142
Red Mountain										70
Roberval-Saguenay										
Rutland and Noyan										38
Salisbury and Albert										
St. John and Quebec				12		12	4	1		5
St. Martins							5	6		11
Sydney and Louisburg				24	42	66	3	19		24
St. Lawrence and Adirondack		1	1	209	240	1, 038	1, 028	148	2, 208	3, 384
Temiscouata	5		5	30	1	31				
Temiskaming and Northern Ontario		25	25		1, 069	1, 069	40	832		872
Thousand Islands										
Toronto, Hamilton and Buffalo	75	3, 914	4, 118	466	3, 357	4, 147	1, 029	6, 950	1, 010	8, 989
Vancouver, Victoria and Eastern	73		73	1, 303	28	1, 596	216		2, 356	2, 572
Victoria Terminal Railway and Ferry Co.	30	3	33	1	1	2	24	75		99
Victoria and Sidney, B.C.	3	30	33	1	1	2	50	49		99
Wabash (in Canada)										
York and Carlton			13, 531			9, 868	1, 110		39, 612	40, 722
Total	10, 436	56, 704	38, 772	75, 486	72, 731	277, 580	217, 849	64, 099	204, 447	486, 395

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TABLE 12.—SUMMARY OF Freight Traffic Movement for the Year ending June 30, 1916—Continued.

Name of Railway.	PRODUCTS OF MINES.									
	Anthracite Coal.					Bituminous Coal.				
	Originat- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originat- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originat- ing on this Road.	Received from other Roads in Canada.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay...	377			377	36,868			36,868		
Algoma Eastern...		5,042		5,042	111,463			111,463		
Atlantic, Quebec and Western...		3,185		3,185	29,748			29,748		
Bedford and Nelson...										
Brandon, Saskatchewan and Hud- son Bay...	30		2,725	2,755	20		3,295	3,315		47
British Yukon...					106			106		
Canada and Gulf Terminal...					1		195	196		
Canada Southern...			1,108,751	1,108,751			615,443	615,443	27,740	315,811
Canadian Government Railways, (Intercolonial)...	9,087	23,656		32,743	1,482,080	45,098		1,527,178	10,646	10,160
Canadian Government Railways, (Prince Edward Island)...	269			269	12,072	1		12,073		
Canadian Northern System...	13,032	81,752	271,247	366,031	519,361	745,352	43,049	1,307,762	14,600	48,407
Canadian Pacific...	129,431	1,092,691	24,155	1,246,277	1,231,731	1,062,558	124,501	2,418,790	253,127	102,961
Cape Breton...						2,702		2,702		
Carriquet and Gulf Shore...					19,183	4,427		4,427	141,156	215
Crow's Nest Southern...					322,856	19,409		38,592		
Cumberland...								322,856		
Central Vermont...	263	14,450	17,001	31,714	332	892	450	1,674		
Central Vermont...	2,267	17,091		19,358	61,788			61,788		
Dominion British Columbia...										
Edmonton, Dunvegan and British Columbia...					7,547			7,547		
Elgin and Havelock...										
Essex Terminal...		2,000		2,000	23,798	13,000		13,000		500
Esquimalt and Nanaimo...		101		101		586		24,384	54	54
Fredericton and Grand Lake Coal and Railway Co.										
Grand Trunk...	53,881	138,159	2,074,043	2,266,083	93,187	254,986	1,980,856	2,340,831	14,860	48,644
Grand Trunk Pacific...	209,587	54,160		263,747	104,989			104,989	15	
Hereford...	32	170	37	239	145	3,496	495	4,136		
Inverness Railway and Coal Co.										
International of New Brunswick...					1,487			1,487		
Kent Northern...										
Kettle Valley...					51,904	210		52,114		

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TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—Continued.

Name of Railway.	PRODUCTS OF FORESTS.					MANUFACTURES.				
	Lumber.			Other Products of Forests.		Petroleum and Other Oils.				
	Originat- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originat- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Original- ing on this Road.	Tons.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	1,335	3,067		4,402	137,149			512		512
Algoma Eastern	12,306	514		12,820	16,997			197		263
Atlantic, Quebec and Western	9,100	1,600		10,700	32,602					227
Burlington and Nelson										
Brandon, Saskatchewan and Hud- son Bay	37	59	2,593	2,689	36	24		14		314
British Yukon	258			258	1,088			214		214
Canada and Gulf Terminal	14,416	309		14,725	8,055	12		5		214
Canada Southern	10,816	46,282	155,651	212,749	8,887	32,673	44,575	18,001	7,343	45,962
Canadian Government Railways, (Intercolonial)	828,102	82,324		910,426	381,740	14,118		18,677	31,230	71,306
Canadian Government Railways, (Prince Edward Island)	5,628	35		5,663	3,115	22		2,322	106	49,907
Canadian Northern System	1,307,399	334,906	23,651	1,666,046	2,002,577	288,667	2,165	60,152	19,260	2,428
Canadian Pacific	1,851,462	370,081	157,834	2,379,377	1,323,038	257,582	26,975	109,500	170,009	98,084
Cape Breton	3,745	654		4,399						322,467
Caracquet and Gulf Shore	11,186			11,186	4,100			125	435	560
Crow's Nest Southern	31,705	27	206	31,938	150	16	64	24		432
Cumberland	28,801	1,865		30,666	76				121	121
Central Vermont	4,207	41,902	3,026	49,135	740	1,920			910	910
Dominion Atlantic	69,741	2,258		71,999	9,218	124			1,375	3,283
Eastern British Columbia	32,819			32,819	2,980			1,908		
Edmonton, Dunvegan and British Columbia	74,663	1,714		76,379	22,406	121		820		820
Elgin and Havelock	9,778	18		9,796	429	14			62	62
Essex Terminal						2,000			3,000	3,000
Esquimalt and Nanaimo	207,311	210		207,521	29,630	91		3,482	2,513	5,995
Fredericton and Grand Lake Coal and Railway Co.	4,058			4,058	3,580					
Grand Trunk	671,885	175,105	175,820	1,022,510	696,188	602,957	79,069	218,378	12,091	376,600
Grand Trunk Pacific	46,427	45,319		91,746	223	121		7,400	6,786	14,186
Hereford	6,944	29	2	6,975	73,453	58	82	3	34	269
Inverness Railway and Coal Co.										
International of New Brunswick	24,663	648		25,311	46,591	73		29	24	53
Kent Northern	18,206	25,246		43,452	46,954	168			2,100	2,100
Kettle Valley		1,074		1,074	44,526					

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Lothière and Mégantic.....	10,432	225	10,657	41,286	65,305	41,286	248	303	248
Maine Central.....	552	200	20,578	1,671	28	65,305	253	431	303
Manitoba Great Northern.....	466	1,680	2,357	8,976	8,902	1,721	3,300	137	431
Maritime Coal, Railway and Power Co.	11,565	130,152	1,982	143,699	8,002	129,456	25	10,352	278
Midland Railway of Manitoba	412	719	4,534	5,665	74	251	18	16,370	3,437
Moncton and Buctouche	3,729	65,247	3,729	7,477	8,890	7,477	14	110	16,370
Montréal and Atlantic	18,479	65,247	1,428	85,154	8,890	70,788	325	7,917	7,917
Morrissey, Fernie and Michell..	16,844	16,844	16,844	16,844	43	105,798	85	3,272	85
Napierville Junction.....	80	7,809	244	8,133	105,745	262	141	3,131	3,272
Nelson and Fort Sheppard.....	12,046	100	12,146	262	3,882	121,688	330	25,746	330
National Transcontinental	156,547	19,096	175,643	117,806	3,882	23,074	2,672		
New Brunswick Coal and Railway Co.	6,355		6,355	3,355		3,355			
New Brunswick and Prince Edward Island	7,730	2,959	10,689	1,507	93	1,600	113		203
New Westminster Southern				207	736	943			
Northern New Brunswick and Southern									
North Shore	5,762	36,625	662	7,484	42,155	50,183	193	534	1,602
Ottawa and New York.....	13,334	3,855	17,189	1,498	334	8,206	162	6,589	8,345
Père Marquette.....	110,476		110,476	350,512		350,512		5,856	5,856
Quebec Central.....	3,917	17	21,373	1,512	130,629	132,141		21	1,861
Quebec, Montréal and Southern.....	7,116	1,864	8,980	22,715	814	23,529	501		1,501
Quebec Oriental									
Quebec Railway, Light and Power Co.	22,024	439	22,463	17,761	437	18,198	197		287
Red Mountain.....	39		4,467	291		5,681		220	220
Roberval-Saguenay	1,256	17	1,273	106,156	511	106,667	5	44	44
Rutland and Noyau.....	26,630		26,630	107,396		107,396		495	495
Salisbury and Albert.....	14,127	240	14,367	3,414	30	12,351	52	77	129
St. John and Quebec.....	3,244	170	3,414	12,321		12,351	8	18	18
St. Martins	14,461		14,461	560		560			
Sydney and Louisbourg.....	17,425	47,581	65,006	380	887	1,267	742	3,654	3,654
St. Lawrence and Adirondack	3,668	118,611	124,618	2,176	17,530	23,523	2,638	9,147	9,147
Teniscouata.....	144,109	780	144,889				129	504	504
Teniscouata and Northern Ontario	111,406	8,710	120,116	177,940	2,333	180,273	83	5,932	6,015
Thousand Islands.....	42	1,889	1,931						
Toronto, Hamilton and Buffalo	2,909	58,159	71,690	1,168	24,501	26,954	751	16,338	22,093
Vancouver, Victoria and Eastern.	103,800	44,925	156,636	6,090	470	6,993	32	8,582	10,812
Victoria Terminal Railway and Ferry Co.	2,803	121	2,924	362	3,879	4,241	118	349	467
Victoria and Sidney B.C.....	50	2,874	2,924	5,867	302	6,369	120	348	468
Wabash (in Canada)	805	4,434	122,204		353	14,462		31,836	31,836
York and Carlton.....	3,775	286	4,061						
Total	6,088,247	1,764,321	8,551,087	5,833,102	1,904,591	8,007,442	472,714	345,623	1,117,315

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TABLE 12.—SUMMARY OF Freight Traffic Movement for the Year ending June 30, 1916—Continued.

Name of Railway.	MANUFACTURES—Continued.									
	Sugar.			Naval Stores.			Iron, Pig and Bloom.			Total freight tonnage.
	Originat- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originat- ing on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Originat- ing on this Road.	Received from other Roads in Canada.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay...	41			41	60			5,757		5,757
Algoma Eastern.					41			47		47
Atlantic, Quebec and Western.		475		475					310	310
Bedlington and Nelson.										
Brandon, Saskatchewan and Hud- son Bay.			16	16						
British Yukon.	258			258				240		240
Canada and Gulf Terminal.	14	322		336						
Canada Southern.	2,633	3,518	67,717	73,888	52	18	231	8,836	2,342	49,402
Canadian Government Railways, (Intercolonial).	80,181	7,297		87,478	18,055	15,724		244,335	21,065	265,400
Canadian Government Railways, (Prince Edward Island).	1,022	544		1,566	10	15		46	112	158
Canadian Northern System.	24,734	8,509	140	33,383	2,031	1,563		60,633	28,302	92,095
Canadian Pacific.	113,089	52,762	1,399	167,250	1,009	812	245	99,975	153,071	289,904
Cape Breton.								50		50
Caracquet and Gulf Shore.	12	280		292						
Crow's Nest Southern.		206		206					19	19
Cumberland.		750		843						
Central Vermont.	93									
Dominion Atlantic.	589	1,197	1	1,787	19	17		618	111	729
Eastern British Columbia.										
Edmonton, Dunvegan and British Columbia.	1,066	143		1,209						
Elgin and Havelock.		38		38						
Essex Terminal.		100		100						
Esquimalt and Nanaimo.										
Fredericton and Grand Lake Coal and Railway Co.		3,910		3,910	128			229	691	820
Grand Trunk.	44,897	10,015	107,105	162,017	2,137	296		221,329	12,798	269,825
Grand Trunk Pacific.	264	1,085		1,349				237	1,504	1,741
Hereford.	61	27	1	89					14	14
Inverness Railway and Coal Co.										
International of New Brunswick.	7	1		8	12			1	3	4
Kent Northern.										
Kettle Valley.		102		102						

[illegible]

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TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	MANUFACTURES—Continued.									
	Iron and Steel Rails.					Other Castings and Machinery.				
	Originating on this Road.	Received from Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	49,648			49,648	1,130	116		1,246	13,172	
Algoma Eastern	2,093			2,093	2,069	454		2,523	466	163
Atlantic, Quebec and Western		240		240	110	1,106		1,216		
Bedford and Nelson										
Brandon, Saskatchewan and Hudson Bay			23	23	151		667	818		22
British Yukon	15			15	1,004			1,004		
Canada and Gulf Terminal		42		42	23	170		193	56	56
Canada Southern	263	4,269	10,303	14,835	53,112	25,213	137,008	215,333	14,771	214,915
Canadian Government Railways, (Intercolonial)	129,822	7,864		137,686	86,724	53,378		140,102	106,639	21,308
Canadian Government Railways, (Prince Edward Island)	212			212	1,047	150		1,197	116	104
Canadian Northern System	49,605	19,114	184	68,903	52,399	24,455	3,151	80,005	14,173	14,480
Canadian Pacific	37,645	54,422	46,582	138,649	149,728	133,195	31,834	314,757	32,473	141,747
Cape Breton										
Caracquet and Gulf Shore	80	120		200	66		61	127		31
Crow's Nest Southern			38	38	4	518		522		18
Cumberland		15		15						
Central Vermont	735	1,225		1,960	844	880		1,724	48	63
Dominion Atlantic	350	366		716		174		174		22
Eastern British Columbia										
Edmonton, Duavegan and British Columbia										
Elgin and Havelock	42	43		85	4,250	409		4,659		
Essex Terminal		4,500		4,500	3	20		23		
Esquimaux and Nanaimo	75	266		341	1,300	1,000		2,300		
Fredericton and Grand Lake Coal and Railway Co.					543	1,716		2,259	286	2,218
Grand Trunk	99,260	23,577	133,691	256,528	144,990	7,876	100,635	253,481	96,156	22,519
Grand Trunk Pacific	5,659	7,439		13,098	5,014	3,458		8,472	2,190	357
Hereford	446	1	15	462	56	42	15	113		26
Inverness Railway and Coal Co.										
International of New Brunswick	20			20	64	141		205		
Kent Northern										
Kettle Valley	324	667		931	520	3,665	12	4,197		1,283

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	215	179	394	6
Lotbinière and Megantic.....			813	146
Maine Central.....		11	514	1,230
Manitoba Great Northern.....	274		799	1,462
Maritime Coal, Railway and Power Co.....				
Massawippi Valley.....	132	140	272	11
Midland Railway of Manitoba.....	162	118	1,257	14
Moncton and Buctouche.....	133		4,543	543
Montreal and Atlantic.....		154	154	3,221
Montreal and St. Lawrence.....	617	4,497	5,358	38,950
Morrissey, Fennie and Michel.....	165		10,472	
Napierville Junction.....	93	442	5,602	500
Nelson and Fort Sheppard.....	34	87	170	13,275
National Transcontinental.....	269	9,586	29,899	44
New Brunswick Coal and Railway.....	20,313			2,497
New Brunswick and Prince Edward Island.....				
New Westminster Southern.....	1	131	399	34
Northern New Brunswick and Seaboard.....	96	539	673	169
North Shore.....				
Ottawa and New York.....	300	1,938	708	3,632
Père Marquette.....	185	2,338	13,514	5,881
Quebec Central.....	1,597	3,194	3,194	7,433
Quebec, Montreal and Southern.....		1,578	997	5,323
Quebec Oriental.....	719		3,534	2,090
Quebec Railway, Light, and Power Co.....				
Red Mountain.....	96	1,229	2,234	63
Roberval-Saguenay.....	15		23	
Rutland and Noyan.....	180	100	274	
Salisbury and Albert.....		130	130	
St. John and Quebec.....		42	42	
St. Martins.....	243	53	296	3
Sydney and Louisbourg.....		122	122	
St. Lawrence and Adirondack.....	1,643	5,089	37,324	72
Tennessaw.....	3	165	3,747	165
Temiskaming and Northern Ontario.....	155	93	248	24
Thousand Islands.....	1,077	10,159	12,483	3,536
Toronto, Hamilton and Buffalo.....		65	1,030	6,072
Vancouver, Victoria and Eastern.....	730	11,310	68,211	158,393
Victoria Terminal Railway and Ferry Co.....	346	476	12,911	9,694
Victoria and Sidney, B.C.....	100	769	1,198	211
Wabush (in Canada).....	15	23	1,900	238
York and Carlton.....	393	1,561	56,355	10,098
Total.....	403,648	316,007	1,316,572	596,454

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TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—Continued.

Name of Railway.	MANUFACTURES—Continued.									
	Cement, Brick and Lime.				Agricultural Implements.				Wagons, Carriages, Tools, etc.	
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay...	2,840			2,840					30	
Algoma Eastern.....	4,233			5,860						
Atlantic, Quebec and Western.....		1,627		400				870	10	125
Bedfordton and Nelson.....		400			62	808				
Brandon, Saskatchewan and Hudson Bay.....	15		15	30	72	10	262	344		
British Yukon.....	13			13					14	
Canada and Gulf Terminal.....	341	462		803	3	137		140	3	44
Canada Southern.....	40,537	32,344	91,198	164,079	6,343	11,450	13,045	30,838	142,445	3,487
Canadian Government Railways (Intercolonial).....	111,664	35,710		147,374	8,225	3,855		12,080	22,251	5,907
Canadian Government Railways (Prince Edward Island).....	993	437		1,430	538	21		549	349	23
Canadian Northern System.....	255,076	45,876	2,850	304,802	32,092	6,164	4,610	42,866	13,480	3,662
Canadian Pacific.....	493,842	215,819	11,822	721,483	71,000	35,248	12,827	119,075	28,427	29,284
Cape Breton.....	2,912			2,912	17			17	7	
Caracquet and Gulf Shore.....		150		150		100		100		50
Crow's Nest Southern.....		574		574						
Cumberland.....		220		220	2	9		11		4
Central Vermont.....	2,255	2,550		4,805						
Dominion Atlantic.....	6,282	1,519		7,801	165	170		335	55	162
Eastern British Columbia.....		173		173						
Edmonton, Dunvegan and British Columbia.....	1,187	326		1,513	1,258	66		1,324	249	
Elgin and Havelock.....					5	17		22		7
Essex Terminal.....	1,200	13,000		14,200					400	
Esquimaux and Nanaimo.....	853	37		890	20	23		43	606	13
Fredericton and Grand Lake Coal and Railway Co.....										
Grand Trunk.....	413,958	37,916	110,324	562,198	52,969	237	17,422	70,618	43,234	9,289
Grand Trunk Pacific.....	9,811	340		10,151	2,109	4,557		6,696	350	4,764
Herford.....	13,402	408	1	13,811	25	22	7	54		10
Inverness Railway and Coal Co.....										
International of New Brunswick.....	43	64		107	47	4		51	35	27
Kent Northern.....										
Kettle Valley.....	240	3,276		3,516		10		10	31	5

