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Return *re* dismissal of Thos. H. Hall, Sub-collector of Customs, Sheet Harbour, N.S.61 (6t)

D

- Return *re* dismissal of J. A. McNeil,
Customs Officer, Grand Narrows,
N.S.61 (6u)
- Return *re* dismissal of Geo. Burchell,
Customs Officer, Sydney Mines, N.S.61 (6v)
- Return *re* dismissal of W. H. Saver,
Collector of Customs, Cardinal, Ont.61 (6x)
- Return *re* dismissal of Capt. Geo.
Livingstone, Customs Officer, Big
Bras D'Or, Cape Breton, N.S. . .61 (6x)
- Return *re* dismissal of H. Lacasse,
Postmaster, Wendover, Prescott Co.,
Ont.61 (6y)
- Return *re* dismissal of Harry A. Drigg,
Postmaster, Grasse Lake, Alta. .61 (6z)
- Return *re* dismissal of A. H. Stratton,
Postmaster, Peterborough, Ont. . .61 (7a)
- Return *re* dismissal of Henry Burrell,
Postmaster, Yarmouth, N.S. . .61 (7b)
- Return *re* dismissal of all Postmast-
ers, Co. of Gloucester, N.B. . .61 (7c)
- Return *re* dismissal of Dr. Chas. A.
Webster, Port Physician, Yarmouth,
N. S.61 (7d)
- Return *re* dismissal of Jos. Lord, Light-
keeper at Pointe à la Mule, Co. of
St. Jean and Iberville, Que. . .61 (7e)
- Return *re* dismissal of Henry Friolet,
Wharfinger, Caraquet, N.B., and
Richd. Southwood, Wharfinger, Bath-
urst, N.B.61 (7f)
- Return *re* dismissal of Jos. L. Robi-
chaud, Lighthouse Keeper, Miscou,
Co. of Gloucester, N.B.61 (7g)
- Return *re* dismissal of Capt. Pope,
Lightkeeper, Scatarie, N.S. . . .61 (7h)
- Return *re* dismissal of Capt. W. W.
Lewis, Shipping Master, Louisburg,
N. S.61 (7i)
- Return *re* dismissal of Postmasters Co.
of Bonaventure since Oct. 11, 1911,
Those appointed to replace them.61 (7j)
- Return *re* dismissal of Geo. Hines,
Lightkeeper, South Ingonish, N.S.61 (7k)
- Return *re* dismissal of Lightkeepers in
Co. of Two Mountains, by present
Govt., &c.61 (7l)
- Return *re* dismissal of Archibald Mc-
Donald, Preventive Officer at Mull
River, Co. of Inverness, N.S. . .61 (7m)
- Return *re* dismissal of Donald Chis-
holm, Preventive Officer, Tracadie,
Co. of Antigonish, N.S.61 (7n)

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- Return *re* dismissal of Edwd. C. Hum-
phreys, of Inland Rev. Dept., of
Trenton, N.S., and appointment of
successor.61 (7o)
- Return *re* dismissal of H. J. Fixott,
Port Physician, Arichat, Co. of Rich-
mond, N.S.61 (7p)
- Return *re* dismissal of D. Morin, Post-
master of St. Pie de Bagot, Co. of
Bagot, Quebec.61 (7q)
- Return *re* dismissal of Ernest Paquin,
Postmaster of St. Cécile de Levrard,
Nicolet Co., Quebec.61 (7r)
- Return *re* dismissal of John R. Mc-
Donald, Indian Agent at Heatherton,
Co. of Antigonish, N.S.61 (7s)
- Return *re* dismissal of Joseph Day,
Customs Officer at Little Bras D'Or,
Cape Breton, N.S.61 (7t)
- Return *re* dismissal of Duncan McLeod,
Appraiser of Customs at Sherbrooke,
Quebec.61 (7u)
- Return *re* dismissal of Edouard D.
Chiasson, Sub-collector of Customs
at Lamèque, Gloucester Co., N.B.61 (7v)
- Return *re* dismissal of Geo. F. Briggs,
Customs Officer, McAdam Junction,
N.B.61 (7w)
- Return *re* dismissal of Wm. A. Duan,
Lightkeeper at Green Island, N.S.61 (7x)
- Return *re* dismissal of Thos. Cameron,
Preventive Officer at Andover, N.B.61 (7y)
- Return *re* dismissal of Jos. McDonald,
Customs Officer at Sydney, C.B.,
N.S.61 (7z)
- Return *re* dismissal of Angus McGilli-
vray, Customs Officer, Glace Bay,
South Cape Breton, N.S. . . .61 (8a)
- Return *re* dismissal of Roderick Bain,
Boatman, New Campbellton, Victoria
Co., N.S.61 (8b)
- Return *re* dismissal of W. A. Scott,
Lockmaster at Cardinal, Ont. . .61 (8c)
- Return *re* dismissal of Bert Johnson,
Lockman at Nicholson, Ont. . .61 (8d)
- Return *re* dismissal of John Merri-
field, Lockmaster, Burritts Rapids,
Ont.61 (8e)
- Return *re* dismissal of Neil Cum-
mings, Lockmaster, Cardinal, Ont.61 (8f)
- Return *re* dismissal of François
Chagnon, Lockkeeper at St. Jean,
Co. of St. Jean and Iberville. . .61 (8g)

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- Return *re* dismissal of Neil McNeil,
Bridgetender I. C. Ry., Grand Nar-
rows, N. S.61 (8h)
- Return *re* dismissal of Archd. Mc-
Kenzie, Sectionman, I. C. Ry., Grand
Narrows, N.S.61 (8i)
- Return *re* dismissal of John Fraser,
Bridgetender I. C. Ry., Grand Nar-
rows, N.S.,61 (8j)
- Return *re* dismissal of Demetrius
Crozier, Lockman, Merrickville,
Ont.61 (8k)
- Return *re* dismissal of Patk. Cussuk,
Lockman, Merrickville, Ont. . . .61 (8l)
- Return *re* dismissal of Jos. H. Webster,
Lockman, Nicholson, Ont. . . .61 (8m)
- Return *re* dismissal of Cyrus O'Neil,
Lockman, Nicholson, Ont. . . .61 (8n)
- Return *re* dismissal of Michael Laugh-
tin, Bridgeman, Burritts Rapids,
Ont.61 (8o)
- Return *re* dismissal of John McKay,
Bridgeman, Becketts, Ont. . . .61 (8p)
- Return *re* dismissal of Edwd. Proce-
tor, Lockman, Burritts Rapids,
Ontario.61 (8q)
- Return *re* dismissal of Wm. Morrison,
Lockman, Burritts Rapids, Ont. .61 (8r)
- Return *re* dismissal of Adam Hender-
son, Bridgeman, Cardinal, Ont. .61 (8s)
- Return *re* dismissal of Jas. Feehan,
Fishery Guardian at Tracadie Har-
bour and Savage Harbour, P.E.I. . .61 (8t)
- Return *re* dismissal of John C. Mc-
Neil, Lightkeeper, Grand Narrows,
N.S.61 (8u)
- Return *re* dismissal of A. A. Chisholm,
Fishery Overseer at Margaree Forks,
Inverness Co., N.S.61 (8v)
- Return *re* dismissal of Chas. E. Au-
coin, Collector of Customs at Cheti-
camp, N.S.61 (8w)
- Return *re* dismissal of Chas. L. Gass,
Postmaster at Bayfield, Antigonish
Co., N.S.61 (8x)
- Return *re* dismissal of Cyprien Martin,
of Customs Dept., St. Basile, Mada-
waska Co., N.B.61 (8y)
- Return *re* dismissal of Angus A. Boyd,
Postmaster, Boyd's P.O., Antigonish
Co., N.S.61 (8z)
- Return *re* dismissal of John B. Mac-
donald, Postmaster at Glasburn, An-
tigonish Co., N.S.61 (9a)

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- Return *re* dismissal of Alex. G. Chis-
holm, Postmaster at Ohio, N.S. .61 (9b)
- Return *re* dismissal of John J. McLean,
Postmaster, Cross Roads, N.S. .61 (9c)
- Return *re* dismissal of Dugald Mc-
Donald, Postmaster, Doctor's Brook,
N.S.61 (9d)
- Return *re* dismissal of Dan. A. Mc-
Innes, Postmaster, Georgeville, N.S.61 (9e)
- Return *re* dismissal of E. A. Asker, Har-
bour Master, Campbellton, N.B. .61 (9f)
- Return *re* dismissal of Wm. Shultz,
Caretaker of the Armouries, Kent-
ville, N.S.61 (9g)
- Return *re* dismissal of Dr. Freeman
O'Neil, of the Marine Hospital,
Louisburg, N.S.61 (9h)
- Return *re* dismissal of Leon N. Poi-
rier, Wharfinger at Descouse, N.S.61 (9i)
- Return *re* dismissal of Norman L.
Trefry, Shipping Master, Trefry,
N.S.61 (9j)
- Return *re* dismissal of Jas. Amer-
eault, Lightkeeper, New Edinburgh,
N.S.61 (9k)
- Return *re* dismissal of H. B. Manley,
Dominion Lands Office, Saskatoon,
Sask.61 (9l)
- Return *re* dismissal of John Spicer,
Senior Assistant, Moosejaw Land
Agency.61 (9m)
- Return *re* dismissal of Robt. Pragnall,
Agent Dominion Land Office, Swift
Current.61 (9n)
- Return *re* dismissal of G. M. Udyott,
Dominion Land Office, Saskatoon.61 (9o)
- Return *re* dismissals in Riding of
Saskatoon, to date, &c. . . .61 (9p)
- Return *re* dismissal of J. N. Poirier,
Collector of Excise, Victoriaville,
Arthabaska, Que.61 (9q)
- Return *re* dismissal of John G. Mor-
rison, Fishery Inspector, English-
town, N.S.61 (9r)
- Return *re* dismissal of Edwd. Landry,
Lightkeeper, Petit de Grat, N.S.61 (9s)
- Return *re* dismissal of Evariste Talbot,
General Freight Office, I. C. Ry. .61 (9t)
- Return *re* dismissal of Philip H. Ryan,
I. C. Ry., Mulgrave, N.S. . . .61 (9u)
- Return *re* dismissal of Postmasters
and other P. O. employees in Do-
minion, from July 1, 1896, to Oct.
1911, and from 1911 to date. Also
number of post offices in operation
in each Province to July 1, 1896.61 (9v)

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- Return *re* dismissal of Dr. Clarence T. Campbell, P. O. Inspector, London, Ont.61 (9w)
- Return *re* number of Postmasters dismissed in Missisquoi, since Oct., 1911.61 (9x)
- Return regarding changes in Post Offices, or Postmasterships, in Bonaventure Co., between Dec. 5, 1912, to date.61 (9y)
- Return *re* dismissal of S. A. Johnson, Postmaster at Petite Rivière, N.S.61 (9z)
- Return *re* dismissal of Murdock McKenzie, Postmaster, Millville, Boulardarie, N.S.61 (10a)
- Return *re* dismissal of Jas. Stewart, Postmaster, Middleton, N.S. . . .61 (10b)
- Return *re* dismissal of Lauchlin McNeil, Postmaster, New France, N.S.61 (10c)
- Return *re* dismissal of Frank Dunlop, Postmaster Groves Point, N.S. .61 (10d)
- Return *re* dismissal of A. W. Salsman, Postmaster, Middle Country Harbour, N.S.61 (10e)
- Return *re* dismissal of Richd. Conroy, Postmaster, Cross Roads, N.S. .61 (10f)
- Return *re* dismissal of Abner Carr, Postmaster, St. Francis Harbour, N.S.61 (10g)
- Return *re* dismissal of Parker Sangster, Postmaster, Upper New Harbour, N.S.61 (10h)
- Return *re* dismissal of Alex. Marion, Postmaster, Rockland, Ont. . .61 (10i)
- Return Relating to charges of offensive partisanship against Postmasters in Co. of Russell.61 (10j)
- Return *re* dismissal of Mathew Bontilier, Postmaster at Mushaboom, N.S.61 (10k)
- Return *re* Names of Postmasters dismissed in Co. of Joliette from 1896, to Sept. 1911, &c.61 (10l)
- Return *re* dismissal of T. Doane Crowell, Postmaster at Shag Harbour, N.S.61 (10m)
- Return *re* dismissal of Postmasters in Co. of Vaudreuil, dates of appointment, &c.61 (10n)
- Return *re* dismissal of Mrs. Spinney, Postmistress, at Upper Port La Tour, N.S.61 (10o)

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- Return *re* Number of Postmasters dismissed in Rimouski Co., since Sept. 21, 1911, &c.61 (10p)
- Return *re* Number of public officials dismissed in Co. of Wright to Dec. 19, 1912, &c.61 (10q)
- Return *re* dismissal of John R. McLennan, Janitor Public Buildings, at Inverness Town, N. S. . . .61 (10r)
- Return *re* dismissal of Jas. Arbuckle, Caretaker Public Buildings, Pictou, N.S.61 (10s)
- Return *re* dismissal of Mary Dunlop, Telegraph Operator at Groves Point, N.S.61 (10t)
- Return *re* dismissal of foremen on public works in Co. of Gloucester, N.B., from Sept. 21, 1911, to date.61 (10u)
- Return *re* dismissal of Capt. Lyons of Dredge *Northumberland*, and appointment of successor. . . .61 (10v)
- Return *re* dismissal of Jas. McCartin, Concrete Inspector on the 'Plaza,' City of Ottawa.61 (10w)
- Return *re* dismissal of Robt. C. Morrison, Postmaster at St. Peters, N.S.61 (10x)
- Return *re* dismissal of Richd. Dugas, Storm Signal Attendant at Alder Point, N.S.61 (10y)
- Return *re* Names of all officials of Dept. of Marine and Fisheries, Co. of Pictou, N.S., who have been dismissed.61 (10z)
- Return *re* dismissal of Wm. L. Munro, Lightkeeper at Whitehead, N.S.61 (11a)
- Return *re* dismissal of Alex. R. McAdam, Fishery Officer for Antigonish Co., N.S.61 (11b)
- Return *re* dismissal of Stephen C. Richard, Lightkeeper at Charlos Cove, N.S.61 (11c)
- Return *re* Names, &c., of all persons in each Dept., inside and outside service, from Oct. 10, 1911, &c., dismissed from office.61 (11d)
- Return Relating to Public Officers dismissed in District of Lotbinière, by present Govt.61 (11e)
- Return *re* dismissal of Miss Gertie Lewis, Postmistress at Main à Dieu, Cape Breton South, N.S. .61 (11f)

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- Return *re* dismissal of John Taylor
late Postmaster at Carnduff, Sask.,
&c.61 (11g)
- Return *re* dismissal of Frederick Mit-
chell, Postmaster at Dominion,
N.S.61 (11h)
- Return *re* dismissal of Thos. J. Sears,
Postmaster at Lochaber, N.S. . .61 (11i)
- Return *re* dismissal of Postmaster at
Alsask, Saskatchewan.61 (11j)
- Return *re* dismissal or appointment of
Fishery Guardians, &c., Co. of Guys-
borough, N.S.61 (11k)
- Return *re* dismissal of John R. Mor-
rison, Postmaster at Oban, Rich-
mond Co., N.S.61 (11l)
- Return *re* dismissal of A.G. McDonald,
Postmaster at North East Margaree,
N.S.61 (11m)
- Return *re* Number of dismissals from
Constituency of Qu'Appelle, by pre-
sent Govt. to Dec. 5, 1912. . .61 (11n)
- Return *re* dismissal of David Reid,
Fishery Officer, Port Hilford, N.S.61 (11o)
- Return *re* dismissal of Robert Mus-
grave,, Postmaster at North Syd-
ney, N.S.61 (11p)
- Return *re* dismissal of A. D. Archi-
bald, Postmaster, Glenelg, N.S.61 (11q)
- Return *re* dismissal of Leon N. Poi-
rier, Postmaster, Descouse, N.S.61 (11r)
- Return *re* dismissal of Norman Mc-
Askill, Postmaster, Framboise, N.S.61 (11s)
- Return *re* dismissal of A. T. Doucet,
Postmaster and Collector of Cus-
toms, Salmon River, N.S. . .61 (11t)
- Return *re* dismissal of Mrs. Annie
Gallivan, Postmistress, Whitney
Pier, N.S.61 (11u)
- Return *re* dismissal of W. J. Paquet,
Postmaster at Souris, P. E. I..61 (11v)
- Return *re* dismissal of Postmaster at
St. Anaclet, Rimouski Co., Que..61 (11w)
- Return *re* dismissal of George Gunn,
Postmaster at French Village, P.
E. Island.61(11x)
- Return *re* number of dismissals
from public offices riding of Mac-
kenzie, Sask.61 (11y)
- Return *re* W. J. Code, Commissioner
in *re* all charges investigated
by, also Report of same. . . .61 (11z)

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- Return *re* dismissal of D. F. McLean,
Fishery Overseer, Port Hood, N.S.61 (12a)
- Return *re* dismissal of J. Scott Nelson,
Postmaster at Louisdale, N.S. .61 (12b)
- Return *re* dismissal of Jos. McMullen,
from Post Office, Bridgeport, N.S.61 (12c)
- Return *re* dismissal of Fredk. A. Mar-
tell, Postmaster at L'Ardoise, N.S.61 (12d)
- Return *re* dismissal of John A. Mac-
donald, Postmaster at McArras
Brook, N.S.61 (12e)
- Return *re* Correspondence, &c., *re* dis-
missal of all officials from each Dept.
inside and outside service, since Oct.
last past.61 (12f)
- Return *re* dismissal of Edwd. Doucet,
Sub-collector of Customs, Digby,
N.S.61 (12g)
- Return *re* dismissal of Mr. Le Blanc,
Sub-collector of Customs, Church
Point, N.S.61 (12h)
- Return *re* dismissal of John C. Bour-
inot, Chief Customs Officer, Port
Hawkesbury, N.S.61 (12i)
- Return *re* dismissal of Alex. E. Mor-
rison, Point Tupper, N.S., from ser-
vice of I. C. Ry.61 (12j)
- Return *re* Documents, &c., received
from Canadian Brotherhood of Rail-
way Employees by Departments of
Labour and Railways and Canals re-
lating to dismissals of employees,
&c.61 (12k)
- Return *re* dismissal of Jas. Falconer,
of Newcastle, N.B., Correspondent
of *The Labour Gazette*.61 (12l)
- Return *re* dismissal of John B. Chis-
holm, Lightkeeper, Port Hastings,
N.S.61 (12m)
- Return *re* dismissal of Epiphane Na-
deau, Immigration Agent at St.
Leonard, N.B.61 (12n)
- Return *re* dismissal of D. J. Morri-
son, Boatman, Customs Service, Big
Bras D'Or, N.S.61 (12o)
- Return *re* dismissal of Rod. McLeod,
Boatman, Customs Service, Big Bras
D'Or, N.S.61(12p)
- Return *re* dismissal of D. McLachlin,
Postmaster, Marble Mountain, N.S.61 (12q)
- Return *re* dismissal of Abram Le-
Blanc, Postmaster, West Arichat,
N.S.61 (12r)
- Return *re* dismissal of Charles R.
Lafford, Grand Cove, Richmond Co.,
N.S.61 (12s)

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Return *re* dismissal of W. S. Lawrence, Postmaster, Margrave Harbour, N.S.61 (12t)

Return *re* dismissal of John K. McDonald, Postmaster at Whycomagh, N.S.61 (12u)

Return *re* dismissal of Capt. P. J. Wilcox, Customs Officer at Louisburg, N.S.61 (12v)

Return *re* dismissal of M. J. McKennon, Customs Officer, Glace Bay, N.S.61 (12w)

Return *re* dismissal of Capt. John Arsenault, Telegraph Line repairer, Alder Point, N.S.61 (12x)

Return *re* dismissal of Mrs. John Arsenault, Telegraph Operator, Alder Point, N.S.61 (12y)

Return *re* dismissal of A. J. Wilkinson, Mulgrave, N.S.61 (12z)

Return *re* Charges made against Mr. H. A. Bayfield, Superintendent of Dredging, British Columbia. . .61 (13a)

Return *re* dismissal of H. G. McKay, Lightkeeper at Bird Island, N.S.61 (13b)

Return *re* dismissal of Michael O'Brien Lightkeeper at Bear Island, N.S.61 (13c)

Return *re* dismissal of J. H. Leduc, Medical Port Officer at Three Rivers, Quebec.61 (13d)

Return *re* dismissal of Patk. Shea, Postmaster, Tompkinsville, N.S.61 (13e)

Return *re* dismissal of Elias Rawding, Postmaster, Clementsport, N.S.61 (13f)

Return *re* dismissal of Chas. McLean, Postmaster, Strathlorne, N.S.61 (13g)

Return *re* dismissal of Angus R. McDonald, Postmaster at Broad Cove Chapel, N.S.61 (13h)

Return *re* dismissal of John McPhail, Postmaster at Scotsville, N.S. .61 (13i)

Return *re* Conduct of J. Morgan, late Postmaster, Village of Ailsa Craig, Ontario.61 (13j)

Return *re* dismissal of Roderick McLean, Postmaster at Kenlock, N.S.61 (13k)

Return *re* dismissal of Allan Gillis, Postmaster at Gillisdale, South West Margaree, N.S.61 (13l)

Return *re* dismissal of David Shaw, Postmaster at Marsh Brook, North East Margaree, N.S.61 (13m)

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Return *re* dismissal of Helen Joubert, Postmistress at Sayabec, Que.61 (13n)

Return *re* dismissal of D. A. Redmond, Postmaster at Brinston, Ont. .61 (13o)

Return *re* dismissal of Dan McEachern Postmaster at McEachern's Mills, N.S.61 (13p)

Return *re* dismissal of Daniel Dunlop, Postmaster at New Campbellton, N.S.61 (13q)

Return *re* dismissal of Arthur Armstrong, Postmaster, Greenfield, Carleton Co., N.B.61 (13r)

Return *re* dismissal of Alex. Matheson, Postmaster, Boulardarie Centre, N.S.61 (13s)

Return *re* dismissal of Arthur Talbot, Postmaster, Robertsville, Quebec.61 (13t)

Return *re* dismissal of N. O. Lyster, Postmaster at Lloydminster, Sask.61 (13u)

Return *re* dismissal of Mrs. Maggie Cameron, Postmistress, Achosnach, N.S.61 (13v)

Return *re* dismissal of David Fraser, Postmaster at North East Margaree, N.S.61 (13w)

Return *re* dismissal of W. Stayley Porter, Postmaster, Port Maitland, N. S.61 (13x)

Return *re* dismissal of Alex. McQueen, Postmaster, Kowetoke, N.S. . .61 (13y)

Return *re* County of Berthier, number of employees dismissed in, &c., since Sept. 21, 1911.61 (13z)

Return *re* dismissal of Jesse L. Morton, Postmaster at Lower Argyle, N.S.61 (14a)

Return *re* dismissal of Mrs. M. C. Gaudet, Postmistress at West Pubnico, N.S.61 (14b)

Return *re* dismissal of John P. MacKinnon, Section Foreman on I. C. Ry., at Shubenacadie, N.S. . .61 (14c)

Return *re* dismissal of Mary A. Bohan, Postmistress, Bath, Carleton Co., N.B.61 (14d)

Return *re* dismissal of Edwd. Lafferty, Postmaster at Benton, Carleton Co., N.B.61 (14e)

Return *re* dismissal of Denis McGaffigan, Postmaster at Florenceville, Carleton Co., N.B.61 (14f)

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| Return <i>re</i> Documents <i>re</i> changes made or asked for in Dept. Marine and Fisheries, Bonaventure Co., Dec. 5, 1912, to date.. . . . | .61 (14g) |
| Return <i>re</i> dismissal of J. A. McKenzie, Postmaster at Ashfield, Inverness Co., N.S.. | .61 (14h) |
| Return <i>re</i> dismissal of Jas. Bowles, Postmaster at Alder River, N.S.. | .61 (14i) |
| Return <i>re</i> dismissal of Mr. Edmund Lacroix, Postmaster, Parish of St. Joseph du Lac, Co. Two Mountains, Quebec.. | .61 (14j) |
| Return <i>re</i> Lighthouse Keeper, Parish of Repentigny, Co. of L'Assomption, Quebec.. | .61 (14k) |
| Return <i>re</i> dismissal of B. C. Kanock, late Shipping Master at Lunenburg, N.S.. | .61 (14l) |
| Return <i>re</i> dismissal of Ulric Thibaudau, Agent for Pilots at Quebec.. | .61 (14m) |
| Return <i>re</i> Names of all officials of Marine and Fisheries Dept. in Picton Co., N.S., dismissed, and appt. of successors.. | .61 (14n) |
| Return <i>re</i> dismissal of Capt. Freeman Myers, Postmaster at Cole Harbour, N.S.. | .61 (14o) |
| Return <i>re</i> Public Officers removed by present Govt. in Dist. of St. James, Montreal, Quebec.. | .61 (14p) |
| Return <i>re</i> All employees of Govt. in Edmonton dismissed between Oct. 10, 1911, and Nov. 21, 1912, salary paid, &c.. | .61 (14q) |
| Return <i>re</i> All officials in Dist. of Sunbury and Queens, dismissed since Sept. 1911; also <i>re</i> appointment of successors.. | .61 (14r) |
| Return <i>re</i> dismissal of Levi Munroe, Harbour Master, White Head, N.S.. | .61 (14s) |
| Return <i>re</i> dismissal of Stanford Langley, Postmaster at Isaacs Harbour North, N.S.. | .61 (14t) |
| Return <i>re</i> dismissal of Hugh R. McAdam, Postmaster at Arisaig, N.S., appointment of successor.. . . . | .61 (14u) |
| Return <i>re</i> dismissal of J. J. McNeil, at Grants Lake, N.S., &c.. . . . | .61 (14v) |
| Return <i>re</i> dismissal of Alex. McInnis, Car Inspector I. C. Ry. at Mulgrave, N. S., &c.. . . . | .61 (14w) |

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|---|-----------|
| Return <i>re</i> dismissal of Archd. McDonald, Bridge Tender on I. C. Ry., at Grand Narrows, Iona, N.S.. | .61 (14x) |
| Return <i>re</i> Names of all Officials dismissed in Shelburne and Queens, N.S., from Dec. 1896.. | .61 (14y) |
| Dea, Edmund, Investigation into conduct of as Overseer of Lobster Hatchery at Port Daniel, Que.. | 95e |
| Demarcation of meridian, 141st Degree of West Longitude, Return <i>re</i> | 91 |
| Destructive Insect and Pest Act.. . . . | 49 |
| Des Prairies River, dredging of, work performed, men employed, &c.. . . . | 135b |
| Digby, N.S., Documents <i>re</i> purchase of land for wharf at.. | 203d |
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2. The Public Accounts of Canada, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.

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3. Estimates of sums required for the service of the Dominion for the year ending 31st March, 1914. Presented by Hon. Mr. White, 3rd February, 1913.

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4. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1913. Presented by Hon. Mr. White, 10th March, 1913.

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5. Supplementary Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1914. Presented by Hon. Mr. White, 20th May, 1913.

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7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada, for five years and upwards prior to 31st December, 1911. Presented by Hon. Mr. White, 26th November, 1912.

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- 10a. Report of the Department of Trade and Commerce, for the year ended 31st March, 1912. (Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States). Presented by Hon. Mr. Foster, 12th December, 1912.
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- 10b. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1912. (Part III.—Canadian Trade with Foreign Countries, except France, Germany, the United Kingdom and United States). Presented by Hon. Mr. Foster, 15th January, 1913.. . . .*Printed for distribution and sessional papers.*
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Printed for distribution and sessional papers.

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- 25.** Annual Report of the Department of the Interior, for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Roche, 27th November, 1912.
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- 25a.** Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1911... ..*Printed for distribution and sessional papers.*
- 25b.** Annual Report of the Topographical Surveys Branch of the Department of the Interior, 1911-1912. Presented by Hon. Mr. Crothers, 6th June, 1913.
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- 25d.** Report of progress of Stream Measurements for calendar year 1911.
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- 26.** Summary Report of the Geological Survey Branch of the Department of Mines, for the calendar year 1912. Presented by Hon. Mr. Roche, 29th November, 1912.
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- 26a.** Summary Report of the Mines Branch, Department of Mines, for the calendar year 1911... ..*Printed for distribution and sessional papers.*

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- 27.** Report of the Department of Indian Affairs for the year ended 31st March, 1912. Presented by Hon. Mr. Roche, 29th November, 1912.
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- 28.** Report of the Royal Northwest Mounted Police, 1912. Presented by Hon. Mr. Borden, 14th January, 1913... ..*Printed for distribution and sessional papers.*

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- 29.** Report of the Secretary of State of Canada for the year ended 31st March, 1912. Presented by Hon. Mr. Coderre, 3rd December, 1912.
Printed for distribution and sessional papers.
- 29a.** Report of the Secretary of State for External Affairs for the year ended 31st March, 1912. Presented by Hon. Mr. Borden, 25th November, 1912.
Printed for distribution and sessional papers.

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- 29b.** Report of the work of the Archives Branch of the Department of the Secretary of State, for the year 1912. Presented by Hon. Mr. Coderre, 2nd June, 1913.
Printed for distribution and sessional papers.
- 30.** The Civil Service List of Canada, 1912. Presented by Hon. Mr. Coderre, 3rd December, 1912... ..*Printed for distribution and sessional papers.*
- 31.** Fourth Annual Report of the Civil Service Commission of Canada for the period from 1st September, 1911, to 31st August, 1912. Presented by Hon. Mr. Coderre, 24th January, 1913... ..*Printed for distribution and sessional papers.*

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- 32.** Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. Borden, 24th April, 1913.
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33. Report of the Joint Librarians of Parliament for year 1912. Presented by Hon. The Speaker, 31st November, 1912... .. *Not printed*
34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. Doherty, 27th November, 1912.
Printed for distribution and sessional papers.
35. Report of the Militia Council for the fiscal year ending 31st March, 1913. Presented by Hon. Mr. Hughes, 14th January, 1913. *Printed for distribution and sessional papers.*
36. Report of the Department of Labour for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Crothers, 28th November, 1912.
Printed for distribution and sessional papers.
- 36a. Fifth 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 31st March, 1912. Presented by Hon. Mr. Crothers, 28th November, 1912.
Printed for distribution and sessional papers.
- 36c. Report of proceedings under the Combines Investigation Act, for the year ended 31st March, 1912... .. *Printed for distribution and sessional papers.*

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37. Eighth Annual Report of the Commissioners of the Transcontinental railway, for the year ended 31st March, 1912. Presented by Hon. Mr. Cochrane, 12th December, 1912.
Printed for distribution and sessional papers.
38. Report of the Department of the Naval Service, for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Hazen, 28th November, 1912.
Printed for distribution and sessional papers.
39. "Miscellaneous Unforeseen Expenses," from the 1st April, to the 21st November, 1912, in accordance with the Appropriation Act of 1912. Presented by Hon. Mr. White, 25th November, 1912... .. *Not printed*
40. Statement of Treasury Board over-rulings, under Section 44, Consolidated Revenue and Audit Act. Presented by Hon. Mr. White, 26th November, 1912... .. *Not printed.*
41. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.
Not printed.
42. Statement of Receipts and Expenditures of the Ottawa Improvement Commission to 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.... *Not printed.*
43. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1912-13. Presented by Hon. Mr. White, 26th November, 1912.
Not printed.
44. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1912, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy is filled by promotion or by appointment, and salary of any new appointee. Presented by Hon. Mr. White, 26th November, 1912... .. *Not printed*

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45. Return (in so far as the Department of the Interior is concerned) of copies of all Orders in Council, plans, papers and correspondence relating to the Canadian Pacific railway, which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented by Hon. Mr. Roche, 26th November, 1912.. . . . *Not printed.*
- 45a. Return to lands sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1912. Presented by Hon. Mr. Roche, 14th January, 1913.. . . . *Not printed*
- 45b. Return to an Address to His Royal Highness the Governor General of the 27th January, 1913, for a copy of all applications made by the Canadian Pacific Railway Company for authorization to make new issue of stock, addressed to the Governor in Council, and of all correspondence with regard to the same. Presented 16th April, 1913, by Sir Wilfrid Laurier.. . . . *Not printed*
46. Return to an Order of the House of the 18th March, 1912, for a copy of all reports made by the Inspector of Agents for placing Immigrants, both domestic servants and farm labourers, in Ontario and Quebec, during the years 1910 and 1911. Presented 27th November, 1912, by Mr. Sutherland.. . . . *Not printed.*
47. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, telegrams and other papers in connection with complaints of whatever nature against Commission Agents for placing farm labourers in Ontario, also officials connected with any agency in Ontario, during the year 1910 and 1911. Presented 27th November, 1912 by Mr. Sutherland.. . . . *Not printed*
48. Copy of Order in Council No. P. C. 1275, dated 13th May, 1912, "Award of compensation to men belonging to the Royal Canadian Navy, who may be permanently disabled though injuries or illness contracted during drill, training or on duty." Presented by Hon. Mr. Hazen, 27th November, 1912.. . . . *Not printed.*
- 48a. Copies of plans included in the tender of Messrs. Cammel, Laird & Company, dated 29th April 1911, for the construction of ships for the Canadian Naval Service. Presented by Hon. Mr. Hazen, 18th December, 1912.. . . . *Not printed.*
- 48b. An Act respecting the Naval Service of Canada." (Copy of Order in Council, No. P. C. 126 dated 20th January, 1913, "Amendment to the Regulations for the Entry of Naval Cadets). Presented by Hon. Mr. Hazen, 4th February, 1913.. . . . *Not printed.*
49. Regulations under "The Destructive Insect and Pest Act." Presented by Hon. Mr. Burrell, 28th November, 1912.. . . . *Not printed.*
50. Statement of the affairs of the Royal Society of Canada, for the year ended 30th April, 1912. Presented by Hon. Mr. White, 29th November, 1912.. . . . *Not printed.*
51. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1912. Presented by Hon. Mr. Coderre, 3rd December, 1913.. . . . *Not printed*
52. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st August, 1911, and 30th September, 1912, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented by Hon. Mr. Roche, 5th December, 1912.. . . . *Not printed.*

CONTENTS OF VOLUME 25—Continued.