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Loebière and Megantic.....	55	194	2,763	249	110	160	270	9	42	51
Maine Central.....			2,763	2,763						10
Manitoba Great Northern.....			288	288	62	100	491			525
Maritime Coal, Railway and Power Co.....	63	147		210	1	8	9	1	11	12
Massachusetts Valley.....	3,532	1,698	1,389	6,619	4	4	48	132	200	344
Midland Railway of Manitoba.....	105		1,090	1,195	68		3,894	15		4,638
Moncton and Buctouche.....				1,592					7	7
Montreal and Atlantic.....	252	6,063	277	6,592	77	1,044	69	44	3,698	3,930
Morrissey, Fernie and Michel.....			70	70						188
Napierville Junction.....	5	618	1,573	2,196			165			
Nelson and Fort Sheppard.....	45		192	237	17		17	10		22
National Transcontinental.....	8,778	3,345		12,123	7,301	13,59	8,660	4,209	971	5,180
New Brunswick Coal and Railway Co.....										
New Brunswick and Prince Edward Island.....	72	169		241	1	15	16	3	2	5
New Westminster Southern.....	115	3,323		3,438	60		60			
Northern New Brunswick and Seaboard.....										
North Shore.....										
Ottawa and New York.....	3,460	1,726	2,043	7,229	242	8	250	8	295	313
Pere Marquette.....	1,115	12,190	3,054	16,359	350	1,715	4,573	271	139	8,119
Quebec Central.....	15,991			15,991		7,453	7,453		2,129	2,129
Quebec, Montreal and Southern.....	628	5,197	88	5,913	195	55	250	41	118	159
Quebec Oriental.....	238	1,874		2,112	83	392	475		506	506
Quebec Railway, Light and Power Co.....	23,762	934		24,696	288	22	310	44	1	45
Red Mountain.....			2,985	2,985						6
Roberval-Saguenay.....	41	107	149	148				8		8
Rutland and Noyan.....				149					113	1,854
Salisbury and Albert.....		196		196		4	4		2	1,967
St. John and Quebec.....	138	183		341	26	5	31	2	7	9
St. Martins.....		20		20					4	4
Sydney and Louisbourg.....	3,595	5,038		8,633	3	2	5	8	24	32
St. Lawrence and Adirondack.....	747	1,664	9,127	11,538	1	12	21	13	157	351
Teniscouata.....	226	579		805	49	82	131	53	64	117
Temiskaming and Northern Ontario.....	1,150	9,845	68	11,063		3,456	3,456	110	4,831	4,947
Thousand Islands.....						561	561			6
Toronto, Hamilton and Buffalo.....	8,307	20,557	42,177	71,041	28,488	2,383	32,902	4,527	1,611	2,064
Vancouver, Victoria and Eastern.....	5,411	560	1,498	7,469	88		204	54	14	1,287
Victoria Terminal Railway and Ferry Co.....	110	459		569	31	21	52	26	23	49
Victoria and Sidney, B.C.....	713	558		1,271	5	48	53	1	48	49
Wabash (in Canada).....	108		19,876	19,984	65		14,572	12,146	44	51,781
York and Carlton.....										
Total.....	1,441,479	469,898	305,491	2,216,868	212,557	81,837	366,461	273,711	71,924	516,368

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	259	259	259	259	63	215	278	552	3,273	1	3,826
Kettle Valley.....											
London and Port Stanley.....											
Lethbridge and Megantic.....											658
Maine Central.....	61	12	31	73	239	51	290	345	313	85,689	85,689
Manitoba Great Northern and Maritime Coal, Railway and Power Co.....				31	74	50	203	110		189	299
Massawippi Valley.....	1	23		24	43	74	117				
Midland Railway of Manitoba.....	73	37	34	144	309	513	90			2,242	41,515
Moncton and Buctouche.....	19		61	80	54	84	1,442			9,169	9,447
Montreal and Atlantic.....										55	55
Morrissey, Fernie and Michel.....	80	2,741		2,821	1,479	1,035	96	5,027	45,347	157,975	208,349
Napierville Junction.....										60	60
Nelson and Fort Sheppard.....			57	57	26	33	77	25	41,435	13,206	54,666
National Transcontinental.....								22		151	151
New Brunswick Coal and Railway Co.....	4,469	1,476		5,945	5,575	4,091	9,666	60,594	43,050	103,644	103,644
New Brunswick and Prince Edward Island.....								750	1,245		1,995
New Westminster Southern.....	2	18		20	45	14	59	1,509	647		2,156
Northern New Brunswick and Sea- board.....					20	29	49	171	77		248
North Shore.....											
Ottawa and New York.....	559	112	45	716	243	41	301	37,959	80,301	3,917	122,177
Père Marquette.....	109	207	224	540	479	2,058	3,239				
Quebec Central.....	3,992	1,597		5,589	3,327	6,388	9,715	82,909	11,712		94,621
Quebec, Montreal and Southern.....	26	259		285	347	105	432	853	5,152		6,005
Quebec Oriental.....	25	128		153	76	115	191	20	943		963
Quebec Railway, Light and Power Co.....	349	7		356	213	111	324	9,327	464		9,791
Red Mountain.....			28	28			49	11		83	94
Roberval-Saguenay.....	24			24	29	20	49	88,486	9,290		97,776
Rutland and Noyan.....						4	32				
Salisbury and Albert.....						32	24	92	800		892
St. John and Quebec.....	12	8		20	104	32	136	7,211	276		7,487
St. Martins.....						26	26		48		48
Sydney and Louisburg.....	505	1,440		1,945	73	961	1,034	2,040	7,147		9,187
St. Lawrence and Adirondack.....	429	255	83	767	471	367	1,070	9,662	22,380	30,763	62,235
Teniscouata.....	106	95		201	141	101	242				
Temiskaming and Northern Ontario Thousand Islands.....	82	3,038	114	3,234	205	7,219	7,424	49,143	23,417	1,027	73,587
Toronto, Hamilton and Buffalo.....	2,720	1,831	165	4,716	2,192	2,413	5,772	51,932	75,650	104,874	232,456
Vancouver, Victoria and Eastern.....	63	6	235	304	676	43	1,186	2,904		7,744	10,648
Victoria Terminal Railway and Ferry Co.....											
Victoria and Sidney, B.C.....	57	17		74	44	47	91	182	278		460
Wabash (in Canada).....		74		74	25	76	101	266	444		710
York and Carlton.....			19,239	19,239			24,660	6,603	1,036	336,383	344,022
Total.....	158,759	59,176	51,336	269,271	205,980	65,284	95,135	336,399	2,796,782	2,318,844	6,648,762

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Kettle Valley	1,808	7,644	77	9,009	263	1,568	348	1,568	611	126,828	64,061	16,221	207,110
La Coudre and Megantic			3,534	3,534					31	54,650	3,210	239,994	57,860
Manitoba Great Northern	569	91	148	808	58	6,160	207	6,485	6,485	54,522	37,113	15,126	239,994
Maritime Coal, Railway and Power Co.													106,761
Mississippi Valley	2,231	10,567	16,703	29,501	104	647		751	751	271,626	4,450		282,076
Midland Railway of Manitoba	740	53	6,355	7,148	3,224	4,238	24,014	31,476	31,476	150,721	325,721	105,400	581,842
Moncton and Buctouche				4,158	1,396	181	2,099	3,676	3,676	4,999	131,581	134,059	170,639
Montreal and Atlantic	11,435	52,070	81,154	144,659	640	4,753		5,393	5,393	15,782	5,359		21,141
Morrissey, Fernie and Michel		1,965	20	1,985						1,294,030	326,358		1,724,143
Naperville Junction	131	1,007	1,967	3,105	79	6,791	10,735	17,605	17,605	635,196	20,152	90	655,438
Nelson and Fort Sheppard	1,609	49	670	2,228	96	6		102	102	11,358	177,060	368,611	557,029
National Transcontinental	5,692	4,187		9,879	16,984	13,417		30,401	30,401	25,297	375	5,102	30,774
New Brunswick Coal and Railway Co.										1,274,337	1,389,706		2,664,043
New Brunswick and Prince Edward Island	205	146		351	1,648	518		2,166	2,166	42,204	2,694		44,898
New Westminster Southern	1,585	1,705		3,290	1,525	382		1,907	1,907	52,171	9,138		61,309
Northern New Brunswick and Seaboard										64,394	16,256		80,650
North Shore													
Ottawa and New York	64,028	154,922	907	239,857	916	1,359	905	3,210	3,210	72,286	253,871	138,188	464,345
Pere Marquette	15,970	49,504		65,477	3,517	58,396	272	62,385	62,385	116,119	326,179	2,399,056	2,841,334
Quebec Central	9,717	10,860	8	20,585	2,828	4,897	32	7,757	7,757	82,128	171,027		999,155
Quebec, Montreal and Southern	1,622	3,648		5,270	1,810	2,634		4,444	4,444	231,139	41,725		355,457
Quebec, Montreal and Southern										42,815	38,667		81,482
Quebec Railway, Light and Power Co.					1,152	657		1,809	1,809	215,718	11,612		227,330
Red Mountain	58	115	573	746	13			13	13	416	115	25,124	25,685
Roberval-Saguenay	296	155		451	1,093	218		1,311	1,311	199,251	13,076		212,327
Rutland and Noyan		121	526	647						2-6	139,915	7,163	157,304
Salisbury and Albert					183	647		830	830	39,118	4,569		43,687
St. John and Quebec	718	106		821	957	53		1,010	1,010	4,452	3,818		44,744
St. Martins	54	2,811		2,865						15,450			19,268
Sydney and Louisbourg	3,469	3,382		6,851	2,716	4,579		7,295	7,295	4,822,381	100,079		4,922,460
St. Lawrence and Adirondack					3,776	1,949	3,901	9,626	9,626	42,276	198,572	905,433	1,146,281
Tenimiskana	434	551		985	2,791	2,251		5,042	5,042	151,318	8,667		159,985
Tenimiskana and Northern Ontario													
Thousand Islands	19,607	40,190	607	60,404	3,841	13,682	186	17,709	17,709	426,584	452,726	23,511	902,821
Toronto, Hamilton and Buffalo	23,483	59,731	12,409	95,623	8,929	8,022		16,951	16,951	13,258	19,607		32,865
Vancouver, Victoria and Eastern	8,235	426	6,729	15,390	1,037	2,065	3,085	6,187	6,187	282,764	534,162	1,470,314	2,297,440
Victoria Terminal Railway and Ferry Co.		275		362	2,879	1,586	15,219	19,684	19,684	923,933	51,265	257,130	1,232,328
Victoria and Sidney, B.C.	87	265		367	722	1,154		1,876	1,876	6,886	9,983		16,869
Wabash (in Canada)	102	265	71,261	730,035	18,204	1,834	84,363	102,567	1,883	67,974	12,229		90,283
York and Carlton	2	13		15						62,812	21,826	2,611,553	2,695,891
Total	2,746,067	1,044,512	831,645	4,622,224	1,548,342	406,145	733,911	2,748,398	62,950,122	20,421,932	36,287,034	109,659,088	

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TABLE 13.—SUMMARY OF EQUIPMENT FOR THE YEAR ENDING JUNE 30, 1916—Concluded.

Name of Railway.	Cars in Freight Service.						Cars in Company's Service.									
	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight ser-vice.	Total.	Officers, and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.	Total cars in service.	Cars leased.
Algoma Central and Hudson Bay.....	59	564	166	.....	.....	.....	369	1,158	2	.....	3	15	42	62	1,236	1
Algoma Eastern.....	27	130	2	.....	.....	.....	97	256	.....	.....	.....	2	7	9	272	.....
Atlantic, Quebec and Western.....	3	25	7	.....	.....	.....	.....	35	.....	.....	.....	3	.....	3	49	.....
Bedfordton and Nelson.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hudson Bay.....	37	8	3	.....	.....	.....	18	96	.....	6	1	1	.....	7	106	.....
British Yukon.....	83	74	31	12	.....	1	.....	201	1	.....	1	8	6	16	233	.....
Canada and Gulf Terminal.....	2	4	.....	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	1	11	.....
Canada Southern.....	1,580	83	.....	.....	17	.....	.....	1,684	1	.....	3	66	89	159	1,914	.....
Canadian Government Railways (Intercolonial).....	9,099	3,239	319	1,547	55	198	52	14,509	5	300	8	139	286	738	15,775	.....
Canadian Government Railways (P. E. Island).....	308	150	28	11	1	3	.....	501	.....	15	.....	3	19	37	584	.....
Canadian Northern System.....	19,311	4,599	787	2,568	.....	262	.....	27,527	22	43	51	431	1,410	1,957	30,398	.....
Canadian Pacific.....	66,644	9,092	4,033	3,651	209	1,801	1,678	87,108	359	2,628	83	1,420	3,852	8,342	98,176	.....
Cape Breton.....	.....	14	.....	.....	.....	.....	.....	15	.....	.....	.....	.....	.....	.....	18	.....
Caraquet and Gulf Shore.....	.....	15	.....	.....	.....	.....	.....	14	.....	.....	.....	.....	.....	.....	18	.....
Crow's Nest Southern.....	243	33	17	14	.....	27	75	409	.....	6	.....	2	.....	8	419	.....
Cumberland.....	2	29	175	.....	.....	.....	.....	206	.....	14	1	2	4	21	231	.....
Central Vermont.....	40	21	.....	4	.....	.....	.....	65	.....	.....	1	2	10	13	89	.....
Dominion Atlantic.....	278	209	7	28	.....	.....	.....	522	1	.....	1	5	56	63	641	169
Eastern British Columbia.....	9	7	.....	.....	.....	.....	.....	17	.....	.....	.....	.....	.....	.....	20	.....
Edmonton, Dunvegan and British Columbia.....	100	163	10	20	.....	.....	1	293	1	108	1	17	38	165	474	.....
Elgin and Havelock.....	2	4	1	.....	.....	.....	.....	7	.....	.....	.....	.....	.....	.....	9	.....
Essex Terminal.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....
Esquimalt and Nanaimo.....	14	198	1	30	.....	.....	.....	243	.....	29	1	12	14	56	337	2
Fredericton and Grand Lake Coal and Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk.....	26,091	3,359	1,645	5,001	130	1,973	.....	38,199	25	656	37	583	1,260	2,561	41,815	20
Grand Trunk Pacific.....	11,996	882	293	.....	.....	247	.....	13,418	11	1,061	7	142	1,573	2,794	16,550	.....
Hereford.....	60	10	.....	.....	.....	.....	.....	70	.....	.....	.....	2	.....	2	75	.....
Inverness Railway and Coal Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick.....	.....	40	.....	.....	.....	.....	.....	40	1	.....	.....	1	3	5	51	.....
Kent Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley.....	79	40	6	25	.....	4	1	155	1	.....	.....	.....	.....	1	163	.....
Lotbinière and Megantic.....	1	24	.....	.....	.....	.....	.....	26	.....	.....	.....	.....	.....	.....	30	.....
Maine Central.....	25	10	.....	.....	.....	.....	.....	35	.....	.....	.....	.....	.....	.....	39	.....
Manitoba Great Northern.....	105	14	7	7	.....	.....	.....	177	.....	.....	.....	.....	.....	.....	185	.....
Maritime Coal, Railway and Power Co.....	2	2	12	32	10	1	2	3	15
Massachusetts Valley.....	440	180	6	620	5	5	10	645

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	203	45	9	25	27	38	347					2	2	363
Midland Railway of Manitoba	4	36					40					12	146	43
Moncton and Buctouche	234	201	38		1		474					1		655
Morrissey, Fernie and Miellet	7	1		46		2	56							64
Naperville Junction														1
Nelson and Fort Sheppard	30	4	2		3	10	51					1	7	60
National Transcontinental	1,000						1,000	4				45	79	1,172
New Brunswick Coal and Railway Co.	4	38					42					2	46	2
New Brunswick and P. E. Island														3
New Westminster Southern	80	10	5	4	9	26	134							139
Northern New Brunswick and Seaboard														
North Shore														
Ottawa and New York Railway Co.														13
Pere Marquette	1,061	64	30	333	4		1,432					2		13
Quebec Central	224	568	67	22	2	56	949	1				1	13	1,558
Quebec, Montreal and Southern	1,380	34	90		10		1,514					14	38	1,049
Quebec Oriental	1						1					1	19	1,550
Quebec Railway, Light and Power Co.	32	78	1	13	4	40	108					2	3	10
Red Mountain	29	3	2	2	3	9	48					1	2	193
Roberval-Saguenay	10	165					175					1	51	51
Ruthand and Noyan	50	5	2	2			28					2	181	181
Salisbury and Albert	3	25										1		67
St. John and Quebec														31
St. Martins	1	6					7							9
Sydney and Louisburg	16	105	12	1,548	2		1,683	2				8	4	15
St. Lawrence and Adirondack Railway Co., The	75	30					105					1	3	117
Teniscouata	82	53					135	1				2	6	152
Temiskaming and Northern Ontario	145	461	10				616	4				21	102	804
Thousand Islands						1	3							5
Toronto, Hamilton and Buffalo	1,093	130	10	150		56	1,439	1				10	38	1,514
Toronto, Hamilton and Eastern	1,219	139	83	74	139	373	2,047							2,051
Vancouver, Victoria and Eastern														
Victoria Terminal Railway and Ferry Co.														1
Victoria and Sidney, B.C.	2	15					17						1	21
Wabash (in Canada)	1,052	81	128	100			1,361					36	1	1,437
York and Carlton														1
Total	144,696	25,541	7,678	15,598	420	2,941	201,614	443	4,874	205	3,054	9,132	17,708	225,048

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TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Algoma Central & Hudson Bay.....	59	2,240	564	20,950		
2	Algoma Eastern.....	27	1,065	130	5,180	97	4,850
3	Atlantic, Quebec & Western.....	3	90	25	750		
4	Bedlington & Nelson.....						
5	Brandon, S'k. & Hudson Bay.....	57	2,060	8	290	4	100
6	British Yukon.....	83	1,600	74	1,418	31	620
7	Canada & Gulf Terminal.....	2	40	4	120		
8	Canada Southern.....	1,580	56,440	83	2,010		
9	Canadian Gov't Ry's. (Intercolonial)	9,099	283,565	3,239	100,235	319	8,890
10	(P.E. Island).....	308	3,805	150	1,990	28	350
11	Canadian Northern System.....	19,311	580,110	4,599	146,220	787	23,580
12	Canadian Pacific.....	66,644	2,370,835	9,092	306,675	4,033	118,600
13	Cape Breton.....			14	420		
14	Caraquet & Gulf Shore.....			15			
15	Crow's Nest Southern.....	243	8,754	33	1,220	17	410
16	Cumberland.....	2	40	29	435		
17	Central Vermont.....	40	730	21	365		
18	Dominion Atlantic.....	278	7,560	209	5,690	7	180
19	Eastern British Columbia.....	9	360	8	320		
20	Edmonton, Dunvegan & B.C.....	100	3,000	163	4,890	10	300
21	Elgin & Havelock.....	2	40	4	80	1	20
22	Essex Terminal.....	1					
23	Esquimalt & Nanaimo.....	14	280	198	6,957	1	20
24	Fredericton & Grand Lake Coal & Railway Co.....						
25	Grand Trunk.....	26,091	849,755	3,359	104,230	1,645	48,250
26	Grand Trunk Pacific.....	11,996	359,880	882	26,460	293	8,790
27	Hereford.....	60	1,800	10	200		
28	Inverness Railway & Coal Co.....						
29	International of New Brunswick.....			40	1,200		
30	Kent Northern.....						
31	Kettle Valley.....	79	2,370	40	1,600	6	180
32	Lotbinière & Megantic.....	1	30	24	720		
33	Maine Central.....	25	750	10	300		
34	Manitoba Great Northern.....	105	3,790	14	520	7	170
35	Maritime Coal Ry. & Power Co.....			2	40		
36	Massawippi Valley.....	440	8,730	180	3,350		
37	Midland Ry. of Manitoba.....	203	7,359	45	1,630	9	230
38	Moncton & Buctouche.....	4	80	36	720		
39	Montreal & Atlantic.....	234	6,940	201	6,065	38	1,110
40	Morrissey, Fernie & Michel.....	7	280	1	40		
41	Napierville Junction.....						
42	Nelson & Fort Sheppard.....	30	1,090	4	150	2	50
43	National Transcontinental.....	1,000	40,000				
44	New Brunswick Coal & Ry. Co.....	4	80	38	960		
45	New Brunswick & P.E. Island.....						
46	New Westminster Southern.....	80	2,890	10	370	5	120
47	Northern New Brunswick & Seaboard.....						
48	North Shore.....						
49	Ottawa & New York Ry. Co.....						
50	Père Marquette.....	1,061	35,010	64	3,455	30	900
51	Quebec Central.....	224	6,260	568	15,920	67	1,865
52	Quebec, Montreal & Southern.....	1,380	41,400	34	850	90	2,700
53	Quebec Oriental.....	1	30				
54	Quebec Ry. Light & Power Co.....	32	790	78	1,560	1	30
55	Red Mountain.....	29	1,050	3	120	2	50
56	Roberval—Saguenay.....	10		165			
57	Rutland & Noyan.....	50	1,500	5	150	2	40
58	Salisbury & Albert.....	3		25			
59	St. John Quebec.....						
60	St. Martins.....	1	40	6	240		
61	Sydney & Louisburg.....	16	320	105	3,090	12	600

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June 30, 1916—Showing Number and Aggregate Capacity.

Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total	
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
	Tons.		Tons.		Tons.		Tons.		Tons.
166	7,480					369	18,450	1,158	49,120
2	80							256	11,175
7	350							35	1,190
...									
3	140			6	180	18	845	96	3,615
12	240			1	20			201	3,898
...								6	160
4	110	17	350					1,684	58,910
1,547	53,095	55	1,375	198	5,670	52		14,509	452,830
11	140	1	15	3	45			501	6,345
2,568	98,830			262	7,840			27,527	856,580
3,651	170,440	209	8,900	1,801	53,540	1,678	59,507	87,108	3,088,497
...								14	420
...								15	14
14	640			27	810	75	3,580	409	15,414
175	2,625							206	3,100
4	60							65	1,155
28	640							522	14,070
...								17	680
20	600							293	8,790
...								7	140
...								1	22
30	1,300							243	8,557
...									
5,001	228,500	130	3,306	1,973	58,185			38,199	1,291,956
...				247	7,410			13,418	402,540
...								70	2,000
...									27
...								40	1,200
...									29
25	1,000			4	100	1	25	155	5,275
...						1	15	26	765
...								35	1,050
7	330			12	360	32	1,535	177	7,605
2	80					6	120	10	240
...								620	12,100
25	1,190			27	845	38	1,785	347	13,039
...								40	800
...				1	30			474	14,145
46	1,380					2	60	56	1,760
...									40
2	90			3	90	10	470	51	1,940
...								1,000	40,000
...								42	1,040
...									44
4	190			9	270	26	1,235	134	5,075
...									46
...									47
...									48
333	12,860			4	120			1,492	52,345
22	660	2	40	10	280	56	1,680	949	26,705</

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TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
62	St. Lawrence & Adirondack Ry. Co...	75	.....	30	.....		.....
63	Temiscouata.....	82	2,100	53	1,160		.....
64	Temiskaming & Northern Ontario...	145	5,340	461	15,790	10	300
65	Thousand Islands.....		.....	2	20		.....
66	Toronto, Hamilton & Buffalo.....	1,093	42,780	130	5,000	10	300
67	Vancouver, Victoria & Eastern.....	1,219	43,900	159	5,920	83	1,990
68	Victoria Terminal Ry. & Ferry Co...		.....		.....		.....
69	Victoria & Sidney B.C.....	2	40	15	300		.....
70	Wabash (in Canada).....	1,052	35,950	81	2,970	128	4,950
71	York & Carlton.....	
	Final total.....	144,696	4,824,968	25,542	811,315	7,775	230,545

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June 30, 1916—Showing Number and Aggregate Capacity.—*Concluded.*

Coal Cars.		Tank Cars.		Refrigerator Cars		Other Cars.		Total.		Number.
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
								105		62
								135	3,260	63
								616	21,430	64
						1	20	3	40	65
150	1,500					56	2,240	1,439	57,820	66
74	3,380			139	4,140	373	17,795	2,047	77,125	67
										68
								17	340	69
100	4,600							1,361	48,470	70
										71
15,598	630,035	416	13,746	4,740	140,325	2,847	111,122	201,614	6,762,656	

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	1	2	721 0	253 0	468 0	1	418 0	110 0	200 0
Maine Central									
Manitoba Great Northern							310 0		
Maritime Coal, Railway & Power Co.							322 0	10 0	52 0
Mississippi Valley							418 0		
Midland of Manitoba							790 0	40 0	289 0
Moncton & Buctouche									
Montreal & Atlantic							930 0	8 0	724 0
Montreal & Province Line							9 0		
Montreal & Vermont Junction							900 0		
Morrissey, Fernie & Michel									
National Transcontinental									
Napierville Junction									
Nelson & Fort Sheppard							80 0		
New Brunswick Coal & Railway Co.							793 0	17 0	150 0
New Brunswick & Prince Edward Island									
New Westminster Southern							70 0		
North Shore									
Northern New Brunswick & Seaboard									
Ottawa & New York									
Père Marquette									
Quebec Central									
Quebec Oriental									
Quebec Ry. Light & Power Co.									
Quebec, Montreal & Southern									
Red Mountain									
Roberval & Saguenay							750 0		
Rutland & Noyan									
Salisbury & Albert									
Selkirk & Aurora									
Stanstead, Shefford & Chamblay							437 0	8 0	336 0
St. Lawrence & Adirondack									
St. Martins									
Sydney & Louisbourg							24 0	6 0	6 0
Tenimiscouata									
Temiskaming & Northern Ontario									
Thousand Islands									
Toronto, Hamilton & Buffalo									
Vancouver, Victoria & Eastern									
Victoria & Sidney									
Victoria Terminal Railway & Ferry Co.									
Wabash, in Canada									
York & Carleton							5,242 0	65 0	418 0
Total	364	3,795				1,202			

*Steel.

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Manitoba Great Northern	1	418	0	64	6,879	0	28	0	756	0	123	122
Maritime Coal, Railway & Power Co.	2	310	0								17	17
Mississippi Valley	11	334	0	6	653	0	10	0	222	0	32	26
Midland of Manitoba	11	912	0	9	5,462	0	182	0	880	0	12	7
Moncton & Buctouche	5	790	0	7	2,717	0	32	0	1,014	0	19	18
Montréal & Atlantic	38	3,405	0	284	5,278	0	12	0	280	0	197	182
Montréal & Province Line	16	1,039	0	42	1,229	0	8	0	118	0	42	39
Montréal & Vermont Junction	3	315	0	7	150	0	14	0	36	0	16	16
Morrissey, Fournie & Michel	1	900	0	4	180	0	20	0	20	0	8	8
National Transcontinental	54	14,652	0									
Napierville Junction	8	255	6								18	17
Nelson & Fort Sheppard	2	580	0	42	5,253	0	14	0	510	0	6	6
New Brunswick Coal & Railway Co.	8	1,113	0	21	4,567	0	40	0	500	0	32	32
New Brunswick & Prince Edward Island	1	67	0									
New Westminster Southern	1	70	0	10	1,443	0	15	0	544	0	26	26
North Shore												
Northern New Brunswick & Seaboard												
Ottawa & New York	5	2,188	0	7	626	0	15	0	107	0	67	66
Père Marquette, in Canada	17	2,087	0	57	1,789	0	7	0	270	0	232	214
Quebec Central	63	14,839	3								156	151
Quebec Oriental	18	1,227	0	18							61	61
Quebec Railway, Light & Power Co.	15	1,550	0								18	18
Quebec, Montréal & Southern	17	4,745	0	23	3,890	0	22	0	1,001	0	128	123
Quebec, Montréal & Southern				8	1,491	0	14	0	419	0	6	6
Red Mountain	8	3,010	0								16	15
Roberval & Saguenay											2	2
Rutland & Noyan	14	185	0								30	28
Salisbury & Albert											11	11
Schomberg & Aurora											3	46
Stanstead, Shefford & Chambly	13	549	0	21	2,396	0	8	0	1,539	0	40	23
St. Lawrence & Adirondack	10	1,322	0								30	21
St. Martins											21	20
Sydney & Louisbourg	21	666	0	10	1,135	0	13	0	360	0	27	42
Teniscouata	13	2,545	0	35	2,545	0	28	0	562	0	44	2
Temiskaming & Northern Ontario	21	4,989	0	15	5,250	0	30	0	765	0	134	128
Thousand Islands	5	795	0								20	20
Toronto, Hamilton & Buffalo	14	1,754	6	18	784	6	10	0	157	0	142	115
Vancouver, Victoria & Eastern	21	5,242	0	184	73,797	0	6	0	5,403	0	133	96
Victoria & Sidney				6	1,309	0	112	0	475	0	17	17
Victoria Terminal Railway & Ferry Co.											14	13
Wabash, in Canada												
York & Carleton											11	11
Final Total	191	5,552		4,930							25,198	23,272
											1,926	

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TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

PASSENGERS.

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars, Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay.....										
2	Canadian Pacific.....	1	19	1	7		1		1		14
3	Can. Gov't. R'ys.—Intercolonial.....		1							1	9
4	Canadian Northern.....	2	25		9		2				1
5	Canada Southern.....		1		2						
6	Esquimalt & Nanaimo.....										1
7	Grand Trunk.....		19	1	17					1	4
8	Grand Trunk Pacific.....										
9	Hereford.....										
10	Manitoba Great Northern.....		2								
11	National Transcontinental.....				23					1	2
12	Perc Marquette.....										
13	Quebec Central.....										
14	Quebec, Montreal & Southern.....										
15	St. Lawrence & Adirondack.....										1
16	Sydney & Louisburg.....										1
17	Temiskaming & Northern Ontario.....										1
18	Toronto, Hamilton & Buffalo.....										1
19	Vancouver, Victoria & Eastern.....										
20	Wabash (in Canada).....		1								
	Final Total.....	3	68	2	58		3		1	3	35

NOTE.—Postal Clerks, Express and Pullman Employees.

	Killed.	Injured.
Canadian Pacific.....		1
Canadian Government Railways—Intercolonial.....		1
Grand Trunk.....		2
Manitoba Great Northern.....		2
National Transcontinental.....		6
Temiskaming & Northern Ontario.....		1
Total.....		13

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the Year ending June 30, 1916, showing kind of Accident.

ment of Trains, Locomotives or Cars.

PASSENGERS.

Kind of Accident.										Total Accidents to Passengers.	
Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.			
		At Highway Crossings.		At Stations.		At Other Points Along Track.					
Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
				1						1	1
3	19			3	2				37	8	100
	6								4	1	20
	9		1				1		12	2	60
											3
											5
											1
3	10				2			1	1	6	53
	1										7
									2		1
											2
	2										9
	1								4	1	10
											31
											11
											12
									3		13
	2								1		3
	1								4		14
											7
											15
											2
											16
1										1	17
											18
									1		1
											19
											20
7	51	1	4	4	1	1	60	20	291		

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TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay										
2	Algoma Eastern		1								
3	Canadian Pacific	4	47	8	30	3	18		22		6
4	Can. Gov't. Rys.—Intercolonial		11	5	7		5				
5	Canadian Northern	1	14	2	12	1	15		2		
6	Canada Southern				2		1		3		
7	Central Vermont										
8	Crow's Nest Southern										
9	Grand Trunk	3	17	7	3	4	11		1		
10	Grand Trunk Pacific		4	3	2	1	1		2		
11	International										
12	Manitoba Great Northern		3								
13	Maritime Coal, Ry. & Power Co.		1								
14	Massawippi Valley		1								
15	Midland of Manitoba										
16	Montreal & Atlantic		2						1		
17	Nelson & Fort Sheppard										
18	National Transcontinental		1			1			2		
19	Ottawa & New York										
20	Père Marquette		2								
21	Quebec Central		2				4				
22	Quebec Oriental										
23	Quebec Ry. Light & Power Co.		4								
24	Red Mountain										
25	St. Lawrence & Adirondack										
26	St. John & Quebec						1				
27	Sydney & Louisburg		4								
28	Temiscouata										
29	Temiskaming & Northern Ontario	1	3								
30	Toronto, Hamilton & Buffalo		1								
31	Vancouver, Victoria & Eastern		2		2						
32	Wabash (in Canada)		1								
Final Total		9	121	25	58	10	56		33		6

EMPLOYEES—SWITCH TENDERS,

1	Algoma Central & Hudson Bay										
2	Canadian Pacific		2		2		1				
3	Canadian Northern				2						
4	Grand Trunk					1	1				
5	Grand Trunk Pacific										
6	National Transcontinental										
7	Père Marquette										
8	Wabash (in Canada)		2								
Final Total			4		4	1	2				

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the Year ending June 30, 1916, showing kind of Accident.

ment of Trains, Locomotives or Cars.

TRAINMEN.

Kind of Accident.										Total Accidents to Trainmen.		Number.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
		1								1	1	
8	85	1	82	2	22		10	1	208	27	530	
1	19		1		3		4		14	6	64	
	12		9		2			2	20	6	86	
1	8		8	1	3				21	2	46	
	1										1	
			2						1		3	
6	27		7	8	14	1	1	1	26	30	107	
1	5		5		2		1		4	5	26	
	1										1	
									1		4	
											1	
	1										1	
			1						1		3	
	2			1					3	1	8	
									2		2	
	5		4				2		7	1	21	
									1		1	
1	2		1					1	4	2	9	
	1								3		10	
	1										1	
											1	
									1		1	
									5		5	
											1	
									2		6	
									1		1	
			3		1					1	7	
	2		2		1						1	
	3		2						1		7	
	5	1	2						5		14	
									7	1	15	
18	180	3	129	12	48	1	18	5	340	83	989	

CROSSING TENDERS AND WATCHMEN.

			3			1				4	1
	1			1	2					1	2
1				1	1				4	2	3
	1		1	2	3					3	3
					1						6
									1		5
									1		6
									1		7
	1		1								4
1	3		5	4	7	1		7	6	33	

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TABLE 16.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canadian Pacific.....		1		1						
2	Can. Gov't. Rys.—Intercolonial.....										
3	Canada Southern.....										
4	Grand Trunk Pacific.....										
5	National Transcontinental.....										
6	Temiskaming & Northern Ontario.....										
	Final Total		1		1						

EMPLOYEES—

1	Canadian Pacific.....	2	2		5						
2	Canadian Northern.....					1					
3	Canada Southern.....										
4	Grand Trunk.....										
5	National Transcontinental.....										
6	Père Marquette.....										
7	Quebec, Montreal & Southern.....										
	Final Total.....	2	2		5	1					

EMPLOYEES—

1	Algoma Central & Hudson Bay....										
2	Canadian Pacific.....			17	12	4					
3	Can. Gov't. Rys.—Intercolonial....	1									
4	Canadian Northern.....			1	4	11					4
5	Canada Southern.....										
6	Grand Trunk.....										
7	Grand Trunk Pacific.....										
8	Montreal & Atlantic.....										
9	National Transcontinental.....					18					
10	Ottawa & New York.....										
11	Sydney & Louisburg.....										
12	Temiskaming & Northern Ontario....					1	2				
13	Toronto, Hamilton & Buffalo.....				1						
14	Vancouver, Victoria & Eastern....										
	Final Total	1		18	17	1	35				4

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Year ending June 30, 1916, showing kind of Accident.

ment of Trains, Locomotives or Cars.

STATION MEN.

Kind of Accident.										Total Accidents to Shopmen	
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.			
Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed	Injured
.....	2	1	1	.....	3	.....	.....	.....	2	1	10
.....	1	.....	.....	.....	1	.....	.....	1	3	1	4
.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	1
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	3	.....	4	.....	.....	.....	.....	.....	5	.....	2
.....	7	1	6	.....	5	.....	.....	1	10	2	30

SHOPMEN.

.....	11	.....	2	3	.....	.....	.....	20	4	41	1
.....	1	.....	1	1	.....	.....	.....	.....	.....	3	2
.....	.....	.....	.....	.....	.....	.....	.....	3	.....	1	3
.....	.....	1	.....	.....	.....	.....	.....	.....	.....	3	4
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	5
.....	.....	.....	.....	1	.....	.....	.....	1	.....	1	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	7
.....	12	.....	2	2	5	.....	.....	24	4	51	.....

TRACKMEN.

.....	.....	.....	5	8	19	.....	.....	1	.....	1	1
.....	5	.....	5	.....	.....	.....	.....	21	25	66	2
.....	.....	.....	.....	.....	.....	.....	.....	3	1	2	3
.....	6	.....	3	.....	4	.....	.....	3	1	35	4
.....	1	.....	.....	3	4	.....	.....	1	.....	6	5
.....	1	1	9	5	3	10	10	6
.....	1	1	7
.....	2	1	3	8
.....	2	7	1	1	2	7	3	35	9
.....	1	1	10
.....	6	5	1	13	11
.....	1	12
.....	1	1	13
.....	1	14
3	20	11	20	41	2	2	46	43	176

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TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

EMPLOYEES—

Number	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canadian Pacific.....										
2	Canadian Northern.....										
3	Canada Southern.....										
4	National Transcontinental.....										
	Final Total.....										

EMPLOYEES—

1	Canadian Pacific.....		3		4		6				
2	Can. Gov't. Rys.—Intercolonial.....			1	4						
3	Canadian Northern.....		1				1		1		
4	Canada Southern.....		1								
5	Esquimalt & Nanaimo.....										
6	Grand Trunk.....										
7	Grand Trunk Pacific.....										
8	National Transcontinental.....		1		4		2				1
9	Père Marquette.....		1								
10	Sydney & Louisburg.....										
11	Temiskaming & Northern Ontario.....				1		1				
12	Toronto, Hamilton & Buffalo.....										
	Final Total.....		7	1	13		10		1		3

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the Year ending June 30, 1916, showing kind of Accident.

ment of Trains, Locomotives or Cars.

TELEGRAPH EMPLOYEES.

Kind of Accident.										Total Accidents to Telegraph Employees.	
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstruc- tions.		Other Causes.			
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
			1		2				1		4
			1								1
									1		3
			1								4
			3		2				2		7

OTHER EMPLOYEES.

1	5	9	9	4	3	35	4	77
	3					6	2	13
	1	2	4		1	5	2	15
	5	1	1			7		15
						1		1
	3	1	3			2	1	9
	1		1			1		3
	4	2	1	2		7		24
								1
						1		1
		3	5					8
								11
								2
1	22	18	24	6	5	65	9	169

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TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

OTHER PERSONS—

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay.....										
2	Canadian Pacific.....	3								3	4
3	Can. Gov't. Rys.—Intercolonial.....		1								9
4	Canadian Northern.....									1	1
5	Canada Southern.....										
6	Crow's Nest Southern.....										
7	Dominion Atlantic.....										
8	Grand Trunk.....									3	
9	Grand Trunk Pacific.....									1	
10	Massawippi Valley.....										
11	Montreal & Atlantic.....										
12	Napierville Junction.....										
13	Nelson & Fort Sheppard.....										
14	National Transcontinental.....										
15	Père Marquette.....										
16	Quebec Central.....										1
17	Quebec Oriental.....										
18	Sydney & Louisburg.....										
19	Temiscouata.....										
20	Temiskaming & Northern Ontario.....										
21	Toronto, Hamilton & Buffalo.....										
22	Vancouver, Victoria & Eastern.....										
23	Wabash (in Canada).....									1	
	Final Total.....	3	1							9	15

OTHER PERSONS—

1	Canadian Pacific.....										2
2	Can. Gov't. Rys.—Intercolonial.....										
3	Canadian Northern.....										
4	Canada Southern.....		1								
5	Central Vermont.....										
6	Grand Trunk.....										
7	Grand Trunk Pacific.....		2				1				
8	Montreal & Atlantic.....										
9	Ottawa & New York.....										
10	Père Marquette.....										
11	Quebec Central.....										1
12	St. Lawrence & Adirondack.....										
13	Sydney & Louisburg.....										
14	Toronto, Hamilton & Buffalo.....										
15	Vancouver, Victoria & Eastern.....										
16	Wabash (in Canada).....										
	Final Total.....		3				1				3

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the Year ending June 30, 1916.

ment of Trains, Locomotives or Cars.

TRESPASSING.

Kind of Accident.										Total Accidents to Other Persons—Trespassing.		Number
Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.				
		At Highway Crossings.		At Stations		At Other Points Along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
8	15	6	7	5	5	39	20	4	4	68	55	1
1	2	6	4			3	4			10	20	2
1				1		16	7	3	1	22	9	3
	3			2	2	4				6	5	4
	1										1	5
1						2				3		6
2	5		1			50	33			55	39	7
				1	1	2	1			4	2	8
						1				1		9
							3				3	10
				1						1		11
1										1		12
						1	1			1		13
						2				1	1	14
	1	1				1	1	1		3		15
		1								2	3	16
	1									1		17
				1						2	1	18
						2				1		19
1						2				2		20
						1				2		21
				2	1	1				1		22
						2				5	1	23
15	28	14	12	13	9	129	71	8	5	191	141	

NOT TRESPASSING.

2	5	10	15	2	7	1	2	4	28	19	59	1
				1	8					1	8	2
1	1	7	14	1	2	2	1		6	11	24	3
		2	2		1					2	4	4
					1						1	5
		26	28		2	2	10	1	2	29	42	6
		1							1	1	4	7
			1								1	8
		1					1			1	1	9
			1				1				2	10
	1	1				1	1			2	3	11
			1		1						2	12
			1		1						2	13
		5	1							5	1	14
			1								1	15
		6	3							6	3	16
3	7	59	68	4	23	6	16	5	37	77	158	

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TABLE 16.—SUMMARY of Accidents to Persons for the

B.—Accidents arising from causes other than those resulting from the
STATION MEN.