- 52a. Return of Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of Section 5 of the Dominion Land Survey Act, Chapter 21, 7-8 Edward VII. Presented 5th December, 1912, by Hon. Mr. Roche
Not printed.
- 52b. Return of Orders in Council which have been passed and published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st August, 1911, and 30th September, 1912, in accordance with provisions of Subsection (d) of Section 33 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, 5th December, 1912.*Not printed*
- 52c. Return to an Order of the House of the 24th February, 1913, for a copy of all regulations issued by the Minister of the Interior, relating to the disposition of Dominion lands between 8th April, 1905, and 12th October, 1911. Presented by Hon. Mr. Roche, 25th March, 1913.*Not printed.*
53. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (28th November, 1911) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Coderre, 4th December, 1912.*Not printed.*
54. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Coderre, 4th December, 1912.*Not printed.*
55. Deliberation of the Canada-West Indies Conference, and Agreement between Canada and certain of the West India Colonies. Presented by Hon. Mr. Foster, 4th December, 1912.*Printed for distribution and sessional papers*
56. Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of the Rocky Mountains Park Act, Chapter 60, Revised Statutes of Canada, 1906. Presented by Hon. Mr. Rogers, 4th December, 1912.
Not printed.
- 56a. Return of Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of the Forest Reserves and Park Act, Section 19, of Chapter 10, 1-2 George V. Presented by Hon. Mr. Roche, 5th December, 1912.
Not printed.

CONTENTS OF VOLUME 26.

57. Report of the Public Service Commission. Presented by Hon. Mr. Borden, 9th December, 1912. Parts I, II, and III.*Printed for distribution and sessional papers.*

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(This volume is bound in two parts).

- 57a. Report on the organization of the Public Service of Canada, by Sir George Murray. Presented by Hon. Mr. Borden, 18th December, 1912.
Printed for distribution and sessional papers.
58. Report of the proceedings for the preceding year of the Commissioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented by Hon. The Speaker, 9th December, 1912.*Not printed.*
59. Schedules of Trade Transactions between the West Indies and Canada, the United States and the United Kingdom, compiled from the West Indian blue books and statistics. Presented by Hon. Mr. Foster, 12th December, 1912.
Printed for distribution and sessional papers.

 CONTENTS OF VOLUME 27—*Continued.*

- 59a. Trade Statistics of Imports and Exports in possession of the Government, *re* British West Indies. (*Senate*).. . . .*Not printed.*
60. Return showing correspondence concerning the calling for tenders for the Ships of War of Canada, together with copies of tenders. Presented by Hon. Mr. Hazen, 12th December, 1912.. . . .*Not printed.*
61. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams, reports and documents relating to the dismissal of John R McDonald, Heatherton, Antigonish County, as Indian agent for the district including the Counties of Antigonish and Guysborough, and the appointment of his successor. Presented 4th January, 1913.—*Mr. Chisholm (Antigonish)*.. . . .*Not printed.*
- 61a. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. C. P. Bissett, Physician to the Indians at Salmon River, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. . . .*Not printed.*
- 61b. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Michael Murphy, postmaster at Point Micheau, Richmond County, N.S. Presented 4th January, 1913.—*Mr. Kyte*.. . . .*Not printed.*
- 61c. Return to an Order of the House of the 9th December, 1912, for copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David A. McLeod, Postmaster at Cleggan, Richmond County, N.S. Presented 14th January.—*Mr. Kyte*.. . . .*Not printed.*
- 61d. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, complaints, telegrams, reports, and other documents in the possession of the Post Office Department relating to the dismissal of John Milward, Postmaster at Stormont, Guysborough County, N.S. Presented 14th January, 1913.—*Mr. Sinclair.*
Not printed.
- 61e. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents, relating to the dismissal of Kenneth F. McAskill, Postmaster at Loch Lomond, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. . . .*Not printed.*
- 61f. Return to an Address to His Royal Highness the Governor General of the 25th March, 1912, for a copy of all letters, telegrams, memorandums and Orders in Council, relating to the dismissal of Mr. W. W. Hayden, late wharfinger of the government wharf at Digby, Nova Scotia. Presented 14th January, 1913.—*Mr. MacLean (Halifax).*
Not printed.
- 61g. Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against W. B. Langley, assistant at Lobster Hatchery, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 14th January, 1913.—*Mr Sinclair*.. . . .*Not printed.*
- 61h. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Fred. E. Cox, engineer lobster hatchery at Isaac's Harbour, Guysborough County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same. Presented 14th January, 1913.—*Mr. Sinclair*.. . . .*Not printed.*

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- 61i. Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against Simon Hodgson, engineer lobster hatchery at Isaac's Harbour, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 14th January 1913.—*Mr. Sinclair*.. . . .*Not printed.*
- 61j. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Henry Henlow, chief engineer at lobster hatchery at Canso, Guysborough County, N.S. Presented 14th January, 1913.—*Mr. Sinclair*.. . . .*Not printed.*
- 61k. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. C. V. LeVatte, harbour master at Louisburg, Cape Breton South, N.S., and of evidence taken and report of investigations held by H. P. Duchemin, in regard to the same. Presented 14th January, 1913.—*Mr. Carroll*.. . . .*Not printed.*
- 61l. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John Cummings, assistant at the lobster hatchery at Isaac's Harbour, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 14th January, 1913.—*Mr. Sinclair*.. . . .*Not printed.*
- 61m. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. G. Matthews, coxswain, lifeboat crew at Canso, Guysborough County, N.S., and all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 14th January, 1913.—*Mr. Sinclair*.. . . .*Not printed.*
- 61n. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relating to the dismissal of Joseph Shean, harbour master at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 14th January, 1913.—*Mr. McKenzie*.. . . .*Not printed.*
- 61o. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents, relating to the dismissal of George H. Sampson, keeper of the storm signal at Lower L'Ardoise, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. . . .*Not printed.*
- 61p. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Alexis Vigneau, captain of the patrol boat at Arichat, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. . . .*Not printed.*
- 61q. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council and all other papers or documents in any way relating to the dismissal of Emeri Thivierge, from the position of fisheries inspector for the Counties of Prescott and Russell. Presented 14th January, 1913.—*Mr. Murphy*.. . . .*Not printed.*
- 61r. Return to an Order of the House of the 9th December, 1912, for a return showing all the public officers of the Inland Revenue Department in the County of St. Jean Ibeville, removed by the present Government since 1st May, 1912, together with the names and duties of such persons, the reasons of their dismissal, the nature of the

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complaints against them, the names of the persons who brought these complaints; also a copy of all correspondence relating thereto, and of the reports of inquiries in the cases where such have been held. Presented 14th January, 1913.—*Mr. Demers.*

Not printed.

- 61s. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, complaints, petitions, memoranda, notes of evidence, reports of investigations and other documents in the possession of the Department of Inland Revenue regarding the dismissal of J. Fabien Bugeaud, Bonaventure, Quebec, assistant inspector of weights and measures in the Quebec district, and the appointment of his successor or successors, with the names, residence, salaries and duties; also of all documents relating to A. B. Caldwell, New Carlisle, Quebec, joint assistant inspector with J. Fabien Bugeaud, and the duties assigned to him, together with a copy of all recommendations for said new appointment. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure).**Not printed.*

- 61t. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council and all other papers or documents in any way relating to the dismissal of Duncan McArthur, from the Annuities Branch, while the said branch was attached to the Department of Trade and Commerce. Presented 15th January, 1913.—*Mr. Murphy.**Not printed.*

- 61u. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and evidence taken under investigation by Dr. Shentliff, relating to the dismissal of Charles O. Jones, postmaster of Bedford, County of Missisquoi. Presented 15th January, 1913.—*Mr. Kay.*

Not printed.

- 61v. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, telegrams, complaints or other papers or documents in the possession of the Government or any department thereof, relating to the dismissal of Archibald Bares, postmaster, New Harbour, West, Guysborough County, N.S. Presented 15th January, 1913.—*Mr. Sinclair.**Not printed.*

- 61w. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendation and other reports respecting the dismissal of Dr. A. Allaire as surgeon of the penitentiary of St. Vincent de Paul, and also respecting the payments of his gratuities, superannuation or retiring allowance. Presented 15th January, 1913.—*Mr. Wilson (Laval).**Not printed.*

- 61x. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of Oscar Beauchamp as warden of the penitentiary of St. Vincent de Paul, and also respecting the payments of his gratuities, superannuation or retiring allowance. Presented 15th January, 1913.—*Mr. Wilson (Laval).**Not printed.*

- 61y. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John McDonald, freight handler and checker Intercolonial railway at Sydney Mines, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 16th January, 1913.—*Mr. Mackenzie.**Not printed.*

- 61z. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of Allan Kinney, of Linwood, Antigonish County, Nova Scotia, a sectionman on the Intercolonial rail-

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way, and for a statement in detail of the expenses in connection with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. . . . *Not printed.*

61aa. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of Charles Landry, of Pomket, Antigonish county, Nova Scotia, a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. . . . *Not printed.*

61bb. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, reports, correspondence, &c., relating to the dismissal of Patrick Decoste, an employee on the ferry steamer *Scotia* between Mulgrave and Point Tupper on the Intercolonial railway. Presented 16th January, 1913.. . . . *Not printed.*

61cc. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Harry E. McDonald, assistant engineer at St. Peters Canal, Richmond County, N.S. Presented 13th January, 1913.—*Mr. Kyte.*

61dd. Return to an order of the House of the 9th December, 1912, for a copy of all letters, papers, documents, telegrams, and charges relating to a complaint against Neil Ross sectionman on the Intercolonial railway at West River, County of Pictou, and of the evidence taken at the investigation, of the report of the commissioner thereon, and of all letters, papers or other documents relating to the appointment of his successor. Presented 16th January, 1913.—*Mr. Macdonald*.. . . . *Not printed.*

61ee. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of James Armstrong, of Heatherton, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.
Not printed.

61ff. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams and other documents, relating to the dismissal of Thomas J. Gray, as car inspector on the Intercolonial railway at Westville, County of Pictou. Presented 16th January, 1913.—*Mr. Macdonald*.. . . . *Not printed.*

61gg. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams and reports relating to the dismissal of Colin Macdonald, of James River Station, County of Antigonish, as Intercolonial sectionman, and the appointment of his successor. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. . . . *Not printed.*

61hh. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of A. T. Gannon, car repairer and inspector Intercolonial railway at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 16th January, 1913.—*Mr. McKenzie*.. . . . *Not printed.*

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- 61ii. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents, and reports relating to the dismissal of Huber Myatte, Tracadie, Antigonish County, Nova Scotia, a sectionman on the Intercolonial railway and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish).*
Not printed.
- 61jj. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents, and reports relating to the dismissal of John McDonnell, Afton Station, Antigonish County, Nova Scotia, a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 17th January, 1913.—*Mr. Chisholm (Antigonish).**Not printed.*
- 61kk. Return to an Order of the House of the 9th December, 1911, for a copy of all letters, correspondence, documents and reports relating to the dismissal of William Landry, of Pomket, Antigonish County, Nova Scotia, a section foreman of the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 17th January, 1913.—*Mr. Chisholm (Antigonish).**Not printed.*
- 61ll. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, telegrams and other documents relative to the dismissal of D. J. McDougall, section foreman, Intercolonial railway, Grand Narrows, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*
Not printed.
- 61mm. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dan. A. Coffey, lockman at St. Peter's canal, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Also, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. A. McNeil, lockman at St. Peter's canal, Richmond County, N.S., and of the evidence taken and of the report of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 17th January, 1913.—*Mr. Kyte.**Not printed.*
- 61nn. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John P. Meagher, foreman deckhand on steamship *Scotia*, Mulgrave, Guysborough County, N.S., and of all evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. Sinclair.**Not printed.*
- 61oo. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams, evidence taken, reports, &c., and of all correspondence between the Postmaster General and officers of his department, and James Gibson, ex-postmaster of Alameda, Sask., in connection with the instructions sent him to hand the office over to E. Cronk. Presented 17th January, 1913.—*Mr. Turriff.**Not printed.*
- 61pp. Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of Captain C. E. Miller from the 75th Regiment. Presented 17th January, 1913.—*Mr. Maclean (Halifax).*
Not printed.

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- 61qq.** Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters and telegrams relating to the dismissal of J. N. N. Poirier, collector of excise at Victoriaville, Quebec, and also of the inquiry made by N. Garceau, by the Minister of Inland Revenue, and especially of two affidavits given by Ludger Frechette and Joseph Faucher. Presented 17th January, 1913.—*Mr. Brouillard.*
Not printed.
- 61rr.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Abraham Astephen, of North Sydney, N.S., interpreter Immigration Department at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 17th January, 1913.—*Mr. McKenzie.**Not printed.*
- 61ss.** Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council, and all other papers or documents in any way relating to the dismissal of Robert Dow from the Immigration Branch of the Department of the Interior at Ottawa. Presented 17th January, 1913.—*Mr. Murphy.**Not printed.*
- 61tt.** Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of John Ware of the Immigration Branch of the Interior Department at Halifax, N.S. Presented 17th January, 1913.—*Mr. Maclean (Halifax).**Not printed.*
- 61uu.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Richard Hickey, agent Immigration Department at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.**Not printed.*
- 61vv.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Dr. J. W. McLean, of North Sydney, N.S., medical examiner, Immigration Department at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 17th January, 1913.—*Mr. McKenzie.**Not printed.*
- 61ww.** Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John A. McRea, lightkeeper, at Margaree Island, Inverness County, Nova Scotia, of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. Chisholm (Inverness).**Not printed.*
- 61xx.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Thomas Bryner, lightkeeper at Lower L'Ardoise, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte.**Not printed.*
- 61yy.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dominique Boudrot, buoy contractor, at Petit de Grat, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte.**Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61zz.** Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents concerning the dismissal of Frederick F. Doucet, keeper of the lighthouse at the entrance of the harbour of Caraquet, County of Gloucester, and the nomination of his successor. Presented 17th January, 1913.—*Mr. Turgeon*. *Not printed.*
- 61aaa.** Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. H. Henlow, keeper of storm drum, Liscomb, Guysborough County, N.S. Presented 17th January, 1913.—*Mr. Sinclair*. *Not printed.*
- 61bbb.** Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Falconer, lightkeeper at Cariboo Island, County of Pictou. Presented 17th January, 1913.—*Mr. Macdonald*. *Not printed.*
- 61bbb.** Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of M. Wilson Lawlor, harbour commissioner at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie*.
Not printed.
- 61ddd.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of P. J. McDonald, harbour commissioner at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie*.
Not printed.
- 61eee.** Return to an Order of the House of the 9th December, 1912, for a return showing:
1. The names of all lightkeepers in the Province of Nova Scotia who were dismissed from office or employment since 10th October, 1911, together with the date of each dismissal. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*. *Not printed.*
- 61fff.** Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices in the Department of Marine and Fisheries to this date in the County of Bonaventure, the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials and a copy of all correspondence with respect to the same, and of all reports of investigations where such were held; as well as a list of the new appointments made by the department, with names, residences, salaries and duties, and a copy of all recommendations of such appointments. Presented 17th January, 1913.—*Mr. Marcil (Bonaventure)*.
Not printed.
- 61ggg.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. L. Tory, fishery officer at Guysborough, Guysborough County, N.S., and of all evidence taken, and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of the investigation. Presented 17th January, 1913.—*Mr. Sinclair*. *Not printed.*
- 61hhh.** Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents in the possession of the Department of Marine and Fisheries relating to the dismissal of John W. Davis, fishery officer, Guysborough, N.S. Presented 17th January, 1913.—*Mr. Sinclair*.
Not printed.

 CONTENTS OF VOLUME 27—*Continued.*

- 61jjj. Return to an Order of the House of the 4th December, 1912, for a copy of all charges correspondence, letters, telegrams and other documents relating to the dismissal of Martin Bourque, lightkeeper at River Bourgeois, Richmond County, N.S., and of the evidence taken and of the report of the investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 17th January, 1913.—*Mr. Kyte*.. . . .*Not printed.*
- 61jjj. Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick Poirier, buoy contractor, at Descouse, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. . . .*Not printed.*
- 61kkk. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams and petitions for and against the dismissal of Dr. George Pinault, as medical health officer of the Mic-Mac Indian reserve, at Ste. Anne de Restigouche, Bonaventure County, Quebec, and of all documents relating to the appointment of a successor, with the name, residence, salary and duties of the new appointee. Presented 20th January, 1913.—*Mr. Marcil*.. . . .*Not printed.*
- 61lll. Return to an Order of the House of the 1st April, 1912, for a copy of all papers, letters, &c., concerning the dismissal of Frederick Veit, employed by the Department of Marine and Fisheries in the County of Gaspé. Presented 20th January, 1913.—*Mr. Lemieux*.. . . .*Not printed.*
- 61mmm. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, petitions, complaints, declarations and other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Mr. Alfred Lalonde, employed in the warehouse of the Government yards at St. Joseph de Sorel and the appointment of his successor. Presented 20th January, 1913.—*Mr. Cardin*..*Not printed.*
- 61nnn. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, telegrams, complaints or other papers or documents in the possession of the Government or any department thereof, relating to the dismissal of James Webber, lightkeeper, Tor Bay Point, N.S. Presented 20th January, 1913.—*Mr. Sinclair*.
Not printed.
- 61ooo. Return to an Order of the House of the 1st April, 1912, for a copy of all documents, letters, inquiries, reports, evidence, &c., relating to the dismissal or the resignation of Baptiste Desjardins as lighthouse keeper at Kamouraska. Presented 20th January, 1913.—*Mr. Lapointe (Kamouraska)*.. . . .*Not printed.*
- 61ppp. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Angus Smith, pilot on the steamer *Earl Grey*, and also of all the evidence taken at the latest investigation held in regard to the said complaints, and of the report of the investigation with regard to the same. Presented 20th January, 1913.—*Mr. Macdonald*.
Not printed.
- 61qqq. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Michael J. Sampson, lightkeeper at Lower L'Ardoise, Richmond County, N.S. Presented 20th January, 1913.—*Mr. Kyte*.. . . .*Not printed.*
- 61rrr. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of William Hackett, harbour commissioner at North Sydney, Nova Scotia, in the riding

 CONTENTS OF VOLUME 27—*Continued.*

of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to same, and a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. McKenzie.*

Not printed.

61sss. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence and other documents in the possession of the Department of Marine and Fisheries relating to the dismissal of Hormidas Lacasse, as wharfinger on the government wharf at Wendover, County of Prescott, Ontario, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Proulx.* *Not printed.*

61ttt. Return to an Order of the House of the 9th December, 1912, for a copy of all documents, papers, evidence and correspondence, relating to the dismissal of Geoffrey Gorman, coxswain of the lifeboat station at Herring Cove, Halifax County, N.S. Presented 20th January, 1913.—*Mr. Maclean (Halifax).* *Not printed.*

61uuu. Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain George Wetmore, harbour master at Yarmouth, Yarmouth County, N.S., and the same information regarding the appointment of Captain Wetmore's successor, and of all evidence taken and report of investigation held by Charles Lane in regard to the same, also a detailed statement of expenses of such investigation. Presented 20th January, 1913.—*Mr. Law.* *Not printed.*

61vvv. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Stanley Henlow, lightkeeper at Liscomb, Guysborough County, N.S., and of evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Sinclair.* *Not printed.*

61www. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. C. V. LeVatte, fishery officer at Louisburg, Cape Breton South, N.S., and of the evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 20th January, 1913.—*Mr. Carroll.* *Not printed.*

61xxx. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Elias M. Bondrot, keeper of storm signal at Petit de Grat, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 20th January, 1913.—*Mr. Kyte.* *Not printed.*

61yyy. Return to an Order of the House of the 10th December, 1912, for a return of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. B. Cox, Superintendent of Reduction Works at Canso, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Kyte.* *Not printed.*

61zzz. Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Jeffrey Crespo, sub-collector of Customs at Harbour au Bouche, Antigonish County, Nova Scotia, and of all letters, telegrams, correspondence and reports relating in any way to his dismissal and the appointment of a successor. Presented 20th January, 1913.—*Mr. Chisholm (Antigonish).*

Not printed.

 CONTENTS OF VOLUME 27—*Continued.*

- 61aaaa.** Return to an Order of the House of the 9th December, 1912, for a copy of all letters, papers, charges and correspondence between the Department of Customs and all other persons regarding the dismissal from office of Thomas Cameron, preventive officer at Andover, N.B., and also of all evidence and reports thereon with reference to the dismissal of the said officer. Presented 20th January, 1913.—*Mr. Michaud.*
Not printed.
- 61bbbb.** Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of L. W. Pye, customs officer at Liscomb, Guysborough County, N.S., and of all evidence taken and reports of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Sinclair.**Not printed.*
- 61cccc.** Return to an Order of the House of the 9th December, 1912, for a copy of all complaints, accusations, inquiries, reports, correspondence, and of all documents relating to the dismissal of Lucien O. Thisdale, a customs employee at Valleyfield, Quebec, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Papineau.*
Not printed.
- 61dddd.** Return to an Order of the House of the 11th December, 1912, for a copy of all letters, telegrams, correspondence, reports, and other documents relating to the dismissal of Alexander Macdonald of Doctor's Brook, Antigonish County, as sub-collector of customs. Presented 20th January, 1913.—*Mr. Chisholm (Antigonish).*
Not printed.
- 61eeee.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Henry Cann, customs official and preventive officer at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 20th January, 1913.—*Mr. McKenzie.**Not printed.*
- 61ffff.** Return to an Order of the House of the 10th December, 1912, for a copy of all documents concerning the dismissal of Charles Mennier, customs preventive officer at Marierville, Quebec. Presented 20th January, 1913.—*Mr. Lemieux.**Not printed.*
- 61gggg.** Return to an Order of the House of the 5th December, 1912, for a copy of all charges, correspondence, letters, telegrams, instructions, minutes of evidence taken and had on any inquiry investigation had, held or taken, and of all other papers and documents relating to the dismissal of George H. Cochrane, Collector of Customs at the Port of Moncton, New Brunswick; together with a copy of all letters and other correspondence between the Honourable Minister of Customs, and the member representing the County of Westmorland, New Brunswick, in this House, and of all letters, papers, telegrams, recommendations, appointments, or other papers and documents relating to the appointment of a collector of customs to succeed the said George H. Cochrane. Presented 20th January, 1913.—*Mr. Emmerson.**Not printed.*
- 61hhhh.** Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of C. Michaud, postmaster at St. Germain, Kamouraska, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Lapointe (Kamouraska).**Not printed.*
- 61iiii.** Return to an Order of the House of the 25th March, 1912, for a copy of all letters, telegrams and other documents, and of all complaints or accusations relating in any manner to the dismissal of Mr. Emile Archambault, letter carrier of Montreal, and a copy of the inquiry, and of the report of the inquiry held. Presented 20th January, 1913.—*Mr. Seguin.**Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61jjjj.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman Morrison, postmaster at Ferguson's Lake, Richmond County, N.S. Presented 21st January, 1913.—*Mr. Kyte*... ..*Not printed.*
- 61kkkk.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. J. McKillop, postmaster at McKillop, Richmond County, N.S. Presented 21st January, 1913.—*Mr. Kyte*... ..*Not printed.*
- 61llll.** Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, papers and reports in connection with the investigation recently held at the Ste. Agathe post office, County of Terrebonne. Presented 21st January, 1913.—*Mr. Lemieux*... ..*Not printed.*
- 61mmmm.** Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Bertie Boudrot, lightkeeper at Poulamon, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation, and a copy of all papers relating to the appointment of his successor. Presented 22nd January, 1913.—*Mr. Kyte*... ..*Not printed.*
- 61nnnn.** Return to an Order of the House of the 1st April, 1912, for a copy of all letters, telegrams and other documents and of all complaints, accusations and requests for inquiry, relating in any manner to the lighthouse keepers of Repentigny, P.Q., Messrs. Leon Rivest, J. B. Lachapelle and Louis Dubois, since 21st September last; also a copy of the inquiry and the report of the inquiry held in the matter. Presented 22nd January, 1913.—*Mr. Seguin*... ..*Not printed.*
- 61oooo.** Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, letters, &c., relating to the dismissal of L. P. Carignan, forest ranger in the constituency of Champlain, Quebec. Presented 24th January, 1913.—*Mr. Maclean (Halifax)*... ..*Not printed.*
- 61pppp.** Return to an Order of the House of the 5th December, 1912, for a copy of all correspondence, complaints, petitions, memoranda, notes of evidence, letters, reports of investigations and other documents in the possession of the Department of Customs, relating to the dismissal of James S. Harvey, preventive officer, New Richmond, Quebec; W. L. Kempffer, preventive officer at Paspebiac, Quebec; J. Herbert Sweetman, preventive officer at Port Daniel, Quebec; J. B. Le Blanc, preventive officer, at Carleton, Quebec; J. Nadeau, preventive officer, Nouvelle, Quebec, as well as a copy of all recommendations made regarding the appointment of their various successors and the names, salaries, duties and residences, with a copy of their instructions. Presented 24th January, 1913.—*Mr. Marcil*... ..*Not printed.*
- 61qqqq.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of William Marsh, preventive officer at Little Pond, Sydney Mines, in the riding of North Cape Breton and Victoria. Presented 24th January, 1913.—*Mr. McKenzie*... ..*Not printed.*
- 61rrrr.** Return to an Order of the House of the 9th December, 1912, for a copy of all papers, letters, telegrams, and petitions, for and against the dismissal of Duncan McDonald, preventive officer of customs at Athelstan, County of Huntingdon; also a copy of the report of investigation and evidence submitted to investigating commissioner. Presented 24th January, 1913.—*Mr. Robb*... ..*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61ssss.** Return to an Address to His Royal Highness the Governor General of the 11th December, 1912, for a copy of all papers, documents, orders in council, telegrams, letters, &c., relating to the dismissal from office of Lemuel Bent, late Collector of Customs at Oxford, N.S. Presented 24th January 1913.—*Mr. Maclean (Halifax).*
Not printed.
- 61tttt.** Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Pascal Poirier, Collector of Customs at Descouse, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 24th January, 1913.—*Mr. Kyte.**Not printed.*
- 61uuuu.** Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents concerning the dismissal of Donald J. Hachey, Collector of Customs at Bathurst, County of Gloucester, and the appointment of his successor. Presented 24th January, 1913.—*Mr. Turgeon.*
Not printed.
- 61vvvv.** Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council, and all other papers or documents in any way relating to the dismissal of John Maher, from the service of the Customs Department at Montreal. Presented 24th January, 1913.—*Mr. Murphy.**Not printed.*
- 61wwww.** Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Peter Fougère, preventive and customs officer at Petit de Grat, Richmond county, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 24th January, 1913.—*Mr. Kyte.**Not printed.*
- 61zzzz.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of James Grantmyre, preventive officer at Little Bras D'or, N.S., in the riding of North Cape Breton and Victoria. Presented 24th January, 1913.—*Mr. McKenzie.*
Not printed.
- 61yyyy.** Return to an Order of the House of the 15th January, 1913, for a return showing all the employees on the Soulanges Canal who have been dismissed from their duties since the 21st September, 1911, by whom each of these employees has been replaced, and for what causes were they dismissed. Presented 27th January, 1913.—*Mr. Byer.**Not printed.*
- 61zzzz.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Andrew Melville, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Proulx.**Not printed.*
- 61aaaaa.** Return to an Order of the House of 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of George Short, canal bridgetender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Guthrie.**Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

- 61bbbb.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of N. Broderick, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. McMillan*.*Not printed.*
- 61cccc.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Thomas McLatchie, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Graham*.*Not printed.*
- 61dddd.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Elgin McLaughlin, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Emmerson*.*Not printed.*
- 61eeee.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Robert Robertson, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Lemieux*.*Not printed.*
- 61ffff.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of William L. Gladstone, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Pugsley*.*Not printed.*
- 61gggg.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Byron VanCamp, locktender at Cardinal, Ontario. Presented 7th January, 1913.—*Mr. Murphy*.*Not printed.*
- 61hhhh.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Samuel English, canal bridge tender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Carvell*.*Not printed.*
- 61iiii.** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Edward F. Moran, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Oliver*.*Not printed.*
- 67jjjj.** Return to an Order of the House of the 9th December, 1912, for a copy of all letters correspondence, documents and reports relating to the dismissal of William R. Fougere, of Frankville, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigations of the charges against him. Presented 27th January, 1913.—*Mr. Chisholm (Antigonish)*.
Not printed.
- 61kkkk.** Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of John Melanson, of Afton, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 27th January, 1913.—*Mr. Chisholm (Antigonish)*.
Not printed.
- 61llll.** Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Ronald D. McDonald, fishery overseer, at Broad Cove, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. Chisholm (Inverness)*.
Not printed.