Number.	Name of Railway.	Kind of Accident.										Total Accidents to Station Men.	
		Hand- ling Traffic.		Hand- ling Tools, Mach- inery, etc.		Hand- ling Supplies, etc.		Getting on or off Locomo- tives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay.....												
2	Algoma Eastern.....												
3	Canadian Pacific.....		128		34		13		8		30		213
4	Canadian Northern.....		2								2		4
5	Canada Southern.....		1								2		3
6	Esquimalt & Nanaimo.....												
7	Grand Trunk.....												
8	Grand Trunk Pacific.....		1								4		5
9	Massawippi Valley.....										1		1
10	National Transcontinental.....		1		1								2
11	Ottawa & New York.....		1										1
12	Père Marquette.....												
13	Quebec Central.....												
14	Quebec, Montreal & Southern.....												
15	Sydney & Louisburg.....												
16	Temiskaming & Northern Ontario.....												
17	Toronto, Hamilton & Buffalo.....		2										2
18	Vancouver, Victoria & Eastern.....		4				2						6
19	Wabash (in Canada).....												
	Final Total.....		140		35		15		8		39		237

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Movement of Trains, Locomotives or Cars.

SHOPMEN.

Kind of Accident.										Total Accidents to Shopmen.		Number
Handling Traffic		Handling Tools Machinery, etc.		Handling Supplies, etc.		Getting on or off Locomotives or Cars. at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			2						4		6	
	1								1		2	
	3		187		11		32	1	116	1	349	
	1		26		18		8		47		100	
			54		1		2		5		62	
			1								1	
			4						12		16	
			9				2		2		13	
											9	
			267		167				141		575	
			3						1		4	
			2		5		1		4		12	
							1				1	
									2		2	
									7		2	
									7		7	
			5								5	
			10		5		3		1		19	
			8								18	
									2		10	
	5		578		207		49	1	345	1	1,184	

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TABLE 16.—SUMMARY of Accidents to Persons for the
B.—Accidents Arising from causes other than those Resulting
 TRACKMEN.

No.	Name of Railway.	Kind of Accident.										Total Accidents to Trackmen.	
		Hand- ling Traffic.		Hand- ling Tools, Mach- inery, etc.		Hand- ling Supplies, etc.		Getting on or off Locomo- tives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay.....				1		2			2		5	
2	Canadian Pacific.....		3	1	124		48		4	4	146	5	325
3	Canadian Northern.....			1	16		9				17	1	42
4	Canada Southern.....				12		17				3		32
5	Crow's Nest Southern.....									1			1
6	Esquimalt & Nanaimo.....												
7	Grand Trunk.....				1		6			6			16
8	Grand Trunk Pacific.....		2		1		1			23			27
9	Hereford.....						1			1			1
10	Manitoba Great Northern.....						1						1
11	Montreal & Atlantic.....		3		2					2			7
12	Napierville Junction.....												
13	Nelson & Fort Sheppard.....									1			1
14	National Transcontinental.....				2		7		2	12	2		21
15	Ottawa & New York.....									1			1
16	Père Marquette.....						2						2
17	Quebec Central.....							2		3			5
18	Quebec, Montreal & Southern.....												
19	St. Lawrence & Adirondack.....						1						1
20	Temiskaming & Northern Ontario.....				5		7			2			14
21	Toronto, Hamilton & Buffalo.....				3		1						4
22	Vancouver, Victoria & Eastern.....						7		1	7			15
23	Wabash (in Canada).....						2						2
Final Total.....			8	2	167		111		7	6	227	8	520

PASSENGERS.

1	Canadian Pacific.....							1		9		10
2	Canadian Northern.....									1		1
3	Canada Southern.....									1		1
4	Esquimalt & Nanaimo.....											
5	Grand Trunk.....									3		3
6	Midland of Manitoba.....							1				1
7	National Transcontinental.....											
8	Ottawa & New York.....											
9	Quebec, Montreal & Southern.....									1		1
10	Vancouver, Victoria & Eastern.....									1		1
	Final Total.....							2		16		18

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Year ending June 30, 1916, showing kind of Accident.

from the Movement of Trains, Locomotives or Cars.

OTHER EMPLOYEES.

Kind of Accident.												Total Accidents to Other Employees.		Number.
Handling Traffic.		Handling Tools, Machinery, etc.		Handling Supplies, etc.		Getting on or off Locomotives or Cars at Rest.		Other Causes.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	1				1				10			12	1	
	42	4	75		28		35	3	193	7		373	2	
	22		16		13		3	4	79	4		133	3	
			12		11		5		27			55	4	
	1								1			2	5	
			1									1	6	
1	13		1					1	45	2		59	7	
	6		6		1		3	1	33	1		49	8	
									1			1	9	
													10	
									1			1	11	
									1			1	12	
													13	
1	1		91		27				87	1		206	14	
	1		3		3				2			9	15	
													16	
													17	
													18	
									2			2	18	
													19	
			5		1				1			7	20	
					1		1		5			7	21	
													22	
								1	16	1		16	22	
									2			2	23	
2	87	4	210		86		47	10	506	16		936		

OTHER PERSONS.

	2							2	9	2	11	1
	1								1		2	2
								1		1		3
								1	6	1	6	5
								2	2		2	6
								1	2	1	2	7
								1		1		8
									1		1	9
									1		1	10
	3							6	22	6	25	

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ELECTRIC

TABLE 1.—SUMMARY of Road, Mileage,

No.	Name of Railway.	Track Mileage.				
		Length of Road First Main Track.	Length of Road Second Main Track.	Total Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track.
1	Berlin and Waterloo.....	3-28	1-40	4-68	.38	5-06
2	Berlin and Northern.....	3-15		3-15	.10	3-25
3	Berlin, Waterloo, Wellesley and Lake Huron.....	17-81	1-36	19-17	7-25	26-42
4	Brandon Municipal.....	10-31		10-31		10-31
5	Brantford and Hamilton.....	23-00		23-00		23-00
6	Brantford Municipal.....	29-96	1-95	31-91		31-91
7	British Columbia.....	242-55	65-68	308-23	43-60	351-83
8	Calgary Municipal.....	55-00	15-50	70-50	1-00	71-50
9	Canadian Resources Development.....	1-75		1-75	.16	1-91
10	Cape Breton.....	30-52		30-52	1-11	31-63
11	Chatham, Wallaceburg & Lake Erie	36-94		36-94	3-66	40-60
12	Cornwall.....	4-00		4-00	2-50	6-50
13	Edmonton Interurban (not operated)	8-19		8-19	.50	8-69
14	Edmonton Radial.....	52-37		52-37	1-54	53-91
15	Fort William.....	19-88	9-56	29-44	.94	30-38
16	Guelph Radial.....	8-50		8-50	.33	8-83
17	Halifax Tramways.....	12-29	9-29	21-58	.04	21-62
18	Hamilton and Dundas.....	7-00		7-00		7-00
19	Hamilton, Grimsby and Beamsville	22-00		22-00		22-00
20	Hamilton Street.....	30-06		30-06		30-06
21	Hamilton Radial.....	25-00	8-69	33-69		33-69
22	Hull.....	15-67	12-15	27-82	3-49	31-31
23	International Transit.....	4-30		4-30	.22	4-52
24	Kingston, Portsmouth & Cataragui	8-00		8-00		8-00
25	Lethbridge Municipal.....	11-00		11-00	.07	11-07
26	Levis County.....	11-75		11-75		11-75
27	London Street.....	35-19		35-19		35-19
28	London and Lake Erie.....	28-00		28-00	1-50	29-50
29	London and Port Stanley.....	23-60		23-60	19-00	42-60
30	Moncton Tramways.....	4-47		4-47	.03	4-50
31	Montreal Tramways.....	124-26	80-41	204-67	28-82	233-49
32	Montreal and Southern Counties ..	52-20		52-20	4-33	56-53
33	Moosejaw.....	9-00	1-50	10-50	1-50	12-00
34	Nelson.....	2-13	1-25	3-38	.05	3-43
35	Niagara Falls, Park and River.....	11-91	11-20	23-11	1-37	24-48
36	Niagara, St. Catharines and Toronto	63-07		63-07	13-39	76-46
37	Niagara, Welland and Lake Erie ..	1-87		1-87	.30	2-17
38	Nipissing Central.....	15-37		15-37	4-65	20-02
39	Oshawa.....	9-00	3-00	12-00	1-00	13-00
40	Ottawa.....	28-11	21-37	49-48	1-93	51-41
41	Peterborough Radial.....	6-39		6-39	.66	7-05
42	Port Arthur.....	12-43	6-10	18-53	1-00	19-53
43	Pictou County.....					
44	Quebec Ry., Light & Power (Citadel)	19-91		19-91		19-91
45	Quebec Ry, Light & Power Co., (Montmorency).....	28-60	9-80	38-40	3-00	41-40
46	Regina Municipal.....	31-35		31-35	2-15	33-50
47	Sandwich, Windsor & Amherstburg	40-78		40-78		40-78
48	Sarnia.....	8-25		8-25	1-00	9-25
49	Sherbrooke.....	9-00		9-00	.53	9-53
50	St. John, N.B.....					
51	St. Stephen.....	7-00		7-00		7-00
52	St. Thomas.....	7-00		7-00		7-00
53	Suburban Rapid Transit.....	21-02		21-02		21-02
54	Saskatoon Municipal.....	12-63	3-53	16-16	.12	16-28
55	Toronto.....	116-44	2-51	118-95	18-51	137-46
56	Toronto Suburban.....	18-79		18-79	.35	19-14
57	Toronto and York Radial.....	72-43		72-43	9-57	82-00
58	Winnipeg.....	110-14		110-14		110-14
59	Windsor, Essex and Lake Shore ..	36-17	1-13	37-30	1-85	39-15
60	Winnipeg, Selkirk & Lake Winnipeg.	39-40		39-40		39-40
61	Yarmouth.....	3-00		3-00		3-00
62	Schomberg and Aurora Railway.....	14-40		14-40		14-40
63	Three Rivers Traction Company....	4-00		4-00	.25	4-25
64	Toronto Civic Railway.....	9-14	9-14	18-28	1-04	19-32
Total.....		1,730-73	276-52	2,007-25	184-79	2,192-04

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RAILWAYS.

Passengers and Freight carried, Year ending June 30, 1916.

Length of Track Lensed.	Car Mileage.			Passenger Traffic.			Ft. Traf. of Freight Carried.	No.
	Passenger Car Mileage.	Freight, Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Passengers Carried.		
	207,528		207,528	1,010,114	16,664	1,026,778		1
	35,400		35,400	192,227		192,227		2
	260,717	40,460	301,177	1,373,823		1,373,823	164,653	3
	235,281		235,281	627,739	49,481	677,220		4
	321,158	41,006	362,164	759,063		759,063	5,222	5
	853,643		853,643	1,514,418		1,514,418	175	6
141-30	11,658,056	899,383	12,557,439	43,021,598	6,112,946	49,134,544	228,087	7
	2,524,860	2,550	2,527,410	12,986,234	4,500,060	17,486,294	1,192	8
	6,636		6,636	6,633		6,633		9
19-03	666,230	19,216	685,446	4,171,838	72,044	4,243,882		10
	275,500	219,155	494,655	416,049		416,049	107,484	11
	205,549	17,757	223,306	422,221		422,221	76,014	12
								13
	2,106,051	32,447	2,138,498	10,948,518	1,249,881	12,198,399	2,940	14
	618,364		618,364	2,581,029	395,941	2,976,970		15
	235,975	43,000	278,975	1,090,017	173,397	1,263,414	13,574	16
	1,362,693		1,362,693	8,061,025	686,304	8,747,329		17
	166,663		166,663	974,519		974,519	40	18
	377,083	28,152	405,235	1,019,152		1,019,152	31,952	19
	2,618,393		2,618,393	15,630,059	3,954,832	19,584,891		20
	510,004	14,636	524,640	1,234,890		1,234,890	25,511	21
	770,982	27,734	798,716	2,513,257	101,000	2,614,257	9,231	22
	287,342		287,342	1,536,747		1,536,747		23
	199,680		199,680	1,032,656	144,333	1,176,989		24
	284,234		284,234	963,719	52,674	1,016,393		25
	404,641	11,700	416,341	2,034,518	386,936	2,421,454	2,550	26
	1,960,217		1,960,217	11,342,886	1,792,068	13,134,954		27
				403,717		403,717	15,492	28
	329,435	220,175	549,610	548,326		548,326	371,014	29
	117,301		117,301	426,961		426,961		30
				156,408,303	55,542,897	211,951,200		31
27-83	603,044	974	604,018	1,982,983	104,136	2,087,119		32
	409,240		409,240	1,962,832		1,962,832		33
	30,236		30,236	273,096		273,096		34
	272,034		272,034	1,212,043		1,212,043		35
	1,324,380	120,844	1,445,224	5,524,212		5,524,212	403,700	36
	86,892		86,892	552,765		552,765		37
13-23	268,525		268,525	1,386,748		1,386,748		38
	53,491	28,419	81,910	238,500		238,500	164,335	39
	4,756,501		4,756,501	25,392,750	8,464,250	33,857,000		40
	437,896		437,896	1,240,680	334,645	1,575,325		41
	561,921		561,921	2,155,425	412,760	2,568,185		42
								43
	2,098,911	15	2,098,926	12,278,607	2,795,428	15,074,035	40	44
	442,378		442,378	1,775,523		1,775,523		45
	899,574	9,524	909,098	4,236,310	532,839	4,769,149	20,779	46
9-45	1,103,557		1,103,557	6,044,912	916,192	6,961,104		47
	204,244	4,952	209,196	1,066,477	67,184	1,133,661	201,449	48
	419,294		419,294	1,128,432	207,532	1,335,964		49
								50
	183,960		183,960	766,583	26,163	792,746		51
	295,785		295,785	489,051	137,318	626,369		52
	432,468		432,468	767,973		767,973	653	53
	736,077		736,077	3,257,611	579,856	3,837,467		54
	20,056,819		20,056,819	145,812,384	62,262,799	208,075,183		55
	457,190	11,461	468,651	2,890,880	199,215	3,090,095	348	56
	2,119,156	102,188	2,221,344	5,454,649		5,454,649	43,185	57
	10,424,726		10,424,726	52,459,531	18,355,201	70,814,732		58
	314,039	94,630	408,669	548,220	9,516	557,736	32,142	59
	431,052		431,052	663,617		663,617	4,342	60
	89,145		89,145	249,111		249,111		61
	21,090		21,090	24,092		24,092	10,465	62
	130,308		130,308	411,856	38,217	450,073		63
	1,262,685		1,262,685	12,604,038		12,604,038		64
210-84	80,526,234	1,990,378	82,516,612	580,094,167	170,674,649	750,768,816	1,936,674	

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TABLE 2.—AMOUNT of Railway Capital at the

No.	1	2	3	4				
					Name of Electric Railway.	Stocks.		
						Amount Outstanding.	Amount per mile of Line.	Proportion to total Railway Capital 100 x Col. 2.
								Col. 12.
		\$	\$	Per cent.				
1	Berlin and Waterloo.....							
2	Berlin and Northern.....	17,400	6,825	88.78				
3	Berlin, Waterloo, Wellesley and Lake Huron.....	125,000	7,018	22.69				
4	Brandon Municipal.....							
5	Brantford and Hamilton.....	300,000	13,043	31.23				
6	Brantford Municipal.....							
7	British Columbia.....	9,173,000	26,619	58.00				
8	Calgary Municipal.....							
9	Canadian Resources Development.....	456,000	255,455	100.00				
10	Cape Breton (a).....	1,359,000	114,974	58.00				
11	Chatham, Wallaceburg and Lake Erie.....	760,600	18,734	48.70				
12	Cornwall.....	200,000	50,000	100.00				
13	Edmonton Interurban.....	600,000	73,260	100.00				
14	Edmonton Radial.....							
15	Fort William Terminal Railway and Bridge Co.....	125,000						
16	Fort William.....							
17	Grand Valley.....	1,100,000	25,999	60.00				
18	Guelph Radial.....	169,900	19,151	100.00				
19	Halifax Tramway (a).....	1,400,000	64,755	70.00				
20	Hamilton and Dundas.....	100,000	14,285	50.00				
21	Hamilton, Grimsby and Beamsville.....	235,000	10,682	61.03				
22	Hamilton Radial.....	111,150	4,446	41.00				
23	Hamilton Street.....	1,205,000	29,689	66.52				
24	Hull.....	292,000	16,000	100.00				
25	International Transit Co.....	150,000	34,884	40.00				
26	Kingston, Portsmouth and Cataraqui.....	83,100	10,388	45.60				
27	Lethbridge Municipal.....							
28	Levis County.....	412,900	35,140	73.00				
29	London Street.....	556,000	21,609	45.38				
30	London and Lake Erie.....	2,000,000	71,429	70.40				
31	Moncton Tramways (a).....	1,125,400	413,750	76.00				
32	Montreal Tramways.....	2,963,970		53.00				
33	Montreal and Southern Counties.....	1,000,000	85,984	52.00				
34	Moosejaw.....	751,227	83,469	100.00				
35	Nelson.....							
36	Niagara Falls, Park and River.....							
37	Niagara, St. Catharines and Toronto.....	925,000	11,581	45.70				
38	Niagara, Welland and Lake Erie.....	250,000	133,690	81.00				
39	Nipissing Central.....	530,000	105,900	100.00				
40	Oshawa.....	40,000	3,077	33.80				
41	Ottawa.....	1,876,900	38,156	80.49				
42	Peterborough Radial.....	100,000	14,948	34.16				
43	Pictou County.....	300,000	37,037	50.00				
44	Port Arthur.....							
45	Quebec Railway, Light and Power Co. (a).....	3,250,000	53,132	55.00				
46	Regina.....							
47	Sandwich, Windsor and Amherstburg.....	297,000	7,425	33.11				
48	Sarnia.....	90,000	9,838	54.90				
49	Saskatoon.....							
50	Sherbrooke (a).....	1,127,000	114,429	50.00				
51	St. John.....	800,000	42,105	44.41				
52	St. Stephen.....	100,000	14,375	50.00				
53	St. Thomas.....	85,028	12,147	100.00				
54	Suburban Rapid Transit.....	100,000	4,800	16.66				
55	Sydney and Glace Bay.....	500,000	26,738	55.43				
56	Toronto.....	12,000,000	96,774	71.00				
57	Toronto Suburban.....	1,500,000	79,787	36.00				
58	Toronto and York Radial.....	2,000,000	24,390	54.95				
59	Windsor, Essex and Lake Shore.....	750,000	18,750	50.00				
60	Winnipeg (a).....	13,380,000	123,888	71.00				

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close of the Year ending June 30, 1916.

5	6	7	8	9	12	13	
Funded Debt.			Funded Debt.		Summary.		
Amount Outstanding Cols. 8+9.	Amount per mile of Line.	Proportion to total Railway Capital. 100 x Col. 5.	Designation.		Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	No.
		Col. 12.	Bonds.	Miscel- laneous Obligations.			
\$	\$	Per cent.	\$	\$	\$	\$	
155,609	47,441	100-00	155,609		155,609	47,441	1
2,400	942	11-22	2,400		19,800	7,767	2
426,000	23,919	77-31	426,000		551,000	30,937	3
450,000	52,941	100-00	450,000		450,000	52,941	4
660,000	28,696	68-77	660,000		960,000	41,739	5
270,000	6,666	100-00	270,000		270,000	50,000	6
6,827,000	19,812	42-00	6,827,000		16,000,000	46,431	7
2,280,210	31,891	100-00	2,280,210		2,280,210	31,891	8
					486,000	255,455	9
1,096,000	89,086	42-00	1,096,000		2,455,000	204,060	10
694,500	21,657	51-30	694,500		1,455,100	40,391	11
					200,000	50,000	12
					600,000	73,260	13
2,996,816	55,695	100-00	2,996,816		2,996,816	55,695	14
					125,000		15
1,112,000	56,218	100-00	1,112,000		1,112,000	56,218	16
688,800	17,036	40-00	688,800		1,788,800	43,035	17
					169,000	19,151	18
600,000	27,752	30-00	600,000		2,000,000	92,507	19
100,000	14,285	50-00	100,000		200,000	28,570	20
150,000	6,818	38-97	150,000		385,000	17,500	21
160,000	6,400	59-00	160,000		271,150	10,846	22
440,000	15,033	33-48	440,000		1,645,000	44,902	23
					292,000	16,000	24
220,000	51,162	60-00	220,000		370,000	86,046	25
99,250	12,406	54-40	99,250		182,350	22,794	26
408,877	37,171	100-00	408,877		408,877	37,171	27
151,100	12,860	27-00	151,100		564,000	48,600	28
669,000	26,001	54-62	669,000		1,255,000	47,610	29
840,000	30,000	29-60	840,000		2,840,000	101,429	30
387,000	142,316	24-00	387,000		1,512,400	556,066	31
32,771,487		47-00	32,771,487		35,735,457		32
949,627	81,864	48-00	949,627		1,949,627	167,848	33
					751,227	83,469	34
81,000	24,000	100-00	81,000		81,000	24,000	35
600,000	50,378	100-00	600,000		600,000	50,378	36
1,098,000	13,747	54-30	1,098,000		2,023,000	25,328	37
61,500	32,887	19-00	52,000	9,500	311,500	166,577	38
					530,000	105,900	39
78,452	6,035	66-20	78,452		118,452	9,112	40
455,000	9,250	19-51	455,000		2,331,900	47,406	41
192,753	28,813	65-84	192,753		292,753	43,761	42
300,000	37,037	50-00	300,000		600,000	74,074	43
886,647	4,540	100-00	886,647		886,647	4,540	44
2,513,434	41,089	45-00	2,500,000	13,434	5,763,434	94,221	45
1,475,000	44,679	100-00	1,475,000		1,475,000	44,697	46
600,000	14,850	66-89	600,000		897,000	22,275	47
80,000	8,540	45-10	80,000		170,000	18,378	48
739,644	45,433	100-00	625,000	114,644	739,644	45,433	49
1,124,400	114,429	50-00	1,124,400		2,251,400	228,858	50
1,000,000	52,361	55-59	1,000,000		1,800,000	94,736	51
100,000	14,375	50-00	100,000		200,000	28,750	52
					85,028	12,147	53
500,000	24,000	83-34	500,000		600,000	28,800	54
402,000	21,978	44-57	402,000		902,000	48,716	55
4,912,066	41,447	29-00	4,912,066		16,912,066	138,221	56
2,628,000	140,000	64-00	2,628,000		4,128,000	219,787	57
1,640,000	20,000	45-05	1,640,000		3,640,000	44,390	58
750,000	18,750	50-00	750,000		1,500,000	37,500	59
5,000,000	46,296	29-00	5,000,000		18,380,000	170,184	60

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TABLE 2.—AMOUNT of Railway Capital at the

No.	1 Name of Electric Railway.	2	3	4
		Stocks.		
		Amount Outstanding.	Amount per mile of Line.	Proportion to total Railway Capital 100 x Col. 2.
				Col. 12.
		\$	\$	Per cent.
61	Winnipeg, Selkirk and Lake Winnipeg.....	115,000	2,918	22.30
62	Yarmouth (a).....	220,000	73,333	51.00
63	London and Port Stanley.....			
64	Schomberg and Aurora.....	250,000		
65	Three Rivers Traction Co.....	250,700		
66	Toronto Civic.....			
67	Windsor and Tecumseh.....	100,000		
	Final Totals.....	67,738,275		

(a) Capital represents all divisions of the Company.

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close of the Year ending June 30, 1916—Continued.

5	6	7	8	9	12	13	
Funded Debt.			Funded Debt.		Summary.		
Amount Outstanding Cols. 8+9.	Amount per mile of Line.	Proportion to total Railway Capital, 100 x Col. 5.	Designation.		Total Railway Capital.	Amount per Mile of Line.	No.
		Col. 12.	Bonds.	Miscel- laneous Obligations.	Cols. 2+5.	Cols. 3+6.	
		Per cent.	\$	\$	\$	\$	
400,000	10,153	77.70	400,000		515,000	13,071	61
212,000	70,666	49.00	212,000		432,000	143,099	62
900,000			900,000		900,000		63
300,000			300,000		550,000		64
250,000			250,000		500,700		65
2,082,737			2,082,737		2,082,737		66
189,000			189,000		289,000		67
87,157,309			87,019,731	137,578	154,895,584		

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TABLE 3.—Income Account

No.	Name of Railway.	Income.			
		Net Earnings from Operation.	Net Loss from Operation.	Miscellaneous Income.	Total Income from Operation.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	15,645 43			15,645 43
2	Berlin and Northern.....	1,310 99			1,310 99
3	Berlin, Waterloo, Wellesley & Lk. Huron.	95,386 97			95,386 97
4	Brandon Municipal.....	598 45			598 45
5	Brantford & Hamilton.....	32,414 44			32,414 44
6	Brantford Municipal.....	34,779 20			34,779 20
7	British Columbia.....	19,247 06		1,594,528 41	1,613,775 47
8	Calgary.....	172,717 09		15,877 02	188,594 11
9	Canadian Resources Development.....		1,146 91		1,146 91
10	Cape Breton.....	84,480 51		122,713 53	207,194 04
11	Chatham, Wallaceburg & Lake Erie.....	66,951 88			66,951 88
12	Cornwall.....	11,195 67		77 82	11,273 49
13	Edmonton Radial.....	166,268 50			166,268 50
14	Fort William.....	25,777 86			25,777 86
15	Guelph Radial.....	11,515 59			11,515 59
16	Halifax Tramway.....	137,806 38		211,195 49	352,001 87
17	Hamilton & Dundas.....	19,540 44			19,540 44
18	Hamilton, Grimsby and Beamsville.....	12,140 84			12,140 84
19	Hamilton Street.....	245,407 66			245,407 66
20	Hamilton Radial.....	16,365 59			16,365 59
21	Hull.....	33,262 39		30,168 98	63,432 37
22	International Transit Co.....	33,182 05		41 42	33,223 47
23	Kingston, Portsmouth & Cataraqui.....	10,758 64		1,708 31	12,466 95
24	Lethbridge Municipal.....	5,813 92			5,813 92
25	Levis County.....	10,874 27			10,874 27
26	London Street.....	140,390 58			140,390 58
27	London and Lake Erie.....		3,183 89	46 64	-2,137 25
28	London & Port Stanley.....	100,438 44			100,438 44
29	Moncton Tramways.....		1,722 93	63,999 90	62,276 97
30	Montreal and Southern Counties.....	1,943 68		251 57	2,195 25
31	Montreal Tramways.....	2,902,712 00			2,902,712 00
32	Moosejaw.....	15,610 95			15,610 95
33	Nelson.....		1,492 57		-1,492 57
34	Niagara Falls, Park and River.....		119,739 04	6,430 01	-113,309 03
35	Niagara, St. Catharines and Toronto.....	247,957 81			247,957 81
36	Niagara, Welland and Lake Erie.....	15,169 93			15,169 93
37	Nipissing Central.....	35,579 81		516 15	36,095 96
38	Oshawa.....	43,565 00		483 16	44,048 16
39	Ottawa.....	434,725 69			434,725 69
40	Peterborough Radial.....	19,530 91			19,530 91
41	Pictou County.....				
42	Port Arthur.....	15,335 22		1,301 44	16,636 66
43	Quebec Rly., Light & Power Co. (Citadel)	200,829 52			200,829 52
44	“ “ (Montmorency)	65,426 88			65,426 88
45	Regina Municipal.....	5,917 87			5,917 87
46	Sandwich, Windsor and Amherstburg.....	139,970 36		37,657 46	175,627 82
47	Sarnia.....	19,331 86			19,331 86
48	Sherbrooke.....	11,535 13		54,814 57	66,349 70
49	St. John.....				
50	St. Stephen.....	10,908 47			10,908 47
51	St. Thomas.....		4,974 65		-4,974 65
52	Saskatoon.....	51,248 41			51,248 41
53	Suburban Rapid Transit.....		19,557 56	30,980 98	11,423 42
54	Toronto.....	2,611,430 19		90,000 00	2,701,430 19
55	Toronto Suburban.....	83,973 30		3,807 03	87,780 33
56	Toronto & York Radial.....	165,243 57			165,243 57
57	Windsor, Essex and Lake Shore.....	61,365 84			61,365 84
58	Winnipeg.....	720,075 13		650,226 76	1,370,301 89
59	Winnipeg, Selkirk & Lake Winnipeg.....	46,518 93		10,434 77	56,953 70
60	Yarmouth.....	17,674 57		312 41	17,986 98
61	Schomberg and Aurora Railway.....		1,951 82		-1,951 82
62	Three Rivers Traction Company.....	2,222 95			2,222 95
63	Toronto Civic Railway.....	19,469 98			19,469 98
	Total.....	9,469,545 80	153,769 37	2,928,573 83	12,244,350 26

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for the Year ending June 30, 1916.

Deductions from Income.					Net.		No.
Taxes.	Interest on Funded Debt.	Interest on Floating Debt.	All Other Deductions.	Total.	Income.	Loss.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	7,764 42			7,764 42	7,881 01		1
247 74	70 00	1,283 71		1,601 45		200 46	2
4,607 29	17,040 00	179 76		21,827 05	73,559 92		3
	20,100 00	25		20,100 25		19,701 80	4
4,826 00	39,600 00	44,378 49		88,804 49		56,390 05	5
					34,770 20		6
140,927 50	644,463 00		158,755 16	944,145 66	669,629 81		7
2,925 48	106,359 48			109,284 96	79,309 15		8
						1,146 91	9
12,894 59	53,204 03	1,445 59	49,050 00	116,594 21	90,599 83		10
1,748 03	35,825 00	3,865 56		41,438 59	25,513 29		11
782 61		296 39	4,539 37	5,618 37	5,655 12		12
47,406 13	141,213 14	88,393 01		277,012 28		110,743 78	13
	81,887 60			81,887 60		56,109 74	14
1,639 35				1,639 35	9,876 24		15
20,248 24	30,000 00		8,104 48	58,352 72	293,649 15		16
1,131 58	5,000 00			6,131 58	13,408 86		17
4,397 08	7,500 00	2,742 67		14,639 75		2,498 91	18
68,115 09	20,227 80	13,187 46		101,530 35	143,877 31		19
5,979 69	8,000 00	43,182 26		57,161 95		40,796 36	20
1,201 39		60,000 00	1,401 36	62,602 75	829 62		21
1,006 64	10,000 00	3,740 61		14,747 25	18,476 22		22
	3,970 00			3,970 00	8,496 95		23
5,373 69	18,802 09			24,175 78		18,361 86	24
667 26	7,555 00	8,538 59	6,609 24	23,370 09		12,495 82	25
10,379 76	33,083 96	9,179 75		44,643 47	95,747 11		26
2,603 23	42,000 00	587 88	2,134 69	47,325 80		50,463 05	27
6,962 64	40,786 29	8,775 79	20,000 00	76,524 72	23,913 72		28
					62,276 97		29
2,987 38		89,085 43		92,072 81		89,877 56	30
93,600 00	806,721 00	800,000 00	418,085 00	2,118,406 00	784,306 00		31
					15,610 95		32
						1,492 57	33
4,298 61	30,000 00			34,298 61		147,607 64	34
18,186 57				18,186 57	229,771 24		35
639 58		3,358 33	414 51	4,412 42	10,757 51		36
			11,704 54	11,704 54	24,391 42		37
1,822 48	1,825 00			3,647 48	40,400 68		38
37,382 21	17,600 00	33,663 57		88,645 78	346,079 91		39
680 74	7,129 15	3,200 00		11,009 89	8,521 02		40
							41
		69,093 37		69,093 37		52,456 71	42
					200,829 52		43
					65,426 88		44
	70,500 00		28,437 46	98,937 46		93,019 50	45
6,919 80	31,500 00			38,419 80	137,208 02		46
1,106 79	3,795 50			4,902 29	14,429 57		47
	54,711 53	3,712 02	4,207 10	62,630 65	3,719 05		48
							49
777 11	5,000 00			5,777 11	5,131 36		50
						4,974 65	51
	34,113 71	3,611 86		37,725 57	13,522 84		52
1,557 69	25,000 00	5,043 76	148 31	31,749 76		20,326 34	53
1,083,878 23	245,281 48		7,000 00	1,336,159 71	1,365,270 48		54
2,032 82	38,573 85		14,790 01	55,398 68	32,381 65		55
13,437 32	82,000 00	60,172 59		155,669 91	9,633 66		56
2,137 50	37,500 00	19,275 13		58,912 63	2,453 21		57
178,767 88	250,000 00	158,459 35		587,227 23	783,074 66		58
4,860 87	28,268 75	4,675 16	188 09	37,992 87	18,060 83		59
1,128 41	10,575 00	504 17	223 00	12,430 58	5,556 40		60
168 95	34,842 16			35,011 11		36,962 93	61
	5,191 67	374 88		5,566 55		3,343 60	62
	87,239 26		2,220 14	89,459 40		69,989 42	63
1,802,441 95	3,281,821 87	1,536,007 39	738,012 46	7,358,283 67	5,774,916 34	888,849 75	

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TABLE 3.—Income Account for

No.	Name of Railway.	Deductions from		
		Reserves and Special Charges.	Dividends.	Total Deductions.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo	5,497 77		5,497 77
2	Berlin and Northern			
3	Berlin, Waterloo, Wellesley and Lake Huron		12,500 00	12,500 00
4	Brandon Municipal	5,968 08		5,968 08
5	Brantford and Hamilton			
6	Brantford Municipal			
7	British Columbia	819,206 25	349,200 00	1,168,406 25
8	Calgary	74,328 63		74,328 63
9	Canadian Resources Development			
10	Cape Breton	10,911 67	47,790 00	58,701 67
11	Chatham, Wallaceburg and Lake Erie			
12	Cornwall			
13	Edmonton Radial			
14	Fort William	5,690 07		5,690 07
15	Guelph Radial		10,240 50	10,240 50
16	Halifax Tramway	100,500 00	112,000 00	212,500 00
17	Hamilton and Dundas		5,000 00	5,000 00
18	Hamilton, Grimsby & Beamsville			
19	Hamilton Street		91,400 00	91,400 00
20	Hamilton Radial			
21	Hull	25,000 00		25,000 00
22	International Transit Co.			
23	Kingston, Portsmouth and Cataraqui			
24	Lethbridge Municipal	9,399 67		9,399 67
25	Levis County			
26	London Street		33,360 00	33,360 00
27	London and Lake Erie			
28	London and Port Stanley			
29	Moncton Tramways			
30	Montreal and Southern Counties			
31	Montreal Tramways	349,013 00	323,871 00	672,884 00
32	Moosejaw			
33	Nelson			
34	Niagara Falls, Park and River			
35	Niagara, St. Catharines and Toronto			
36	Niagara, Welland and Lake Erie			
37	Nipissing Central			
38	Oshawa			
39	Ottawa		281,535 00	281,535 00
40	Peterborough Radial			
41	Pictou County			
42	Port Arthur	2,830 07		2,830 07
43	Quebec Rly., Light and Power Co. (Citadel)			
44	“ “ “ (Montmorency)			
45	Regina Municipal			
46	Sandwich, Windsor and Amherstburg			
47	Sarnia		5,400 00	5,400 00
48	Sherbrooke			
49	St. John			
50	St. Stephen		5,000 00	5,000 00
51	St. Thomas			
52	Saskatoon	15,560 82		15,560 82
53	Suburban Rapid Transit			
54	Toronto		957,812 40	957,812 40
55	Toronto Suburban	940 00		940 00
56	Toronto and York Radial			
57	Windsor, Essex and Lake Shore			
58	Winnipeg	49,781 59	599,797 92	649,579 51
59	Winnipeg, Selkirk and Lake Winnipeg			
60	Yarmouth			
61	Schomberg and Aurora Railway			
62	Three Rivers Traction Company			
63	Toronto Civic Railway	60,443 73		60,443 73
	Total	1,535,071 35	2,834,906 82	4,369,978 17

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the Year ending June 30, 1916—Continued.

Net Income.		Profit and Loss Adjustments During the Year.		On June 30, 1916.		No.
Surplus for Year.	Deficit for Year.	Credit.	Debit.	Surplus.	Deficit.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
2,383 24				2,383 24		1
	290 46				290 46	2
61,059 92		1,395 48	787 34	61,668 06		3
	25,469 88	26,565 55	27,803 90		26,708 23	4
	56,390 05				56,390 05	5
				34,779 20		6
	498,776 44				498,776 44	7
4,980 52				4,980 52		8
	1,146 91	654 50			492 41	9
31,898 16			15,113 22	16,784 94		10
25,513 29				25,513 29		11
			151 95	5,503 17		12
	110,743 78	198,585 20	13,476 34	74,365 08		13
	61,799 81		71,127 20		132,927 01	14
	364 36				364 36	15
81,149 15				81,149 15		16
8,408 86				8,408 86		17
	2,498 91				2,498 91	18
52,477 31				52,477 31		19
	40,796 36				40,796 36	20
	24,170 38				24,170 38	21
18,476 22				18,476 22		22
8,496 95				8,496 95		23
	27,761 53				27,761 53	24
	12,495 82				12,495 82	25
62,387 11		29 03	105,843 93		43,427 79	26
	50,463 05				50,463 05	27
23,013 72			5,439 58	18,474 14		28
62,276 97		4,157 93		66,434 90		29
	89,877 56				89,877 56	30
111,422 00				111,422 00		31
15,610 95				15,610 95		32
					1,492 57	33
	147,607 64				147,607 64	34
229,771 24				229,771 24		35
10,757 51			3,000 00	7,757 51		36
24,391 42			11,467 33	11,924 09		37
40,400 68		513 11	139,257 90		98,344 11	38
64,544 91				64,544 91		39
8,521 02			4,651 02	3,870 00		40
						41
	55,286 78				55,286 78	42
				200,829 52		43
				65,426 88		44
	93,019 59				93,019 59	45
137,208 02			130,869 90	6,338 12		46
9,029 57				9,029 57		47
3,719 05				3,719 05		48
						49
131 36				131 36		50
	4,974 65				4,974 65	51
	2,037 98				2,037 98	52
	20,326 34	932 35	19,289 82		37,617 29	53
407,458 08				407,458 08		54
31,441 65				31,441 65		55
9,633 66			35,830 78		26,197 12	56
2,453 21				2,453 21		57
133,495 15		37,384 99	64,985 43	105,894 71		58
18,960 83		3,232 79	63,260 31		41,066 69	59
5,556 40		5,677 57	981 80	10,252 17		60
	36,962 93				36,962 93	61
	3,343 60				3,343 60	62
	130,433 15				130,433 15	63
1,707,928 13	1,497,037 66	279,128 50	713,337 75	1,767,770 05	1,685,854 46	

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TABLE 4.—SUMMARY of Gross Earnings from