 CONTENTS OF VOLUME 27—*Continued.*

- 61mmmm.** Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John McLean, fishery officer at Gabarouse, Cape Breton South, N.S., and of evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 27th January, 1913.—*Mr. Carroll*.*Not printed.*
- 61nnnn.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of A. R. Forbes, fishery overseer at North Sydney, Nova Scotia in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. McKenzie*.*Not printed.*
- 61oooo.** Return to an Order of the House of the 15th January, 1913, for a copy of all correspondence, letters, telegrams, complaints, petitions, and other documents concerning the dismissal of Sebastien Savoie, superintendent of the lobster hatchery at Shippigan, Gloucester County, N.B., and the appointment of his successor. Presented 27th January, 1913.—*Mr. Turgeon*.*Not printed.*
- 61pppp.** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. S. Hendsbee, weigher, reduction works, Canso, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. Sinclair*.*Not printed.*
- 61qqqq.** Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of M. Muce, lightkeeper at Cheticamp Island, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 29th January, 1913.—*Mr. Chisholm (Inverness)*.*Not printed.*
- 61rrrr.** Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Dr. J. D. R. Williams, collector of canal tolls at Cardinal, Ontario, and of the appointment of his successor. Presented 30th January, 1913.—*Mr. McMillan*.*Not printed.*
- 61ssss.** Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of John W. Bohan, preventive officer at Bath, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.*Not printed.*
- 61tttt.** Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of J. V. Smith, sub-collector of customs at Wood's Harbour, Shelburne County, N.S. Presented 3rd February, 1913.—*Mr. Law*.*Not printed.*
- 61uuuu.** Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of John Y. Fleming, customs officer at Debec, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.*Not printed.*
- 61vvvv.** Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Matthias Meagher, preventive officer at Debec, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61vvvvv.** Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters, telegrams, complaints, and of the evidence given at investigation, if one was held, relating to the dismissal of Mr. A. J. Gosselin, acting preventive officer of customs at St. Albans, Vermont, through the port of St. Armand, County of Missisquoi. Presented 4th February, 1913.—*Mr. Kay.**Not printed.*
- 61xxxxx.** Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, and petitions for and against the dismissal of James W. Bannon, preventive officer of customs at St. Agnes de Dundee, County of Huntingdon also a copy of the report of investigation and evidence, if any, submitted to investigating commissioner. Presented 4th February, 1913.—*Mr. Robb.**Not printed.*
- 61yyyyy.** Return to an Order of the House of the 4th December, 1912, for a return showing the number of postmasters that have been dismissed in the County of Picton since 1st October, 1911; the names of the postmasters who have been appointed to succeed them; the causes of the dismissals and all complaints and correspondence with respect to same, and of all reports of investigation where investigations have been held. Presented 4th February, 1913.—*Mr. Macdonald.**Not printed.*
- 61zzzzz.** Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council, and all other papers or documents in any way relating to the dismissal of James Murphy from the position of postmaster at Tweed, Ontario. Presented 4th February, 1913.—*Mr. Murphy.**Not printed.*
- 61 (6a).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of H. B. Easton, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Murphy.**Not printed.*
- 61 (6b).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of B. Hughes, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Oliver.**Not printed.*
- 61 (6c).** Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of George Walsh, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Oliver.**Not printed.*
- 61 (6d).** Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Newton S. Dow, immigration agent at McAdam Junction, York County, N.B. Presented 4th February, 1913.—*Mr. Carvell.**Not printed.*
- 61 (6e).** Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Oliver Hemphill, immigration agent at Debec, Carleton County, N.B. Presented 4th February, 1913.—*Mr. Carvell.**Not printed.*
- 61 (6f).** Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Martin Johnston, preventive officer at Rea Islands, Richmond County, N.S. Presented 4th February, 1913.—*Mr. Kyte.**Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (6g). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams and other documents respecting the dismissal of J. E. Phaneuf, postmaster of St. Hugues, County of Bagot. Presented 6th February, 1913.—*Mr. Marcile*.. . . .*Not printed*
- 61 (6h). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Murdock McClutcheon, postmaster at Sonora, Guysborough County, N.S., and of all evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 6th February, 1913.—*Mr. Sinclair*.. . . .*Not printed*
- 61 (6i). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Duncan Gillies, fishery overseer at Baddeck, C.B., in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 7th February, 1913.—*Mr. McKenzie*.. . . .*Not printed.*
- 61 (6j). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints, accusations, correspondence, petitions and of all documents and reports respecting the dismissal of Antonio Leduc, postmaster of St. Timothée, in the County of Beauharnois and the appointment of his successor. Presented 7th February, 1913.—*Mr. Papineau*.. . . .*Not printed.*
- 61 (6k). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of the recommendation to council, the order in council, all correspondence with the government or any member thereof, and of all letters, documents and papers in any way connected with the dismissal of Charles Arthur Bowman from the engineering branch of the Department of Railways and Canals.—*Mr. Clark (Red Deer)*.. . . .*Not printed.*
- 61 (6l). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of Elnathan D. Smith, fishery overseer, Shag Harbour, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. . . .*Not printed.*
- 61 (6m). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Donald McAulay, lightkeeper, Plaister, Baddeck Bay, C.B., riding of North Cape Breton and Victoria, and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie*.
Not printed.
- 61 (6n). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John Fredericks, lightkeeper at East Jordan, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. . . .*Not printed.*
- 61 (6o). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John Fredericks, wharfinger at East Jordan, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. . . .*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (6p). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John C Morrison, harbour master at Shelburne, N.S. Presented 11th February, 1913.—*Mr. Maclean (Halifax)*.*Not printed.*
- 61 (6q). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Captain Roderick McDonald, tide waiter, at Big Bras D'Or, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.
- 61 (6r). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of James Maloney, customs officer at Dingwall, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*.*Not printed.*
- 61 (6s). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Hugh D. McEachern, customs officer at north side East Bay, Cape Breton. in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*.*Not printed.*
- 61 (6t). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports and correspondence relating to the dismissal of Thos. H. Hall, sub-collector of customs at Sheet Harbour, N.S. Presented 11th February, 1913.—*Mr. Maclean (Halifax)*.*Not printed.*
- 61 (6u). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of J. A. McNeil, customs officer at Grand Narrows, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.
- 61 (6v). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of George Burchell, custom house officer at Sydney Mines, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.
- 61 (6w). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. H. Saver, collector of customs at Cardinal, Ont., and the appointment of his successor. Presented 11th February, 1913.—*Mr. McMillan.*
Not printed.

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (6x). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, telegrams and other documents relative to the dismissal of Captain George Livingstone, custom officer at Big Bras D'Or, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.
- 61 (y). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, reports and other documents and papers relating to the dismissal of H. Lacasse, as postmaster at Wendover, County of Prescott, Ontario, and the appointment of his successor. Presented 13th February, 1913.—*Mr. Proulx.*...*Not printed*
- 61 (6z). Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence and other papers connected with the removal of Harry A. Drigg, from the position of postmaster at Grasse Lake, Alberta. Presented 13th February, 1913.—*Mr. Buchanan.*...*Not printed*
- 61 (7a). Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, memoranda, orders in council, and correspondence relating to the dismissal of A. H. Stratton, late postmaster at Peterborough, Ont. Presented 17th February, 1913.—*Mr. Maclean (Halifax).*
Not printed
- 61 (7b). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Henry Burrell, postmaster, Yarmouth North, Yarmouth County, N.S., and the same information regarding the appointment of Henry Burrell's successor, and of the evidence taken and report of investigation held by Charles Lane in regard to the same, also a detailed statement of expenses of such investigation. Presented 18th February, 1913.—*Mr. Law.*...*Not printed.*
- 61 (7c). Return to an Order of the House of the 4th December, 1912, for a return showing all the postmasters dismissed by the present government in the County of Gloucester, the names of such persons, the reasons for their dismissal, nature of the charges made against them; also a copy of all correspondence connected with it, and reports of investigations in cases where such investigations were instituted. Presented 18th February, 1913.—*Mr. Turgeon.*...*Not printed.*
- 61 (7d). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. Charles A. Webster, port physician at Yarmouth, County of Yarmouth, N.S., and the same information regarding the appointment of Dr. Webster's successor. Presented 18th February, 1913.—*Mr. Law.*...*Not printed*
- 61 (7e). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, papers, charges and correspondence between the Department of Marine and Fisheries and all other persons, regarding the dismissal of Jos. Lord, keeper of light-houses at Pointe à la Mule on the River Richelieu, Parish of St. Blaise, County of Saint Jean and Iberville and of all reports thereon with reference to the dismissal of the said Mr. Lord. Presented 19th February, 1913.—*Mr. Demers.*...*Not printed.*
- 61 (7f). Return to an Order of the House of the 15th January, 1913, for a copy of all correspondence, letters, telegrams and petitions concerning the dismissal of Henri Friolet, wharfinger at Caraquet, and Richard Southwood, wharfinger and agent of the Storm Signal Service at Bathurst, Gloucester County, N.B., and the appointment of their successors. Presented 19th February, 1913.—*Mr. Turgeon.*...*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (7g). Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents, respecting the removal of Joseph L. Robichaud, lighthouse keeper at Miscon, County of Gloucester, and the appointment of his successor; also of all correspondence respecting the engagement of the engineer of fog alarm system attached to that station, and the certificates required by the Minister of Marine, showing the competence of that engineer; with the names of the new keeper and of the said engineer and their ages. Presented 19th February, 1913.—*Mr. Turgeon*... .. *Not printed*
- 61 (7h). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain Pope as lighthouse keeper at Scatarie, Cape Breton South, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 19th February, 1913.—*Mr. Carroll*... .. *Not printed*
- 61 (7i). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain W. W. Lewis, as shipping master at Louisburg, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 19th February, 1913.—*Mr. Carroll*... .. *Not printed.*
- 61 (7j). Return to an Order of the House of the 4th December, 1912, for a return showing the names of postmasters that have been dismissed in the County of Bonaventure since 1st October, 1911; the names of the postmasters who have been appointed to succeed them; the causes of the dismissals and a copy of all complaints and correspondence with respect to same, and of all reports of investigations where such have been held, with the reasons given for not holding any such investigation, when not held. Presented 19th February, 1913.—*Mr. Marcell*... .. *Not printed*
- 61 (7k). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of George Hines, lighthouse keeper at South Ingonish, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation. Presented 20th February, 1913.—*Mr. McKenzie*... .. *Not printed.*
- 61 (7l). Return to an Order of the House of the 15th January, 1913, for a return showing a list of the lighthouse keepers removed by the present government in the County of Two Mountains, the names of such persons, the reasons for their dismissal, the nature of the complaints made against them; also a copy of all correspondence and petitions relating thereto, and reports of inquiries in the cases, where such have been held; and also the names of their successors. Presented 20th February, 1913.—*Mr. Ethier*... .. *Not printed.*
- 61 (7m). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Archibald McDonald, preventive officer at Mull River, Inverness County, Nova Scotia. Presented 20th February, 1913.—*Mr. Chisholm (Inverness)*... .. *Not printed.*
- 61 (7n). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, correspondence on file referring to the dismissal of Donald Chisholm, of Tracadie, in the County of Antigonish, as preventive officer. Presented 20th February, 1913.—*Mr. Chisholm (Antigonish)*... .. *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

- 61 (7o). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports and other documents relative to the dismissal of Edward C. Humphreys, of Trenton, N.S., as an officer of the Inland Revenue Department and to the appointment of his successor. Presented 20th February, 1913.—*Mr. Macdonald.*
Not printed.
- 61 (7p). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of H. J. Fixott, port physician at Arichat, Richmond County, N.S. Presented 21st February, 1913.—*Mr. Kyte.*Not printed.
- 61 (7q). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of D. Morin as postmaster of St. Pie de Bagot, County of Bagot. Presented 21st February, 1913.—*Mr. Marcil (Bagot).*Not printed.
- 61 (7r). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, investigations and papers generally concerning the dismissal of Ernest Paquin, postmaster of St. Cecile de Levard, County of Nicolet. Presented 21st February, 1913.—*Mr. Lemieux.*Not printed.
- 61 (7s). Return to an Address to His Royal Highness the Governor General of the 17th February, 1913, for a copy of all complaints and charges made against John R. McDonald, Indian agent at Heatherton, Antigonish County, of the recommendations of council and of the order in council made thereon, and of all letters, correspondence, and documents connected in any way with his dismissal. Presented 25th February, 1913.—*Mr. Chisholm (Antigonish).*Not printed.
- 61 (7t). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Joseph Day, customs officer at Little Bras D'Or, C.B., in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 25th February, 1913.—*Mr. McKenzie.*Not printed.
- 61 (7u). Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of all complaints against Duncan McLeod, appraiser of customs at Sherbrooke, Province of Quebec, of all information obtained as to his conduct through seizures of goods by special officers of customs and by investigation; of all reports of investigation; of the order in council dismissing said Duncan McLeod; and of all correspondence between him and the Department of Customs. Presented 25th February, 1913.—*Mr. McCrae.*Not printed.
- 61 (7v). Return to an Order of the House of the 17th February, 1913, for a copy of all papers, letters, telegrams, evidence, &c., given at the investigation or investigation, and of reports of such investigations, relating to the dismissal of Edouard D. Chiasson, sub-collector of customs at Lamèque, Gloucester County, and the appointment of his successor. Presented 25th February, 1913.—*Mr. Turgeon.*Not printed.
- 61 (7w). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of George F. Briggs, customs officer at McAdam Junction, York County, N.B. Presented 25th February, 1913.—*Mr. Carvell.*Not printed.

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (7x). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of William A. Duan, lightkeeper at Green Island, Richmond County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th February, 1913.—*Mr. Kyte*.. . . .*Not printed.*
- 61 (7y). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, charges, correspondence, letters, telegrams and other documents relating to the dismissal of Thomas Cameron, preventive officer at Andover, N.B., and of the evidence taken and reports of investigation held by Mr. E. T. C. Knowles, in connection with the same. Presented 26th February, 1913.—*Mr. Michaud*.. . . .*Not printed.*
- 61 (7z). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Joseph McDonald, late of the customs office at Sydney, Cape Breton, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of his successor. Presented 26th February, 1913.—*Mr. Carroll*.. . . .*Not printed.*
- 61 (8a). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Angus McGillivray, late of customs office at Glace Bay, Cape Breton South, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of his successor. Presented 26th February, 1913.—*Mr. Carroll*.. . . .*Not printed.*
- 61 (8b). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Roderick Bain, boatman at New Campbellton, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H. P. Duchemin, in regard to same, with a detailed statement of expenses of such investigation. Presented 26th February, 1913.—*Mr. McKenzie*.. . . .*Not printed.*
- 61 (8c). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. A. Scott, lockmaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. McMillan*.
Not printed.
- 61 (8d). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Bert Johnson, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Turgeon*.. . . .*Not printed.*
- 61 (8e). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of John Merrifield, lockmaster at Burritts Rapids, Ont., and the appointment of his successor. Presented 27th February, 1913.—*Mr. Chisholm*.
Not printed.
- 61 (8f). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Neil Cummings, lockmaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. McMillan*.. . . .*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (8g). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, papers, charges and correspondence between the Department of Railways and Canals and all other persons, regarding the dismissal of Mr. François Chagnon, lockkeeper at Saint Jean, County of Saint Jean and Iberville, and of all reports thereon with reference to the dismissal of the said Mr. Chagnon. Presented 27th February, 1913.—*Mr. Demers*.. . . .*Not printed.*
- 61 (8h). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Neil McNeil, bridge tender, Intercolonial railway, at Grand Narrows in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. . . .*Not printed.*
- 61 (8i). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Archibald McKenzie, sectionman, Intercolonial railway, at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. . . .*Not printed.*
- 61 (8j). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John Fraser, bridge tender, Intercolonial railway, at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. . . .*Not printed.*
- 61 (8k). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Demetrius Crozier, lockman at Merrickville, Ontario. Presented 27th February, 1913.—*Mr. Proulx*.. . . .*Not printed.*
- 61 (8l). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Patrick Cussuk, lockman at Merrickville, Ontario. Presented 27th February, 1913.—*Mr. Michaud*.. . . .*Not printed.*
- 61 (8m). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Joseph H. Webster, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Pacaud*.. . . .*Not printed.*
- 61 (8n). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Cyrus O'Neil, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Kyle*.. . . .*Not printed.*
- 61 (8o). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Michael Laughtin, bridgeman at Burritts Rapids, Ontario. Presented 27th February, 1913.—*Mr. Papineau*.. . . .*Not printed.*
- 61 (8p). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of John McKay, bridgeman at Becketts, Ontario. Presented 27th February, 1913.—*Mr. Lanctot*.. . . .*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (8q). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Edward Proctor, lockman at Burritts Rapids, Ont. Presented 27th February, 1913.—*Mr. Neely*... ..*Not printed.*
- 61 (8r). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of William Morrison, lockman at Burritts Rapids, Ont. Presented 27th February, 1913.—*Mr. Cash*... ..*Not printed.*
- 61 (8s). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Adam Henderson, bridgemaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. Murphy*.
Not printed.
- 61 (8t). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of James Feehan, fishery guardian or warden at Tracadie Harbour and Savage Harbour, Prince Edward Island. Presented 27th February, 1913.—*Mr. Hughes (Kings, P.E.I.)*... ..*Not printed.*
- 61 (8u). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John C. McNeil, lighthouse keeper at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.
Not printed.
- 61 (8v). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. A. Chisholm, fishery overseer at Margaree Forks, Inverness County, Nova Scotia. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*... ..*Not printed.*
- 61 (8w). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Charles E. Aucoin, collector of customs at Cheticamp, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.
Not printed.
- 61 (8x). Return to an Order of the House of the 17th February, 1913, for a copy of all complaints and charges made against Charles L. Gass, late postmaster at Bayfield, Antigonish County, of the evidence taken, if any, before Commissioner Duchemin, and of his report thereon and of all letters, telegrams and documents of every kind relating to his dismissal and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*... ..*Not printed.*
- 61 (8y). Return to an Order of the House of the 17th February, 1913, for a copy of all letters and correspondence exchanged in reference to the dismissal of Cyprien Martin, of St. Basile, County of Madawaska, N.B., between the Department of Customs and the said Mr. Martin as preventive officer. Presented 28th February, 1913.—*Mr. Michaud*... ..*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (8c). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Angus A. Boyd, postmaster at Boyd's post office Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. . . .*Not printed.*
- 61 (9a). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against John B. Macdonald, postmaster at Glasburn, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. . . .*Not printed.*
- 61 (9b). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Alex. G. Chisholm, postmaster at Ohio, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. . . .*Not printed.*
- 61 (9c). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against John J. McLean, postmaster at Cross Roads, Ohio, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. . . .*Not printed.*
- 61 (9d). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Dougald McDonald, postmaster at Doctor's Brook, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. . . .*Not printed.*
- 61 (9e). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Dan. A. McInnes, postmaster at Georgeville, Antigonish County, Nova Scotia, and of all letters, telegrams, and correspondence relating in any way to his dismissal, and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. . . .*Not printed.*
- 61 (9f). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, letters, correspondence, telegrams and other documents relating to the dismissal of E. A. Asker, harbour master at Campbellton. Presented 3rd March, 1913.—*Mr. Reid (Restigouche)*.. . . .*Not printed.*
- 61 (9g). Return to an Order of the House of the 10th February, 1913, for a copy of all papers, letters, documents and orders relative to the dismissal of Fred Shultz as caretaker of the armouries at Kentville, Nova Scotia, and of the appointment of William Shoop in his place and also for a statement of the stores in said armouries in the years 1910, 1911, 1912, respectively, and for a copy of all orders and regulations relative to the duties of such caretaker. Presented 3rd March, 1913.—*Mr. Macdonald.*
Not printed.
- 61 (9h). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. Freeman O'Neil, from the Marine Hospital at Louisburg, Cape Breton South, N.S., and of evidence taken and reports of investigation held by H. P. Duchesmin, in regard to the same. Presented 10th March, 1913.—*Mr. Carroll.**Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (9i). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Leon N. Poirier, wharfinger at Descouse, Richmond County, N.S. Presented 10th March, 1913.—*Mr. Kyte*... ..*Not printed.*
- 61 (9j). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman L. Trefry, shipping master at Yarmouth, County of Yarmouth, N.S., and the same information regarding the appointment of Mr. Trefry's successor Presented 10th March, 1913.—*Mr. Law*... ..*Not printed.*
- 61 (9k). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of James Amereau, lighthouse keeper at New Edinburgh, Digby County, N.S. Presented 10th March, 1913.—*Mr. McLean (Halifax)*... ..*Not printed*
- 61 (9l). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of H. B. Manley, a clerk in the Dominion Lands Office at Saskatoon. Presented 10th March, 1913.—*Mr. McCrancy*... ..*Not printed*
- 61 (9m). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams, papers and other documents in connection with the dismissal of John Spicer, senior assistant of the Moosejaw Land Agency. Presented 10th March, 1913.—*Mr. Knowles*... ..*Not printed.*
- 61 (9n). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and other documents respecting the dismissal of Robert Pragnall from the position of agent of the Dominion Land Office at Swift Current and the appointment of his successor. Presented 10th March, 1913.—*Mr. Knowles.*
Not printed.
- 61 (9o). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of G. M. Ulyot, a clerk in the Dominion Lands Office at Saskatoon. Presented 10th March, 1913.—*Mr. McCrancy*... ..*Not printed*
- 61 (9p). Return to an Order of the House of the 9th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Saskatoon, with the names of the dismissed occupants, the reasons for their dismissals, the complaints against such officials, and all correspondence with respect to the same, and of all reports of investigations, in case where such were held. Presented 17th March, 1913.—*Mr. McCrancy*... ..*Not printed*
- 61 (9q). Return to an Order of the House of the 17th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports, affidavits and other documents in the Department of Inland Revenue, respecting the dismissal of J. N. Poirier, Collector of Excise at Victoriaville, County of Arthabaska, and the names of the witnesses interested, with a copy of the evidence and a statement of expenses of the said inquiry. Presented 17th March, 1913.—*Mr. Brouillard*... ..*Not printed.*
- 61 (9r). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John G. Morrison, fishery inspector at Englishtown, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Kyte*... ..*Not printed*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (9s). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Edward Landry, lightkeeper, Petite de Grat, Richmond County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Kyte*.*Not printed.*
- 61 (9t). Return to an Order of the House of the 27th January, 1913, for a copy of all documents, petitions, letters, correspondence, inquiries and reports concerning the dismissal of Evariste Talbot, employed in the general freight office of the Inter-colonial. Presented 18th March, 1913.—*Mr. Lapointe (Kamouraska)*.*Not printed*
- 61 (9u). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways or any department of the government, relating to the dismissal of Philip H. Ryan, an employee of the Inter-colonial railway at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Sinclair*.*Not printed.*
- 61 (9v). Return to an Order of the House of the 3rd February, 1913, for a return showing how many postmasters and other post office employees were removed from office respectively, from the 1st of July, 1896, to the 1st of October, 1911, and the number in each province; and from the 10th of October, 1911, up to date, with the number in each province; also the number of post offices in operation in each province on the 1st July, 1896. Presented 26th March, 1913.—*Mr. Rainville*.*Not printed.*
- 61 (9w). Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all orders in council, and of all letters, telegrams, complaints, petitions and of all other documents of any kind, in the possession of the government, or of any department or official thereof, in any way relating to or concerning the dismissal of Dr. Clarence T. Campbell, post office inspector at London, Ontario. Presented 26th March, 1913.—*Mr. Ross*.*Not printed.*
- 61 (9x). Return to an Order of the House of the 9th December, 1912, for a return showing the number of postmasters that have been dismissed in the County of Missisquoi since 1st October, 1911, the names of the postmasters who have been appointed to succeed them, the cause of the dismissals and a copy of all complaints and correspondence with respect to the same, and of all reports of investigations where such have been held. Presented 26th March, 1913.—*Mr. Kay*.*Not printed.*
- 61 (9y). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, regarding any change in any post office or postmastership in Bonaventure County, between 5th December, 1912, up to date. Presented 26th March, 1913.—*Mr. Marcil (Bonaventure)*.*Not printed.*
- 61 (9z). Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, correspondence, orders in council, &c., relative to the dismissal of S. A. Johnson, late postmaster at Petite Rivière, Lunenburg County, N.S. Presented 26th March, 1913.—*Mr. MacLean (Halifax)*.
Not printed.

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (10a). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Murdock McKenzie, postmaster at Millville Boulardarie, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 26th March, 1913.—*Mr. McKenzie**Not printed.*
- 61 (10b). Return to an Order of the House of the 9th December, 1912, for a copy of all documents, correspondence and telegrams relating to the dismissal of James Stewart, postmaster at Middleton, Antigonish County, and the appointment of his successor. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed*
- 61 (10c). Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams and reports relating to the dismissal of Lauchlin McNeil, postmaster at New France, County of Antigonish, and the appointment of his successor. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 61 (10d). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Frank Dunlop, postmaster at Groves Point, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expense of such investigation. Presented 26th March, 1913.—*Mr. McKenzie.*
Not printed.
- 61 (10e). Return to an Order of the House of the 10th December, 1912, for a copy of all letters, telegrams, complaints, petitions and other documents relating to the investigation of A. W. Salsman, postmaster at Middle Country Harbour, N.S., and to the appointment of his successor. Presented 26th March, 1913.—*Mr. Sinclair.*
Not printed.
- 61 (10f). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Richard Conroy, postmaster at Cross Roads, County Harbour, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*
- 61 (10g). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Abner Carr, postmaster at St. Francis Harbour, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*
- 61 (10h). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Parker Sangster, postmaster, Upper New Harbour, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*
- 61 (10i). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council and all other papers or documents in any way relating to the dismissal of Alexander Marion, from the position of postmaster at Rockland, Ontario. Presented 26th March, 1913.—*Mr. Murphy**Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (10j). Return to an Order of the House of the 4th December, 1912, for a copy of the evidence taken and the report made by each commissioner appointed since 1st of November, 1911, to conduct an investigation into charges of offensive partizanship made against postmasters in the County of Russell. Presented 26th March, 1913.—*Mr. Murphy* *Not printed.*
- 61 (10k). Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, evidence, reports, findings and correspondence, relating to the dismissal of Mathew Boutilier, recently postmaster at Mushaboom, Halifax County, N.S. Presented 26th March, 1913.—*Mr. MacLean (Halifax)*..... *Not printed*
- 61 (10l). Return to an Order of the House of the 29th January, 1913, for a return showing the names of the postmasters in the County of Joliette, who have been dismissed from 1896 to September, 1911; their respective parishes; dates of their dismissals; the reasons alleged; whether an inquiry was made in each case; on whose recommendation in each case the dismissals were made; names of successors in each case, and on whose recommendation were they appointed. Presented 26th March, 1913.—*Mr. Guilbault.*
Not printed.
- 61 (10m). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of T. Doane Crowell, postmaster at Shag Harbour, Shelburne County, N.S., and the appointment of his successor. Presented 26th March, 1913.—*Mr. Law.*
Not printed
- 61 (10n). Return to an Order of the House of the 22nd January, 1913, for a return showing the postmasters who have been dismissed in the County of Vaudreuil, the date of their appointment, the cause of their dismissal and by whom their dismissal was requested. Presented 26th March, 1913.—*Mr. Boyer*..... *Not printed.*
- 61 (10o). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of Mrs. Spinney, postmistress at Upper Port La Tour, Shelburne County, N.S. Presented 26th March, 1913.—*Mr. Law*..... *Not printed.*
- 61 (10p). Return to an Order of the House of the 29th January, 1913, for a return showing the number of postmasters dismissed in the County of Rimouski since 21st September, 1911, giving their names. Presented 26th March, 1913.—*Mr. Lapointe (Kamouraska)* *Not printed.*
- 61 (10q). Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Wright, giving the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, with all reports of investigations where such were held. Presented 27th March, 1913.—*Mr. Declin*..... *Not printed*
- 61 (10r). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John R. McLennan, janitor of the public building at Inverness Town, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 28th March, 1913.—*Mr. Chisholm (Inverness)*..... *Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (10s). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the dismissal of James Arbuckle, caretaker of the public buildings at Pictou, and the appointment of two successors in his stead Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*
- 61 (10t). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Mary Dunlop, telegraph operator at Groves Point, Cape Breton County, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 28th March, 1913.—*Mr. McKenzie**Not printed.*
- 61 (10u). Return to an Order of the House of the 4th December, 1912, for a return showing the foremen employed at the various public works in the County of Gloucester on the 21st of September, 1911, who have been dismissed since by the present administration, containing their names, reasons of dismissal, nature of the charges made against them, also a copy of all correspondence connected with the same and reports of inquiries, in cases where such inquiries have been instituted. Presented 28th March, 1913.—*Mr. Turgeon*.....*Not printed*
- 61 (10v). Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, telegrams, papers and documents relative to the dismissal of Captain Lyons of the dredge *Northumberland*, and the appointment of his successor. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*
- 61 (10w). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council and all other papers or documents in any way relating to the dismissal of James McCartin, from the position of inspector of the concrete work forming part of the contract for the construction of the The Plaza at the City of Ottawa Presented 28th March, 1913.—*Mr. Murphy**Not printed.*
- 61 (10x). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Robert C. Morrison, postmaster at St. Peters, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation, together with a copy of all recommendations, letters, telegrams and other papers relating to the appointment of Mr. Morrison's successor. Presented 31st March, 1913.—*Mr. Kyte.*
Not printed
- 61 (10y). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Richard Dugas, storm signal attendant at Alder Point, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 4th April, 1913.—*Mr. McKenzie.*
Not printed.
- 61 (10z). Return to an Order of the House of the 20th January, 1913, for a return showing the names of all officials of the Marine and Fisheries Department who have been dismissed or removed in the County of Pictou, the reasons of the same, the evidence taken at any investigation held in regard to them, and the reports of said investigations, the names of their successors, and a copy of all letters, charges, complaints and recommendations from any person or persons in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th April 1913.—*Mr. Macdonald*.....*Not printed*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (11a). Return to an Order of the House of the 3rd March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of William L. Munro, lightkeeper at White Head, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 4th April, 1913.—*Mr. Sinclair*.....*Not printed.*
- 61 (11b). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, correspondence, reports and documents touching the dismissals of Alexander R. McAdam as fishery officer for the County of Antigonish, N.S., and the appointment of his successor. Presented 4th April, 1913.—*Mr. Chisholm (Antigonish)*.
Not printed.
- 61 (11c). Return to an Order of the House of the 19th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Marine and Fisheries Department, or any department of the government, relating to the dismissal of Stephen C. Richard, lightkeeper at Charlos Cove, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th April, 1913.—*Mr. Sinclair*.....*Not printed.*
- 61 (11d). Supplementary to an Order of the House of the 7th February, 1912, for a return showing for each department of the government the names, post office addresses, offices, employment, and salaries of all persons employed either in the inside or outside service thereof, and of such persons not in the Civil Service, employed by the government in any department, on the tenth day of October, 1911, who have been removed from office or employment by dismissal; specifying in each case the manner of and grounds of such dismissals and the length of notice given to the persons removed, and also indicating in each case whether an inquiry was or was not held prior to such dismissal. Presented 7th April, 1913.—*Mr. Kyte*.....*Not printed.*
- 61 (11e). Return to an Order of the House of the 7th December, 1912, for a return showing the public officers removed by the present government in the district of Lotbinière, with the names and duties of such persons, the reasons of their dismissal, the nature of the complaints made against them, also a copy of all correspondence relating thereto and reports of inquiries in the cases where such inquiries have been held. Presented 9th April, 1913.—*Mr. Fortier*.....*Not printed.*
- 61 (11f). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Miss Gertie Lewis, as postmistress at Main-a-dieu, Cape Breton South, N.S., and of all letters, telegrams and correspondence relating in any way to her dismissal and the appointment of a successor. Presented 9th April, 1913.—*Mr. Carroll**Not printed.*
- 61 (11g). Return to an Order of the House of the 11th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of John Taylor, late postmaster at Carnduff, Sask., and of all reports of investigation held, &c. Presented 9th April, 1913.—*Mr. Turriff*.....*Not printed.*
- 61 (11h). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick Mitchell, from the position of postmaster at Dominion, Cape Breton South, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 9th April, 1913.—*Mr. Carroll*.
Not printed.

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (11i). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and other correspondence relating to the dismissal of Thomas J. Sears, postmaster at Lochaber, N.S., and the appointment of his successor; of the evidence taken, and of the report thereon made by Commissioner Duchemin, on the charges, if any, made against the dismissed postmaster. Presented 9th April, 1913.—*Mr. Chisholm (Antigonish)*... ..*Not printed.*
- 61 (11j). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams, papers and other documents in connection with the dismissal of the postmaster at Alsask, Saskatchewan. Presented 9th April, 1913.—*Mr. Knowles*.....*Not printed*
- 61 (11k). Return to an Order of the House of the 3rd March, 1913, for a copy of all letters, telegrams, instructions and other papers and documents in the possession of the Department of Marine and Fisheries, or any officer thereof, relating to the dismissal or appointment of fishery guardians or fishery officers, in the County of Guysborough, N.S., bearing date since the 10th day of October, 1911. Presented 9th April, 1913.—*Mr. Sinclair*.....*Not printed*
- 61 (11l). Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against John R. Morrison, postmaster at Oban, Richmond County, N.S., and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 14th April, 1913.—*Mr. Kyle*.....*Not printed.*
- 61 (11m). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. G. McDonald, postmaster of North East Margaree, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 14th April, 1913.—*Mr. Chisholm (Inverness)*..*Not printed.*
- 61 (11n). Return to an Order of the House of the 9th December, 1912, for a return showing in detail the number of dismissals from public office by the present government to this date, in the constituency of Qu'Appelle, with the names of the dismissed officers, and the reason for their dismissal, the complaints against such officials and a copy of all correspondence, petitions, papers and documents with respect to the same, and of all notes of evidence and reports of investigations in cases where they have taken place. Presented 14th April, 1913.—*Mr. Thomson (Qu'Appelle)*.....*Not printed*
- 61 (11o). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries or any department of the government, relating to the dismissal of David Reid, fishery officer at Port Hilford, N.S., and if there was an investigation, the names of the witnesses examined, a copy of the evidence, and a detailed statement of the expenses of each investigation. Presented 15th April, 1913.—*Mr. Sinclair*.....*Not printed.*
- 61 (11p). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Robert Musgrave, postmaster at North Sydney, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 15th April, 1913.—*Mr. McKenzie*.....*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (11q). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. D. Archibald, postmaster at Glenelg, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 15th April, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed*
- 61 (11r). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Leon N. Poirier, postmaster at Descouse, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 15th April, 1913.—*Mr. Kyte*.....*Not printed.*
- 61 (11s). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman McAskill, postmaster at Framboise, Richmond County, N.S., and of the evidence taken and of the report of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 15th April, 1913.—*Mr. Kyte*.....*Not printed.*
- 61 (11t). Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of A. T. Doucet, postmaster and collector of customs at Salmon River, Digby County, N.S. Presented 15th April, 1913.—*Mr. Maclean (Halifax)*.. . . .*Not printed.*
- 61 (11u). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Mrs. Annie Gallivan, as postmistress at Whitney Pier, Cape Breton South, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to her dismissal and the appointment of a successor. Presented 15th April, 1913.—*Mr. Carroll*.....*Not printed.*
- 61 (11v). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Wm. J. Paquet, postmaster at Souris, P.E.I. Presented 15th April, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. . . .*Not printed.*
- 61 (11w). Return to an Order of the House of the 27th January, 1913, for a copy of all documents, correspondence, petitions and recommendations, &c., relating to the dismissal of the postmaster at St. Anaclet, County of Rimouski, during the year 1912, and of the appointment of his successor. Presented 15th April, 1913.—*Mr. Lapointe (Kamouraska)*.. . . .*Not printed*
- 61 (11x). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of George Gunn, postmaster at French Village, Prince Edward Island. Presented 15th April, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. . . .*Not printed.*
- 61 (11y). Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Mackenzie, together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where any such were held. Presented 15th April, 1913.—*Mr. Cash*..*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (11z). Return to an Order of the House of the 7th April, 1913, for a copy of all charges investigated by Commissioner W. J. Code, and also of the evidence taken and the report made by the said commissioner. Presented 16th April, 1913.—*Mr. Murphy.*
Not printed.
- 61 (12a). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. F. McLean, fishery overseer at Port Hood, Inverness County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 16th April, 1913.—*Mr. Chisholm (Inverness).....Not printed.*
- 61 (12b). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of J. Scott Nelson, postmaster at Louisdale, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 16th April, 1913.—*Mr. Kyte.....Not printed.*
- 61 (12c). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Joseph McMullen, from the post office at Bridgeport, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 16th April, 1913.—*Mr. Carroll....Not printed.*
- 61 (12d). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick A. Martell, postmaster at L'Ardoise, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 16th April, 1913.—*Mr. Kyte.....Not printed.*
- 61 (12e). Return to an Order of the House of the 11th December, 1912, for a copy of all representations, statements and complaints as to political activity made against John A. Macdonald, postmaster at McArras Brook, Antigonish County, and of all correspondence relating to the charges made against him and of the report of Commissioner Duchemin on said charges. Presented 16th April, 1913.—*Mr. Chisholm (Antigonish).....Not printed.*
- 61 (12f). Return to an Address to His Royal Highness the Governor General of the 7th December, 1911, for a copy of all papers, correspondence and orders in council in connection with and relating to the dismissal from office of public officials from each of the departments of government since the 1st day of October last past, including both Inside and Outside Service. Presented 18th April, 1913.—*Mr. Carvell.....Not printed.*
- 61 (12g). Return to an Address to His Royal Highness the Governor General of the 3rd March, 1913, for a copy of all papers, documents, correspondence, evidence, order in council, &c., relative to the dismissal of Edward Doucett, sub-collector of customs, Digby County, N.S. Presented 21st April, 1913.—*Mr. McLean (Halifax).*
Not printed.
- 61 (12h). Return to an Address to His Royal Highness the Governor General of the 3rd March, 1913, for a copy of all papers, documents, correspondence, evidence, orders in council, &c., relative to the dismissal of Mr. LeBlanc, sub-collector of customs, Church Point, Digby County, N.S. Presented 21st April, 1913.—*Mr. McLean (Halifax).*
Not printed.

CONTENTS OF VOLUME 27—Continued.

- 61 (12i).** Return to an Order of the House of the 19th March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John C. Bourinot, chief customs officer at Port Hawkesbury, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 21st April, 1913.—*Mr. Chisholm (Inverness).*
Not printed.
- 61 (12j).** Return to an Order of the House of the 31st March, 1913, for a copy of all charges, evidence, correspondence, letters and telegrams in the Department of Railways and Canals since the 21st day of September, 1911, relating to the dismissal of Alexander E. Morrison, Point Tupper, N.S., from the service of the Intercolonial railway, and of all recommendations for the appointment of his successor. Presented 21st April, 1913.—*Mr. Kyte.**Not printed*
- 61 (12k).** Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, telegrams, reports and other papers and documents received from the officers of the Canadian Brotherhood of Railway Employees, by the Department of Labour, or of the Department of Railways and Canals, between the 1st day of January, 1912, and the 25th day of January, 1913, relating to investigations and dismissals of employees for political partizanship, and of the replies thereto. Presented 22nd April, 1913.—*Mr. Sinclair.*.....*Not printed.*
- 61 (12l).** Return to an Order of the House of the 31st March, 1913, for a copy of all complaints and charges against James Falconer, of Newcastle, County of Northumberland, New Brunswick, as correspondent of the *Labour Gazette* at Newcastle, and of all letters, telegrams and other correspondence relating in any way to his dismissal and the appointment of a successor. Presented 22nd April, 1913.—*Mr. Loggie.**Not printed.*
- 61 (12m).** Return to an Order of the House of the 19th March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John B. Chisholm, lightkeeper at Port Hastings, Inverness County, Nova Scotia, and the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 24th April, 1913.—*Mr. Chisholm (Inverness).*.....*Not printed.*
- 61 (12n).** Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, charges and other documents, relating to the dismissal of Epiphane Nadeau, immigration agent at St. Leonard, Victoria County, N.B. Presented 25th April, 1913.—*Mr. Michaud.**Not printed.*
- 61 (12o).** Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of D. J. Morrison, boatman in the customs service at Big Bras D'or, North Cape Breton and Victoria, N.S., and of the evidence taken and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 25th April, 1913.—*Mr. McKenzie.*
Not printed
- 61 (12p).** Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Rod McLeod, boatman in the customs service at Big Bras D'or, North Cape Breton and Victoria, N.S., and of the evidence taken and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 25th April, 1913.—*Mr. McKenzie.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

- 61 (12q). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. McLachlin, postmaster at Marble Mountain, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Chisholm (Inverness)*.. . . .*Not printed.*
- 61 (12r). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Abram LeBlanc, postmaster at West Arichat, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation, and a copy of all papers relating to the appointment of his successor. Presented 25th April, 1913.—*Mr. Kyte*.....*Not printed.*
- 61 (12s). Return to an Order of the House of the 11th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Charles J. Lafford, postmaster at Grand Grove, Richmond County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Kyte*.....*Not printed.*
- 61 (12t). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. S. Lawrence, postmaster at Margrave Harbour, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Chisholm (Inverness)*.. . . .*Not printed.*
- 61 (12u). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John K. McDonald, postmaster at Whycomagh, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 61 (12v). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain P. J. Wilcox, from the customs office at Louisburg, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 29th April, 1913.—*Mr. Carroll.*
Not printed.
- 61 (12w). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of M. J. McKennon, from the customs office at Glace Bay, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 29th April, 1913.—*Mr. Carvell*.....*Not printed.*
- 61 (12x). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Captain John Arseneault, telegraph line repairer at Alder Point, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 29th April, 1913.—*Mr. McKenzie.*
Not printed.

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (12y). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mrs. John Arsenault, telegraph operator at Alder Point, N.S., in the riding of North Cape Breton and Victoria. Presented 2nd May, 1913.—*Mr. McKenzie.*
Not printed
- 61 (12z). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals or any department of the government, relating to the dismissal of A. J. Wilkinson, at Mulgrave, N.S. and if there was an investigation, the names of all witnesses examined and a detailed statement of the expenses of such investigation. Presented 2nd May, 1913.—*Mr. Sinclair.*.....*Not printed.*
- 61 (13a). Charges made against Mr. H. A. Bayfield, superintendent of dredging, British Columbia.—(*Senate*).....*Not printed.*
- 61 (13b). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. G. McKay, lighthouse keeper at Bird Island, Big Bras D'or, North Cape Breton and Victoria, and of the evidence taken, and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 5th May, 1913.—*Mr. McKenzie.*.....*Not printed.*
- 61 (13c). Return to an Order of the House of the 10th March, 1913, for a copy of all reports, charges, and correspondence in the office of the Department of Marine and Fisheries relating to charges of political partizanship against Michael O'Brien, light-keeper at Bear Island, Richmond County, N.S., and of the instructions issued to H. P. Duchemin, commissioner, to investigate the same together with the Commissioner's report and finding thereon, and his expenses of holding such investigations. Presented 7th May, 1913.—*Mr. Kyte.*.....*Not printed.*
- 61 (13d). Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, reports, recommendations and other documents bearing on or having relation to the dismissal of J. H. Leduc, as medical port officer of the port of Three Rivers, P.Q. Presented 7th May, 1913.—*Mr. Bureau.*.....*Not printed.*
- 61 (13e). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Patrick Shea, postmaster at Tompkinsville, Guysborough County, N.S. Presented 7th May, 1913.—*Mr. Sinclair.*.....*Not printed.*
- 61 (13f). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Elias Rawding, postmaster at Clementsport, Annapolis County, N.S., and of all letters, petitions, telegrams, and other correspondence relating in any way to his dismissal and the appointment of a successor. Presented 7th May, 1913.—*Mr. Sinclair.*.....*Not printed.*
- 61 (13g). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Charles McLean, postmaster at Strathlorne, Inverness County, Nova Scotia. Presented 7th May, 1913.—*Mr. Chisholm (Inverness).*.....*Not printed.*
- 61 (13h). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Angus R. McDonald, postmaster at Broad Cove Chapel, Inverness County, Nova Scotia. Presented 7th May, 1913.—*Mr. Chisholm (Inverness).*.....*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (13i). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John McPhail, postmaster at Scotsville, Inverness County, Nova Scotia. Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*
- 61 (13j). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, complaints, petitions or other documents of any kind received by the government, or any member or official thereof, relating to the conduct of J. Morgan, one time postmaster of the village of Ailsa Craig, Ontario, as such, and relating to an investigation into said conduct. Presented 7th May, 1913.—*Mr. Ross.*
Not printed
- 61 (13k). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Roderick McLean, postmaster at Kenlock, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed*
- 61 (13l). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Allan Gillis, postmaster at Gillisdale, South West Margaree, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.
- 61 (13m). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Shaw, postmaster at Marsh Brook, North East Margaree, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.
- 61 (13n). Return to an Order of the House of the 29th January, 1913, for a copy of all papers concerning the investigation and dismissal of Helen Joubert, postmistress at Sayabec, Quebec. Presented 8th May, 1913.—*Mr. Lemieux*.....*Not printed.*
- 61 (13o). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, and telegrams between the Honourable Postmaster General or the Post Office Department, and any person or persons, relative to the dismissal or the request therefor of D. A. Redmond, until recently postmaster at Brinston, Ontario. Presented 8th May, 1913.—*Mr. Graham*.....*Not printed.*
- 61 (13p). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dan. McEachern, postmaster at McEachern's Mills, Broad Cove Chapel, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.
- 61 (13q). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Daniel Dunlop, postmaster at New Campbellton, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H. P. Duchemin, in regard to same, with a detailed statement of expense of such investigation. Presented 8th May, 1913.—*Mr. McKenzie*.....*Not printed.*
- 61 (13r). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Arthur Armstrong, postmaster at Greenfield, Carleton County, N.B. Presented 8th May, 1913.—*Mr. Carvell*.....*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (13s). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Alex. Matheson, postmaster at Boulardarie Centre, north riding Cape Breton and Victoria. Presented 8th May, 1913.—*Mr. McKenzie.....Not printed.*
- 61 (13t). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Arthur Talbot, late postmaster at Robertsville, County of Megantic, Province of Quebec. Presented 8th May, 1913.—*Mr. Pacaud.....Not printed.*
- 61 (13u). Dismissal of N. C. Lyster, late postmaster at Lloydminster, Sask.—(*Senate.*)
Not printed.
- 61 (13v). Return to an Order of the House of the 2nd April, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mrs. Maggie Cameron, postmistress at Achosnach, Inverness County, Nova Scotia. Presented 9th May, 1913.—*Mr. Chisholm (Inverness).....Not printed.*
- 61 (13w). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Fraser, postmaster at North East Margaree, Inverness County, Nova Scotia. Presented 9th May, 1913.—*Mr. Chisholm (Inverness).....Not printed.*
- 61 (13x). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal and retention of W. Stayley Porter, postmaster, Port Maitland, Yarmouth County, N.S., and of the evidence taken and report of investigation held by Charles Lane, in regard to the same; also a detailed statement of expenses of such investigation. Presented 9th May, 1913.—*Mr. Law.....Not printed.*
- 61 (13y). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, telegrams and other documents relating to the dismissal of Alex. McQueen, postmaster at Kowstoke, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 9th May, 1913.—*Mr. Chisholm (Inverness).....Not printed.*
- 61 (13z). Return to an Order of the House of the 3rd February, 1913, for a return showing the number of employees of the Department of Public Works who have been dismissed in the County of Berthier since the 21st September, 1911, giving the names of the said employees; if an inquiry was held in each case; on whose recommendation, in each case, these dismissals were made; the names of those appointed successors to these persons and on whose recommendation. Presented 12th May, 1913.—*Mr. Beland.*
Not printed.
- 61 (14a). Return to an Order of the House of the 10th February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents in connection with the dismissal and retention of Jesse L. Morton, postmaster at Lower Argyle, N.S., and of the evidence taken and report of the investigation held by Mr. Lane, in regard to the same, also a detailed statement of the expenses of such investigation. Presented 20th May, 1913.—*Mr. Law.....Not printed.*
- 61 (14b). Return to an Order of the House of the 10th February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents in connection with the dismissal of Mrs. M. C. Gaudet, postmistress at West Pubnico, Yarmouth County, N.S., and of the evidence taken and report of the investigation held by Mr. Lane, in regard to same, and also a detailed statement of the expenses of such investigation. Presented 20th May, 1913.—*Mr. Law.....Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (14c). Return to an Order of the House of the 28th April, 1913, for a copy of all charges, correspondence, telegrams, and other documents relative to the dismissal of John P. McKinnon, section foreman on the Intercolonial railway at Shubenacadie, in the riding of North Cape Breton and Victoria, N.S. Presented 20th May, 1913.—*Mr. McKenzie*.....*Not printed.*
- 61 (14d). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Mary A. Bohan, as postmistress at Bath, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*
- 61 (14e). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Elward Lafferty, postmaster at Benton, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell**Not printed.*
- 61 (14f). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Dennis McGaffigan, postmaster at Florenceville, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*
- 61 (14g). Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence and documents bearing upon any change made or asked for in the employees of the Department of Marine and Fisheries in the County of Bonaventure between 5th December, 1912, up to date. Presented 27th May, 1913.—*Mr. Marcil (Bonaventure)*.. . . .*Not printed.*
- 61 (14h). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of J. A. McKenzie, postmaster at Ashfield, Inverness County, N.S. Presented 2nd June, 1913.—*Mr. Chisholm (Inverness)*.. . . .*Not printed.*
- 61 (14i). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the dismissal of James Bowles, postmaster at Alder River, N.S., and if there was an investigation, the names of all the witnesses examined, a copy of the evidence, and a detailed statement of the expense of such investigation. Presented 2nd June, 1913.—*Mr. Sinclair*.....*Not printed.*
- 61 (14j). Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, complaints, reports, recommendations, petitions, certificates and other documents relating to the dismissal of Mr. Edmund Lacroix, as postmaster of the Parish of St. Joseph du Lac, County of Two Mountains, and the appointment of Rodrique Larocque, of the same place as postmaster. Presented 2nd June, 1913.—*Mr. Ethier*.....*Not printed.*
- 61 (14k). Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters, documents, reports and inquiry, relating to the lighthouse keeper of the Parish of Repentigny, County of L'Assomption. Presented 3rd June, 1913.—*Mr. Seguin*.....*Not printed.*
- 61 (14l). Return to an Order of the House of the 16th April, 1913, for a copy of all papers, documents, evidence, reports, &c., relating to the dismissal of B. C. Kanock, late shipping master at Lunenburg, N.S. Presented 4th June, 1913.—*Mr. McLean (Halifax)*.....*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 61 (14m). Return to an Order of the House of the 3rd March, 1913, for a copy of all complaints, accusations, correspondence, petitions and telegrams, respecting the dismissal of Ulric Thibaudeau, agent for pilots at Quebec, and of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c., and of the evidence and report made after the inquiry held by the inquiring commissioner; and also a detailed statement of the expenses caused by this inquiry. Presented 4th June, 1913.—*Mr. Delisle*.....*Not printed.*
- 61 (14n). Supplementary return to an Order of the House of the 20th January, 1913, for a return showing the names of all officials of the Marine and Fisheries Department who have been dismissed or removed in the County of Pictou, the reasons of the same, the evidence taken at any investigation held in regard to them, and the reports of said investigations, the names of their successors, and a copy of all letters, charges, complaints and recommendations from any person or persons in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th June, 1913.—*Mr. Macdonald*.....*Not printed.*
- 61 (14o). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government relating to the dismissal of Captain Freeman Myers, postmaster at Cole Harbour, Guysborough County, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th June, 1913.—*Mr. Sinclair.*
Not printed
- 61 (14p). Return to an Order of the House of the 4th December, 1912, for a return showing all public officers removed by the present government in the district of St. James, Montreal, together with the names and duties of such persons, the reasons of their dismissal, the nature of the complaints brought against them, and a copy of all correspondence relating thereto, and of reports of inquiries in the cases where such have been held. Presented 4th June, 1913.—*Mr. Lapointe (Montreal)*.....*Not printed*
- 61 (14q). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a return showing all the employees of the Dominion government in the constituency of Edmonton, dismissed between 10th of October, 1911, and 21st of November, 1912, the salary being paid to such employee at the time of his dismissal, together with a copy of all correspondence, recommendations to council, orders in council, and all other papers or documents in any way connected with such dismissal; Presented 4th June, 1913.—*Mr. Oliver*.....*Not printed.*
- 61 (14r). Return to an Order of the House of the 4th December, 1912, for a return showing the names of all officials in the district of Sunbury and Queens, who have been dismissed or removed from office since September, 1911, the reason for such dismissal or removal, the evidence taken at any investigation held in regard to them, the reports upon such investigations, the name of any successor appointed in place of dismissed officials, and a copy of all letters, charges, complaints and recommendations in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th June, 1913.—*Mr. McLean (Sunbury)*.....*Not printed.*
- 61 (14s). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries, or any department of the government relating to the dismissal of Levi Munroe, harbour master at

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White Head, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th June, 1913.—*Mr. Sinclair*.....*Not printed.*

- 61 (14t). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the dismissal of Stanford Langley, postmaster at Isaac Harbour North, N.S., and if there was an investigation the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 5th June, 1913.—*Mr. Sinclair*.....*Not printed.*
- 61 (14u). Return to an Order of the House of the 24th February, 1913, for a copy of all letters, telegrams, correspondence, charges, evidence, reports, and other documents relating to the dismissal of Hugh R. McAdam as postmaster at Arisaig, N.S., and the appointment of Reverend Daniel L. Macdonald as his successor. Presented 5th June, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 61 (14v). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the proposed dismissal of J. J. McNeil, at Grant's Lake, N.S., and if there was an investigation, the names of the witnesses examined and a detailed statement of the expenses of such investigation. Presented 5th June, 1913.—*Mr. Sinclair*.....*Not printed.*
- 61 (14w). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals, or any department of the government, relating to the dismissal of Alex. McInnis, car inspector of the Intercolonial railway at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 6th June, 1913.—*Mr. Sinclair*..*Not printed.*
- 61 (14x). Return to an Order of the House of the 28th April, 1913, for a copy of all charges, correspondence, telegrams, and other documents relative to the dismissal of Archibald McDonald, bridge tender on the Intercolonial railway at Grand Narrows, Iona, riding of North Cape Breton and Victoria, N.S. Presented 6th June, 1913.—*Mr. McKenzie*.....*Not printed.*
- 61 (14y). Names of all officials dismissed in Shelburne and Queens from 1st December, 1896.—(*Senate*).....*Not printed.*
62. Return to an Order of the House of the 4th December, 1912, for a return showing the number of all contracts cancelled in the County of Bonaventure since the 1st of October, 1911; the names of the contractors, the prices paid to them, the reasons for the cancellation in each case; and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.
Not printed.
- 62a. Return to an Order of the House of the 5th December, 1912, for a return showing the number of rural mail delivery routes that have been established in Canada since the 1st January, 1912, in each province and county, respectively. Presented 14th January, 1913.—*Mr. Lemieux**Not printed.*

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- 62b. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters, telegrams, complaints and other documents relating to the cancelling of the contract for conveying His Majesty's mails, entered into on the 1st day of January, 1912, between the Honourable Postmaster General and Mr. J. C. Beeman, of Guthrie, County of Missisquoi; together with the reason for the cancellation of this contract, the price paid to Mr. Beeman, the name of the present contractor and the price paid to him. Presented by Hon. Mr. Pelletier.—*Mr. Kay.....Not printed.*
- 62c. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, memorandums, tenders and other documents in the possession of the Post Office Department relating to the calling for tenders and the granting of the contract now in force for the carrying of the mail between Sorel and Ste. Victoire, County of Richelieu. Presented 20th January, 1913.—*Mr. Cardin.....Not printed.*
- 62d. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, tenders, bonds, agreements, contracts and other documents in the possession of the Post Office Department relating to the letting of the contract for carrying the mails between Heatherton and Guysborough, in the year 1912; and also relating to any temporary agreement entered into prior to the date of letting such contract. Presented 21st January, 1913.—*Mr. Sinclair.....Not printed*
- 62e. Return to an Order of the House of the 29th January, 1913, for a copy of all letters and other documents relating to the establishment of a rural mail service between Saltsprings and West River Station, in the County of Pictou, in the year 1912. Presented 17th February, 1913.—*Mr. Macdonald.....Not printed.*
- 62f. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the establishment of a rural mail delivery service between Merigonish Station, County of Pictou, and Arisaig, in the County of Antigonish, in the year 1912. Presented 17th February, 1913.—*Mr. Macdonald.*
Not printed
- 62g. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams and reports regarding the termination of H. D. Decoste's contract for carrying the mails between Linwood Station and Linwood post office and the making of a new contract with D. Delorey, from the 1st January, 1913. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish).....Not printed.*
- 62h. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, complaints, recommendations, telegrams and reports bearing on the railway mail service in Bonaventure County from October, 1911, up to date, and on the appointment and dismissal of officers in such connection, with the names, residences, salaries and duties, as well as of all documents bearing on the suspension of the railway mail service during the period mentioned, as well as a copy of all documents referring to agreements made to meet such a contingency during the coming winter. Presented 25th March, 1913.—*Mr. Marcil (Bonaventure).....Not printed.*
- 62i. Return to an Order of the House of the 9th December, 1912, for a copy of all tenders received and the contracts entered into for the carrying of the mails between St. Andrew and Beanley, County of Antigonish, and of all letters, telegrams and correspondence on file in the Post Office Department containing any recommendation or advice regarding the awarding of such contract, or in any way referring thereto. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish).....Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

- 62j. Return to an Order of the House of the 3rd February, 1913, for a return showing what changes, if any, have been made in the contracts for the carrying of the mails in the County of Berthier, since the 21st September, 1911; in what parishes, on what date, and for what reason; to whom have the new contracts been granted, and if a tender was asked for in each case. Presented 14th April, 1913.—*Mr. Béland.*
Not printed
- 62k. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, bonds, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the letting of the mail contract between Guysborough and Charles Cove, County of Guysborough, N.S., during the year 1912. Presented 28th April, 1913.—*Mr. Sinclair.*
Not printed.
- 62l. Return to an Order of the House of the 14th April, 1913, showing the names of the various railway mail clerks employed, respectively, on the Montreal and Quebec divisions and the date of the appointment and residence of each. Presented 7th May, 1913.—*Mr. Bureau**Not printed.*
- 62m. Return to an Order of the House of the 9th April, 1913, for a copy of the contract entered into by the Post Office Department with the Ontario Equipment Company of Ottawa relating to the purchase of locks for mail bags. Presented 7th May, 1913.—*Mr. Carvell**Not printed.*
- 62n. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, &c., exchanged between the Honourable the Postmaster General and Dr. Faucher, of Quebec, concerning the purchase of a certain patented lock for mail bags. Presented 7th May, 1913.—*Mr. Lapointe (Kamouraska)*... ..*Not printed.*
- 62o. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, &c., exchanged between the Honourable the Postmaster General and Mr. Aimé Dion, advocate of Quebec, concerning the purchase of a certain patented lock for mail bags. Presented 7th May, 1913.—*Mr. Verville*.....*Not printed.*
- 62p. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports, bonds of indemnity, and all other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the contract for carrying the mails between Linwood or some point of the Intercolonial railway, County of Antigonish, N.S., and Grosvenor, County of Guysborough, N.S. Presented 9th May, 1913.—*Mr. Sinclair*....*Not printed.*
- 62q. Return to an Order of the House of the 24th April, 1913, for a return showing the full names of the mail carriers in the County of Vaudreuil and Soulanges; between what place they perform the service; the distance between each of these places; the amount of each carrier's contract, and the amount the government paid for the carriage of the mail in these different places before September, 1911. Presented 16th May, 1913.—*Mr. Boyer*.....*Not printed.*
- 62r. Return to an Order of the House of the 7th May, 1913, for a return showing the number of post offices in Yarmouth County, Nova Scotia, not served with daily mail, giving the names and the number of times per week served. Presented 20th May, 1913.—*Mr. Lau*..... *Not printed.*
- 62s. Return to an Address to His Excellency the Administrator of the 7th April, 1913, for a copy of all orders in council, reports of experts and contracts, in connection with

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the different purchases of rural mail delivery boxes made by the Post Office Department since 1908, until 1st January, 1912. Presented 21st May, 1913.—*Mr. Lemieux.*

Not printed.

62*t*. Return to an Order of the House of the 12th May, 1913, for a return giving the names of the post offices and of the postmasters in the Counties of Soulanges and Vaudreuil. Presented 21st May, 1913.—*Mr. Boyer*.....*Not printed.*

62*u*. Return to an Order of the House of the 5th December, 1912, for a copy of all letters, telegrams, petitions and other documents relating to the establishment of rural mail delivery routes in the County of Pictou since the 1st October, 1911, with a statement of all routes applied for, of routes established and of those refused, and the reason for their refusal. Presented 2nd June, 1913.—*Mr. Macdonald*.....*Not printed.*

62*v*. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence concerning the purchase of new locks for mail bags by the Post Office Department from the Ontario Equipment Company. Presented 4th June, 1913.—*Mr. Carvell.*
Not printed.

62*w*. Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, memoranda, tenders, bonds and all other documents relative to the contract for the carrying of the mail between the post office and Canadian Pacific Railway station at Three Rivers and vice versa, since the eleventh day of October, 1911, to date. Presented 4th June, 1913.—*Mr. Tobin*.....*Not printed.*

62*x*. Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, telegrams, complaints, affidavits, reports, recommendations, requests, certificates, contracts and other documents relating to the cancelled contract of M. E. Bougie, for carrying the mails between the post office and railway station at Bromptonville, Quebec. Presented 4th June, 1913.—*Mr. Bureau*.....*Not printed.*

63. Return to an Order of the House of the 4th December, 1912, for a return showing all the new post offices opened in the County of Bonaventure, since October, 1911, up to date, and a copy of the correspondence in connection therewith, together with the names of such post offices and postmasters, and the location of such offices; and also a copy of all papers asking for such offices. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

64. Return to an Order of the House of the 9th December, 1912, for a copy of all petitions, correspondence, memoranda, recommendations and other papers or documents in the possession of the Department of Marine and Fisheries relating to the proposals to supply medicine or medical attendance free, or otherwise, to Canadian boat fishermen. Presented 14th January, 1913.—*Mr. Sinclair*.....*Not printed.*

65. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, petitions, complaints, memoranda, reports and investigations regarding the service performed by the steamer *Canada*, owned by the Inter-Provincial Navigation Company of Fraserville, Quebec, since October, 1911, up to date, and also of all documents bearing on the present contract with the Department of Trade and Commerce, or the renewal or extension thereof. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

66. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, letters, &c., relating to the matter of the establishment of a lobster hatchery at Spry Bay, Halifax County, N.S. Presented 14th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

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67. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, &c., between the Department of Trade and Commerce and any company, person or persons, relative to the continuance and payment of a subsidy towards a steamship service between St. John, N.B., and Bear River, N.S., for the fiscal year 1912, and performed during the fiscal year 1911. Presented 17th January 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 67a. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, memoranda, letters, telegrams and documents bearing on a request for a subsidy for a steam service between Bonaventure, Quebec, or any other part of Bonaventure County and Bathurst, New Brunswick, or any other part of Gloucester County, New Brunswick, and between New Richmond, Quebec, and Dalhousie, New Brunswick, and between Carleton and Miguasha, Quebec, and Dalhousie, New Brunswick, or Campbellton, New Brunswick, or both, as well as a copy of all replies made for such subsidies and this since October, 1911, to date. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 67b. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all advertisements, tenders, contracts, orders in council memoranda, papers, letters and correspondence in any way relating to a subsidized steamship service between Canadian ports and any ports of the British West Indies, or any proposed improvement or extension of such steamship service since 1st November, 1911 to the present time. Presented 15th January, 1913.....*Not printed.*
- 67c. Return to an Order of the House of the 4th December, 1912, for a copy of all reports made by officials of the Department of Railways and Canals on the Quebec and Oriental railway, and the Atlantic, Quebec and Western railways, together with a statement of the subsidies paid such railways since October, 1911, up to date, and a copy of all correspondence in that connection. Presented 17th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 67d. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence between the Minister of Railways or any other member of the government and any person regarding the acquisition by the government of Canada of the Quebec Oriental railway, formerly the Atlantic and Lake Superior railway, and the Atlantic, Quebec and Western railway, or both. Presented 27th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 67e. Return to an Order of the House of the 29th January, 1913, for a copy of the report made to the Minister of Railways and Canals by the party of government engineers who inspected the Quebec and Saguenay railway during December, 1912, January, 1913. Presented 27th February, 1913.—*Mr. Lemieux*.....*Not printed.*
- 67f. Return to an Order of the House of the 17th February, 1913, for a copy of all reports made by any engineers or accountants to the Minister of Railways and Canals on the usefulness of the Atlantic, Quebec and Western railway and the Quebec Oriental railway, to the Intercolonial railway as branch lines or feeders. Presented 27th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 67g. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, petitions, orders in Council, memoranda, correspondence, &c., by and between the government of Canada or any member thereof, and the government of the province of British Columbia, or any member thereof, since 1st May, 1912, relating to the subject to an increase of the provincial subsidy to the said province. Presented 16th April, 1913.—*Mr. Maclean (Halifax)*.

Printed for sessional papers.