No.	Name of Railway.	Car Earnings.				
		Passenger.	Freight.	Mail and Express.	Other Car Earnings.	Total Car Earnings.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	45,378 18		1,995 46		47,373 64
2	Berlin and Northern.....	7,689 08		199 00	58 95	7,947 03
3	Berlin, Waterloo, Wellesley & Lake Huron.....	96,357 95	109,573 77	10,309 48	180 69	216,421 89
4	Brandon Municipal.....	28,390 05			200 00	28,590 05
5	Brantford & Hamilton.....	114,814 74	17,052 22	2,353 90	1,127 85	135,348 71
6	Brantford Municipal.....	94,524 52	3,244 95			97,869 47
7	British Columbia.....	2,102,935 55	347,164 50		3,298 00	2,458,398 05
8	Calgary.....	533,094 95	2,177 60		3,174 60	538,447 15
9	Canadian Resources Development..	284 00			47 65	331 65
10	Cape Breton.....	208,521 90		9,944 76	828 50	219,295 16
11	Chatham, Wallaceburg & Lake Erie	73,400 70	63,997 75	2,785 81	838 50	141,022 76
12	Cornwall.....	19,781 81	10,563 06	624 63		30,969 50
13	Edmonton Radial.....	522,275 74	1,341 00		5,549 20	529,165 94
14	Fort William.....	111,988 47			595 50	112,583 97
15	Guelph Radial.....	41,922 03	2,443 43			44,365 46
16	Halifax Tramway.....	347,965 92				347,965 92
17	Hamilton & Dundas.....	69,263 14	519 91	916 25	1,521 80	72,221 10
18	Hamilton, Grimsby & Beamsville..	91,781 65	28,713 32	7,834 42	661 05	128,990 44
19	Hamilton Street.....	653,278 16			1,991 88	655,270 04
20	Hamilton Radial.....	149,910 37	12,200 28	540 11	568 75	163,219 51
21	Hull.....	130,952 73	16,494 55	2,885 60		156,332 88
22	International Transit Co.....	65,115 40	10 00			65,125 40
23	Kingston, Portsmouth & Cataraqui.	41,521 66				41,521 66
24	Lethbridge Municipal.....	45,258 94			112 20	45,371 14
25	Levis County.....	89,886 20	4,080 66	350 00	660 00	94,976 86
26	London Street.....	416,897 47		1,639 92	437 36	419,024 75
27	London & Lake Erie.....	53,257 81	18,999 45	9,506 54		81,763 80
28	London & Port Stanley.....	114,869 62	130,897 24	2,670 24	19,354 87	267,791 97
29	Moncton Tramways.....	16,608 64				16,608 64
30	Montreal & Southern Counties.....	198,201 93	523 49	5,495 29	8,714 27	212,934 98
31	Montreal Tramways(not distributed)					
32	Moosejaw.....	86,736 90			59 00	86,795 90
33	Nelson.....	11,379 00				11,379 00
34	Niagara Falls, Park & River.....	115,487 25		621 13	3,004 12	119,172 50
35	Niagara, St. Catharines & Toronto.	414,833 58	229,376 89	10,827 53	32,270 20	687,308 20
36	Niagara, Welland & Lake Erie.....	25,538 57				25,538 57
37	Nipissing Central.....	91,156 38			15,891 10	107,047 48
38	Oshawa.....	11,924 97	82,167 15	6,766 39	717 77	101,576 28
39	Ottawa.....	1,072,309 63			4,554 31	1,076,863 99
40	Peterborough Radial.....	56,221 28			2 50	56,223 78
41	Pictou County.....					
42	Port Arthur.....	94,019 01		437 50	185 60	94,642 11
43	Quebec Ry., Lt. & Power Co. (Citadel)	512,066 61	10 37	198 12	8,628 85	520,903 95
44	“ “ (Montmorency).....	187,153 89		6,241 75	8,934 28	202,329 92
45	Regina Municipal.....	179,215 35	8,142 46	881 25	989 98	188,929 04
46	Sandwich, Windsor & Amherstburg.	294,369 50	653 75	7,595 71		302,618 96
47	Sarnia.....	47,940 20	6,042 59	5,783 90		59,766 69
48	Sherbrooke.....	48,608 80			55 00	48,663 80
49	St. John.....					
50	St. Stephen.....	38,056 40				38,056 40
51	St. Thomas.....	19,932 91				19,932 91
52	Saskatoon.....	165,180 29			725 50	165,905 79
53	Suburban Rapid Transit.....	36,025 96	3,786 75	976 00	35 00	40,823 71
54	Toronto.....	5,749,928 48				5,749,928 48
55	Toronto Suburban.....	135,415 26	686 64	1,609 20		137,711 20
56	Toronto & York Radial.....	449,188 44	67,976 32	5,010 47		522,175 23
57	Windsor, Essex & Lake Shore.....	133,141 97	26,616 31	2,996 04	1,657 15	164,411 47
58	Winnipeg.....	2,104,151 46		480 00	6,481 93	2,111,113 39
59	Winnipeg, Selkirk & Lake Winnipeg.	110,088 78	16,139 41	1,445 46	183 05	127,856 70
60	Yarmouth.....	10,558 30		387 57	313 00	11,258 87
61	Schoenberg & Aurora Railway.....	6,617 69	7,068 06			13,685 75
62	Three Rivers Traction Company....	20,602 65				20,602 65
63	Toronto Civic Railway.....	212,288 89				212,288 89
Total.....		18,937,327 86	1,218,763 88	112,309 43	134,359 96	20,402,761 13

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Operation for the Year ending June 30, 1915.

Miscellaneous Earnings.							Total Gross Earnings.	No.
Advertising	Rent of Land or Buildings.	Rent of Tracks.	Rent of Equipment.	Sale of Power.	Other Earnings.	Total Miscellaneous.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
750 00			3,498 48		34 38	4,282 86	51,656 50	1
117 50	103 50				103 37	324 37	8,271 40	2
	323 00	600 00		667 44	19 80	1,610 24	218,032 13	3
458 00			210 63			668 63	29,258 68	4
	5,934 92		363 60			6,298 52	141,647 23	5
1,380 00					468 13	1,848 13	99,717 60	6
9,745 40						9,745 40	2,468,143 45	7
9,886 78					161 00	10,047 78	548,494 93	8
							331 65	9
955 00	25 00				136 97	1,116 97	220,412 13	10
316 92	340 92		927 00	16 00	5,540 45	7,141 29	148,164 05	11
464 00				280 26	1,841 33	2,585 59	33,555 09	12
3,544 81	724 00	285 51			442 78	4,997 10	534,163 04	13
481 00	4 00				837 35	837 35	113,421 32	14
392 00	200 00				186 68	778 68	45,143 14	15
2,111 12						2,111 12	350,077 04	16
124 99	162 00	2,795 68	296 11		3,378 78	3,378 78	75,599 88	17
350 00	2,022 00		5,057 98		7,429 98	7,429 98	136,420 42	18
724 98	2,084 71		1,029 27		4,438 96	4,438 96	639,709 00	19
300 00	751 00		7,136 73		8,187 72	8,187 72	171,407 24	20
1,075 00		306 00	87 00		1,468 00	1,468 00	157,800 88	21
1,271 69					30,989 15	32,260 84	97,386 24	22
400 00	1,088 31				220 00	1,708 31	43,229 97	23
762 00	720 00					1,482 00	46,853 14	24
							94,976 86	25
3,099 76	156 00				360 20	3,615 96	422,640 71	26
					129 05	646 55	82,410 35	27
517 50	2,570 20	6,386 65			4,309 50	13,266 35	281,058 32	28
	200 00				200 00	200 00	16,808 64	29
1,446 00	133 75		890 00	1,800 46	173 30	4,443 51	217,378 49	30
							6,609,765 00	31
1,608 15					1,195 53	2,803 68	89,599 58	32
	256 16					256 16	11,035 16	33
1,038 51	225 01		5 04	796 02	5 80	2,070 38	121,242 88	34
524 44	912 94	45 00			2,803 01	4,285 39	691,593 59	35
199 97					199 97	199 97	25,758 54	36
521 77		163 00			483 00	1,167 77	108,215 25	37
240 00	1,091 52				2,483 57	3,815 09	105,491 37	38
3,125 00	762 40			551 88		4,439 28	1,081,303 27	39
	403 32				74 60	477 92	56,701 70	40
								41
678 25			357 12	416 66	281 00	1,733 03	96,375 14	42
2,309 04					311 79	2,620 83	323,524 78	43
	1,694 68				6,373 75	8,068 43	210,398 35	44
3,176 66					759 91	3,936 57	192,865 61	45
1,040 00	140 00			26,793 08	516 78	28,489 86	331,108 82	46
400 00					2,770 08	3,170 08	62,936 77	47
567 00					390 22	957 22	49,621 02	48
								49
254 00				1,929 70	290 15	2,473 85	40,530 25	50
	337 50	857 97			1,134 75	2,330 22	22,263 13	51
1,295 25	49 00				622 54	1,960 79	167,872 58	52
		7,261 04				7,261 04	48,084 75	53
18,499 98					70,964 94	89,464 92	5,839,393 40	54
455 00				26,073 77	400 33	26,927 10	161,640 30	55
1,300 00	1,083 50				23,291 37	25,674 87	547,850 10	56
450 00	109 00				194 30	783 30	165,194 77	57
9,390 00		249 98	900 00			10,539 98	2,121,653 37	58
600 00		500 00			279 39	1,379 39	129,236 09	59
					28,081 60	28,081 60	39,340 47	60
							13,685 75	61
251 50					639 25	890 75	21,493 40	62
570 00						570 00	212,858 89	63
89,198 97	24,608 34	19,450 83	21,358 96	59,325 27	189,816 10	403,758 47	27,416,284 60	

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TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	Maintenance—Way and Structures.			
		Track and Roadway.	Electric Line.	Buildings and Fixtures.	Total Way and Structures.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	2,375 72	117 18	26 81	2,519 71
2	Berlin and Northern.....	120 54		23 42	143 96
3	Berlin, Waterloo, Wellesley and Lake Huron.....	12,663 46	1,558 26	1,528 46	15,750 18
4	Brandon Municipal.....	939 92	266 57		1,206 49
5	Brantford and Hamilton.....	12,578 95	1,939 63	190 18	14,708 76
6	Brantford Municipal.....	5,323 38	937 65	28 97	6,290 00
7	British Columbia.....	100,145 00	38,324 00	933 83	139,452 83
8	Calgary.....	14,411 67	5,614 29	114 66	20,140 62
9	Canadian Resources Development.....				
10	Cape Breton.....	14,935 38	4,060 45	1,031 11	20,026 94
11	Chatham, Wallaceburg and Lake Erie.....	11,986 21	1,178 47	1,767 16	14,931 84
12	Cornwall.....	1,138 24	111 72	80 00	1,329 96
13	Edmonton Radial.....	7,396 25	2,111 23	546 78	10,054 26
14	Fort William.....	3,057 14	1,423 79	208 05	4,688 98
15	Guelph Radial.....	2,583 27	686 97	17 84	3,288 08
16	Halifax Tramway.....	18,150 61	865 23	579 21	19,595 05
17	Hamilton and Dundas.....	5,774 68	1,162 70	184 82	7,122 20
18	Hamilton, Grimsby and Beamsville.....	17,355 98	3,694 13	1,134 49	22,184 60
19	Hamilton Street.....	9,897 00	7,083 20	38 43	17,018 63
20	Hamilton Radial.....	23,856 78	3,291 09	786 48	27,934 35
21	Hull.....	11,040 19	3,350 38	972 27	15,362 84
22	International Transit Co.....	2,550 61	108 79	30 70	2,690 10
23	Kingston, Portsmouth and Cataraqui.....	3,199 94	119 87	177 60	3,497 41
24	Lethbridge Municipal.....	1,670 50	209 71	580 32	2,460 53
25	Levis County.....	8,447 49	483 89	76 64	9,008 02
26	London Street.....	24,876 35	11,142 79	835 28	36,854 42
27	London and Lake Erie.....	10,747 62	1,616 99	611 91	12,976 52
28	London and Port Stanley.....	10,815 42	1,584 53	173 08	12,573 03
29	Moncton Tramways.....	696 73	364 63	36 01	1,097 37
30	Montreal and Southern Counties.....	12,754 28	2,480 91	1,213 39	16,448 58
31	Montreal Tramways.....				
32	Moosejaw.....	1,699 93	227 53	104 48	2,031 94
33	Nelson.....	392 94	54 18	38 53	485 65
34	Niagara Falls, Park and River.....	19,251 65	4,889 58	673 95	24,815 18
35	Niagara, St. Catharines and Toronto.....	35,823 47	8,408 98	10,413 80	54,646 25
36	Niagara, Welland and Lake Erie.....	19 63	10 80	24 76	55 21
37	Nipissing Central.....	10,757 40	331 50		11,088 90
38	Oshawa.....	8,906 71	200 09	241 24	9,348 04
39	Ottawa.....	25,708 87	15,032 97	2,495 22	43,237 06
40	Peterborough Radial.....	964 24	209 41		1,173 65
41	Pictou County.....				
42	Port Arthur.....	3,849 86	2,789 59	27 81	6,667 26
43	Quebec Ry., Lt. and Power Co. (Citadel).....	21,050 53	6,759 04	1,668 58	29,478 15
44	“ “ (Montmorency).....	15,441 83	3,980 72	2,996 06	22,418 61
45	Regina Municipal.....	3,144 83	2,913 41	183 77	6,242 01
46	Sandwich, Windsor and Amherstburg.....	19,529 23	5,106 15	399 68	25,035 06
47	Sarnia.....	3,425 03	90 03	61 15	3,576 21
48	Sherbrooke.....	3,407 85	1,391 96	281 87	5,081 68
49	St. John.....				
50	St. Stephen.....	3,116 17	111 76	531 86	3,759 79
51	St. Thomas.....	2,331 05	14 00		2,345 05
52	Saskatoon.....	6,021 60	97 32	412 73	6,531 65
53	Suburban Rapid Transit.....	5,427 22	1,084 98	7 50	6,519 70
54	Toronto.....	76,049 02	37,904 92	8,456 67	122,410 61
55	Toronto Suburban.....	5,143 00	1,018 66	94 55	6,256 21
56	Toronto and York Radial.....	23,029 23	5,370 49	4,422 66	32,822 38
57	Windsor, Essex and Lake Shore.....	14,882 96	3,543 56	312 32	18,738 84
58	Winnipeg.....	48,783 86	8,976 71	981 15	58,741 72
59	Winnipeg, Selkirk and Lake Winnipeg.....	10,684 91	603 43	414 51	11,702 85
60	Yarmouth.....	127 53	74 51	19 27	221 31
61	Schomberg and Aurora Railway.....	3,875 08	51 83	43 62	3,970 53
62	Three Rivers Traction Company.....	984 84	145 29		1,130 13
63	Toronto Civic Railway.....	1,822 51	725 67	191 46	2,739 64
Total.....		727,142 31	208,008 12	49,477 10	984,627 53

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Maintenance—Equipment.

Steam Plant.	Electric Plant.	Cars.	Electric Equipment of Cars.	Miscellaneous Equipment.	Miscellaneous Shop Expenses.	Total Equipment.	No.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
		4,792 32			198 50	4,990 82	1
		590 97				590 97	2
100 42	825 40	670 25	4,096 85	865 45		6,558 37	3
		363 51	46 53	128 85	0 30	549 19	4
	593 22	4,123 37	5,494 68		14,513 23	24,724 50	5
		2,296 61				2,296 61	6
	16,070 00	84,406 30	34,792 05	106 82	5,541 33	140,916 56	7
		23,045 00	8,496 13	337 32	2,409 97	34,288 42	8
		35 96				35 96	9
	4,109 91	9,194 48	3,948 70	1,661 58	467 41	19,382 08	10
0 72		1,953 16	1,563 74	800 31	512 90	4,830 83	11
		2,691 47	929 10	157 49		3,778 06	12
		22,174 90	7,896 90	297 72	1,880 95	32,250 47	13
	850 97	5,328 08	4,122 64	130 64	1,181 04	11,613 27	14
	325 00	2,135 60	2,034 21	107 23		4,602 04	15
		11,883 14	8,212 45	1,185 95	306 00	21,587 54	16
		482 39	274 88		8,343 85	9,101 12	17
	544 40	6,917 65	3,703 28		6,946 68	18,112 91	18
		29,176 65	20,222 79		20,941 22	80,340 66	19
		6,355 20	3,287 65		8,519 05	18,161 90	20
			20,918 86			20,918 86	21
1,387 61		3,448 46	1,224 31	2 64	537 89	6,700 91	22
	537 25	1,198 66	176 80			1,912 71	23
		3,589 23	1,532 15	356 81	15 23	5,493 42	24
	780 61	5,567 16	6,542 60	601 46	1,003 12	14,494 95	25
		15,729 26	9,695 25	14,893 82		40,318 33	26
	621 95	7,646 00				8,267 95	27
		9,655 03	2,583 02	40 94	1,859 77	14,138 76	28
		2,462 05	698 13	13 70	255 32	3,429 20	29
	104 66	6,621 17	5,647 21	1,240 75		13,613 79	30
							31
	1,491 55	1,812 69	373 11	103 16	225 82	4,006 33	32
		682 42	91 07			773 49	33
	205 34	3,871 94	1,081 35	52 60		5,211 23	34
	604 17	29,725 66	36,878 33	126 95	1,674 70	69,099 81	35
	21 99	646 23	72 84			741 06	36
		2,897 49	1,307 02		326 62	4,531 14	37
	28 76	2,173 60	1,158 23	885 78		4,246 37	38
	11,659 01	35,575 58	27,350 16	823 72	2,683 43	78,091 90	39
	38 87	2,311 81	1,069 08	20 57		3,440 33	40
							41
	101 75	4,625 67	2,301 34	13 50	1,576 07	8,618 33	42
		22,997 27	10,372 10	152 97		33,522 34	43
72 66	120 50	4,615 33	9,812 46	72 66	878 62	15,572 23	44
		2,712 36	1,109 81	1,820 53	908 52	6,551 22	45
	630 49	13,319 94	7,849 19	156 67		21,956 29	46
		3,233 50			95 83	3,329 33	47
		1,338 34	705 63	603 31	22 78	2,670 06	48
							49
		776 64	708 89	13 37		1,498 90	50
			1,478 03			1,478 03	51
956 95		7,036 52	1,172 51	3,836 57		13,002 55	52
	119 50				1 70	121 20	53
28,775 77	2,342 73	129,310 99	96,503 72	25,952 29	20,112 77	302,998 27	54
		6,725 68	1,105 18	1,080 54	819 23	9,730 62	55
385 45	623 67	22,461 18	17,640 27	15,056 80	84 52	56,251 89	56
862 02		10,826 45	9,472 68	492 14		21,653 29	57
	356 84	65,450 15	44,447 87	6,267 13	3,698 05	120,220 04	58
	366 13	2,920 62	2,743 50	46 02		6,076 27	59
254 22		898 06	622 07			1,774 35	60
	12 15	19 01			105 22	136 38	61
		2,659 45		8 53	131 19	2,799 17	62
		12,523 87	4,539 64	47 28	1,104 29	18,215 08	63
32,795 82	44,086 82	665,449 04	443,440 50	80,572 57	119,883 12	1,386,227 87	

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TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	Transportation—Operation			
		Wages.	Fuel for Power.	Water for Power.	Lubricants and Waste.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....				
2	Berlin and Northern.....				
3	Berlin, Waterloo, Wellesley and Lake Huron.....	2,089 20	1,315 00		315 00
4	Brandon Municipal.....				
5	Brantford and Hamilton.....	3,779 45			
6	Brantford Municipal.....				
7	British Columbia.....	15,749 00		8,674 72	
8	Calgary.....				
9	Canadian Resources Development.....				
10	Cape Breton.....				
11	Chatham, Wallaceburg and Lake Erie.....				
12	Cornwall.....	1,207 93	386 39	120 00	
13	Edmonton Radial.....				
14	Fort William.....	1,478 11			22 85
15	Guelph Radial.....				
16	Halifax Tramway.....	5,471 60	15,987 60	640 00	367 20
17	Hamilton and Dundas.....				
18	Hamilton, Grimsby and Beamsville.....	3,828 47			
19	Hamilton Street.....				
20	Hamilton Radial.....				
21	Hull.....				
22	International Transit Co.....				
23	Kingston, Portsmouth and Cataraqui.....				
24	Lethbridge Municipal.....				
25	Levis County.....	930 00			39 59
26	London Street.....	330 00			
27	London and Lake Erie.....	2,566 51			
28	London and Port Stanley.....				
29	Moncton Tramways.....				
30	Montreal and Southern Counties.....	5,097 34			
31	Montreal Tramways.....				
32	Moosejaw.....	5,464 31	6,379 89	298 07	567 09
33	Nelson.....	491 40			
34	Niagara Falls, Park and River.....	5,777 20			3 70
35	Niagara, St. Catharines and Toronto.....	8,483 36			
36	Niagara, Welland and Lake Erie.....				
37	Nipissing Central.....	2,154 20			
38	Oshawa.....	3,140 95			
39	Ottawa.....	31,391 62	2,127 93	2,736 39	117 65
40	Peterborough Radial.....				20 20
41	Pictou County.....				
42	Port Arthur.....	34 57	15 02		
43	Quebec Ry., Light and Power Co. (Citadel).....				
44	“ “ “ (Montmorency).....	1,230 52			
45	Regina Municipal.....				
46	Sandwich, Windsor and Amherstburg.....	6,243 50	1,514 55		
47	Sarnia.....				
48	Sherbrooke.....				
49	St. John.....				
50	St. Stephen.....	1,445 53	878 09		
51	St. Thomas.....				
52	Saskatoon.....				
53	Suburban Rapid Transit.....	2,586 20			
54	Toronto.....	31,269 29	9,457 35	37 93	196 17
55	Toronto Suburban.....	897 16			
56	Toronto and York Radial.....	15,309 08	3,651 75		299 29
57	Windsor, Essex and Lake Shore.....	4,300 19	11,068 32		
58	Winnipeg.....	28,378 87	24,143 79	366 49	56 49
59	Winnipeg, Selkirk and Lake Winnipeg.....	4,763 80			
60	Yarnouth.....	4,172 28	4,126 15		47 73
61	Schomberg and Aurora Railway.....	355 43	3,121 85		
62	Three Rivers Traction Company.....				
63	Toronto Civic Railway.....				
	Total.....	200,417 07	84,173 68	12,873 60	2,052 96

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for the Year ending June 30, 1916—Continued.