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- 67h. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all documents and memorials of the government of British Columbia presenting claims for additional provincial subsidies, and of all correspondence and orders in council on the same. Presented 16th April, 1913.—*Sir Wilfrid Laurier*.....*Printed for sessional papers.*
- 67i. Copy of agreement made with the several provinces as to the expenditure of the subsidies granted under the Agricultural Aid Act, and statement showing the purposes for which said subsidies are to be expended. Presented 6th June, 1913, by Hon. Mr. Burrell.....*Not printed.*
68. Copies of general orders promulgated to the militia for the period between 2nd November, 1911, and 5th November, 1911. Presented by Hon. Mr. Hughes, 14th January, 1913.
Not printed.
69. Return to an Address to His Excellency the Right Honourable Sir Charles Fitzpatrick, P.C., &c., administrator, of the 31st March, 1913, for a copy of all papers, documents, petitions, letters, telegrams, orders in council and other papers and documents in possession of the Department of Customs, relating to the duty payable on twine used for fishing purposes, and especially relating to the construction placed upon item 682 of the Customs Tariff. Presented 23rd May, 1913.—*Mr. Sinclair*.....*Not printed.*
70. Return to an Order of the House of the 30th November, 1912, for a return showing:—
1. The date when the present Canadian Pure Food Act, now known as the Adulteration Act, R.S.C., was enacted.
 2. What foods, beverages or drugs have standards of strength and purity under the Act been fixed, and what are the dates when such standards become operative.
 3. What foods, beverages or drugs have standards of strength and purity been prepared and recommended from time to time by the chief analyst, which have not been put in force, and why were such standards not put in force.
 4. How many cases of adulteration together with cases which show standards of quality below those required by the Adulteration Act, have been ascertained by the Dominion analyst since the said Act came into operation.
 5. In how many of such cases did prosecutions under the Act or under the Criminal Code follow, and in how many cases were convictions secured. Presented 14th January, 1913.—*Mr. McDonnell*.....*Not printed.*
71. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, negotiations, proposals in writing and other papers and documents in the possession of the government, or any department thereof, relating to reciprocity in trade with the United States, bearing date between the 1st day of January, 1890, and the 31st day of December, 1891. Presented 14th January, 1913.—*Mr. Sinclair.*
Not printed
72. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams, &c., exchanged between the member for Bellechasse County and the Minister of Agriculture and the Postmaster General, concerning the appointment of an additional physician at the quarantine station of Grosse Ile. Presented 14th January, 1913.—*Mr. Lemieux*.....*Not printed.*
- 72a. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports concerning the appointment of Doctor Pomminville, to the position of surgeon of the St. Vincent de Paul penitentiary, replacing Doctor A. Allaire. Presented 24th January, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

71. Return to an Order of the House of the 10th December, 1912, for a copy of all letters, telegrams, correspondence and other documents relating to the appointment of Charles W. Hatfield, fishery officer on the Tusket River, Yarmouth County, N.S. Presented 27th January, 1913.—*Mr. Law*.....*Not printed.*
- Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, requests, telegrams and other documents relating to the appointment of Louis Nadeau as postmaster at Ste. Christine, County of Bagot. Presented 4th February, 1913.—*Mr. Marcil*.....*Not printed.*
- 71*l*. Return to an Order of the House of the 29th January, 1913, for a copy of all orders, letters, telegrams and other documents in connection with the appointment of Lt.-Col. Warburton, as administrative medical officer at the Charlottetown camp in 1912, and of all letters and telegrams asking for a change in the said appointment, and of all orders and other documents relating to his being superseded, and to the appointment of his junior, Lt.-Col. Jenkins, in his place. Presented 13th February, 1913.—*Mr. Macdonald*.....*Not printed.*
- 72*e*. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, letters, correspondence, recommendations, reports, &c., relating to the appointment of Mr. J. Begin as manager of the experimental farm at Ste. Anne de la Pocatière. Presented 13th February, 1913.—*Mr. Lapointe (Kamouraska)*....*Not printed.*
- 72*f*. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence exchanged between Dr. Marcotte, M. Lavallée, M.P., the Honourable the Postmaster General and the Minister of Agriculture, concerning the appointment of an additional medical officer at Grosse Isle quarantine station. Presented 19th February, 1913.—*Mr. Lemieux*.....*Not printed.*
- 72*g*. Return to an Order of the House of the 3rd March, 1913, for a copy of all letters, telegrams, recommendations and other papers in connection with the appointment of John Macdonald as Inspector of Inland Revenue for the Maritime Provinces, and of all letters, telegrams, applications, recommendations and other papers received from any other person or persons relative to the applications of other persons for the position. Presented 17th March, 1913.—*Mr. Macdonald*.....*Not printed.*
- 72*h*. Return to an Order of the House of the 17th February, 1913, for a copy of all letters, petitions, telegrams, recommendations and other papers and documents, in the possession of the Department of Marine and Fisheries, or any department of the government, relating to the appointment of F. W. Kelley, M.D., as port physician at Bridge water, N.S. Presented 18th March, 1913.—*Mr. Law*.....*Not printed.*
- 72*i*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a return showing all appointments to office under the Dominion government in the constituency of Edmonton from 10th October, 1911, to 21st November, 1912, with a statement of the salaries in each case, together with a copy of all correspondence, recommendation to council, orders in council, and all other papers or documents in any way connected with such appointments. Presented 28th March, 1913.—*Mr. Oliver**Not printed.*
- 72*j*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, recommendations, reports, memoranda and other documents bearing on the appointment of a general foreman, or other permanent or temporary officials, of the Department of Public Works in the County of Bonaventure since October, 1911, up to date, with the names, residences, duties and salaries of such appointees. Presented 2nd May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

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- 72k. Appointment of Mr. McCloskie as postmaster at Waukau, British Columbia.—(*Senate*)
Not printed.
73. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a return showing all changes made in the Customs Tariff of Canada by order in council since the close of last session of parliament. Presented 14th January, 1913.....*Not printed*
74. Return to an Order of the House of the 9th December, 1912, for a return showing the quantity and value of molasses of cane, as defined in tariff item No. 137a, imported into Canada for the fiscal year ending 31st March, 1912, from each island of the British West Indies, which are parties to the Canada-West India Trade Agreement. Presented 14th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*
75. Letter of the Honourable F. D. Monk, M.P., to the Right Honourable the Prime Minister, resigning his position as Minister of Public Works, and the letter of the Prime Minister in acknowledgment thereof. Presented by Hon. Mr. Borden, 14th January, 1913.....*Not printed.*
- 75a. Return to an Order of the House of the 26th May, 1913, for a copy of all letters, reports, documents and all other communications relating to the appointment of Colonel Crowe as Commandant of the Royal Military College and to his resignation of said position, or to the extension of his term of service or to the termination thereof, and of all papers or letters passing between the minister and Colonel Crowe, relative to his resignation or the failure to extend his term of service. Presented 3rd June, 1913.—*Mr. Macdonald*.....*Not printed*
- 75b. Return to an Order of the House of the 26th May, 1913, for a copy of all letters, reports, complaints and other communications and documents which passed between General McKenzie and the Minister of Militia or his department, previous to, and which led up to the resignation of General McKenzie; and also a copy of said resignation, and the reply of the minister thereto, and of any and all communications had with the War Office thereto, and of all other papers and documents in connection therewith. Presented 4th June, 1913.—*Mr. Macdonald*.....*Not printed.*
76. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, complaints and reports, bearing on the delay in the payment of census enumerators in the County of Bonaventure, in connection with the last census, together with the names, residences, amounts, and dates of payment. Presented 15th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
77. Report of departmental commission on the official statistics of Canada. Presented 15th January, 1913*Printed for distribution only.*
78. Return to an Order of the House of the 18th March, 1912, for a copy of all correspondence in the possession of the Postmaster General respecting the change of name of Broderick post office in the Province of Saskatchewan, to St. Aldwyn. Presented 15th January, 1913.....*Not printed.*
- 78a. Return to an Order of the House of the 30th November, 1911, for a copy of all papers, telegrams, letters, &c., between the Postmaster General and any other person respecting the closing or removal of the present post office at Spry Bay, Halifax County. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*
79. Report of the commissioner Dominion Police Force, for the year 1912. Presented by Hon. Mr. Foster, 15th January, 1913.....*Not printed.*

 CONTENTS OF VOLUME 27—*Continued.*

80. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, complaints, reports and all documents relating to the cancelling of lease No. 18778, consented to by the Honourable Minister of Railways and Canals, to Aurile Lebœuf, on the 12th December, 1910.—Presented 16th January, 1913.—*Mr. Papineau.*
Not printed
81. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all orders in council passed since 1st October, A.D. 1911, relating to the Board of Management of the Government Railways of Canada, or of any other member thereof, or in any way affecting the same, or any official of the Intercolonial Railway, as regards the duties to be performed or the powers to be exercised by the said Board or any member thereof, or by any such official, together with a copy of all recommendations, letters, applications, instructions, or other correspondence, in any manner relating thereto or having regard to the said orders in council as to the management of the Intercolonial railway. Presented 17th January, 1913.—*Mr. Emmer-son*.....*Not printed*
- 81a. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of a certain Order in Council issued during the current year by which certain official reports formerly made to Board of Management of the Intercolonial Railway have been ordered in future to be made to Mr. F. P. Brady. Presented 17th January, 1913.—*Mr. Sinclair*.....*Not printed.*
82. Return to an Order of the House of the 5th December, 1912, for a copy of all papers, including surveys, tenders, and every other record, or document in the possession of the Department of Railways and Canals or any other department of the government relating to the building of a line of railway from Estmere, County of Victoria, Province of Nova Scotia, to the town of Baddeck in the same county. Presented 17th January, 1913.—*Mr. McKenzie*.....*Not printed.*
83. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all documents, papers, tenders, contracts, orders in council and correspondence in connection with the supply of castings for and the purchase of scrap iron from the eastern division of the Intercolonial Railway since 1st May, 1912. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 83a. Return to an Order of the House of the 9th December, 1912, for a return showing the names of the employees on the dining cars of the Intercolonial Railway and the nature of their employment; and also of the employees on the Pullman cars of the Intercolonial Railway and the nature of their employment. Presented 17th January, 1913.—*Mr. Boulay*.....*Not printed.*
- 83b. Return to an Order of the House of the 9th December, 1912, for a copy of all papers documents, telegrams, letters, &c., relating to a strike of temporary employees of the Intercolonial Railway at Halifax, in August, 1912. Presented 27th January, 1913.—*Mr. Mclean (Halifax)*.....*Not printed.*
- 83c. Return to an Order of the House of the 10th December, 1912, for a copy of all evidence plans, reports, correspondence, &c., respecting an inquiry held concerning an accident on the Intercolonial Railway at St. André de Kamouraska on 7th October, 1912, caused by train No. 33, the maritime express going west. Presented 27th January, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 83d. Return to an Order of the House, of the 29th January, 1913, for a copy of the evidence taken at the inquiry held in the month of November, 1912, by Mr. MacDonald

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superintendent of the Intercolonial at Lévis, in reference to Alfred Laugnay, an employee of the Intercolonial at St. Charles, County of Bellechasse. Presented 27th February, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

83e. Return to an Order of the House of the 19th February, 1913, for a copy of all telegrams, letters, petitions, reports of engineers, plans, surveys, and other documents in the possession of the Department of Railways and Canals, and having been received since 1st January, 1912, relating to the construction of a branch line of the Intercolonial Railway into Guysborough County. Presented 18th March, 1913.—*Mr. Sinclair*.....*Not printed.*

83f. Return to an Order of the House of the 24th February, 1913, for a copy of all petitions, resolutions, letters, telegrams and correspondence, relating to free or reduced transportation of hay over the Intercolonial Railway for the farmers of Antigonish County, Nova Scotia, and also of the evidence taken and report made as to the shortage of hay in that and other of the eastern counties of Nova Scotia. Presented 18th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

83g. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, tenders, acceptances of tenders, cancellation of tenders and other papers and documents in the possession of the Department of Railways and Canals, or any department of the government, bearing date after 1st July, 1912, relating to the supply of ice for the use of the Intercolonial Railway at Mulgrave, N.S. Presented 18th March, 1913.—*Mr. Sinclair*.....*Not printed.*

83h. Return to an Order of the House of the 12th February, 1913, for a copy of all letters, correspondence, petitions and other documents, on file in the Department of Railways and Canals, or in the office of the Intercolonial Railway at Moncton, relating or in any way appertaining to the new public wharf at Sackville, N.B., and the necessity of establishing in the interest of the traffic of the Intercolonial Railway, and of the shipping and trade facilities of Sackville, and of the commerce of communities adjacent thereto, rail connections between the said wharf and the main line of the said railways at Sackville station; also of all letters and other communications received by the chairman or vice-chairman of the Government Railways Managing Board, or by any official of the said railway, relating in any manner to the said subject, received by them or any of them during the years 1911, 1912 and 1913. Presented 19th March, 1913.—*Mr. Emmerson*.....*Not printed.*

83i. Return to Order of the House of the 19th March, 1913, for a return showing who the tenderers were, and the amount of each tender for the supply of castings for the Intercolonial Railway during the present year. Presented 28th March, 1913.—*Mr. Macdonald**Not printed.*

83j. Return to an Order of the House of the 19th March, 1913, for a return showing how many kegs of nails were purchased in 1912 for the Intercolonial Railway; the prices paid therefor in each case; whether tenders were invited in the case of each purchase and, if so, who the respective tenderers were and the prices submitted; to whom were the contracts awarded in each case. Presented 28th March, 1913.—*Mr. Murphy.*

Not printed.

83k. Return to an Order of the House of the 19th March, 1913, for a return showing the amounts received by the Intercolonial Railway for freight and passengers respectively for each of the twelve months of the calendar years 1910, 1911 and 1912, at the following stations:—Montreal, Halifax, St. John, Sydney, Truro, Moncton, New Glasgow

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and Amherst; also, the total receipts of the said railway for freight and passengers respectively during each of the said years. Presented 23th March, 1913.—*Mr. Rhodes.*
Not printed.

83l. Return to an Order of the House of the 20th January, 1913, for a copy of all letters correspondence, telegrams, representations, requests and reports on file in the Department of Railways and Canals, or in the offices of the Intercolonial Railway at Moncton, or among the records of the Government Railways Managing Board, or in the office of the assistant chairman of the Government Railways Managing Board, relating to or in any way connected with the water supply system at Dorchester station on the Intercolonial railway, or relating to the absence of and the total failure to provide a supply of water for drinking or other purposes at that station, or in connection with the dwelling of the station agent in the Station House; and also of all correspondence, letters, requests, recommendations and reports relating to the alleged necessity of additional clerical or other help or assistance at the station. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83m. Return to an Order of the House of the 12th February, 1913, for a copy of all correspondence, letters, telegrams, reports and other papers on file in the Department of Railways and Canals, or in the offices of the Intercolonial Railway at Moncton, relating to M. L. Tracy, an employee of the mechanical department of the Intercolonial during the years 1899 and 1900, and of all letters and correspondence relating to the case of the said M. L. Tracy, passing between the then Minister of Railways and Canals and any of the officials of the railway, during those years; also a copy of the letters of D. Pottinger, then general manager, the late James E. Price, then general superintendent, and the late M. Jarvis, then a divisional superintendent of said railway, relating to the same subject during the said period of 1899 and 1900. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83n. Return to an Order of the House of the 3rd March, 1913, for a statement of all amounts collected by the Intercolonial Railway for freight on hay carried from Amherst and other stations on the Intercolonial, County of Cumberland, to Antigonish, N.S., and consigned to C. Edgar Whidden or C. B. Whidden & Son, in the month of January last and February instant, and by whom such freight was paid; also a copy of all way bills and bills of lading for the same. Presented 21st April, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

83o. Return to an Order of the House of the 3rd February, 1913, for a copy of all letters petitions, telegrams, complaints, communications, reports and other papers and documents, received since the 1st day of October, 1911, by and now in the possession of the Department of Railways and Canals, the Government Railway Managing Board or any official of the Intercolonial Railway or of the Prince Edward Island railway, relating to or in any manner appertaining to an application for, or a proposed reduction of the working hours for the Intercolonial railway employees at Moncton, or at any other point of the Intercolonial railway or the Prince Edward Island railway. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83p. Return to an Order of the House of the 24th February, 1913, for a copy of all complaints, requirements, requisitions, petitions, and correspondence of all kinds made by the Sydney, N.S., Board of Trade, or by the citizens of the city of Sydney, or any of them, having reference to better and increased facilities on the Intercolonial Railway on the Sydney division. Presented 21st April, 1913.—*Mr. Carroll.*
Not printed.

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- 83q.** Return to an Order of the House of the 31st March, 1913, for a copy of all letters, papers and other documents relating to the claim for damages for the death of the young son of Thomas Hoare, who was killed at a crossing of the Intercolonial Railway in the town of Stellarton in the summer of 1912, and of all petitions, letters, and other papers asking for the placing of gates or other protection at said crossing. Presented 1st April, 1913.—*Mr. Macdonald*.....*Not printed.*
- 83r.** Return to an Order of the House of the 14th April, 1913, for a copy of all correspondence exchanged between the Department of Railways and Canals at Moncton and the same department at Campbellton, on the subject of the collision which occurred at St. Moise, during the month of February, 1913, between the trains of E. Smith and the regular train No. 99, omitting from it the inquiry held in the matter. Presented 29th April, 1913.—*Mr. Boulay*.....*Not printed.*
- 83s.** Return to an Order of the House of the 7th April, 1913, for a return showing the names, residences and occupations of all the employes of the Intercolonial Railway who have been dismissed in the County of Rimouski since the 21st September, 1911. Presented 29th April, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*
- 83t.** Certified copy of a report of the Privy Council of the 5th May, 1913, covering the appointment of Frederick Passmore Gutelius, as general manager of Government Railways. Presented by Hon. Mr. Cochrane, 7th May, 1913... ..*Not printed.*
- 83u.** Return to an Order of the House of the 31st March, 1913, for a copy of all letters, memorials, petitions, correspondence, reports and other documents in the Department of the Postmaster General, or on file therein, relating or in any wise appertaining to the inauguration or establishing of railway mail facilities between Moncton, N.B., westward over the Intercolonial Railway towards St. John, in the morning, so as to furnish, among other things, opportunities for the transmission of newspapers and other mail matter, along said railway, to make morning connection with the railway mail facilities afforded by the railway from Salisbury, Westmorland County, N.B., running into Albert County, N.B.; and also relating to the establishment of railway mail facilities on each week day evening between Moncton eastward over the said railway by train known as number 84, running between Moncton, N.B., and Springhill Junction, Nova Scotia, thus affording the direct mail connection for newspapers and other mail matter each evening from Moncton to Shediac, Memramcook, Dorchester, Sackville, Amherst, and intermediate points east of Moncton; together with a statement showing what, if any, such railway mail facilities, either by locked bag or otherwise, were established or furnished over either of the said routes, and stating the respective dates when the same were so established or furnished generally, or in relation to any one of the newspapers published in Moncton, either in the morning or in the evening. Presented 12th May, 1913.—*Mr. Emmerson*.....*Not printed.*
- 83v.** Return showing whether any contract has been made for the construction or supply of cars of any kind to the Intercolonial Railway since 1st January, 1913, and if so, to whom the contract was awarded; the number of cars, kind or class, and the price to be paid; whether any tenders were called for previous to awarding said contract, and if so, who the tenderers were, the amount of the tender in each case, and if tenders were called for by private request or public advertisement. Presented 21st May, 1913.—*Mr. Macdonald*.....*Not printed.*
- 83w.** Return to an Order of the House of the 23th April, 1913, for a return showing all amounts collected by the Intercolonial Railway for freight on hay shipped from Amherst and other stations on the Intercolonial, in the County of Cumberland, to Antigonish and other stations in the County of Antigonish, during the months of

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- January, February and March last; the name of the consigners and of the consignees, the amount of freight paid on each shipment and by whom paid; also a copy of all way-bills and bills of lading for same. Presented 6th June, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
84. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, memoranda, orders in council, letters and correspondence, relating in any way to the closing of the Canadian Immigration Office at Boston, U.S.A., in 1911, and its subsequent re-establishment. Presented 17th January, 1913.—*Mr. McLean (Halifax)*.....*Not printed*
85. Copies of despatches dated 11th December, 1912, which have been addressed to the Governors General of the Commonwealth of Australia and the Union of South Africa and the Governors of New Zealand and Newfoundland, on the subject of representation of the self-governing Dominions on the Committee of Imperial Defence. Presented by Hon. Mr. Borden, 17th January, 1913.....*Not printed.*
86. Reports in connection with the Tides and Currents of Northumberland Strait.—(*Senate*).....*Not printed.*
87. Archives Branch, *re* transferring of from Department of Agriculture to Secretary of State.—(*Senate*).....*Not printed.*
88. Commission appointed to investigate Indian reserves of British Columbia.—(*Senate*).
Not printed.
89. Insurance rates between Canadian Atlantic ports, and ports in the United Kingdom.—(*Senate*)*Printed for distribution and sessional papers.*
90. Report of departmental commission relating to official statistics of Canada.—(*Senate*).
Printed for distribution only.
91. Copy of the Sixth Joint Report of the Commissioners for the Demarcation of the Meridian of the 141st degree of west longitude. Presented by Hon. Mr. Roche, 21st January, 1913.....*Not printed.*
92. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, petitions, memoranda, correspondence, &c., with the Government of British Columbia or any member thereof, with the fishery officers of the Marine and Fisheries Department resident in said province, with salmon canneries in said province, and with any company, person or persons, relating to the prohibition of the export of sockeye salmon from the said province of British Columbia since 15th October, 1911. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*....*Not printed.*
93. Return to an Order of the House of the 20th March, 1912, for a copy of all correspondence and memoranda on the subject of cable rates, exchanged between the Canadian Post Office Department and the British Post Office Department. Presented 20th January, 1913.—*Mr. Lemieux*.....*Not printed.*
94. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, letters, &c., between the Government of Canada and the Commonwealth of Australia for the past twelve months relative to the matter of preferential tariff arrangements between the said two countries. Presented 21st January, 1913.—*Mr. Maclean (Halifax)*..*Printed for sessional papers only.*
95. Report of Mr. Olivar Asselin on an investigation of Belgian and French emigration to Canada. Presented by Hon. Mr. Roche, 21st January, 1913.
Printed for distribution and sessional papers.

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- 95a. Return to an Order of the House of the 4th December, 1912, for a copy of all complaints, letters, papers, reports, and of all documents bearing on the investigation held at Port Daniel West, Quebec, into the conduct of Edward Dea, as overseer or guardian of the lobster hatchery at that place. Presented 22nd January, 1913.—*Mr. Marcil*Not printed.
- 95b. Report of R. A. Pringle, Esq., K.C., in relation to the investigation of the wreck of the steamer *Mayflower*, on the 12th November, 1912. Presented by Hon. Mr. Hazen, 6th February, 1913.....Not printed.
- 95c. Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of the report of the commission appointed to investigate complaints against the United Shoe Machinery Company, together with the order in council appointing the commission, the complaints upon which the order was issued and all action, if any, taken by the government on report of commission, by order in council or otherwise. Presented 11th February, 1913.—*Sir Wilfrid Laurier*.
Not printed
- 95d. Return to an Order of the House of the 20th January, 1913, for a copy of all evidence, letters, telegrams and other documents in connection with the investigation into the stranding of the D. G. steamer *Earl Grey* at Toney River, County of Pictou, in the spring of 1912; of the reports of the commissioner investigating the same, and of all correspondence, telegrams and documents in connection therewith, and of any departmental action in connection therewith. Presented 18th March, 1913.—*Mr. Macdonald*.
Not printed
- 95e. Return to an Order of the House of the 27th January, 1913, for a copy of all letters, papers, evidence and other documents in connection with the investigation into the collision between the steamship *City of Sydney* and the tug boat *Douglas H. Thomas*, in Sydney Harbour, 13th November, 1912, and of the findings and reports of the commissioner holding the investigation in regard to the same. Presented 2nd April, 1913.—*Mr. Macdonald*.....Not printed.
96. Report of the Second International Moral Education Congress held at the Hague, 22nd to 27th of August, 1912, and as related thereto, on moral instruction in the Canadian public schools, &c., by Mr. J. A. M. Aikins, who was appointed by the government to represent Canada at that Congress. Presented by Hon. Mr. Borden, 21st January, 1913.....Printed for distribution only.
97. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, letters and other papers in connection with the expenditures at Cariboo Island in the County of Pictou. Presented 21st January, 1913.—*Mr Macdonald*Not printed.
98. Return to an Order of the House of the 22nd January, 1913, for a copy of all correspondence, letters and telegrams between the Minister of Marine and Fisheries, or any officer of his department, and J. A. Gillies, K.C., Sydney, relating to the purchase from John B. Nicholson, of a site for a salmon hatchery at Snidlope Lake, Richmond County, N.S., and also of all accounts, charges and vouchers received from the said J. A. Gillies, for services in connection therewith and the payments made to the said J. A. Gillies in respect of the same. Presented 7th February, 1913.—*Mr. Kyte*.
Not printed

 CONTENTS OF VOLUME 27—*Continued.*

99. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents and correspondence, between the Department of Public Works and any person or persons relating to the placing of obstructions in the waters of South West Cove, Lunenburg County, N.S. Presented 24th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*
100. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, telegrams and other papers in connection with the expenditures at Skinner's Cove in the County of Pictou. Presented 24th January, 1913.—*Mr. Macdonald**Not printed.*
101. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all correspondence between the government of Canada and the government of the Province of Ontario, with regard to the extension of the boundaries of the said province. Presented 28th January, 1913.—*Sir Wilfrid Laurier.*
Not printed.
102. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, reports, and documents, bearing on the claim of C. R. Scoles, of New Carlisle, Quebec, to a balance of subsidy voted to the Atlantic and Lake Superior railway, since October, 1911, to date. Presented 24th January, 1913.—*Mr. Marcil.*
Not printed.
103. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents concerning an alleged defalcation in the accounts of Joseph J. Melanson, clerk in the customs office at Bathurst, County of Gloucester, which caused an inquiry to be held on the 23rd of October last by the Provincial Inspector of Customs, with the name of the accuser. Presented 24th January, 1913.—*Mr. Turgeon*.....*Not printed.*
104. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, letters and telegrams in the custody of the Department of Railways and Canals, or any other department of the government, between the 1st day of September, 1874, and the 1st day of September, 1879, relating to the acquisition or expropriation of lands at St. Peters, N.S., for canal purposes, and relating to the appointment of valutors to apprise the value of such lands; the instructions to such valutors, the report or reports of such valutors, the area of lands taken, and the price paid for same; and also the amount paid each valuator for his services. Presented 27th January, 1913.—*Mr. Kyte*.....*Not printed.*
105. Return to an Order of the House of the 4th December, 1912, for a copy of all the different freight tariffs in force on the line of railway from Matapedia, Quebec, to New Carlisle, Quebec, and from New Carlisle, to Gascons, Quebec, and vice versa, and of any requests that have been received in regard to the change in the same; and also a copy of any requests, petitions, letters, or other documents complaining of the said tariffs. Presented 27th January, 1913.—*Mr. Marcil (Bonaventure).*
Not printed.
- 105a. Return to an Order of the House of the 10th December, 1912, for a copy of the different freight tariffs in force on the line of railway from Sunny Brae to Ferrona Junction, on the Intercolonial Railway, and of any requests that have been received in regard to the change in the same, and also a copy of any requests, petitions, letters or other documents complaining of said tariff. Presented 27th January, 1913.—*Mr. Sinclair*.....*Not printed.*

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- 106.** Return to an Order of the House of the 5th December, 1912, for a copy of the original instructions, including maps, specifications, profiles, &c., furnished the engineers on the eastern division of the Transcontinental railway between Winnipeg and Quebec by the chief engineer of the Transcontinental Commission, and approved by the Grand Trunk Pacific Railway Company. Also of all instructions, including specifications and profiles, issued by the chief engineer of the Transcontinental Commission or by the chairman, since 31st October, 1911, which in any way vary, amend, or depart from the original instructions above mentioned. Also, of all correspondence between the Minister of Railways or any official of his department and the chairman of the Transcontinental Commission, or the chief engineer, concerning the departure from the original instructions, either as to the grades, curves and bridges or other permanent structures. Also a copy of all correspondence between the Minister of Railways or any member of the government and any official of the Grand Trunk Pacific Railway Company referring to change of original instructions as regards grades, curves or permanent structures on the said line between Winnipeg and Quebec; and also of all correspondence between the chairman of the Transcontinental Commission or the chief engineer and any official of the Grand Trunk Pacific Railway Company, or any member of its engineering staff, concerning the proposed change of grades, curves, or other permanent structures on the line of the Transcontinental between Winnipeg and the City of Quebec. Presented 30th January, 1913.—*Mr. Graham.*
Not printed.
- 106a.** Return to an Order of the House of the 7th May, 1913, for a copy of a letter, dated 24th September, 1904, written by Chief Engineer Lumsden of the Transcontinental Commission to Chairman Wade of the same body, in which the former recommended to the latter certain grades on the Transcontinental railway. Presented 15th May, 1913.—*Mr. Graham.*.....*Not printed.*
- 107.** Return to an Order of the House of the 20th January, 1913, for a copy of all papers in connection with a claim of L. A. Sauvé to certain buildings at La Pointe des Cascades, on the Soulanges canal, and of all correspondence on the same. Presented 30th January, 1913.—*Sir Wilfrid Laurier.*.....*Not printed.*
- 108.** Return to an Order of the House of the 5th December, 1912, for a copy of the contract entered into between the Department of Railways and Canals and W. H. Weller for St. Peters canal improvements, and for a copy of all correspondence between the contractor or any other person, firm or corporation and the Honourable Minister of Railways and Canals relating to the dumping of material removed by the contractor. Presented 30th January, 1913.—*Mr. Kyte.*.....*Not printed.*
- 108a.** Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence between the Department of Railways and Canals and C. D. Sargent, C.E., and between C. D. Sargent, C.E., and H. G. Stanton, Superintending Engineer of the St. Peters Canal, or between W. H. Weller, contractor for the St. Peters canal improvements, and either or all of said parties relative to work done by the contractor outside of his contract, and the specifications thereof, and also a copy of all correspondence, letters and telegrams between the Department of Railways and Canals or C. D. Sargent, C.E., and any other person, in regard to the same; and of all accounts and vouchers rendered by the contractor to the government of such work, and the payment made by the government to the contractor, specifying whether the same is paid for in full or otherwise. Presented 21st April, 1913.—*Mr. Kyte.*
Not printed.
- 108b.** Return to an Order of the House of the 19th March, 1913, for a copy of the accounts of personal expenses paid to Mr. St. Amour, Superintendent of the Soulanges Canal,

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since he entered upon his duties.—Also return to an Order of the House of the 2nd April, 1913, for a copy of all accounts for personal expenses paid by the government to Mr. St. Amour, Superintendent of the Soulanges Canal, since the date of his appointment. Presented 29th April, 1913.—*Mr. Boyer*.....*Not printed.*

- 109.** Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams, petitions and other documents received since the 1st day of January, 1912, asking that the line of railway known as the Vale Road, should be taken over by the Intercolonial Railway. Presented 30th January, 1913.—*Mr. Macdonald*.....*Not printed.*
- 110.** Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence in connection with the issuing of letters patent to the Quebec Railway, Light, Heat and Power Company, Limited, and also said letters patent. Presented 30th January, 1913.—*Mr. Lemieux*.....*Not printed.*
- 111.** Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, correspondence, &c., between the Department of Trade and Commerce and Mr. Donnelly, late Canadian Trade Commissioner in Mexico, relating to the closing of the office of such trade commissioner in Mexico. Presented 3rd February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 112.** Return called for by Section 83 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. Presented by Hon. Mr. Roche, 3rd February, 1913.....*Not printed.*
- 113.** Return to an Order of the House of the 22nd January, 1913, for a copy of all letters, telegrams and other papers and documents, relating to the resignation of Lt.-Col. W. F. Moore, 20th Regiment, Halton Rifles, and also of the resignation and the reply thereto. Presented 6th February, 1913.—*Mr. Macdonald*.....*Not printed.*
- 114.** Return to an Order of the House of the 20th January, 1913, for a copy of all letters, papers, telegrams and other documents in connection with the strike of firemen and other men employed on the D.G.S. *Earl Grey*, in the year 1912 and 1913. Presented 11th February, 1913.—*Mr. Macdonald*.....*Not printed.*
- 115.** Return to an Order of the House of the 27th March, 1912, for a copy of all papers, letters and telegrams relating to the applications for, or the granting of, a lease of False Cove Flats, Vancouver, B.C. Presented 11th February, 1913.—*Mr. Macdonald.*
Not printed.
- 116.** Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence and other papers in connection with a proposed guarantee of bonds to the Quebec and Saguenay railway. Presented 11th February, 1913.—*Mr. Lemieux*....*Not printed.*
- 116a.** Return to an Order of the House of the 9th April, 1913, for a copy of all documents, including petitions, memorials, letters and telegrams, addressed to the government, or any of its members, urging it to take over and incorporate into the Canadian government railway system, the Quebec and Oriental Railway and the Atlantic, Quebec and Western Railway, with a copy of all the answers thereto. Presented 20th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

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- 116b. Return to an Address to His Royal Highness the Governor General of the 11th December, 1912, for a copy of all orders in council in connection with the construction of a line of railway from St. John to Grand Falls in the Province of New Brunswick, or any portion thereof and also of all plans and profiles filed with the Department of Railways and Canals by the St. John and Quebec Railway Company, and of all correspondence between the Department of Railways and Canals or any official thereof and with the said company or the Government of the Province of New Brunswick, or any official thereof, with reference to the curves, grades or general specifications of the said railway or any portion thereof. Presented 20th May, 1913.—*Mr. Carvell.*
Not printed.
- 116c. Return to an Order of the House of the 28th April, 1913, for a copy of all memorials, petitions, letters, and other documents submitted to the Board of Railway Commissioners from 1st January, 1913, to date, by any party whatsoever regarding the service of the Quebec and Oriental Railway and the Atlantic, Quebec and Western Railway, as to freight, passengers and express matters, with a copy of all orders and rulings issued by such Board and of all correspondence in connection therewith. Presented 20th May, 1913.—*Mr. Marcil (Bonaventure).....Not printed.*
117. Return to an Address to His Royal Highness the Governor General of the 5th December, 1912, for a return showing the number of appeals made to the Governor in Council during the twelve months preceding 25th November, 1912, against orders of the Board of Railway Commissioners, the particulars of each appeal, and the decision rendered by the Governor in Council in each case. Presented 11th February, 1913.—*Mr. GrahamPrinted for sessional papers only.*
118. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1913, for a copy of all orders in council and of all correspondence relating to the extension of facilities for obtaining information useful to Canadian Trade and Commerce in connection with the British Consular Service. Presented 11th February, 1913.—*Mr. Ames.....Not printed.*
119. Return to an Order of the House of the 24th January, 1913, for a return showing all the employees of the different departments at Ottawa, and also in the nine provinces and territories of Canada, and other places outside of Canada, in the inside and outside service, who have left their employment since the 1st October, 1911, up to the 10th January, 1912, inclusively, with their names, Christian names, age, nationality, employment and salaries respectively; the date of their appointment; the date of their leaving; their salaries, the time of their appointment and at leaving; the reasons of their leaving; and if replaced or not; the names, Christian name, age, nationality, employment and salary of those who have replaced them; and in the case of dismissals, a list of the persons who asked for their dismissals; in the case of these replacing them, a list of the persons who recommended their successors. Presented 11th February, 1913.—*Mr. Wilson (Laval).....Not printed.*
- 119a. Supplementary return to an Order of the House of the 24th January, 1912, for a return showing all the employees of the different departments at Ottawa, and also in the nine provinces and territories of Canada, and other places outside of Canada, in the inside and outside service, who have left their employment since the 1st October, 1911, up to the 10th January, 1912, inclusively, with their names, Christian names, age, nationality, employment and salaries respectively; the date of their appointment; the date of their leaving; their salaries at the time of their appointment and at leaving; the reasons of their leaving; and if replaced or not; the names, Christian name, age, nationality, employment and salary of those who have replaced them;

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and in the case of dismissals, a list of the persons who asked for their dismissals; in the case of these replacing them, a list of the persons who recommended their successors. Presented 17th March, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

120. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all tenders, contracts, reports and other memoranda of the engineers of the Department of Public Works, orders in council, correspondence and all other documents relating to the construction of a dam for storage purposes at the foot of Lake Timiskaming. Presented 12th February, 1913.—*Mr. Pugsley.*
Not printed.
- 120a. Return to an Order of the House of the 4th March, 1912, for a copy of all contracts, correspondence or writings whatsoever, respecting the construction of a dam in 1902 or 1909, called the Lake Timiskaming dam constructed or built over the rivers forming the inflow or the discharge of the said lake, exchanged between the Government of Canada and the contractor or contractors. Presented 12th February, 1913.—*Mr. Boulay*.....*Not printed.*
121. Return to an Order of the House of the 28th March, 1912, for a return giving a list of the subjects of the oil paintings and water colours which have become the property of the National Gallery of Canada since 1891; and the names of the artists in each case. Presented 12th February, 1913.—*Mr. Burnham*.....*Not printed.*
122. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, letters, correspondence, reports, recommendations, &c., relating to the petition of Mr. Firmin Thibault, of St. Denis, County of Kamouraska, for his indemnity for having served at the time of the Fenian invasion. Presented 13th February, 1913 — *Mr. Lapointe (Kamouraska)*.....*Not printed.*
123. Return to an Order of the House of the 27th January, 1913, for a return showing what date or dates the government purchased the site for the new Dominion Rifle Range in the County of Carleton, Ontario, from whom were the several parcels of land purchased, and what price per acre was paid for each, the number of acres of land purchased, and the total amount paid therefor, if any buildings have been erected on the said lands by the government, and the cost thereof, the amounts paid by the government for commissions, fees, agency charges, and legal expenses, and to whom in connection with said purchase, the amount of money expended by the Government on the said range for all purposes, from the date of the original purchase of the land up to 23rd January, 1913, and any sums remaining to be paid in any way connected with the purchase of the said range, to whom and the respective amounts thereof, the distance from the post office in the City of Ottawa to the said range, if any line of electric or other railway runs from the City of Ottawa to the said range, and what means of transportation will be provided for riflemen going to and returning from the said range. Presented 13th February, 1913—*Mr. Wilson (Laval)*.....*Not printed.*
124. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of the memorial presented to the Government during the session of 1911-12, by a delegation from the Government of Prince Edward Island asking for an increased provincial subsidy, a copy of which memorial was laid on the Table of the House by the Finance Minister last session of Parliament, but is not now apparently on the files of the House Presented 17th February, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Printed for sessional papers only.*
125. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, letters, telegrams and correspondence between the Government of Canada or any member thereof, since 1st November, 1911, to the pre-

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sent time, with any corporation, company, party or parties, in any way relating to the Customs Tariff upon cement or to the temporary reduction made of the Customs Tariff upon cement; also for a copy of all letters and correspondence by and between members of the Government of Canada during the same period relating to the same subject, and of all papers, documents, memoranda and orders in council relative to the reduction of the Customs Tariff upon cement made by order in council since the close of the last session of parliament. Presented 17th February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

- 125a.** Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all petitions since the 1st of October, 1911, addressed to the Governor General in Council or to any member of the government, asking for a remission and the adjustment of duty on cement, of all letters to the ministers individually on the same, of all correspondence and of all orders in council. Presented 21st February, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*
- 125b.** Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, petitions, orders in council, letters and telegrams in any department of the government of Canada, or that passed between the Department of Customs and the Department of Justice or any solicitor, counsel, association, company or individual, during the past twelve months, respecting the imposition of tariff duties upon imported lumber dressed on one side and sized, or respecting the interpretation of tariff item No. 504, together with a printed copy of any stated case, appeal, factum or argument used before the Exchequer Court of Canada or the Supreme Court of Canada, in the matter of the judicial interpretation of tariff item No. 504. Presented 4th June, 1913.—*Mr. Maclean (Halifax)*
Not printed.
- 126.** Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence passing between the government or any member thereof with respect to the east half of Section 27 in township six (6) in range two (2) west of the third meridian. Presented 17th February, 1913.—*Mr. Martin (Regina)*.....*Not printed.*
- 127.** Return to an Order of the House of the 27th January, 1913, for a return showing when the militia or regular forces was first called out in Canada since Confederation in aid of the civil authorities, how often, when and where has the same been called out since, the amount of money paid by each municipal corporation for such service in each case, what corps called out on each occasion, whether to quell strikes in each instance or for what purpose. Presented 15th February, 1913.—*Mr. Macdonald.*
Not printed.
- 128.** Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application by James McKelvey, of the town of Sarnia, Ontario, for Fenian Raid Volunteer Bounty. Presented 18th February, 1913.—*Mr. Macdonald*.....*Not printed.*
- 129.** Return to an Order of the House of the 10th February, 1913, for a copy of all documents, correspondence, memorandums, reports, requests for inquiries, of the appointment of commissioners and other documents, relating to the study of the causes for the depopulation of country places and the high cost of living in the eastern provinces of the Dominion. Presented 18th February, 1913.—*Mr. Paquet*.....*Not printed.*
- 130.** Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, memoranda and correspondence relating to the application of the Banque Internationale to the Treasury Board for a certificate for the commencement of business. Presented 18th February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

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131. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, telegrams, reports, letters, and instructions regarding smelt and salmon fishing in the Restigouche river and the Baie des Chaleurs since October, 1911, up to date, together with copy of instructions issued to officials of the Department of Marine and Fisheries in that connection. Presented 18th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
132. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence and papers concerning the increase of salary of Mr. Sevigny, employed at the immigration office at Montreal. Presented 18th February, 1913.—*Mr. Carvell.*
Not printed.
133. Return to an Order of the House of the 5th February, 1913, for 'a return showing whether any order for goods has been given by the Department of Public Works since 1st October, 1911, at Montreal, Quebec, St. John and Halifax; tenders asked for in each case; orders for goods given without tenders; names of firms, and amounts in each case. Presented 19th February, 1913.—*Mr. Macdonald*.....*Not printed.*
134. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence and other papers, in the Department of Public Works, concerning the awarding of a contract for a Welsh coal supply to the various Dominion public buildings in Montreal. Presented 19th February, 1913.—*Mr. Lemieux*....*Not printed.*
135. Return to an Order of the House of the 5th December, 1912, for a return showing how many dredging contracts were let by the Department of Public Works during the year 1911-12, the name of each tenderer and the amount of each tender. Presented 19th February, 1913.—*Mr. Lemieux*.....*Not printed.*
- 135a. Return to an Order of the House of the 4th December, 1912, for a return showing the quantity by cubic yards of dredging made in the harbour of Bathurst by the dredge *Restigouche* during the months of May, June, July, August, September, October, and November of the year 1911, and during the same months in the year 1912. Presented 19th February, 1913.—*Mr. Turgeon*.....*Not printed.*
- 135b. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dredging Des Prairies river, the work done, depth, length and width of channel dredged, the list of men employed to perform that work, their salaries, and the amount of money spent on that work since the 1st of October, 1911, up to the 21st November, 1912. Presented 12th May, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*
- 135c. Return to an Order of the House of the 3rd March, 1913, for a copy of all documents, letters, reports of engineers and a detailed statement of expenditure in connection with dredging at Ste. Anne de Restigouche and Cross Point, Bonaventure County. Presented 4th June, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 135d. Return to an Order of the House of the 19th March, 1913, for a return showing the amount of dredging done by the government dredges for private parties or firms in Prince Edward Island, during the season of 1912; the names of the parties or firms for whom this dredging was done; the number of yards of material dredged for each party or firm; the class of material dredged, and the price per yard the government charged for this dredging; who measured the material dredged, and whether it was scow measurement that was made; who recommended the said dredging to be done; if the resident engineer or any engineer was consulted in regard to the measuring, and if the resident engineer or any engineer had control over the matter at all. Presented 6th June, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

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136. Return to an Order of the House of the 9th December, 1912, for a copy of the accounts of Jean Baptiste Lena and of his wife, for work done to the public buildings at Valleyfield, Quebec, in May, 1912; also for a copy of all correspondence, reports and documents relating to the payment in full or a part of their accounts. Presented 19th February, 1913.—*Mr. Papineau*.....*Not printed.*
137. Return to an Order of the House of the 4th December, 1912, for a return showing the amount of money expended in improving the channel of the Ottawa river between the city of Hull and the village of Masson. Presented 19th February, 1913.—*Mr. Devlin.*
Not printed.
138. Return to an Order of the House of the 4th December, 1912, for a copy of all documents relating to the transferring of P. E. Amiot, resident engineer of the Department of Public Works, Bonaventure, Quebec, to the district of Chicoutimi and Saguenay, and the appointment in his stead, in Bonaventure County, of Charles E. Tache, of Chicoutimi, as resident engineer, with a copy of all the instructions given to the latter and his duties, residence and salary. Presented 19th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
139. Return to an Order of the House of the 4th December, 1912, for a copy of all petitions, correspondence, memoranda, reports, and resolutions of county or other municipal councils of Bonaventure County asking or objecting to certain public works in Bonaventure County since October, 1911, with the Minister of Public Works, or any member of the present administration, and replies made thereto. Presented 19th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
140. British Canadian Loan and Investment Company, Limited, Toronto, for year 1911.—(*Senate*).....*Not printed.*
141. Claims of present fish warden, Baker Lake, County of Madawaska, N.B.—(*Senate*).
Not printed.
- 141a. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports, information, convictions and other documents in the possession of the Department of Marine and Fisheries or any officer thereof relating to the prosecution in the year 1910, against George Rowlings and James Rowlings, of Musquodoboit Harbour, County of Halifax, for a violation of the fishery regulations. Presented 21st May, 1913.—*Mr. Sinclair*.....*Not printed.*
- 141b. Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and documents or other communications, had with the Department of Marine and Fisheries or any official thereof, in regard to the prosecutions against the following parties:—Samuel Stewart, Melvin Hart, Andrew McNeil, Thomas McNeil, Hugh Malcolm, Tom Moffatt, James Waddin, Samuel Wright and Dougald Higgins, of Westville, County of Picton, for infractions of the Fisheries Act, and of any applications or letters relative to relief from the fines imposed or the return of the same; and also of all papers, letters, and other documents relating to a charge against Rod. Martin, of Westville aforesaid, a fishery guardian, for illegal fishing and other offences. Presented 21st May, 1913.—*Mr. Macdonald*.....*Not printed.*
- 141a. Claims of Messrs. Boulanger and Son, Montmagny, Quebec.—(*Senate*)...*Not printed.*
142. Copy of Report of Minister of Justice in re Florence Mining Company.—(*Senate*).
Not printed.

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143. Instruction sent to the different Lieutenant Governors of different provinces of Canada, with commissions.—(*Senate*).....*Not printed.*
144. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, documents, telegrams, reports and opinions in relation to the claim of William Icton, of Purcell's Cove for a return of a boat from the Department of Marine and Fisheries or any other department. Presented 20th February, 1913.—*Mr. MacDonald**Not printed.*
145. Return to an Address to His Royal Highness the Governor General of the 9th December 1912, for a copy of all papers, telegrams, letters and orders in council respecting the transfer of the property known as the Police Point Reserve to the corporation of the City of Medicine Hat, Alberta. Presented 20th February, 1913.—*Mr. Buchanan.*
Not printed.
146. Return to an Order of the House of the 29th January, 1913, for a copy of the inquiry made by F. B. Atkinson, Lévis, as to an accident that happened to the horse of Arsene Lauzier, at Amqui, County of Rimouski, on the 19th February, 1912. Presented 20th February, 1913.—*Mr. Boulay*.....*Not printed.*
147. Correspondence, memoranda, &c., in respect to the issue of a patent for the N. $\frac{1}{2}$ of S. W. $\frac{1}{4}$ of section 8, in township 49, range 26, west of the 2nd meridian, to one Arthur Donaldson, bearing date the 19th November, 1912. Presented by Hon. Mr. Roche, 20th February, 1913.....*Not printed.*
- 147a. Return to an Order of the House of the 12th February, 1913, for a copy of all letters, telegrams and other documents with respect to the north half of the southwest quarter of section eight (8), township forty-nine (49), range twenty-six (26), west of the second meridian, province of Saskatchewan, and the granting of a homestead entry for the said land to one Arthur Donaldson. Presented 6th June, 1913.—*Mr. Martin (Regina)*.....*Not printed.*
148. Return to an Order of the House of the 12th February, 1913, for a copy of all papers, reports and other documents relating to the delay of the Indian Department in issuing patents for lands purchased from the St. Peters band of Indians, and forming part of the St. Peters Indian reserve, Manitoba. Presented 25th February, 1913.—*Mr. Oliver*.....*Not printed.*
149. Return an Address to His Royal Highness the Governor General of the 27th January, 1913, for a copy of all applications addressed to the Government by the Algoma Steel Company for remission of duties on rails imported by the said company at Fort William; of all correspondence on the same, of all evidence sought and obtained by the government and supplied by the company in support of its application; and of all orders in council ordering such remission of duties. Presented 25th February, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*
150. Return to an Order of the House of the 24th February, 1913, for a return showing the stenographers and secretaries of the House of Commons, and the names of the members for whom each of them work. Presented 26th February, 1913.—*Mr. Boulay.*
Not printed.
- 150a. Return to an Order of the House of the 31st March, ultimo, for a return giving the names and home addresses of the persons employed in the House of Commons as stenographers to members. Presented 1st April, 1913.—*Mr. Martin (Regina).*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

151. Return to an Order of the House of the 16th January, 1913, for a return showing the number of bushels of grain and barrels or sacks of flour which were shipped from Montreal, Quebec, St. John, N.B., and Halifax, for twelve months preceding the 31st day of December, 1912; the kinds of each product respectively, and the quantities of said commodities at each of above points which were domestic and foreign. Presented 26th February, 1913.—*Mr. Bennett (Simcoe)*.....*Not printed.*
152. Return to an Order of the House of the 19th February, 1913, for a return showing in detail the quantity and values, respectively, of the imports and exports of Canada with Great Britain, United States, Australia and New Zealand, during the year ending 31st March, 1912, in horses, cattle, sheep, hogs, bacon, hams, fresh and salted beef, lard, tallow, mutton, canned meats, butter, cheese, eggs, poultry and apples. Presented 26th February, 1913.—*Mr. Sutherland*.....*Not printed.*
153. Return to an Address to His Royal Highness the Governor General of the 26th February, 1912, for a copy of all letters, documents and correspondence relating to action by the Government in regard to the relief of the shareholders and depositors of the Farmer's Bank, and of the order in council appointing Sir William Meredith as Commissioner, and all correspondence in relation thereto. Presented 26th February, 1913.—*Mr. Macdonald*.....*Not printed.*
- 153a. Report of the Honourable Sir William Ralph Meredith, Kt., Commissioner appointed to make investigation into all matters connected with the Farmers Bank of Canada. Presented by Hon. Mr. White, 26th February, 1913.

Printed for distribution and sessional papers.

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(This volume is bound in three parts.)

- 153b. Report of Royal Commission authorized by orders in council dated 19th day of July, 1912, and the 5th day of August, 1912, to inquire into alleged complaints as to methods of weighing butter and cheese in Montreal, and also as to the methods of payment. Presented by Hon. Mr. Burrell, 30th May, 1913.
- Printed for distribution and sessional papers.*
154. Return to an Order of the House of the 27th January, 1912, for a return showing the amount of the subsidy paid to each of the four original provinces of the Dominion at Confederation, and the population on which such payment was based; the subsidy payable to each of the remaining five provinces on entering the union, and the population on which such payment was based; the sum added to the subsidy of any province as better terms, and the date which such addition was made respectively; the details of each readjustment of subsidies since 1867, and the yearly subsidy at present payable to each province, with the population on which such payment is based, and the original debt allowance, if any, respectively, placed to the credit of each province on entering the union. Presented 27th February, 1913.—*Mr. Sinclair.*
- Printed for sessional papers only.*
155. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence in regard to the disposition of the Marine Hospital at Pictou to the town of Pictou, or any other corporation or person. Presented 27th February, 1913.—*Mr. Macdonald*.....*Not printed.*
156. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, tenders, contracts, papers and other documents in the possession of the Department of Marine and Fisheries relating to the making and cancellation of a contract or agreement between the said department and one Charles G. Giffin, of Isaac Harbour,

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- N.S., to perform certain services for the lobster hatchery at that place, and also relating to a subsequent agreement with one Philip McArthur to perform similar duties. Presented 27th February, 1913.—*Mr. Sinclair*.....*Not printed.*
- 157.** Return to an Order of the House of the 29th January, 1913, for a copy of all papers and correspondence concerning the claim of Charles Mennier, ex-Collector of Customs at Marieville, Quebec, for rent. Presented 28th February, 1913.—*Mr. Lemieux*.
Not printed.
- 158.** Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the closing of the post office at Pomket river, Antigonish County, Nova Scotia, and the cancellation of the contract for the carrying of the mail between Heatherton and Pomket river. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 158a.** Return to an Order of the House of the 27th January, 1913, for a copy of all letters, telegrams, petitions and other correspondence and documents received by the Post Office Department during the last twelve months from the honourable member for East Grey and others, relating to the closing of the post office at Harkaway, County of Grey province of Ontario, and of the proposed change in the mail service. Presented 28th March, 1913.—*Mr. Lanctot*.....*Not printed.*
- 159.** Claims put forth by and on behalf of Indians of British Columbia—Report of James T. McKenna on.—(*Senate*).....*Not printed.*
- 159a.** Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all correspondence between the Government of British Columbia and the Government of Canada concerning the rights and claims of the Indians in the province, and of all orders in council with regard to the same. Presented 14th May, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*
- 159b.** Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, reports and recommendations from Rev. R. L. Macdonald, Indian agent at Salmon River reserve, Richmond County, N.S., relating to the Indian school in said reserve; and of all correspondence and instructions from the Department of Indian Affairs to the said Indian agent, relating to the same; also a copy of all complaints, charges and reports against Miss Charlotte M. Devereaux, teacher of the said school, and of all correspondence and recommendations relating to the appointment of Earnest McNeil to succeed her, since 1st January, 1912. Presented 23rd May, 1913.—*Mr. Kyte*.....*Not printed.*
- 159c.** Return to an Order of the House of the 12th May, 1913, for a copy of the last surrender and of all papers, correspondence and other documents in connection with the surrender of part of the White Bear Indian Reserve; together with a copy of all letters and telegrams referring to this surrender by officials of the Department or others, and of the authority on which this surrender was taken, the number of acres surrendered, and how disposed of. Presented 23rd May, 1913.—*Mr. Bradbury*.
Not printed.
- 159d.** Return to an Order of the House of the 30th April, 1913, for a copy of all letters, papers, memoranda and other documents, dated since 1st January, 1912, relating to the Kitsilano Indian Reserve in the City of Vancouver. Presented 23rd May, 1913.—*Mr. Oliver*.....*Not printed.*
- 160.** Immigrants—number of, who settled in Canada, in 1911-12, and from whence.—(*Senate*).
Not printed.

 CONTENTS OF VOLUME 28.—*Continued.*

- 160a. Return to an Order of the House of the 7th May, 1913, for a return showing the number of immigrants coming into Canada during the year ending 31st March, 1913, inspected by the government medical inspectors; the total cost of such medical inspections; the number of medical doctors employed by the government during that period; the name, salary and location of each, including those resident in Ottawa. Presented 6th June, 1913.—*Mr. Schaffner*.....*Not printed.*
161. Correspondence with Mr. V. Steffansson concerning northern expedition. Presented by Hon. Mr. Hazen, 3rd March, 1913.....*Not printed.*
- 161a. Copy of order in council No. P.C. 406 of the 22nd February, 1913, with reference to Mr. V. Steffansson's proposed northern expedition. Presented by Hon. Mr. Hazen, 10th March, 1913.....*Not printed.*
162. Return to an Address to His Royal Highness the Governor General of the 25th March, 1912, for a copy of all letters, requests, petitions, orders in council and other documents in the possession of the Department of Marine and Fisheries relating to the change in the fishery regulations by which steam trawlers were prohibited from participating in the fishing bounty. Presented 3rd March, 1913.—*Mr. Sinclair.*
Not printed.
- 162a. Return to an Address to His Royal Highness the Governor General, of the 10th February, 1913, for a copy of all petitions, correspondence, reports of experts or officers, of orders in council, minutes of council, and of other papers and documents in the possession of the Department of Marine and Fisheries, or any department of the government, relating to steam trawling on the Atlantic seaboard. Presented 15th April, 1913.—*Mr. Sinclair*.....*Not printed.*
163. Return to an Order of the House of the 19th February, 1913, for a copy of all correspondence, papers, accounts, vouchers, concerning the purchase and subsequent repairs of a private car by the Department of Militia and Defence, from the Canadian Northern Railway Company. Presented 3rd March, 1913.—*Mr. Lemieux.*
Not printed.
164. Return to an Order of the House of the 24th February, 1913, for a return showing separately the amount paid by the Department of Indian Affairs for medical attendance on account of the Indians on the Micmac reserve of Ste. Anne de Restigouche, Quebec, for each year from 1900 to 1913, inclusive, and to whom paid. Presented 10th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
165. Return to an Order of the House of the 19th February, 1913, for a copy of all correspondence, letters, telegrams and other documents relative to the sale of alleged Indian lands at Nyanza, riding of North Cape Breton and Victoria, N.S., to one Philip McDonald, such sale having taken place about the year 1877. Presented 17th March, 1913.—*Mr. McKenzie*.....*Not printed.*
- 165a. Return to an Order of the House of the 7th May, 1913, for a return showing the number of acres surrendered by the Côté's Band of Indians, the number of acres sold by private sale, the number of acres still unsold; together with a copy of all letters from persons who made application for purchase of surrendered lands in Côté's reserve, or from any person on behalf of purchasers and replies thereto; and of all reports, letters or memoranda addressed to the Superintendent General of Indian Affairs, from any officer of the department respecting the private sale of said lands; also a copy of any document or documents covering the authority under which these lands were sold by private sale, and of all letters addressed to the department, or any officer of department, respecting the sale of said lands. Presented 3rd June, 1913.—*Mr. Bradbury*.....*Not printed.*

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166. Return to an Order of the House of the 12th February, 1913, for a copy of all letters, reports and other documents received by the Minister of Labour regarding labour conditions on the Grand Trunk Pacific between Tête Jaune Cache and Fort George. Presented 17th March, 1913.—*Mr. Oliver*.....*Not printed.*
167. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all telegrams, letters and other documents passing between the Government of Canada, or any member thereof, and the Government of the Province of Saskatchewan, or any member thereof, with respect to chapter 17 of the statutes of Saskatchewan, 1912, being an Act to prevent the employment of female labour in certain capacities. Presented 17th March, 1913.—*Mr. Martin (Regina)*.....*Not printed.*
168. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, petitions and other papers received by the Prime Minister, or any member of the government, since the 1st April, 1912, in connection with the school system established in that portion of the Keewatin Territory annexed to the province of Manitoba. Presented 17th March, 1913.—*Mr. Macdonald*.....*Not printed.*
169. Return to an Order of the House of the 29th January, 1913, for a return showing the number of accidents to lock gates or bridges on the Welland Canal during the year ending 25th November, 1912, the nature of the accidents, the amount of damage in each case and the amount recovered by the Government from vessel owners in each instance. Presented 18th March, 1913.—*Mr. Graham*.....*Not printed.*
170. Return to an Order of the House of the 3rd March, 1913, for a copy of the contract passed on the 6th day of August, 1910, between the City of Quebec and the Transcontinental Railway Commissioners, for the acquisition by the latter of the property known as Champlain Market, to be used as a station and terminals for the said railway; of all the correspondence between the said city and the present Commissioner of the said railway, with the Minister of Railways, or any other Minister, with regard to the non-execution of the said contract by the said commission. Presented 18th March, 1913.—*Sir Wilfrid Laurier*.....*Printed for sessional papers only.*
171. Return to an Order of the House of the 29th of January, 1913, for a copy of all letters, correspondence, &c., respecting the request for suspension by H. Boulay, of J. Stahl, assistant inspector of immigration on the railway. Presented 19th March, 1913.—*Mr. Boulay**Not printed.*
172. Return to an Order of the House of the 17th February, 1913, for a return showing the total area of land thrown open for pre-emption and purchased homesteads in each of the provinces of Saskatchewan and Alberta since the passing of the Dominion Lands Act of 1908; also the number of acres of such lands which have been disposed of by way of pre-emptions and purchased homesteads in each of the said provinces, the amount of principal money collected on account of such lands in each of the said provinces up to 31st December, 1912, and the amount of interest collected on account of such lands in each of the said provinces to 31st December, 1912. Presented 19th March, 1913.—*Mr. Martin (Regina)*.....*Not printed.*
173. Return to an Order of the House of the 10th February, 1913, for a copy of all letters, correspondence, memorials and other documents received by the Right Honourable the Prime Minister and the Honourable the Minister of Justice, since the 1st day of January, 1912, relating to the request by county court judges for an increase of salary and for an amendment to the Judges Act with respect to retiring allowances. Presented 26th March, 1913.—*Mr. Proulx*.....*Not printed.*

CONTENTS OF VOLUME 28.—Continued.

- 174.** Return to an Order of the House of the 13th February, 1913, for a return showing the names of the keepers in Portsmouth penitentiary, and their religious belief; the names of any of the said keepers who may have been dismissed, the date, charges and on whose recommendation were they reinstated. Presented 26th March, 1913.—*Mr. Edwards*.....*Not printed.*
- 174a.** Return to an Order of the House of the 13th February, 1913, for the name of the discipline officer in charge of each of the following departments in Portsmouth penitentiary, the date when each was first appointed on the penitentiary staff, the date to his present position, and the religious belief of each: Quarry, farm, warden's residence and grounds, blacksmith shop, bath room and laundry, stone shed, tailor and shoe shop, changing room, stone pile, sewage plant, asylum ward, cell wings, library and Roman Catholic and Protestant chapels, hospital, shop dome, carpenter, tin and paint shop, and prison of isolation. Presented 26th March, 1913.—*Mr. Edwards*.....*Not printed.*
- 175.** Return to an Order of the House of the 17th February, 1913, for a copy of all statements of account for salary or remuneration to the Commissioner, and his expenses, for witness fees and all other expenses in connection with the investigations by Commissioner Duchemin, of the following persons in Antigonish County namely: Patrick M. Deoste, deckhand SS. *Scotia*, Harbour au Boucher; William R. Fougère, sectionman, Harbour au Bouche; Allen Kinney, sectionman, Linwood; Hubert Myatte, sectionman, Tracadie; John McDonell, sectionman, Afton Station; John W. Malanson, sectionman, Afton; James Armstrong, sectionman, Heatherton; Charles Landry, sectionman, Pomket; William S. Landry, section foreman, Pomket; Colin McDonald, sectionman, James River; Archibald Chisholm, station agent, Heatherton; Joseph Benoit, station agent, Pomket; Alex. R. McAdam, fishery officer, Malignant Cove; Alex. McDonald, sub-collector, Doctors Brook; Charles L. Gass, sub-collector, Bayfield; Jeffrey M. Crispo, sub-collector, Harbour au Bouche; Hugh R. McAdam, postmaster, Arisaig; Thomas J. Sears, postmaster, Lochaber, Charles L. Gass, postmaster, Bayfield; and Joseph P. Benoit, postmaster, Pomquet; also the expenses in detail, of and incidental to the investigation by said Commissioner Duchemin of the charges made against John J. McDonald, postmaster, McArra's Brook; Archibald Stewart, section foreman, Harbour au Bouche; Ronald McFarlane, section foreman, Williams Point; Henry Williams, sectionman, Marshy Hope; and John W. McInnes, bridge foreman Intercolonial Railway, Antigonish. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*
- 175a.** Return to an Order of the House of the 28th April, 1913, for a return showing the date of the appointment of H. P. Duchemin, Investigating Commissioner for Eastern Nova Scotia; the number of days he has been employed by the government since the appointment; the gross amount paid to Mr. Duchemin as an allowance for his services, excluding travelling expenses or other outlay; the amount which has been paid to Mr. Duchemin to date for travelling expenses, living expenses, witness fees, and other sundry expenses, respectively. Presented 21st May, 1913.—*Mr. Sinclair*.....*Not printed.*
- 176.** Return to an Order of the House of the 4th December, 1912, for a copy of the report or reports made by C. E. Taché, resident engineer of Bonaventure County, Quebec, on public works existing or asked for in that constituency since October, 1911, up to date. Presented 28th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 177.** Return to an Order of the House of the 6th February, 1913, for a return showing what properties within the area north of Wellington street and west of Bank street, in the City of Ottawa, have been purchased or acquired by the Government; from whom the said purchases were made, and the price paid, or agreed to be paid, in each case; the

 CONTENTS OF VOLUME 28.—*Continued.*

number of said properties not yet paid for, the names of the owners thereof, and amount, if any, in dispute in each case; the names of the persons who were employed in any capacity, or for any purpose, in connection with the purchase of the said properties, and the terms of their employment; the amount which has been paid to each, and further amounts to be paid to such persons, giving their respective names; whether the Government has employed any persons or agents to collect rent from the tenants or occupants of any of the said properties, if so, the names of such rent collectors, for what period employed, and amount by way of salary, fees, or commission, paid to each; the total amount paid by the Government up to 31st January, 1913, in connection with the purchase or acquisition of the said properties. Presented 28th March, 1913.—*Mr. Murphy**Not printed.*

178. Return to an Order of the House of the 24th January, 1913, for a copy of all correspondence between the Minister of Public Works and H. Morel, M.P.P., for East Nipissing, in any way relating to the construction of a road or highway from North Bay to Sturgeon Falls, Ontario; and of all petitions, correspondence, surveys, and engineers' reports in any way connected with the building of the said road or highway. Presented 28th March, 1913.—*Mr. Murphy*.....*Not printed.*
179. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, telegrams and other papers in connection with the expenditures made on Brulé wharf in the County of Colchester during the last two years. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*
- 179a. Return to an Order of the House of the 10th December, 1912, for a copy of all papers, documents, tenders and correspondence relating in any way to the construction of a wharf at Kraut Point, Lunenburg County, N.S. Presented 28th March, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*
180. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Eastern Canada Power Company, with a view to raise the head of the River St. Lawrence in the vicinity of Coteau, Cedar, Split Rock and Cascade rapids to the level of the water in Lake St. François. Presented 28th March, 1913.—*Mr. Lemieux*.....*Not printed.*
181. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters and telegrams addressed by the Conservative candidate in the County of Gloucester at the election of 21st September, 1911, to the Minister of Public Works from the day he took his oath of office, on 10th October, 1911, up to the 31st December, of the same year, on the subject of public works then under construction in the said county. Presented 28th March, 1913.—*Mr. Turgeon*.....*Not printed.*
182. Return to an Order of the House of the 10th March, 1913, for a return showing the number of men of the R. C. regiment at Aldershot, during the summer of 1912, previous to the regular militia camp; date of going into camp; number there during said time; whether tenders for supplies for these men were called for; number of tenders received and from whom; if any contracts were awarded on said tenders and, if not, what was done with the said tenders; how and from whom were supplies for these men obtained; the prices paid during said time per pound respectively, for meat, sugar, butter, tea, coffee, bacon, bread, and how much per bushel for vegetables; the cost per ration for supplies for said men of the R. C. regiment at Aldershot camp during the time aforesaid; the cost per ration for supplies to the regular militia camp under contract during the annual drill in the fall of 1912. Presented 28th March, 1913.—*Mr. Kyte*.....*Not printed.*

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183. Report on wholesale prices in Canada, 1912, by R. H. Coats, B.A., F.S.S., editor of the *Labour Gazette*. Presented by Hon. Mr. Crothers, 28th March, 1913....*Not printed.*
184. Area of territories added to Ontario and Quebec, by Statutes of 1912.—(*Senate*).
Not printed.
185. Relating to recent increase in prices charged Canadian fishermen for manilla cord.—(*Senate*).....*Not printed.*
186. Report of the Pilotage Commission of Quebec. Presented by Hon. Mr. Hazen, 28th March, 1913.....*Not printed.*
187. Return to an Order of the House of the 26th February, 1913, for a copy of all memoranda, letters, papers, telegrams and other documents in the possession of the Department of the Interior relating to the S. W. 36-16-27, W. 2. Presented 31st March, 1913.—*Mr. Knowles*.....*Not printed.*
- 187a. Return to an Order of the House of the 3rd March, 1913, for a copy of all correspondence, telegrams and other papers in connection with the southwest $\frac{1}{4}$ of 4-9-14 west of 2nd meridian. Presented 10th April, 1913.—*Mr. Bradbury*.....*Not printed.*
- 187b. Return to an Order of the House of the 26th March, 1913, for a copy of all papers, letters, memoranda and other documents relating to the northwest of 30-25-7-2. Presented 25th April, 1913.—*Mr. Oliver*.....*Not printed.*
- 187c. Return to an Order of the House of the 3rd March, 1913,—1. For a copy of all correspondence and other papers in connection with the disposal of the following lands and the claim of James W. Brown in connection with these lands:—
 Part of S.E. $\frac{1}{4}$ section 21-20-21-W. 2nd meridian, area $\frac{5}{100}$ ths acre.
 Part of N.E. $\frac{1}{4}$ section 21-20-21-W. 2nd meridian, area $\frac{118}{100}$ ths acre
 Part of S.E. $\frac{1}{4}$ section 20-20-21-W. 2nd meridian, area 80 acres.
 Part of S.W. $\frac{1}{4}$ section 28-20-21-W. 2nd meridian, area $72\frac{4}{100}$ ths acres.
 Whole of S.E. $\frac{1}{4}$ section 28-20-21-W. 2nd meridian, area 160 acres.
 Whole of N.E. $\frac{1}{4}$ section 32-20-21-W. 2nd meridian, area 160 acres.
 Part of S.E. $\frac{1}{4}$ section 32-20-21-W. 2nd meridian, area 80 acres.
 Whole of N.W. $\frac{1}{4}$ section 5-21-21-W. 2nd meridian, area 160 acres.
 Whole of S.E. $\frac{1}{4}$ section 5-21-21-W. 2nd meridian, area 160 acres.
 Part of N.E. $\frac{1}{4}$ section 5-21-21-W. 2nd meridian, area $123\frac{8}{100}$ ths acres.
 Whole of S.W. $\frac{1}{4}$ section 5-21-21-W. 2nd meridian, area 160 acres.
 2. Also of all papers in connection with the disposal of the whole of the northwest quarter-section 22-20-21, west of the second meridian; and part of S.W. $\frac{1}{4}$, 2-20-21-W. of the second meridian; and of all correspondence and papers in connection with Alexander Hurst Brown's claim *re* these lands. Presented 30th April, 1913.—*Mr. Bradbury**Not printed.*
- 187d. Return to an Order of the House of the 9th April, 1913, for a copy of all letters, papers, telegrams and other documents in connection with the sale of the N.W. quarter-section 29-10-18-W. Presented 13th May, 1913.—*Mr. Turriff*.....*Not printed.*
- 187e. Return to an Order of the House of the 28th April, 1913, for a copy of all letters, memoranda and other documents relating to the northeast quarter of 14-75-15-5, during the years 1911, 1912, and 1913 to date. Presented 13th May, 1913.—*Mr. Oliver.*
Not printed.