Power Plant.		Transportation—Operation of Cars.							No.
Miscellaneous Supplies and Expenses.	Hired Power.	Total Operation Power Plant.	Superintendence.	Wages of Conductors.	Wages of Motormen.	Wages of Miscellaneous Car Service.	Wages of Car House Employees.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
	7,356 09	7,356 09	800 04	6,055 69	6,055 69			1	
				1,094 76	1,094 75			2	
	20,763 38	24,482 58	2,280 00	9,718 10	9,791 20	5,512 00	5,638 35	3	
	8,537 80	8,537 80		4,549 70	4,549 70		3,912 55	4	
	13,294 59	17,074 04	1,474 00	5,114 72	5,114 72	3,936 04	2,625 12	5	
	16,962 23	16,962 23		11,872 80	11,872 80		4,128 19	6	
38,977 39	616,223 29	679,624 40	75,525 00	404,269 99	404,269 99	54,496 60	73,797 34	7	
	85,622 47	85,622 47	2,834 61	89,398 91	89,398 85		4,951 62	8	
	474 99	474 99		282 97	282 97			9	
	19,244 59	19,244 59	3,154 96	17,444 21	17,444 20	2,553 33	4,252 59	10	
27 35	13,350 83	13,378 18	777 00	9,438 77	7,071 85	5,231 17	2,083 05	11	
218 46		1,922 78		4,537 41	4,537 40			12	
	102,215 98	102,215 98	7,400 21	77,252 67	77,252 66	4,025 01	9,793 06	13	
45 72	17,633 32	19,180 00	1,356 00	15,186 46	15,899 12	71 01	6,415 39	14	
	6,979 30	6,979 30						15	
3,274 00		25,740 40	582 80	41,317 43	41,317 43	4,600 56	10,927 32	16	
	7,666 56	7,666 56	698 02	5,960 65	5,960 66	32 55	151 33	17	
	12,768 18	16,596 65	1,494 81	7,892 02	7,892 02	7,233 54	692 65	18	
	67,202 30	67,202 30	11,736 07	70,974 75	70,974 75		5,637 64	19	
	20,320 65	20,320 65	2,899 25	12,349 87	12,349 88	2,697 29	1,177 11	20	
	16,070 10	16,070 10		20,394 48	20,394 48			21	
	9,999 96	9,999 96	811 36	7,368 55	7,260 20	1,221 80	1,419 86	22	
	4,758 68	4,758 68		4,397 20	4,517 30	3,900 35		23	
	17,131 40	17,131 40	444 00	5,183 81	5,183 81			24	
	10,499 00	11,468 59	1,380 00	10,405 09	10,823 31		2,071 72	25	
	39,264 70	29,594 70	6,913 26	55,855 53	55,908 26	6,037 42	6,200 91	26	
207 31	16,036 84	18,810 66	1,672 81	8,662 45	8,662 45		1,200 00	27	
	38,812 99	38,812 99	6,038 40	13,027 22	13,027 21		224 36	28	
	4,956 00	4,956 00	600 00	3,213 71	3,212 77	658 77		29	
463 07	28,916 32	34,476 73	7,429 42	15,503 48	15,503 47		3,992 52	30	
								31	
551 18		13,560 54	479 77	16,555 22	16,555 22		2,545 60	32	
		491 40	1,500 00	2,994 60	3,188 25	387 10		33	
166 05		5,946 95	3,632 42	9,855 40	8,908 68	496 36	2,268 50	34	
	35,904 67	44,388 03	11,209 55	51,311 81	51,311 81	29,764 58	6,975 93	35	
	1,684 43	1,684 43	120 00	2,770 45	2,586 15		119 44	36	
1,399 59	16,123 50	19,677 29	1,455 48	9,168 22	9,168 22	3,426 48	65 61	37	
	7,200 00	10,340 95	1,758 88	5,360 39	5,360 38	8,940 00	2,190 00	38	
1,509 15	19,999 92	57,882 66		144,275 25	144,275 25	6,704 05	16,822 48	39	
	3,000 00	3,020 20	1,026 70	8,747 11	8,602 16	1,155 79		40	
		90,921 10						41	
	19,999 92	20,049 51	2,839 99	14,161 63	14,063 35	1,780 43		42	
	35,712 73	35,712 73	13,299 39	62,392 91	62,392 90	1,499 17	15,037 04	43	
	20,000 04	21,230 56	3,296 79	15,459 44	12,601 25	17,082 04	802 31	44	
	45,615 23	45,615 23	3,156 10	37,546 46	38,483 11	3,170 51	12,860 03	45	
665 69	33,788 74	42,212 48	1,500 00	34,354 24	34,354 24			46	
	9,174 55	9,174 55		5,618 85	5,618 84		2,264 62	47	
	6,000 00	6,000 00	767 18	6,733 75	6,700 72		3,529 65	48	
								49	
1,378 48	7,560 00	11,202 10		3,470 32	3,536 62		2,184 82	50	
	5,248 11	5,248 11		6,336 40	6,336 39		1,854 35	51	
468 21	26,035 05	26,503 26	3,361 51	26,277 33	26,277 24			52	
48 38	25,756 42	28,391 00		12,751 30	11,854 60			53	
549 14	717,542 97	759,052 85	176,913 38	611,599 73	593,319 39	225,992 53		54	
78 38	16,906 37	17,881 91	1,875 00	12,427 24	12,892 81	618 98	940 32	55	
275 55	84,000 00	103,535 67	11,423 14	28,495 03	28,494 03	4,465 21	13,806 07	56	
1,032 98		16,401 49	605 52	6,205 36	6,205 35	15,564 28		57	
3,969 77	122,531 90	179,447 31	37,768 60	376,642 15	381,722 45	12,104 02	33,501 02	58	
234 62	19,308 75	24,307 17		8,632 05	8,529 20	5,015 35	513 80	59	
310 45		8,656 61		2,062 24	2,062 23			60	
2 26	450 00	3,929 54	60 00	1,470 13	1,470 12	1,861 40		61	
	3,642 64	3,642 64			2,079 20	2,079 20	5 50	62	
	59,866 61	59,866 61	6,529 02	36,462 60	36,606 26	2,506 65	6,480 23	63	
56,153 18	2,566,055 09	2,921,725 58	422,980 44	2,498,861 01	2,483,270 42	446,821 55	277,160 00		

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TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	Transportation—Operation			
		Car Service Supplies.	Miscellaneous Car Service Expenses.	Hired Equipment.	Cleaning and Sanding Track.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....	1,769 92			
2	Berlin and Northern.....	62 86			60 46
3	Berlin, Waterloo, Wellesley and Lake Huron.....		8,191 26		
4	Brandon Municipal.....	963 17	860 59		322 39
5	Brantford and Hamilton.....	1,704 16	1,838 93	885 19	
6	Brantford Municipal.....				
7	British Columbia.....	10,891 01	76,265 78	2,580 56	9,003 21
8	Calgary.....	7,751 65	951 67		2,225 13
9	Canadian Resources Development.....		27 15		56 05
10	Cape Breton.....		4,178 60		389 82
11	Chatham, Wallaceburg and Lake Erie.....	23 84	5,445 19	6,491 75	
12	Cornwall.....				849 64
13	Edmonton Radial.....		15,925 68		5,506 73
14	Fort William.....	2,076 48	823 14		
15	Guelph Radial.....		15,266 22		
16	Halifax Tramway.....	649 69	9,437 52		11,043 71
17	Hamilton and Dundas.....	869 98	839 52	5,231 23	
18	Hamilton, Grimsby and Beamsville.....	1,784 71	1,832 44	6,377 21	
19	Hamilton Street.....	9,656 90	7,380 46	4,829 32	
20	Hamilton Radial.....	2,334 62	2,079 40	20,935 65	
21	Hull.....	1,555 10	900 00		
22	International Transit Co.....	306 94	648 98		
23	Kingston, Portsmouth and Cataraqui.....				
24	Lethbridge Municipal.....	264 44	203 67		737 89
25	Levis County.....	586 74	1,361 28	2,171 56	503 28
26	London Street.....	1,640 19	137 87		
27	London and Lake Erie.....	1,125 00		1,062 73	
28	London and Port Stanley.....	6,463 21	21,598 66	25,549 47	2,085 26
29	Moncton Tramways.....	396 06	755 71		
30	Montreal and Soutthern Counties.....		17,925 51	61 65	
31	Montreal Tramways.....				
32	Moosejaw.....		1,484 45		
33	Nelson.....	205 84			
34	Niagara Falls, Park and River.....		1,470 36		583 25
35	Niagara, St. Catharines and Toronto.....		25,588 28	31,621 19	
36	Niagara, Welland and Lake Erie.....	52 22			
37	Nipissing Central.....		4,304 98		
38	Oshawa.....		3,070 32	3,250 85	
39	Ottawa.....		33,120 30		
40	Peterborough Radial.....	645 96	276 64		515 43
41	Pictou County.....				
42	Port Arthur.....	2,216 38	709 03		
43	Quebec Ry., Lt. and Power Co. (Citadel).....		10,922 33		3,000 00
44	“ “ (Montmorency).....		8,188 72		
45	Regina Municipal.....	5,509 72	438 13		2,339 72
46	Sandwich, Windsor and Amherstburg.....		7,214 99		
47	Sarnia.....				
48	Sherbrooke.....		257 44		
49	St. John.....				
50	St. Stephen.....				
51	St. Thomas.....				
52	Saskatoon.....		7,458 99		
53	Suburban Rapid Transit.....		848 11	1,800 00	283 12
54	Toronto.....			5,355 81	5,125 46
55	Toronto Suburban.....	946 83	868 85		1,354 28
56	Toronto and York Radial.....		13,536 20	1,086 24	6,715 65
57	Windsor, Essex and Lake Shore.....		794 89		
58	Winnipeg.....	18,886 91	35,748 65		
59	Winnipeg, Selkirk and Lake Winnipeg.....	1,328 41		2,634 77	
60	Yarmouth.....		513 36		
61	Schomberg and Aurora Railway.....	747 42			1,312 11
62	Three Rivers Traction Company.....	338 84	116 64		593 20
63	Toronto Civic Railway.....	4,855 94	227 05		681 06
Total.....		88,611 14	352,096 94	121,925 21	55,286 85

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for the Year ending June 30, 1916—Continued.

of Cars—Continued.		General.						No
Snow and Ice Removal	Total Operation of Cars.	Salaries, General Officers.	Salaries, Clerks.	Printing and Stationery.	Office Expenses.	Store Expenses.	Stable Expenses.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
681 12	15,362 46		604 63		280 65			1
	2,312 83	115 00	1,088 88		50 00			2
1,376 35	42,507 26	4,731 55	14,570 45	915 40	1,220 50	83 46		3
845 27	16,003 37	1,187 26		23 25				4
1,807 51	24,550 39	1,911 30	6,385 21	544 58			4,472 78	5
655 38	28,529 17		4,692 21	242 15	1,459 58		484 10	6
18,610 74	1,129,710 22	38,688 00	93,836 00	19,127 00	20,246 00	8,592 00	6,846 27	7
1,364 94	198,877 38	6,490 60	2,858 68	582 46	506 02	852 28		8
84 06	733 20							9
3,221 37	52,639 08	5,559 51	5,653 75	863 92	1,084 47	619 91	447 01	10
442 40	37,018 02	3,447 27	2,803 87	507 89	931 20	22 42		11
	9,924 45		1,086 28	210 88	517 09			12
1,008 29	198,164 31	4,012 50	7,689 35	368 65	960 25	1,112 20	126 54	13
3,127 11	44,954 71	1,704 62	1,618 75	175 57	84 88	293 81		14
	15,266 22		1,270 05	186 54		138 23		15
2,339 85	122,216 31	8,364 80	1,150 80		1,268 00	459 20	725 60	16
272 97	20,016 91	865 89	2,885 29	172 14			48 00	17
944 15	36,143 55	1,878 62	7,224 99	651 13			1,352 09	18
3,331 98	184,521 87	8,170 21	17,154 84	1,020 49				19
1,980 29	58,803 39	2,402 09	7,427 26	491 30			777 71	20
10,277 38	53,521 44	3,014 00	2,885 35	597 21	864 89		3,288 83	21
431 42	19,469 11	457 14	238 89	215 52	25 33			22
624 84	13,439 69	2,899 00		229 21	420 12			23
737 89	12,755 51		1,154 50	98 34	13 81	2 98		24
5,736 10	35,039 08	3,100 00	1,216 65	441 00	229 26		769 82	25
1,241 30	133,934 74	4,800 00	3,084 49	208 51	805 09		424 95	26
	22,385 44	3,000 00	8,699 90	1,656 96	714 25			27
5,213 89	96,227 68	5,468 06	3,666 24	3,210 65	1,218 92	797 42		28
	8,837 00							29
	60,416 05		10,660 19	2,288 58	1,851 63	1,160 07		30
								31
841 64	38,461 90	3,000 00	2,785 83	702 98	476 67	15 85	237 55	32
	8,275 79							33
1,038 56	28,253 53	630 92	496 63	151 90	164 86	161 98	159 32	34
3,870 08	211,753 23	12,871 11	13,996 22	2,918 63	2,058 26			35
66 36	5,714 62		630 00	29 35	140 00			36
	27,588 99	1,323 80	2,023 36	568 65	71 15			37
	29,930 82	2,255 00	936 00	87 07	1,206 52		712 55	38
46,685 63	391,882 96	20,649 52	4,865 04	1,585 17	606 53	1,717 55	1,733 43	39
468 74	21,438 53	1,049 32	2,731 14	312 56	524 67	154 75		40
								41
497 81	36,268 62		4,411 52	142 27	1,428 22	747 28		42
20,897 28	189,441 02	8,043 98	4,021 99	1,667 88	458 21	3,559 11	1,092 00	43
4,032 69	61,463 24	1,902 62	7,239 28	2,834 08	763 52			44
9,342 99	112,846 77	2,273 90	5,222 84	145 88	167 35	626 40	580 79	45
	77,423 47	4,133 33	5,013 94	1,558 36	1,279 03			46
	13,602 31	1,632 00	1,716 00	103 86	373 11		1,540 53	47
1,070 83	19,059 57		1,982 40	324 18		129 22		48
								49
83 75	9,275 51	2,396 00	572 00	19 25				50
	15,527 14	960 00	480 00		46 25			51
	63,375 17		265 67		97 61			52
2,026 56	29,563 69	975 00			276 60			53
7,220 64	1,625,526 94	40,731 77	68,502 43	5,624 05		15,746 38	5,746 61	54
285 08	32,209 39	1,959 40	4,057 50		778 55		518 82	55
3,939 15	111,960 72	7,800 00	8,427 92	1,107 81	2,201 77	2,359 02	9,894 34	56
	29,375 40	3,267 22	2,492 58	573 39	497 05	495 05		57
5,414 78	901,788 58	21,054 06	20,211 05	3,296 20	8,756 92	2,330 68	3,305 56	58
1,766 99	28,420 57	4,151 02	3,660 85	858 12	687 74			59
	4,637 83	2,145 25	1,073 99	145 37	775 52		409 64	60
302 60	7,223 78		200 00	59 50				61
2,621 72	7,834 30	952 24	789 27	170 00	371 38	1 10	377 34	62
289 33	94,728 14	1,029 00	7,474 10	2,261 47		1,686 76	902 66	63
182,119 81	6,029,133 37	259,453 88	387,886 05	62,277 31	58,959 43	43,859 11	46,974 84	

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TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	General—		
		Advertising and Attractions.	Miscellaneous.	Damages.
		\$ cts.	\$ cts.	\$ cts.
1	Berlin and Waterloo.....		2,204 57	
2	Berlin and Northern.....		393 38	
3	Berlin, Waterloo, Wellesley and Lake Huron.....	54 47	3,985 48	40 74
4	Brandon Municipal.....		65 10	155 00
5	Brantford and Hamilton.....	44 47	992 74	3,242 44
6	Brantford Municipal.....	12 58	669 55	770 27
7	British Columbia.....	4,628 08	51,189 38	74,739 09
8	Calgary.....	350 26	20,837 85	
9	Canadian Resources Development.....			
10	Cape Breton.....	109 92	4,093 22	3,221 55
11	Chatham, Wallaceburg and Lake Erie.....		470 90	1,915 74
12	Cornwall.....	1,539 38		649 75
13	Edmonton Radial.....	2,125 05	1,266 34	4,911 34
14	Fort William.....		130 82	51 29
15	Guelph Radial.....		479 14	35 80
16	Halifax Tramway.....	9 56	1,232 00	
17	Hamilton and Dundas.....	88 34	339 49	1,631 45
18	Hamilton, Grimsby and Beamsville.....	47 33	991 61	3,842 08
19	Hamilton Street.....	292 90	1,219 88	19,658 73
20	Hamilton Radial.....	56 16	1,142 32	3,880 21
21	Hull.....	78 26	1,608 28	2,600 00
22	International Transit Co.....		21,552 67	
23	Kinston, Portsmouth and Cataraqui.....	1,714 54	1,072 05	193 72
24	Lethbridge Municipal.....	397 06	868 91	47 37
25	Levis County.....	35 00	1,899 26	705 61
26	London Street.....		4,671 91	14,591 34
27	London and Lake Erie.....	684 74	3,481 72	981 65
28	London and Port Stanley.....	764 02	554 69	604 53
29	Moncton Tramways.....		120 00	
30	Montreal and Southern Counties.....	1,505 98	519 22	5,085 02
31	Montreal Tramways.....			
32	Moosejaw.....	42 93	211 17	127 50
33	Nelson.....		2,882 50	
34	Niagara Falls, Park and River.....	2,956 89	3,493 16	148,524 03
35	Niagara, St. Catharines and Toronto.....	4,556 20	6,304 81	14,544 92
36	Niagara, Welland and Lake Erie.....		298 89	15 30
37	Nipissing Central.....	440 15	53 35	600 77
38	Oshawa.....			
39	Ottawa.....	1,532 08	17,578 03	13,673 82
40	Peterborough Radial.....	17 73	1,393 68	10 00
41	Pictou County.....			
42	Port Amherst.....	398 71	400 20	108 00
43	Quebec Ry., Lt. and Power Co. (Citadel).....		5,422 41	2,406 70
44	" " (Montmorency).....	1,579 07	7,447 95	165 93
45	Regina Municipal.....	560 49	138 27	64 27
46	Sandwich, Windsor and Amherstburg.....	145 00	3,417 77	5,887 35
47	Sarnia.....	478 38	8,325 82	
48	Sherbrooke.....		59 68	1,002 67
49	St. John.....			
50	St. Stephen.....		342 85	50 00
51	St. Thomas.....		3 00	
52	Saskatoon.....	4,411 67	238 37	
53	Suburban Rapid Transit.....		516 64	153 48
54	Toronto.....		34,975 39	114,908 53
55	Toronto Suburban.....	48 87	1,496 21	133 38
56	Toronto and York Radial.....	3,198 50	11,400 00	4,775 72
57	Windsor, Essex and Lake Shore.....	1,529 50	1,205 50	
58	Winnipeg.....	8,792 89	12,694 24	12,140 78
59	Winnipeg, Selkirk and Lake Winnipeg.....	38 46	510 52	1,050 88
60	Yarmouth.....	5 51	326 02	
61	Schomberg and Aurora Railway.....		106 89	
62	Three Rivers Traction Company.....	10 10	365 43	
63	Toronto Civic Railway.....	7 07	622 04	1,823 74
Total.....		46,288 30	250,294 20	465,722 49

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for the Year ending June 30, 1916—*Concluded.*