 CONTENTS OF VOLUME 28.—*Continued.*

- 187*f*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, telegrams, applications, and other documents in connection with the S.W. 2-19-20, west 2nd M. Homestead, patented 3rd June, 1892; the S. $\frac{1}{4}$ of N.E. 20-20-21, west 2nd M. patented 11th October, 1904, N.W.H.B., as assignee of Edward Boucher; the S.E. $\frac{1}{4}$ of 22-20-21, west 2nd M., N.W.H.B., patented 22nd September, 1900, as assignee of Louis McGillies; the S.E. $\frac{1}{4}$ of 28-20 21, west 2nd M., N.W.H.B., patented 26th August, 1901, as assignee of J. Bte. Fagant, jr., and the E. $\frac{1}{2}$ of S.E. $\frac{1}{4}$ of 32-20-21, west 2nd M., N.W.H.B., patented 11th September, 1901, as assignee of Jos. Alexander; and of all papers in connection with any claims of G. W. Brown or others in connection with these lands. Presented 3rd June, 1913.—*Mr. Bradbury*.....*Not printed.*
- 187*g*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, telegrams, applications and other documents regarding the S.W. $\frac{1}{4}$, 28-20-21, west 2nd M., N.W.H.B., patented 1st March, 1909, as assignee of Norbert Bellehumeur; and the W. $\frac{1}{4}$ of S.E. $\frac{1}{4}$, 32, 20, 21, west 2nd M., N.W.H.B., patented 1st March, 1909, as assignee of Norbert Bellehumeur; and of all papers in connection with any claims by Norman McKenzie or others against the Government in connection with these lands. Presented 4th June, 1913.—*Mr. Bradbury*.....*Not printed.*
188. Return to an Order of the House of the 10th March, 1913, for a copy of all correspondence or communication of any kind between the Department of Insurance at Ottawa and the Department of Insurance at Toronto since June, 1907, touching the transfer of the Canadian Guardian Life Insurance Company from the jurisdiction of the Insurance Department at Ottawa to that of the jurisdiction of the Insurance Department at Toronto; of all correspondence, if any, between the Insurance Department at Ottawa and the *Saturday Night*, newspaper of Toronto, touching the affairs of the Canadian Guardian Life Insurance Company or the International Insurance Company, Limited; and of all correspondence and other communications between the Department of Insurance at Ottawa and the Government of the province of Alberta in reference to the affairs of the Canadian Guardian Life Insurance Company or the International Insurance Company, Limited. Presented 31st March, 1913.—*Mr. German.*
Not printed.
189. Copy of an Order in Council, &c., respecting a contribution of \$30,000 to assist in alleviating the distress of the sufferers by the disastrous cyclone which swept over the City of Regina and its vicinity. Presented by Hon. Mr. White, 31st March, 1913.
Not printed.
190. Copy of correspondence respecting the Treaty of Commerce and Navigation between the United Kingdom and Japan. Presented by Hon. Mr. Borden, 1st April, 1913.
Printed for sessional papers only.
- 190*a*. From Imperial Consulate General of Japan for the Dominion of Canada. The undersigned, His Imperial Majesty's Consul General at Ottawa, duly authorized by His Government, has the honour to declare that the Imperial Japanese Government are fully prepared to maintain with equal effectiveness the limitation and control which they have since 1908 exercised in the regulation of emigration from Japan to Canada. 11th April, 1913. Presented by Hon. Mr. Borden, 11th April, 1913.....*Not printed.*
191. Copy of the order in council in connection with the appointment of a Commission to inquire into the claims of the province of British Columbia for exceptional treatment. Presented by Hon. Mr. Borden, 1st April, 1913.....*Printed for sessional papers only.*
- 191*a*. Memorandum *re* British Columbia's claims for special consideration. Presented by Hon. Mr. Borden, 1st April, 1913.....*Printed for sessional papers only.*

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- 191b.** Copies of orders in council, &c., relating to the appointment of commissioners to adjust all matters relating to Indian lands and Indian affairs generally in the province of British Columbia. Presented by Hon. Mr. Borden, 17th April, 1913.
Not printed.
- 191c.** Report of the Royal Commission appointed to inquire into and report upon the law respecting pilotage and its administration in the pilotage districts of Montreal and Quebec; and what changes, if any, are desirable therein; and also, a letter addressed to the Minister of Marine and Fisheries from Mr. Ajutor Lachance, one of the commissioners. Presented by Hon. Mr. Hazen, 18th April, 1913.....*Not printed.*
- 191d.** Report of Royal Commission on Industrial Training and Technical Education, Parts I, II, III. and IV. Presented by Hon. Mr. Crothers, 4th June, 1913.
Printed for distribution and sessional papers.
- 192.** Return to an Order of the House of the 24th February, 1913, for a copy of all memoranda, letters, papers and documents relating to the setting apart of a forest reserve on the north side of the Saskatchewan river opposite the City of Prince Albert. Presented 2nd April, 1913.—*Mr. Oliver*.....*Not printed.*
- 192a.** Return to an Order of the House of the 26th February, 1913, for a copy of all memoranda, reports, letters, and other documents of any kind in the possession of the Department of the Interior relating to the suitability for forest reserve or for homesteading purposes, of the whole or any part of townships 24 and 25, range 27, west of the first meridian, now forming part of the Riding Mountain Forest Reserve. Presented 11th April, 1913.—*Mr. Oliver*.....*Not printed.*
- 193.** Return to an Order of the House of the 10th February, 1913, for a copy of all correspondence exchanged between the Department of Marine and Fisheries and the member for Temiscouata, and all other persons, respecting the placing of a light or line of lights on wharf at Ile Verte, County of Temiscouata. Presented 4th April, 1913.—*Mr. Paquet**Not printed.*
- 194.** Copy of a report of the Committee of the Privy Council, approved by His Excellency the Administrator, on the 5th April, 1913, relative to a contract for an ocean mail, passenger and freight steamship service between Canada and Great Britain and Great Britain and Canada, together with the articles of agreement for the said service. Presented by Hon. Mr. Pelletier, 7th April, 1913.....*Not printed.*
- 195.** Return to an Order of the House of the 10th March, 1913, for a statement showing the total volume of trade, in import and export, respectively, between Canada and Newfoundland for each year during the period from the 1st day of January, 1896, to the 1st day of January, 1913, and of what the said trade consisted of each year.
2. The volume of trade between Newfoundland and the West Indian Islands, included in the West Indian trade agreement with Canada, dated the 9th day of April, 1912, during the years 1909, 1910, 1911 and 1912, in import and export, and of what the said import and export consisted of each year. Presented 10th April, 1913.—*Mr. McKenzie*.
Not printed.
- 195a.** Supplementary return to an Order of the House of the 10th March, 1913, for a statement showing the total volume of trade, in import and export, respectively, between Canada and Newfoundland for each year during the period from the 1st day of January, 1896, to the 1st day of January, 1913, and of what the said trade consisted of each year.

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2. The volume of trade between Newfoundland and the West Indian Islands, included in the West Indian trade agreement with Canada, dated the 9th day of April, 1912, during the years 1909, 1910, 1911 and 1912, in import and export, and of what the said import and export consisted of each year. Presented 21st April, 1913.—*Mr. McKenzie* *Not printed.*
196. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, telegrams, and correspondence referring in any way to the purchase or leasing of the property in Antigonish, N.S., now in use as a gun shed or store house for the equipment of the 18th Field Battery of Artillery. Presented 14th April, 1913.—*Mr. Chisholm (Antigonish)*..... *Not printed.*
197. Return to an Order of the House of the 19th March, 1913, for a copy of all tenders asking for the construction of a drill hall at Fernie, B.C., of all correspondence concerning the awarding of the contract, and of all correspondence and documents regarding said tender and contract. Presented 14th April, 1913.—*Sir Wilfrid Laurier.*
Not printed.
- 197a. Supplementary return to an Order of the House of the 19th March, 1913, for a copy of all tenders asking for the construction of a drill hall at Fernie, B.C., of all correspondence concerning the awarding of the contract, and of all correspondence and documents regarding said tender and contract. Presented 6th June, 1913.—*Sir Wilfrid Laurier*..... *Not printed.*
198. Return to an Order of the House of the 24th February, 1913, for a copy of all correspondence and documents between the government of Canada or any officer thereof, and one Miss Mastin, of England, relating to a presentation of certain chinaware and other curiosities, made to the Government by the said Miss Mastin, in memory of the defeat at the polls of the agreement relating to reciprocity with the United States. Presented 14th April, 1913.—*Mr. Sinclair*..... *Not printed.*
199. Return to an Order of the House of the 19th March, 1913, for a return showing the names, professions or occupations, residences, the date of appointment, and the salary in each case, of all correspondents of the *Labour Gazette*, and also the number of changes made in that particular for the year 1912. Presented 22nd April, 1913.—*Mr. Verville* *Not printed.*
200. Return to an Order of the House of the 26th March, 1913, for a return showing the amount of seed grain supplied to settlers in Peace River during the year 1912; the amount of seed grain being provided for settlers in Peace River during 1913; who distributed the seed grain supplied in 1912 and who is authorized to distribute seed grain in 1913; under what conditions seed grain was supplied during 1912, and those proposed for 1913; if provisions were supplied during 1912, what the conditions were and who gave out the supplies; if it is intended to supply provisions in 1913, what conditions will be given and who will give them out. Presented 25th April, 1913.—*Mr. Oliver* *Not printed.*
201. Return to an Order of the House of the 7th April, 1913, for a copy of all documents in the Department of the Interior prior to the issue of the Crown patents relating to Lot No. 217 of the Hudson Bay Company Survey, in the parish of St. John, Winnipeg. Presented 25th April, 1913.—*Mr. Proulx*..... *Not printed.*
202. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence claims and reports with reference to compensation claimed by owners of horses attached to the 10th Field Battery at Camp Petawawa in the summer of 1912, by rea-

 CONTENTS OF VOLUME 28.—*Continued.*

son of damage or disease contracted while in the service; also of all such claims paid, the amounts in each case, and the persons to whom paid. Presented 25th April, 1913.—*Mr. Carvell*.....*Not printed*

203. Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents, pay-rolls, accounts, receipts, and correspondence in connection with all expenditures of money made in 1912 upon the Petite Rivière breakwater, Lunenburg County, Nova Scotia. Presented 29th April, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

- 203a. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all advertisements, tenders, contracts, orders in council, letters, correspondence, &c., relating to the construction of a wharf or breakwater at Seaforth, Halifax County, N.S. Presented 29th April, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

- 203b. Return to an Order of the House of the 20th March, 1912, for a copy of all documents, letters, correspondence, petitions, reports, &c., addressed to the Department of Public Works since the 21st September last on the subject of a wharf now under construction at St. Croix, in the County of Lotbinière, province of Quebec. Presented 29th April, 1913.—*Mr. Fortier*.....*Not printed.*

- 203c. Return to an Order of the House of the 19th March, 1913, for a return showing whether the repairs to Red Point wharf, Lot 48, Prince Edward Island, have been completed; if the work was done by tender or by day labour; if by tender, with whom the contract was made; if by day labour, the number of superintendents, inspectors, or overseers employed, their names, the number of days each did work, and the wages per day paid to each; the number of men employed, their names, the number of days each did work and the wages per day paid to each; who supplied the materials; the amount of each kind or class used, and the price paid for each kind or class; the total amount paid for materials, wages and cost of the work. Presented 2nd May, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

- 203d. Return to an Order of the House of the 31st March, 1913, for a copy of all documents, papers, correspondence, representations, &c., relating to the purchase of land at Digby, Nova Scotia, for the purpose of a site for a public wharf. Presented 2nd May, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

- 203e. Return to an Order of the House of the 19th March, 1913, for a return showing whether the repairs to Southport wharf, Lot 48, Prince Edward Island, have been completed; if the work was done by tender or by day labour; if by tender, with whom the contract was made; if by day labour, the number of superintendents, inspectors, or overseers employed, their names, the number of days each did work, and wages per day paid to each; the number of men employed, their names, the number of days each did work and the wages per day paid to each; who supplied the materials; the amount of each kind or class used and the price paid for each kind or class; the total amount paid for materials, wages and cost of the work. Presented 2nd May, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

- 203f. Return to an Order of the House of the 11th December, 1912, for a copy of all accounts, correspondence, telegrams, complaints and other documents in possession of the Department of Public Works, in relation to the expenditure of moneys on harbour improvements at Grand Etang, during the year 1911-12. Presented 13th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

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- 203g.** Return to an Order of the House of the 7th April, 1913, for a copy of all documents, correspondence, &c., relating to the purchase by the Department of Public Works of a certain quantity of timber for the construction of a wharf at St. Germain de Kamouraska, the said purchase having been made, as alleged, from Murray Castonguay during the year 1912. Presented 26th May, 1913.—*Mr. Lapointe (Kamouraska).*
Not printed.
- 203h.** Return to an Order of the House of the 29th January, 1913, for a copy of all letters written to the Honourable Minister of Public Works, or to any officer of the Public Works Department, or to any member of the government since 10th October, 1911, by G. A. R. Rowlings, John S. Wells and S. R. Griffin, relating to the construction of public works, County of Guysborough, N.S., also a copy of the replies to the same. Presented 29th May, 1913.—*Mr. Sinclair.*.....*Not printed.*
- 203i.** Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence exchanged between the Postmaster General and M. Isidore Belleau, of Quebec, in connection with improvements contemplated in Quebec harbour. Presented 2nd June, 1913.—*Mr. Carvell.*.....*Not printed.*
- 203j.** Return to an Order of the House of the 28th April, 1913, for a copy of all papers, documents, pay-rolls, receipts, accounts, correspondence, &c., relating to repairs made upon the breakwater at Petite Rivière, Lunenburg County, N.S., in the year 1912. Presented 6th June, 1913.—*Mr. Maclean (Halifax).*.....*Not printed.*
- 204.** Return to an Order of the House of the 4th March, 1912.—1. For a copy of all reports of engineers from 1874 to 1900, relating to the most suitable site in the harbour of Quebec for the construction of a dry dock.
2. Of all correspondence exchanged on the subject of a choice of a site for the dry dock now existing at St. Joseph de Lévis, at the time of its construction.
3. Of engineers reports, plans, maps and bearings relating to the construction of a new dry dock in the port of Quebec since 1900.
4. Of all correspondence exchanged between the different companies and the government relating to the construction of a new dry dock in the port of Quebec, since 1909.
5. Also for the production of all documents submitted by the different companies who have asked for the government grant provided by the Dry Dock Subsidies Act. Presented 29th April, 1913.—*Mr. Béland.*.....*Not printed.*
- 204a.** Dry dock of Lévis. Report of Mr. Charles Smith against Sampson, et al.—(*Senate*).
Not printed.
- 204b.** Return to an Address to His Royal Highness the Governor General of the 19th March, 1913, for a copy of all orders in council, plans and estimates, correspondence, papers and inquiries respecting the construction of a dry dock at Quebec or Lévis or in the port or harbour of Quebec. Presented 6th June, 1913.—*Mr. Lachance.*....*Not printed.*
- 205.** Return to an Order of the House of the 9th April, 1913, for a copy of the petition of the Restigouche Fishermen's Association to the Minister of Marine and Fisheries asking for the removal of Mr. M. M. Mowat, head guardian of the Restigouche Riparian Association as Dominion fishery officer, and the answer thereto. Presented 2nd May, 1913.—*Mr. Marcil (Bonaventure).*.....*Not printed.*
- 206.** Return to an Order of the House of the 13th February, 1913, for a return showing the name of the company who has the contract for the electric lighting of the government buildings and grounds in Ottawa, date of contract and period, on what notice can contract be cancelled, price paid per kilowatt hour for electric lighting, names of

 CONTENTS OF VOLUME 28.—*Continued.*

buildings lighted, cost of lighting each per year, rate for electric lighting if a combined power and light rate, price for current for power purposes, if lamps are not free, price paid for the carbon and tungsten lamps renewed, are lamps marked so as to be identified as belonging to the government buildings, number of electric lamp renewals paid for during the last fiscal year, where required, number of carbon and tungsten lamps respectively in use in the several buildings and the candle power or wattage of the same. Presented 2nd May, 1913.—*Mr. Wilson (Wentworth)*

Not printed.

207. Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, petitions, memoranda, reports, tenders, deposits, recommendations and all other documents of any nature whatsoever bearing on or having relation to the erection of a public building in the city of Three Rivers, P.Q., since the 11th day of October, 1911, to date. Presented 2nd May, 1913.—*Mr. Bureau.*

Not printed.

- 207a. Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters, and documents relating to the construction of a public building in the town of Laurentides, County of L'Assomption. Presented 4th June, 1913.—*Mr. Seguin.*

Not printed.

- 207b. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, letters, telegrams, contracts, tenders and reports of government inspector, in relation to the work and repairs on the public building at North Sydney during the year 1912, and particularly the inspector's report on the damages caused by fire during the construction of said works and repairs; and also a copy of the tenders of Henry Lovell, for the above work. Presented 6th June, 1913.—*Mr. McKenzie.*

Not printed.

- 207c. Return to an Order of the House of the 27th January, 1913, for a copy of all telegrams, letters, documents and plans relative to the purchase or acquirement of land for the purpose of erecting a public building in Stellarton, Nova Scotia, in the year 1912. Presented 6th June, 1913.—*Mr. Macdonald.*.....*Not printed.*

208. Return to an Order of the House of the 24th February, 1913, for a return showing the names of the buildings occupied by the Government as public offices, which are under rent, excepting the Centre, East, West and Langevin Blocks; the street on which each of these offices is situated and the number of the street in each case. Presented 2nd May, 1913.—*Mr. Boulay.*.....*Not printed.*

209. Return to an Order of the House of the 11th December, 1912, for a copy of all accounts, correspondence, telegrams, complaints and other documents in possession of the Department of Public Works, relating to the construction of telegraph lines during the year 1911-12, from South West Margaree to Scotsville, from Scotsville to North Ainslee; from Scotsville to South Lake Ainslee and Whycomomagh; from Little Narrows to Whycomomagh; from Rossville to Big Intervale and from Rossville to the Victoria County Boundary Line, all in the County of Inverness. Presented 2nd May, 1913.—*Mr. Chisholm (Inverness).*.....*Not printed.*

210. Correspondence in connection with the area or areas prescribed for mange in British Columbia.—(*Senate*)....*Not printed.*

211. Report made by the Central Railway of Canada to the Railway Department.—(*Senate*).
Not printed.

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- 212.** Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of all orders in council, letters, telegrams and of all other official documents of any kind in the possession of the Department of Customs, relating to the seizures of twenty horses from John Gobel, for smuggling them across the United States boundary near Coutts, or Writing-on-Stone, between the 20th and 28th of February, 1911. Presented 5th May, 1913.—*Mr. MacNutt*.....*Not printed.*
- 213.** Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of all orders in council, letters, telegrams and of all other official documents of any kind in the possession of the Department of the Interior, relating to sale of school lands which have been held in the provinces of Alberta and Saskatchewan since the 12th day of October, 1911. Presented 7th May, 1913.—*Mr. McCraney*.....*Not printed.*
- 213a.** Return to an Order of the House of the 2nd April, 1913, for a return showing by quarter-section, or fraction of quarter-section, all school lands sold in Manitoba, Saskatchewan and Alberta during the calendar year 1912; the price per acre at which each separate parcel was sold; the name and address of each purchaser; a list of all school lands sold at above sales which have since been cancelled; the price at which each parcel of said cancelled lands were sold, with the names and addresses of purchasers of each parcel of said lands sold and subsequently cancelled. Presented 23rd May, 1913.—*Mr. Turriff*.....*Not printed.*
- 213b.** Return to an Order of the House of the 12th February, 1913, for a return showing all school lands sold in the province of Saskatchewan in 1912, giving each parcel of land sold, the name and address of each purchaser, the date and place of sale, the name of the auctioneer at each sale, and any assignments of contracts of purchase of which the government has notice, and a copy of all correspondence passing between the Government, or any member thereof, and the Government of the province of Saskatchewan or any member thereof, with respect to the sale of school lands in the said province. Presented 6th June, 1913.—*Mr. Martin (Regina)*.....*Not printed.*
- 214.** Return to an Order of the House of the 9th April, 1913, for a copy of all petitions, affidavits, specifications, plans, drawings, claims, certificates, papers and patent rights in the Department of Agriculture or the Patents Branch thereof, with respect to Patent Number 142823. Presented 7th May, 1913.—*Mr. Carvell*.....*Not printed.*
- 215.** Return to an Order of the House of the 28th April, 1913, for a copy of all memorials, petitions, and letters, addressed to or sent by the Minister of Agriculture, or on his behalf, in connection with the establishment of an agricultural school, model farm or demonstration station at New Carlisle, Quebec. Presented 9th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*
- 216.** Return to an Order of the House of the 28th April, 1913, for a copy of all telegrams, correspondence, returns, &c., between the Department of Agriculture, and any other person or persons, requesting recently that the Veterinary Director General of Canada visit Nova Scotia. Presented 9th May, 1913.—*Mr. Maclean (Halifax)*.
Not printed.
- 217.** Extent to which the Franking privilege is used by the several provinces in Canada for statistics.—(*Senate*).....*Not printed.*
- 218.** Return to an Order of the House of the 29th January, 1913, for a copy of all diaries and other documents relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Rathwell and Erratt in the Moosejaw land district. Presented 16th May, 1913.—*Mr. Knowles*.....*Not printed.*

 CONTENTS OF VOLUME 28.—*Continued.*

- 218a. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Brandt, Balfour, Onelette and Sipes, in the Regina land district. Presented 16th May, 1913.—*Mr. Martin (Regina)*.....*Not printed.*
- 218b. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspectors Brandt, Balfour, Onelette and Sipes during the months of June and July, 1912. Presented 16th May, 1913.—*Mr. Martin (Regina)*.
Not printed.
- 218c. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspector Miller of the Moosejaw land district during the months of June and July, 1912, together with a copy of all reports, proceedings, diaries and other documents, showing the work performed during the said time by the said homestead inspector. Presented 16th May, 1913.—*Mr. Knowles*.....*Not printed.*
- 218d. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries and other documents relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Shields and McLaren, in the Swift Current lands district. Presented 23rd May, 1913.—*Mr. Knowles*.....*Not printed.*
- 218e. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspectors Shields, McLaren, Erratt and Rathwell, during the months of June and July of 1912. Presented 26th May, 1913.—*Mr. Knowles*.
Not printed.
219. Return to an Order of the House of the 26th March, 1913, for a copy of all papers, memoranda, and instructions relating to a certain area of land on the bank of Little Manitou Lake, Saskatchewan, recently transferred to the town of Waterous, for park purposes. Presented 16th May, 1913.—*Mr. Oliver*.....*Not printed.*
220. Return to an Order of the House, of the 4th December, 1912, for a copy of all correspondence and other documents in the possession of the Department of Public Works relating to the proposed interprovincial bridge between Hawkesbury, Ontario, and Grenville, Quebec. Presented 26th May, 1913.—*Mr. Proulx*.....*Not printed.*
221. Return to an Order of the House of the 1st April, 1913, for a copy of all complaints, charges, evidence and reports in connection with the investigation held at Aldershot, N.S., in September, 1912, relating to the alleged thefts of property from the militia camp. Presented 26th May, 1913.—*Mr. Kyte*.....*Not printed.*
- 221a. Return to an Order of the House of the 21st April, 1913, for a copy of all notices, tenders, contracts and correspondence relating to the supplying of ice for the military camp at Aldershot, N.S., for 1913, and of all correspondence relating to the source of such ice supply. Presented 26th May, 1913.—*Mr. Kyte*.....*Not printed.*
222. Return to an Order of the House of the 17th February, 1913, for a copy of all letters, proposals, tenders, memoranda, papers and documents in the possession of the Department of Trade and Commerce, or any department of the Government, bearing date since 1st December, 1912, relating to steamship service between Canada and the West Indies. Presented 27th May, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*
- 222a. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, petitions, letters, telegrams, and other documents in the Department of Trade and Commerce, or any department of the Government, relating to the SS. service,

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between Mulgrave, County of Guysborough and Cheticamp, Inverness County, during the years 1910-11, 1911-12, and 1912-13, and the service to be continued during the year 1913-14. Presented 27th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

223. Return to an Order of the Senate calling upon the Clerk of the House to furnish a statement showing the number of Bills passed by the House of Commons since Confederation, which have been:—1. Amended by the Senate. 2. Rejected by the Senate. 3. Amended by the Senate and accepted by the Commons.—(*Senate*).....*Not printed.*
224. Return to an Order of the House of the 14th* May, 1913, showing whether a contract was passed by the Post Office Department in the year 1911, for the use of stamp vending machines, the terms of said contract, the date, and by whom signed. Presented 2nd June, 1913.—*Mr. Lemieux*.....*Not printed.*
225. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1913. Presented by Hon. Mr. Coderre, 2nd June, 1913.....*Not printed.*
226. Names of judges of Superior and Circuit Court in province of Quebec, date of appointment, &c.—(*Senate*).....*Not printed.*
227. Return to an Order of the House of the 19th May, 1913, for a return showing the per capita taxation for the year ending 31st March, 1913, and for each of the twelve preceding years. Presented 3rd June, 1913.—*Mr. Hughes (Kings, P.E.I.)*....*Not printed.*
228. Return to an Order of the House of the 29th May, 1913, for a return showing whether a certificate has been issued by the Treasury Board authorizing the transfer of the assets and liabilities of La Banque Internationale du Canada to the Home Bank; the terms of the said transfer, and all documents bearing on this question. Presented 3rd June, 1913.—*Mr. Lemieux*.....*Not printed.*
229. Report of the Canadian delegates to the International Conference, held at New York for the consideration of the Commemoration of the First Century of Peace between the United States and the British Empire. Presented by Hon. Mr. Borden, 5th June, 1913.....*Not printed.*
230. Return to an Address to His Royal Highness the Governor General of the 10th March, 1913, for a copy of all correspondence, memoranda, orders in council, departmental orders and reports from fishery overseers or other officers, during the past two years, relating to weir licenses in the waters of the Counties of Charlotte and St. John, Province of New Brunswick. Presented 6th June, 1913.—*Mr. Pugsley*.....*Not printed.*
231. Return to an Order of the House of the 24th February, 1913, for a copy of all letters and papers relating to the issue of half-breed scrip, warrant No. 2155, certificate No. 672, to Albert St. Denis, and the disposition of the said scrip. Presented 6th June, 1913.—*Mr. Oliver*.....*Not printed.*
232. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all papers in connection with the withdrawal from settlement of a strip of land one mile in width along the line of the Hudson Bay Railway, and of the order in council, and also of all plans and correspondence in connection with the same, prior and subsequent thereto. Presented 6th June, 1913.—*Mr. Graham*.
Not printed.
233. A return to an Order of the Senate dated 7th March, 1913, for a copy of all papers, letters, petitions, contracts and other papers relating in any way to the purchase of land at Le Pas for terminus of Hudson Bay road.—(*Senate*).....*Not printed.*

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1911, TO MARCH 31, 1912

*Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906
Chapter 35, Section 33.*

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1912

[No. 20—1913]

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

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1911 to March 31, 1912.

F. COCHRANE,
Minister of Railways and Canals.

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDED MARCH 31, 1912

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, 1912.

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 Government Railways Managing Board; 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 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 these works, aggregate as follows:—

The total railway expenditure amounted to \$35,907,972.09, of which \$23,712,098.59 was charged to capital, \$1,117,070.70 to income, and \$11,078,802.80 to revenue.

The railway expenditure on capital account included \$1,710,448.56 for the Inter-colonial railway, \$128,041.91 for the Prince Edward Island railway, \$21,110,683.05 for

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the eastern division (from Moncton to Winnipeg), of the National Transcontinental railway, which is in course of construction by a board of commissioners, \$159,632 for the Hudson Bay railway, and \$603,293.07 for the Quebec bridge.

The railway expenditure on income included a total of \$859,400.25 paid as subsidies to railways other than the government roads, and \$180,997.17 for the Board of Railway Commissioners for Canada.

The expenditure of the Intercolonial railway amounted to \$12,301,484.40, namely, \$1,710,448.56 on capital account, and on revenue account (working expenses) \$10,591,035.84. On the maintenance of the Windsor branch the expenditure was \$33,854.05, charged to revenue account.

On the Prince Edward Island railway, the total expenditure was \$578,004.82, of which \$128,041.91 was charged to capital and \$449,962.91 to revenue.