<i>Concluded.</i>				Grand Total.			No.
Legal Expenses.	Miscellaneous Legal Expenses.	Rent of Land and Buildings.	Rent of Truck and Terminals.	Insurance.	Total. — General.	Operating Expenses.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	69 00	550 02		2,073 12	5,781 99	36,011 07	1
			1,935 83	329 56	3,912 65	6,960 41	2
	59 25	174 60	1,800 00	5,710 87	33,346 77	122,645 16	3
				932 77	2,363 38	28,660 23	4
	11 32	1,579 29	8,178 81	812 16	28,175 10	109,232 79	5
			428 22	2,101 73	10,860 39	64,938 40	6
16,024 00			11,823 63	13,452 93	359,192 38	2,448,896 39	7
	344 89	1,993 95		2,032 02	36,848 95	375,777 84	8
			178 41	56 00	234 41	1,478 56	9
	1,019 00			1,966 67	24,638 93	135,931 62	10
16 57			104 45	832 99	11,053 30	81,212 17	11
682 71				708 08	5,394 17	22,359 42	12
93 40			384 05	2,159 85	25,209 52	367,894 54	13
	224 68	360 00		2,561 98	7,206 40	87,643 46	14
				1,352 15	3,491 91	33,627 55	15
8,790 00	278 40			853 00	23,131 36	212,270 66	16
	160 91		5,824 14	137 00	12,152 65	56,059 44	17
	2,215 40	377 00	11,833 59	828 93	31,242 77	124,279 58	18
	116 40	15,321 93		2,262 50	65,217 88	414,301 34	19
	333 24		12,863 91	448 16	29,821 36	155,041 65	20
400 00				3,327 43	18,664 25	124,537 49	21
553 65	403 56	124 33		1,773 02	25,344 11	61,204 19	22
	15 00			610 89	7,154 53	30,763 02	23
				615 39	3,198 36	41,039 22	24
	681 93	569 57		4,443 85	14,091 95	84,102 59	25
	600 00			2,361 65	31,547 94	282,250 13	26
		560 00	1,714 98	1,659 47	23,153 67	85,594 24	27
	12 50			2,576 39	18,867 42	180,619 88	28
			2 00	90 00	212 00	18,531 57	29
	138 40	5,478 94	58,481 15	3,310 48	90,479 66	215,434 81	30
						3,707,053 00	31
2 00	102 41	56 76	6,501 00	1,665 27	15,927 92	73,988 63	32
				218 90	3,101 40	13,127 73	33
3,680 05	2,987 47	10,000 00		2,347 82	176,755 03	240,981 92	34
1,391 19				5,197 12	63,838 46	443,635 78	35
8 00	102 05	120 00	100 00	929 70	2,373 29	10,568 61	36
13 00			4,147 09	507 80	9,749 12	72,635 44	37
		180 00	1,076 22	1,506 83	7,960 19	61,826 37	38
	100 00			11,441 83	75,483 00	646,577 58	39
	293 91	133 68		1,476 64	8,098 08	37,170 79	40
				1,800 00	9,436 20	81,039 92	42
	3,008 58			4,850 16	34,541 02	322,695 26	43
42 41	42 41			2,269 56	24,286 83	144,971 47	44
				5,912 32	15,692 51	186,947 74	45
	2,176 38			900 00	24,511 16	191,138 46	46
	18 00			841 60	15,029 30	44,711 70	47
6 00	21 35			1,749 08	5,274 58	38,085 89	48
							49
				505 38	3,885 48	29,621 78	50
			1 00	1,149 20	2,639 45	27,237 78	51
				2,198 22	7,211 54	116,624 17	52
	1,125 00				3,046 72	67,642 31	53
	12,807 97	1,967 45		116,963 96	417,974 57	3,227,963 71	54
	821 89	600 00		4 174 24	14,588 80	80,667 00	55
	2,478 50	2,650 44	17,350 97	4,391 18	78,035 87	382,606 53	56
				7,599 62	17,659 91	103,828 93	57
1,666 50	8,773 96		23,792 70	14,565 05	141,380 59	1,401,378 24	58
			250 00	1,092 71	12,210 30	82,717 16	59
	287 72	1,028 33		177 55	6,375 80	21,665 90	60
	5 00			5 95	377 34	15,637 57	61
15 00		80 60		732 35	3,864 21	19,270 45	62
				2,032 60	17,839 44	193,388 91	63
33,384 48	41,836 09	43,906 29	168,772 15	261,523 68	2,171,138 30	18,099,905 65	

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TABLE 6.—SUMMARY of Equipment for the Year ending June 30, 1916.

Name of Railway.	Passenger Cars.				Other Cars.								
	Closed.	Open.	Com- bina- tion.	Total.	Freight	Mails, Express and Bag- gage.	Com- bina- tion.	Work.	Snow Plough.	Sweeper	Miscel- lane- ous.	Total.	Total — All Cars.
Berlin and Waterloo.....	8	6		14				1	1	1		3	17
Berlin and Northern.....	3			3									3
Berlin, Waterloo, Wellesley and Lake Huron.....	9	4	2	15	3			2		2	3	12	27
Brandon Municipal.....	10	10		20						1		1	21
Brantford and Hamilton.....	6			6				6				6	12
Brantford Municipal.....	13	4		17					1	2		5	22
British Columbia.....	383	4		387	466	14	5	70	2	6	4	567	954
Calgary.....	85	1		86	5			4	1		7	17	103
Canadian Resources Development.....	1			1				2			22	24	25
Cape Breton.....	22			22	3	1		1	3	1		9	31
Chatham, Wallaceburg and Lake Erie.....	8			8	20			1				21	29
Cornwall.....	7	3		10	2					1		3	13
Edmonton Radial.....			79	79				4		2	3	9	88
Fort William.....	26	1	27	54					1	1		2	56
Guelph Radial.....	9	5		14				3		1		4	18
Halifax Tramway.....	40	22		62				3		5	21	30	92
Hamilton and Dundas.....	1	2		3									3
Hamilton, Grimsby and Beausville.....	8	2		10	4							4	14
Hamilton Street.....	82	19		101						3	1	4	105
Hamilton Radial.....	8			8	11				1			12	20
Hull.....	31	13		44	2	1		2	2	3	1	11	55
International Transit Co.....	11			11						1	1	2	13
Kingston, Portsmouth and Cataraqui.....	8		12	20	1			2		2		5	25
Lethbridge Municipal.....	10			10					2	3		8	10
Levis County.....	15	9		24		1		2	2			32	52
London Street.....	50	13		63				2		2	3	7	70
London and Lake Erie.....	14			14	9	4		2	1			16	30
London and Port Stanley.....	11			11	4	2		2			3	11	22
Moncton Tramways.....	4			4				1	1			2	6
Montreal and Southern Counties.....	24			24		2	4	2	2	2		12	36
Montreal Tramways.....													
Moosejaw.....	21			21				1		1		2	23
Nelson.....	2			2						1		1	3
Niagara Falls, Park and River.....	11	16		27		2			1		2	5	32
Niagara, St. Catharines and Toronto.....	38	16		54	55				2	1	13	71	125
Niagara, Welland and Lake Erie.....	3			3					1			1	4
Nipissing Central.....	8			8				1				4	12
Oshawa.....	3	3	2	8		2		3		1	5	11	19

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Ottawa	59	52	65	1 76				4	4	14	2	24	200
Peterborough Radial	10	8		18					1	2		3	21
Pictou County													
Port Arthur	24	1		25					2			3	28
Quebec Ry., Light & Power Co. (Citadel)	57	50		1 07			1	1	4	8	7	20	127
Quebec Ry., Light & Power Co. (Montmorency)	15			15							2	2	17
Regina Municipal	34			34				1		2		33	67
Sandwich, Windsor & Amherstburg	40	17		57		30		6	3			14	71
Sarnia	10	2		12		5				1		1	13
Sherbrooke	10	9		19			1		1	1		2	21
St. John													
St. Stephen	4	4		8				1	1			2	10
St. Thomas	10	2	4	16								1	17
Saskatoon	18			18				4		1	2	7	25
Suburban Rapid Transit													
Toronto	2 80	1 80	5 72	10 32				11		17	12	40	1,072
Toronto Suburban	13	3		16				2		2	1	6	22
Toronto & York Radial	50	4	2	56		10	1	12	4		1	37	93
Windsor, Essex & Lake Shore	11			11		19			1		3	23	34
Winnipeg	295	25		320				7	1	7	1	16	336
Winnipeg, Selkirk & Lake Winnipeg	12			12		8		15		1		24	36
Yarmouth	3	3		6					1			1	7
Schenberg & Aurora Railway	1			1				13		1		13	14
Three Rivers Traction Company	6			6								1	7
Toronto Civic Railway	31			31						3		3	34
Total	1,986	513	765	3,264	658	42	13	197	45	102	121	1,178	4,442

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TABLE 7.—SUMMARY—Accidents for the Year ending June 30, 1916.

No.	Name of Railway.	Passengers.			Employees.			Others.			Totals.		
		Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
1	Berlin and Waterloo.....	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
2	Berlin and Northern.....							1	1			1	1
3	Berlin, Waterloo, Wellesley and Lake Huron.....		9	9		6	8					16	18
4	Brandon Municipal.....				2			1			2		
5	Brantford and Hamilton.....		1	1		6	6	2		2		7	9
6	Brantford Municipal.....												
7	British Columbia.....		25	25		20	21	6	18	24	7	63	70
8	Calgary.....		5	5		4	4		5	5		14	14
9	Canadian Resources Development.....												
10	Cape Breton.....		7	7		1	1		3	3		11	11
11	Chatham, Wallaceberg and Lake Erie.....		1	1		8	8	1		1	1	9	10
12	Cornwall.....												
13	Edmonton Radial.....		63	63		7	7	1	19	20	1	89	90
14	Fort William.....								1	1		1	1
15	Guelph Radial.....												
16	Halifax Tramway.....	1		1		4	4		43	43	1	47	48
17	Hamilton and Dundas.....		7	7								7	7
18	Hamilton, Grimsby and Beamsville.....		13	13		4	4		3	3		20	20
19	Hamilton Street.....		391	391		12	12	1	32	33	1	435	436
20	Hamilton Radial.....		12	12		6	6		3	3		21	21
21	Hull.....												
22	International Transit Co.....												
23	Kingston, Portsmouth and Cataract.....							1	1	1	1	1	1
24	Leithbridge Municipal.....												
25	Levis County.....		5	5		2	2		2	2		9	9
26	London Street.....		93	93		15	15		172	172		280	280
27	London and Lake Erie.....												
28	London and Port Stanley.....		1	1		9	9	1		1	1	10	11
29	Moncton Tramways.....												
30	Montreal and Southern Counties.....		50	50		2	2					52	52
31	Montreal Tramways.....												
32	Moosajaw.....												
33	Nelson.....												
34	Niagara Falls, Park and River.....	15	147	162		4	4		4	4	15	155	170
35	Niagara, St. Catharines and Toronto.....												
36	Niagara, Welland and Lake Erie.....												
37	Nipissing Central.....		1	1		1	1	1		1		6	6
38	Oshawa.....								4	4		1	1

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	19	19	19	7	2	56	58	2	82	84
39 Ottawa.....	19	19	19	2	2	7	7	2	9	9
40 Peterborough Radial.....										
41 Picton County.....										
42 Port Arthur.....	6	6	6						6	6
43 Quebec Ry., Light and Power Co. (Citadel).....	6	6	6	1	1	17	18	1	24	25
44 Quebec Ry., " " (Montmorency).....						3	3		24	24
45 Regina Municipal.....	15	15	15	9	9				139	139
46 Sandwich, Windsor and Amherstburg.....	130	130	130	1	1	8	8			
47 Sarnia.....										
48 Sherbrooke.....										
49 St. John.....										
50 St. Stephen.....										
51 St. Thomas.....	21	21	21	1	1				1	1
52 Saskatoon.....				4	4				25	25
53 Suburban Rapid Transit.....										
54 Toronto.....	846	847	847	157	158	384	389	7	1,387	1,394
55 Toronto Suburban.....	1	1	1	2	2				2	2
56 Toronto and York Radial.....	1	1	1			6	10	5	8	13
57 Windsor, Essex and Lake Shore.....				1	1				1	1
58 Winnipeg.....	12	12	12	6	6	16	19	3	34	37
59 Winnipeg, Selkirk and Lake Winnipeg.....						1	1		1	1
60 Yarmouth.....										
61 Selkirk and Aurora Railway.....				1	1				1	1
62 Three Rivers Traction Company.....										
63 Toronto Civic Railway.....	16	16	16	1	1	7	7		24	24
Total.....	18	1,905	1,923	305	309	819	847	50	3,029	3,079

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TABLE 8.—SUMMARY of Mileage, Traffic, etc., for the Year ending June 30, 1916.

Name of Railway.	Fare Passengers Carried.	Freight Carried.	Passenger Cars.	Other Cars.	Total Cars.
	Number.	Tons.	Miles.	Miles.	Mileage.
Berlin and Waterloo.....	1,010,114		207,528		207,528
Berlin and Northern.....	192,227		35,400		35,400
Berlin, Waterloo, Wellesley and Lake Huron.....	1,373,823	164,653	260,717	40,460	301,177
Brandon Municipal.....	627,739		235,281		235,281
Brantford and Hamilton.....	759,063	5,322	321,158	41,006	362,164
Brantford Municipal.....	1,514,418	175	853,643		853,643
British Columbia.....	43,021,598	228,087	11,658,056	899,383	12,557,439
Calgary.....	12,986,234	1,192	2,524,860	2,550	2,527,410
Canadian Resources Development.....	6,633		6,636		6,636
Cape Breton.....	4,171,838		666,230	19,216	685,446
Chatham, Wallaceburg and Lake Erie...	416,049	107,484	275,500	219,155	494,655
Cornwall.....	422,221	76,014	205,549	17,757	223,306
Edmonton Radial.....	10,948,518	2,940	2,106,051	32,447	2,138,498
Fort William.....	2,581,029	14,173	618,364		618,364
Guelph Radial.....	1,090,017	13,574	235,975	43,000	278,975
Halifax Tramway.....	8,061,025		1,362,693		1,362,693
Hamilton and Dundas.....	974,519	40	166,663		166,663
Hamilton, Grimsby and Beamsville.....	1,019,152	31,952	377,083	28,152	405,235
Hamilton Street.....	15,630,059		2,618,393		2,618,393
Hamilton Radial.....	1,234,890	25,511	510,004	14,636	524,640
Hull.....	2,513,257	9,231	770,982	27,734	798,716
International Transit Co.....	1,536,747		287,342		287,342
Kingston, Portsmouth and Cataraqui.....	1,032,656		199,680		199,680
Lethbridge Municipal.....	963,719		284,234		284,234
Levis County.....	2,034,518	2,550	404,641	11,700	416,341
London Street.....	11,342,886		1,960,217		1,960,217
London and Lake Erie.....	403,717	15,492			
London and Port Stanley.....	548,326	371,014	329,435	220,175	549,610
Moncton Tramways.....	426,961		117,301		117,301
Montreal and Southern Counties.....	1,982,983		603,044	974	604,018
Montreal Tramways.....	156,408,303				
Moosejaw.....	1,962,852		409,240		409,240
Nelson.....	273,096		30,236		30,236
Niagara Falls, Park and River.....	1,202,043		272,034		272,034
Niagara, St. Catharines and Toronto.....	5,524,212	403,700	1,324,380	120,841	1,445,224
Niagara, Welland and Lake Erie.....	552,765		86,892		86,892
Nipissing Central.....	1,386,748		268,525		268,525
Oshawa.....	238,500	164,335	53,491	28,419	81,910
Ottawa.....	25,392,750		4,756,501		4,756,501
Peterborough Radial.....	1,240,680		437,896		437,896
Pictou County.....					
Port Arthur.....	2,155,425		561,921		561,921
Quebec Ry., Lt. and Power Co. (Citadel) " " " (Montmorency)	12,278,607	40	2,098,911	15	2,098,926
Regina Municipal.....	1,775,523		442,378		442,378
Sandwich, Windsor and Amherstburg...	4,236,310	20,779	899,574	9,524	909,098
Sarnia.....	6,044,912		1,103,557		1,103,557
Sherbrooke.....	1,066,477	201,449	204,244	4,952	209,196
St. John.....	1,128,432		419,294		419,294
St. Stephen.....	766,583		183,960		183,960
St. Thomas.....	459,051		295,785		295,785
Saskatoon.....	3,257,611		736,077		736,077
Suburban Rapid Transit.....	767,973		432,468		432,468
Toronto.....	145,812,384		20,056,819		20,056,819
Toronto Suburban.....	2,890,880	348	457,190	11,461	468,651
Toronto and York Radial.....	5,454,649	43,185	2,119,156	102,188	2,221,344
Windsor, Essex and Lake Shore.....	548,220	32,142	314,039	194,630	408,669
Winnipeg.....	52,459,531		10,424,726		10,424,726
Winnipeg, Selkirk and Lake Winnipeg	663,617	4,342	431,052		431,052
Yarmouth.....	249,111		89,145		89,145
Schomberg and Aurora Railway.....	24,092	10,465	21,090		21,090
Three Rivers Traction Company.....	411,856		130,308		130,308
Toronto Civic Railway.....	12,604,038		1,262,685		1,262,685
Total.....	580,094,167	1,936,674	80,526,234	1,990,378	82,516,612

FOREIGN RAILWAY STATISTICS.

The following Table will afford helpful information with regard to the Railway Statistics of Foreign Countries.

Country.	Year.	Miles Covered by Capitalization.	Capitalization. (b)	Passenger Revenue.	Freight Revenue.	Other Revenues.	Total Revenues.	Operating Expenses.	Passengers Carried.	Freight Carried.
			\$	\$	\$	\$	\$	\$		Tons.
Canada	1916	37,434	1,893,877,774	53,097,643	185,806,168	22,984,843	261,888,654	180,542,259	49,027,671	109,659,088
United States	1915	247,312	20,392,956,827	653,475,175	2,086,859,678	204,585,486	2,945,420,339	2,074,891,008	961,351,000	1,779,512,000
New Zealand	1916	2,970	157,569,274	8,383,812	12,190,435	1,561,070	22,135,317	14,212,881	14,201,506	6,370,944
United Kingdom	1914	23,441	6,301,272,332	219,407,048	311,917,724	98,729,708	626,055,140	335,562,550	1,294,337,046	520,279,128
New South Wales	1916	4,188	334,951,214	15,315,512	21,072,526	496,609	36,884,647	27,051,017	83,652,807	11,614,026
Japan (a)	1914	5,471	486,545,748	27,987,671	26,684,466	2,066,391	56,738,528	27,275,623	167,773,143	36,348,362
German Empire	1912	37,065	4,392,651,229	224,719,558	519,297,398	83,473,000	827,419,956	558,290,395	1,743,111,677	612,385,727
France	1911	25,194	3,790,480,021	162,383,509	198,292,706	5,980,128	366,656,433	229,361,949	511,096,490	184,635,276
Russian Empire	1910	41,622	3,508,675,945	84,681,703	359,019,243	55,400,372	499,101,318	335,390,716	195,017,000	238,339,276
Austria	1912	14,185	1,724,079,152	54,891,500	160,999,300	14,473,900	230,364,400	171,900,400	290,850,985	159,209,564
Hungary	1912	13,303	949,581,820	30,399,250	80,337,656	4,943,862	115,680,768	73,912,097	164,008,000	83,629,000
Italy (a)	1912	8,387	1,334,928,118	40,796,637	63,721,393	12,050,318	116,568,348	97,871,890	89,690,138	37,145,897
Sweden	1910	8,574	286,183,092	12,426,400	23,674,356	1,399,546	37,500,302	27,198,990	58,276,650	36,952,910
Norway	1913	1,913	81,130,007	3,351,187	4,081,441	926,090	8,358,718	6,428,141	17,834,565	7,217,875
Denmark (a)	1914	2,333	76,319,972	6,523,592	7,855,222	741,739	15,120,553	12,790,269	23,690,045	6,289,750
Belgium (a)	1912	2,913	520,777,053	19,856,622	39,016,968	5,065,417	63,939,007	44,326,855	191,814,188	66,011,442
Holland	1911	1,980	136,612,000	12,998,268	13,404,288		26,402,556		46,426,000	18,579,800
Switzerland	1912	3,014	362,718,558	20,077,596	25,991,431	1,958,033	48,027,080	31,852,495	123,523,422	19,613,923
South Australia	1916	2,185	85,712,910	2,858,992	6,053,423	710,243	9,622,658	7,521,379	20,512,755	2,396,308
Western Australia	1916	3,331	83,308,749	1,446,621	6,599,406	414,114	10,160,141	7,356,721	18,884,541	2,482,193
Victoria	1916	4,452	2,635,791,182	12,856,590	12,703,012	2,130,019	27,889,621	20,021,335	115,771,258	5,765,163
Bulgaria (a)	1912	1,297	58,836,411	2,050,659	2,439,558	293,518	4,783,735	3,726,216	3,341,651	1,600,890
Tasmania	1915	533	22,527,267	824,502	748,713		1,573,215	1,099,842	1,750,905	387,724
Egypt (a)	1912	2,419	134,823,238	7,684,481	9,895,856	1,478,554	19,068,891	11,148,760	28,782,736	2,818,135

(a) State railways only.

(b) From latest report, not always year ended.

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