The expenditure on canals aggregated \$4,254,609.24; of which \$2,560,938.11 was chargeable to capital account, \$442,012.43 to income, \$676,790.43 for staff, and \$574,868.27 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of \$2,922.06, the total expenditure for the year on railways and canals was \$40,165,503.39.

The total revenue derived from the government railway and canal works was \$11,298,280.31, of which the railways produced \$11,034,165.83, and the canals \$264,114.48,* the sum of \$201,986.77 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, 1912, amounts, on capital account, to \$285,126,793.46, including the sum of \$25,000,000 granted to the Canadian Pacific Railway Company for its main line, and also the amount, \$660,683.09, expended on the Annapolis and Digby railway. In addition, there has been expended from the consolidated fund a total of \$226,270,580.19, covering the operating expenses of the government roads, and \$43,594,408.57 subsidies to railways other than the main line of the Canadian Pacific railway, making a total expenditure of \$511,397,373.65. Of this amount, the sum of \$13,881,460.65 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, 1912, the close of the fiscal year, amounts on capital account to \$101,892,861.97, of which \$20,593,866.13 was expended prior to Confederation, and from the consolidated fund, for operation, maintenance and repairs, to \$32,562,218.19, making a total of \$134,455,080.16.

The total expenditure on the two branches, railways and canals, up to March 31, 1912, is as above, \$645,852,453.81; adding to which, for general expenditures embracing

* 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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both, the further sum of \$815,649.90, the grand total expenditure amounts to \$646,668,103.71.†

The total revenue collected since July 1, 1867, to March 31, 1912, amounts, from the government railways, to \$168,440,753.06, and from the canals to \$14,641,607.11, making a total of \$183,082,360.17.

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 herewith.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor branch (maintained only and leased for operation), and the Prince Edward Island railway. They are controlled by a board 'The Government Railways Managing Board,' appointed under authority of an Order in Council, dated April 20, 1909.

Details respecting these railways and their operation will be found in the appendices, Part III, containing reports from the Government Railways Managing Board, and the officials of these roads.

The Intercolonial railway working expenses aggregated \$10,591,035.84, and its earnings, \$10,593,785.84, the difference between the two amounts showing a profit of \$2,750 only.

The Intercolonial, however, actually made a profit of \$539,569.69, but at the close of the fiscal year the sum of \$536,819.69 was transferred to Equipment Renewal Account, and was available at the beginning of the following year for the purchase of rolling stock. The sum so transferred, though not expended, was charged against 'maintenance of equipment.'

The Windsor branch maintenance expenditure amounted to \$33,854.05; the government share of the earnings credited to the branch amounted to \$73,176.60, leaving a profit of \$39,322.55.

The Prince Edward Island railway working expenses amounted to \$449,962.91; its earnings amounted to \$367,203.39, the deficit being \$82,759.52.

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 International, the westerly limit of which previously was Levis, 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.

† 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 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 Chaudiere 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 Chaudiere 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 Canada 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 and operated, increasing the length of the railway to 1,468.15 miles. 24.60 miles in the main line and 2.10 miles in branches are double-tracked. There are of spur lines 35.8 miles, and of sidings and tracks in yards, 391.43 miles.

CAPITAL ACCOUNT EXPENDITURE.

The expenditure for the past fiscal year ended March 31, 1912, on capital account amounted to \$1,710,448.56, making the total capital expenditure on the whole road as amalgamated under the Act 54-55 Vic., chap. 50 (1891) and 62-63 Vic., chaps. 5 and 6 (1899), together with the acquired Canada Eastern railway, \$94,745,819.64.

The principal items charged to capital during the year were as follows (omitting cents); for diversion of line at Chatham and branch to wharf, \$210,563; for the new locomotive and car shops with equipment, and new freight yard and cut-off at Moncton, \$106,936; addition to general office, Moncton, \$80,626; increased accommodation at Halifax, \$73,989; docks and wharves at Halifax, \$98,898; engine house, machine shops, &c., at Rivière du Loup, \$62,347; Sydney Mines diversion, \$100,000; increased accommodation at Campbellton, \$176,810; increased accommodation at Fredericton, \$42,978; at St. John, \$25,600; Stellarton, \$30,000; Truro, \$24,951; and Mulgrave, \$28,961; double-tracking at New Glasgow, \$26,069; Sydney Mines diversion, \$249,929; general protection of highways, \$114,266; air brakes to freight cars, \$12,160; and rolling stock, \$128,485. The sum of \$113,406 was expended towards the construction of a railway from the Intercolonial railway near New Glasgow to Guysboro, and from Cross Roads Country Harbour, on the line, to Deepwater; also the sum of \$24,696 towards the building of a railway from Dartmouth to Deans Settlement; and the sum of \$11,121 towards building a railway from Alba, on the Intercolonial railway, to Baddeck, C.B.

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REVENUE ACCOUNT EXPENDITURE.

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

The main heads and the expenditures under them for the fiscal year ended March 31, 1912, are as follows: Maintenance of way and structures, \$1,820,869.24, against which is a credit of \$8,449.66, for maintenance of joint tracks, yards, &c., leaving the net amount \$1,812,419.58; maintenance of equipment, \$2,681,543.27; traffic expenses, \$217,943.10; transportation expenses, \$5,728,533.16, against which is a credit of \$98,393.97 for operating joint yards and terminals, making the net expenditure under this head, \$5,630,139.19; general expenses, \$248,990.70.

The aggregate expenditure under these five heads for the year was \$10,591,035.84.

199 miles of track were taken up and replaced with new rails at a cost of \$158,368.

476,048 ordinary ties, and 190 sets of switch ties were put in track at a cost of \$143,054.

151 miles of track were ballasted at a cost of \$61,628.

The expenditure on grade crossings, fences, cattle guards was \$47,918.

30.55 miles of woven wire fencing were built.

Removal of snow, sand and ice cost \$151,580.

On the roadway and track \$682,852 was expended, and on the buildings, fixtures and grounds, \$265,442.

Details of these expenditures will be found in the statements of the Comptroller, Part III, of the appendices.

The gross earnings of the year, \$10,593,785.84, were derived as follows:—

The passenger earnings amounted to \$3,017,304.63; the freight earnings were \$7,008,300.49; the mail and express earnings were \$428,985.64, and the miscellaneous earnings amounted to \$139,195.08. The revenue derived from transportation was 98.36 per cent of the gross.

The gross earnings per mile of railway (1,468.15 miles), were \$7.215.74; per engine mile, \$1.13; per train mile, \$1.43; and per car mile 10.19 cents.

The total engine mileage was 9,415,487; the total train mileage, 7,400,975; and the total car mileage, 104,002,011.

The expenses per mile of railway were as follows: Maintenance of way and structures, \$1,234.49; maintenance of equipment, \$1,826.48; traffic expenses, \$148.45; transportation expenses, \$3,834.85; and general expenses, \$169.59.

The expenses per train mile were: Maintenance of way and structures, 24.49 cents; maintenance of equipment, 36.23 cents; traffic expenses, 2.94 cents; transportation expenses, 76.07 cents; and general expenses, 3.36 cents.

The ratio of expenses to gross earnings was as follows: Maintenance of way and structures, 17.11 per cent; maintenance of equipment, 25.31 per cent; traffic expenses, 2.06 per cent; transportation expenses, 53.15 per cent; and general expenses 2.35 per cent.

Comparing the twelve months ended March 31, 1911, with the corresponding period ended on March 31, 1912, the gross earnings last year showed an increase of \$730,002.44. The passenger traffic produced an increase of \$117,884.81; the freight traffic an increase of \$662,704.83; and the mails, express and miscellaneous, a decrease

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of \$51,587.20. The increase per mile of railway was \$439.44; and per train mile one cent.

GENERAL NOTES *re* INTERCOLONIAL RAILWAY.

The number of passengers carried was 3,416,553, an increase, compared with the previous year, of 183,658. There was an increase of 158,487 in the number of local passengers, and of 25,171 in the number of through passengers.

Of revenue producing freight 4,536,599 tons were carried, an increase, compared with the previous year of 435,199 tons. The local freight was increased by 367,052 tons, and the through freight by 68,147 tons. In addition, supplies were carried for the railway, such as ties, rails, station supplies, &c., to the extent of 153,056 tons, making the total freight carried 4,689,655 tons.

Details as to the principal items will be found in the statements of the Comptroller, Appendix III, and are classified as follows: Products of agriculture, 543,515 tons; of animals, poultry, fish and their products, 81,324 tons; products of mines, 1,479,734 tons; products of forests, 1,011,416 tons; manufactures, 778,614 tons; miscellaneous, 641,996 tons.

The rolling stock equipment will be found described specifically in the report of the mechanical accountant, Appendix Part III. Amongst the purchases were four switching locomotives, bought from capital, and, from revenue, eight passenger locomotives. These eight replaced seventeen small type locomotives, and have a tractive force of 219,950 lbs., an increase of 6,444 lbs. over that of the seventeen. The total number of locomotives is reduced from 397 to 392, but the tractive force is largely increased.

The value of stores on hand at the close of the year was \$1,379,710.59, comprising fuel, \$190,007.97; roadway and bridge material, \$620,978.91; and miscellaneous, \$568,723.71.

The following comparative statistics dealing with traffic will be of interest:—

In 1910-11, the average tons of freight carried per train, producing revenue, was 260.21, and the number of passengers 61.41; in 1911-12, the average freight tonnage was 256.69, and passengers 62.36.

In 1910-11, the average tons per loaded car, producing revenue, was 17.23, and the number of passengers, 9.68; in 1911-12, the number of tons was 17.21, and of passengers, 9.46.

The number of tons per train, all freight, in 1910-11, was 265.28, and in 1911-12, 260.66.

The number of tons per car, all freight, in 1910-11, was 17.57, and in 1911-12, 17.47.

The average distance each ton of freight was carried in 1910-11 was 274.47 miles, and in 1911-12 the average distance was 266.23 miles. The average distances passengers were carried in those years were 50.40 miles and 49.20 miles, respectively.

The average number of loaded cars per train in 1910-11 was 15.10 cars of freight and 6.34 cars of passengers; in 1911-12 the number of freight cars per train was 14.92, and of passengers, 6.59.

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The average number of empty cars per train in 1910-11 was 2.63, and in 1911-12, 2.48.

In 1910-11 the average of train miles per mile of road was, for freight, 2,971.98, and for passengers, 1,816.56; in 1911-12 these figures were, respectively, 3,204.83 and 1,836.19.

In 1910-11 the average per mile of road of revenue producing freight carried one mile was 773,350.73 tons, and passengers, 111,553.91; in 1911-12 the figures were freight, 822,661.67 tons, and passengers, 114,504.66.

The number of tons, all freight, per mile of road carried one mile in 1910-11 was 788,413.82, and in 1911-12, 835,387.31.

The train mileage in 1910-11 was : passenger, 2,644,241 miles; freight, 4,326,105 miles; in 1911-12, passenger, 2,695,802 miles; freight, 4,705,173 miles.

The loaded car mileage in 1910-11, was 65,317,976 miles, and in 1911-12, 70,193,524 miles.

The empty car mileage in 1910-11, was 11,367,591 miles, and in 1911-12, 11,667,392 miles.

The caboose car mileage in 1910-11, was 4,048,224 miles, and in 1911-12, 4,379,112 miles.

The steam motor car mileage (passenger) was 5,691 miles in 1910-11. There was no motor car mileage in 1911-12.

The total car mileage of 1910-11 was: Passenger, 16,772,561 miles, and freight, 80,733,791 miles; in 1911-12 the figures were, passenger, 17,761,983, and freight, 86,240,028.

The total freight moved in 1910-11, was: 4,280,954 tons; of this quantity 4,101,400 tons were revenue producing. In 1911-12, the total freight moved was 4,689,655 tons, of which 4,536,599 tons were revenue producing.

Repairs to passenger cars cost, per car, in 1910-11, \$615.06, or per car mile, 1.67 cents; and in 1911-12, \$642.63, or per car mile, 1.66 cents.

Repairs to freight cars cost, per car, in 1910-11, \$45.26, or per car mile, .70 of a cent; and in 1911-12, \$51.22, or per car mile, .74 of a cent.

Repairs to locomotives cost, per locomotive, in 1910-11, \$1,585.65, or per locomotive mile, 7.40 cents; and in 1911-12, \$1,799.20, or per locomotive mile, 7.56 cents.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction on the Inter-colonial railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all cost of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends for a further term of twenty-one years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial railway.

The gross government receipts for the twelve months of the fiscal year ended on March 31, 1912, amounted to \$73,176.60. The cost of maintenance aggregated \$33,854.05, leaving a profit of \$39,322.55. The government share of the receipts showed an increase of \$24,985.17 compared with the previous year, which, however, produced \$12,462.55 less than the year before it.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. It extends from Tignish to Georgetown, 158.60 miles, and from Charlottetown to Murray Harbour, 52.30 miles, with branches to Souris and Cape Traverse. The length of the road operated was the same as in the previous year, 267.5 miles.

There was an addition of \$128,041.91 to the capital account expenditure during the past year ended March 31, 1912, making the total capital expenditure up to that date \$8,687,727.38. The added expenditure included \$9,217 for increased accommodation at Summerside, \$89,413.36 for the branch line from Harmony to Elmira, a distance of 9.9 miles, and for rolling stock, \$19,823.11.

REVENUE ACCOUNT.

The gross earnings of the year amounted to \$367,203.39, and the working expenses to \$449,962.91, making an excess of expenditure over earnings of \$82,759.52. Compared with the previous year, there was an increase of \$29,783.84 in the gross earnings, and an increase of \$25,858.91 in the working expenses.

The expenditure on revenue account (working expenses) is classified, as on the Intercolonial railway, under five heads, with their several sub-heads. It comprises 'Maintenance of way and structures,' \$115,416.03; 'maintenance of equipment,' \$88,598.64; 'traffic expenses' \$1,107.33; 'transportation expenses,' \$229,647.01; 'general expenses', \$15,193.90.

The number of passengers carried was 388,076, an increase compared with the previous year of 31,315, producing \$153,284.42, an increase of \$10,781.01. Of freight, 120,218 tons were carried, an increase of 11,955 tons, producing \$176,861.68, an increase of \$18,020.07. The earnings for mails and sundries amounted to \$37,057.29, an increase of \$982.76 compared with the previous year.

The freight carried was—agricultural products, 37,172 tons; animals, poultry and fish and their products, 13,837 tons; products of mines, 15,978 tons; forest products (lumber), 13,111 tons; manufactures, 8,534 tons; miscellaneous commodities, 31,587 tons.

The engine mileage aggregated 433,311 miles, the train mileage 353,116 miles, and the car mileage 2,272,881 miles.

The gross earnings per mile of railway amounted to \$1,375.26; per engine mile, 84.74 cents; per train mile, 103.99 cents; and per car mile to 16.16 cents.

The working expenses per mile of railway amounted to \$1,685.25, per train mile to 127.43 cents, and per engine mile to 103.84 cents.

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The value of stores on hand on March 31, 1912, was \$34,925.53, including fuel, \$14,215.40, and roadway and bridge material, \$14,407.63.

The road and its structures have been efficiently maintained.

Full details will be found in the report of the superintendent and other officials in the appendices hereto, Part III.

GOVERNMENT RAILWAYS PROVIDENT FUND.

The Act of 1907, chap. 22, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund' came into effect on April 1, 1907. The main feature is that a contribution of $1\frac{1}{2}$ per cent of each month's salary and wages is made by each employee to the fund, to which a like amount is added by the railway to the limit of \$100,000 a year. Interest at 3 per cent per annum is allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to $1\frac{1}{2}$ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be \$20 a month, and the maximum two-thirds of his said average monthly pay. The fund is administered by a board of five persons, three of whom are officers of the railway, the remaining two being elected annually by the contributing employees. The Act was amended by the Act of 1908, chap. 37, and again by the Act of 1909, chap. 20. Under this last, the Government Railways Managing Board nominates one of its members as chairman of the Provident board.

The fifth annual report of the board, which is printed in the appendices hereto, shows that at the beginning of the fiscal year, April 1, 1911, there was a balance to the credit of the fund of \$273,480.01, and that during the past fiscal year the contributions of the railway employees amounted to \$81,119.81; adding to this a like contribution from the government railways and the sum of \$1,482.08 for refunds, &c., together with interest accrued, \$7,280.37, the total of the fund for the year aggregated \$444,482.08. The total expenditure during the year was \$135,247.37, of which \$125,131.32 was paid out in retiring allowances, and for refunds of 90 per cent of the contributions in cases of death a total of \$2,390.20, leaving at the credit of the fund on March 31, 1912, the sum of \$309,234.71.

In the course of the year 29 employees were retired and pensioned, and 23 pensioners died.

During the five years that the system has been in operation, the total contributions by employees amount to \$380,380.08, and a like sum being added by the railways, the total of the fund is \$760,760.16. During this period, 478 employees have been pensioned, of whom 91 have died, leaving 387 in enjoyment of their allowances at the close of the fiscal year 1912. The total paid for retiring allowances is \$447,754.53.

HUDSON BAY RAILWAY.

In the annual report for the year 1909-10, the information obtained from a general progress report made under date September 8, 1909, by Mr. John Armstrong, the Chief

Engineer of the railway from The Pas to Hudson Bay, was summarized, his report being printed in the appendices. It dealt with two alternative objective points on the bay, namely, Fort Churchill and Port Nelson.

Since that date much further work has been done in the revision of locations, and under date January 9 and April 19, 1912, Mr. Armstrong has furnished reports showing the progress made up to the end of the fiscal year in establishing practicable routes to either of the two ports mentioned. These reports are printed in the appendices.

From The Pas, for a distance of 250 miles, the route would be common to both, and the revision of the location was completed up to that point, which is a short distance from the Manitou rapids on the Nelson river. Here, approximately, the respective routes to Port Nelson and Fort Churchill diverge. The distance from The Pas on the route as at present located would be 498 miles to Fort Churchill via the east side of Split lake, and 418 miles to Port Nelson. Comparing the two routes, Mr. Armstrong states that the grades, curvatures and cost of construction per mile will, approximately, be the same over both.

Much remained to be considered at the close of the fiscal year before the selection of the Hudson Bay terminus could be decided on. The work of construction for the first 185 miles from The Pas to Thicket Portage was, however, placed under contract in August, 1911, and is in progress. The substructure for the bridge over the River Saskatchewan at The Pas, which had previously been put under contract, was completed in March, 1912, and the superstructure is contracted for. This bridge will consist of four fixed spans, and one swing span, with roadways, one on each side of it, for ordinary traffic.

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 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

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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, 1912, has been received, and will be laid before parliament in due course.

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 to maintain and operate, the western division. The lease of the eastern division is to be for a period of fifty 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 by the company, the first equipment to be of a value 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; this amount is not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky Mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys). This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 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 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, &c., 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.

The several government expenditures (on the eastern division) to be made under the above-mentioned Acts and agreements are to be so 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.

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 an order in council of January 30, 1912, passed under authority of the Act of 1912, chap. 37, the time for the completion of the Prairie section has been extended to December 1, 1912, and of the Mountain section to May 1, 1914.

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.

The report of the board for the fiscal year ended March 31, 1912, has been prepared, and will be laid before parliament in due course.

The following summary shows the position at the close of the year.

EASTERN DIVISION.

(Moncton to Winnipeg.)

The entire line from Moncton to Winnipeg, 1,804.73 miles, is under contract, being covered by 21 general contracts.

Of this distance, 1,609.94 miles are graded. The track is laid for a distance of 1,427.02 miles of main line, with 275.51 miles of sidings; total 1,702.53 miles. 1,056.31 miles of telegraph have been built. The total percentage of work done is 77.51 per cent under the general contracts, and 79.59 per cent of the bridge superstructures.

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The work is divided into six districts; the first being westward from Moncton.

District 'A,' 256.61 miles.—256.25 miles are graded, and the main track is laid for 256.25 miles; also 50.54 miles of sidings; 99.60 per cent of the steel bridges is completed; 253 miles of telegraph have been built. The expenditure for construction during the year was \$1,776,024.33. 97.62 per cent of the work has been done.

District 'B,' 578.19 miles.—470.68 miles are graded, and the main track is laid or 457.27 miles; also 48.39 miles of sidings; 94.46 per cent of the steel bridges is completed; 283.5 miles of telegraph have been built. This district extends east and west of the Quebec bridge. The expenditure during the year on construction was \$5,589,756.77, and on transport, \$16,614.23; 74.74 per cent of the work has been done.

District 'C,' 121.94 miles.—81.60 miles have been graded. 79.52 miles of main track and 11.87 miles of sidings have been laid; 29.76 per cent of the steel bridges is completed; 78 miles of telegraph have been built. The expenditure during the year on construction was \$1,339,684.63, and on transport \$9,351.82. 41.68 per cent of the work has been done.

District 'D,' 276.11 miles.—271.45 miles have been graded, and 266.43 miles of main track laid; also 52.93 miles of sidings; 95.46 per cent of the steel bridges is completed; 164 miles of telegraph have been built. The expenditure during the year on construction was \$4,489,277.45, and on transport, \$20,879.89. 70.49 per cent of the work has been done.

District 'E,' 195.19 miles.—158.10 miles have been graded; no track laying has been done. The expenditure during the year on construction was \$2,810,468.96, and on transport, \$12,599.20; 47.17 per cent of the work has been done.

District 'F,' 376.69 miles.—This brings the road into the city of Winnipeg, on the west side of Water street, the Red river being crossed between St. Boniface and Winnipeg. The double track bridge substructure over the Red river is completed, and the steel superstructure is nearly completed. Out of the total mileage of this district, 371.85 miles have been graded, and 367.54 miles of main track have been laid; also 111.77 miles of sidings; 88.62 per cent of the steel bridges is completed; 277.5 miles of telegraph have been built. The expenditure during the past year on this district amounted, for construction, to \$4,802,750.26, and for transport to \$7,443.44; 92.55 per cent of the work has been done.

The total expenditure by the Commissioners during the fiscal year ended March 31, 1912, on the entire eastern division amounted to \$21,110,993.90, making their total expenditure from the date of their organization in September, 1904, to that date, \$116,517,691.51.

Detail summaries of this expenditure are furnished by the Chief Accountant of the Commission. They show that this total is made up as follows: Headquarters, \$1,747,988.17; location, \$2,943,328.85; construction, \$110,609,160.84, and transport, \$1,217,213.65.

In the above résumé, it must be understood that the figures showing the work done apply to work executed under the 'general specifications.'

The statement of the Accountant of the department (Part I, of the appendices hereto) shows the expenditure on the eastern division for the year ended March 31,

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1912, to be \$21,110,683.05, and the total expenditure on this division up to that date \$116,533,768.53, the expenditures yearly being as follows:—

| | |
|-----------------|------------------------|
| 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.. | 19,068,126 86 |
| 1911.. | 23,488,208 40 |
| 1912.. | 21,110,683 05 |
| Total.. | <hr/> \$116,533,768 53 |

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 newly founded 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.

This division is in course of construction by the Grand Trunk Pacific Railway Company, under the government guarantee agreements above mentioned, and the Government Chief Engineer of the Division, on whose certificates payments are made to the company, is Mr. Collingwood Schreiber, C.M.G., whose report, showing the position of the work at the close of the fiscal year, March 31, 1912, will be found printed in the appendices hereto, Part IV.

Of this, the following is a brief summary:—

'PRAIRIE SECTION.'

Though not yet fully completed, the whole road from Winnipeg to Wolf Creek is in a safe condition for public traffic, and has been regularly operated during the year. Very little work has been done on it beyond some ballasting, and the erection of 58 way stations.

On this section the maximum grade against eastbound traffic is $\frac{1}{10}$ of one per cent, and against westbound traffic $\frac{7}{10}$ of one per cent.

On this section there are 142 stations, 114 way station houses, 5 divisional station houses, 132 grain elevators, and 44 stock yards, besides numerous other buildings directly connected with the operation of the road.

The total expenditure on this section up to March 31, 1912, aggregates \$34,507,334.29.

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' MOUNTAIN SECTION.'

On this section, the track is laid for a distance of 158 miles from Wolf Creek westerly to the first crossing of the River Fraser. From this point to the 180th mile—at Tete Jaune Cache—a large number of men have been employed in the endeavour to complete it so that the track may be laid by June, 1912. From the 180th to the 620th mile, the work of grading is only begun. From the 620th to the 645th mile about 30 per cent of the grading is done. From the 645th to the 668th mile, at the crossing of the River Skeena, the grading is practically completed. From the 668th mile to the 732nd mile, the track is laid, and the road is open for public traffic. The bridge over the Skeena, an important work, involving the building of five piers and two concrete abutments, is not completed. From the 732nd mile to Prince Rupert, the track is laid, and the road is open for public traffic.

The Chief Engineer observes that the progress of work has been greatly hindered by the unsettled state of the labour market.

The total expenditure on this section, up to March 31, 1912, was \$33,689,315.76.

The total expenditure on the two sections, up to that date was \$68,196,650.05.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and the law clerk of the department, respectively, which will be found in the appendices hereto. 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, 1912, amounted to \$859,400.25.

QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction 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) suddenly 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 above agreement; and, subsequent to its execution, payments were made from the proceeds of their bonds to the extent of \$5,016,453.66, 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.

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 specifications, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

Towards the close of the year, 1909, such progress had been made that newspaper notice was given in November of that year, inviting contractors to visit the office of the board in order to obtain information to enable them to prepare offers for the superstructure, on the board's plans and specifications; intending contractors being, however, invited to submit alternative designs.

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, recommend 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 when constructed 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 will be 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 history of the government's connection with the bridge prior to its collapse is given in the Departmental Annual Report of 1907-8, p. XLVII.

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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 of 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 board for the year ended on March 31, 1912, will be found printed in the appendices hereto, Part V. It shows that the work of removing, under contract, the debris of the fallen structure has been completed, and the steel has been removed entirely from the bridge site.

The unused steel material provided for the original structure has been disposed of by contract which covers its removal. The work done on the north pier comprised the sinking of caissons to a depth of 81 feet below extreme low water, the concrete foundations and the laying thereon of two courses of granite masonry. On the south main pier all the old masonry was demolished and the caisson placed in position for sinking.

The contractors for the superstructure have been engaged in preparing details of construction and erection, and in building new manufacturing shops. They have also, under the supervision of the board, made tests of typical members for the carrying out of the bridge design.

The expenditure for the past fiscal year up to March 31, 1912, was \$603,293.07, and that for the year 1910-11 was \$227,563.40, the expenditures of both years being paid out of capital; adding to which, the expenditure 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, \$111,782.02, for the preparation of plans, &c., the total government expenditure amounts to \$1,365,511.61, against which there is to be 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, leaving the net cost to the government up to March 31, 1912, \$1,265,511.61. This is irrespective of the amount of subsidy, \$374,353.33 paid to the Quebec Bridge Company as above mentioned.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1912, was \$4,254,609.24, comprising \$2,560,938.11 charged to capital; \$442,012.43 charged to income; \$676,790.43 for staff and \$574,868.27 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1911, was \$140,660.97. The rentals accrued during the year amounted to \$240,998.90, making a total of \$381,659.87. Of this amount, there was collected during the year a total, after deducting abatements, \$5,360.66, of \$201,986.77. The balance remaining due on March 31, 1912, was \$174,312.44. 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 rentals due at the end of each year.

The total revenue collected amounted to \$264,114.48, the balance being made up of wharfage dues, fines, &c., and a total of \$46,590.72 derived from the operation of the Port Colborne grain elevator on the Welland canal. Of this amount, refunds were made to the extent of \$397.73, leaving the net revenue \$263,716.75.

No tolls are charged on any of the Dominion canals.

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 1911-12, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1911, 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 1911 amounted to 38,030,353 tons, a decrease of 4,960,255 tons compared with the previous year. 304,904 passengers were carried, a decrease of 25,670.

The following features of the principal canal traffic during the season of 1911 will be of interest:—

On the Welland canal, 2,537,629 tons of freight were moved, an increase of 211,339 tons. Of the total, 1,089,605 tons were agricultural products and 250,423 tons produce of the forest; of coal, 619,682 tons were carried; 2,509,731 tons were through freight, of which 1,682,531 tons passed eastward.

Of the through freight, Canadian vessels carried 1,604,322 tons, an increase of 100,846 tons, and United States vessels 905,409 tons, an increase of 127,366 tons.

The total through freight passed eastward and westward through this canal to United States ports was 485,355 tons, a decrease of 144 tons compared with the year 1910.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 836,924 tons, an increase of 47,263 tons as compared with the previous year; no trans-shipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,105,708 tons were moved, an increase of 344,956 tons, of which 2,146,748 tons were eastbound freight, and 958,960 tons westbound freight; 1,003,090 tons were agricultural products, 977,246 tons coal, and 551,155 tons forest products.

On the Ottawa river canals, the total quantity of freight moved was 320,071 tons, a decrease of 65,190 tons, of which 202,797 tons were produce of the forest.

On the Chambly canal, 599,829 tons were moved, a decrease of 69,470 tons, of which 396,704 tons were produce of the forest, and 118,697 tons of coal.

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On the Rideau canal, 172,227 tons were carried, an increase of 37,246 tons; 34,350 tons being produce of the forest, and 13,897 tons of coal.

On the St. Peter's canal, 75,298 tons were carried, a decrease of 10,653 tons; 37,524 tons were coal.

On the Murray canal, 163,457 tons passed, a decrease of 14,484 tons.

On the Trent canal, 57,290 tons were moved, an increase of 11,027 tons, of which 31,342 tons were produce of the forest.

On the St. Andrew's lock on the Red river, Manitoba, the volume of business was 47,135 tons.*

On the Sault Ste. Marie canal the total movement of freight was 30,951,709 tons, being a decrease of 5,443,978 tons. There were 6,802 passages of vessels, the number of lockages being 5,229. Of wheat 80,038,100 bushels, and of other grain 25,104,883 bushels were carried; 2,518,000 barrels of flour; 22,669,789 tons of iron ore; 4,106,953 tons of coal; and 24,729,272 feet, board measure, lumber.

GENERAL OBSERVATIONS.

In view of the report made by the Chief Engineer of the Department on the works under his charge, which, together with the reports of the several officers concerned, will be found in the appendices, it is unnecessary for me, to further summarize its contents. I may, however, state that the surveys for the proposed enlarged Welland canal, which is the most important work the Department has, at present, in contemplation, were completed during the past fiscal year, and the project is in a condition to admit of its consideration by the Department and the Government.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1912, is prepared by the Departmental Controller of Statistics, and is issued as a separate report.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1912 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.

* 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.

APPENDICES

PART I

STATEMENTS

OF THE

ACCOUNTANT OF THE DEPARTMENT

SHOWING

EXPENDITURE ON RAILWAYS AND ON CANALS

(Including Subsidized Railways)

AND RECEIPTS

FOR THE YEAR 1911-12

AND PREVIOUS YEARS

STATEMENT showing the amount expended by the Department of Railways and Canals,
Dominion of Canada, during the Fiscal Year ended March 31, 1912.

CANALS.

| Name of Work. | Chargeable to Capital. | Chargeable to Income. | Chargeable to Revenue. | | Total Expenditure during year. |
|--|------------------------------|-----------------------------|------------------------|------------|--------------------------------------|
| | | | Staff. | Repairs. | |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Carillon | | | 25,496 59 | 11,531 20 | 37,027 79 |
| Grenville | | | | | |
| Chambly | 15,469 29 | 26,838 40 | 34,796 66 | 29,508 01 | 106,612 36 |
| Cornwall | 8,037 07 | 60,352 90 | 83,784 79 | 59,338 24 | 211,513 00 |
| Lachine | 312,868 94 | 56,174 60 | 87,989 26 | 111,254 82 | 568,287 62 |
| Murray | | 14,390 45 | 4,213 21 | 3,344 46 | 21,948 12 |
| Rideau | | 4,358 40 | 54,156 89 | 85,912 96 | 144,428 25 |
| Sault Ste. Marie | 18,227 10 | 29,706 21 | 27,054 50 | 28,798 51 | 103,786 32 |
| Soulages | 286,787 88 | 14,375 47 | 36,871 50 | 38,554 54 | 376,589 39 |
| Ste. Anne's Lock | | | 2,770 51 | 2,738 40 | 5,508 91 |
| St. Ours Lock | 4,306 28 | 3,998 58 | 3,584 10 | 2,259 46 | 14,148 42 |
| St. Peters | | 5,208 18 | 4,768 20 | 361 49 | 10,337 87 |
| Trent | 1,746,095 48 | 97,254 20 | 44,811 08 | 50,175 72 | 1,938,336 48 |
| Welland | 159,946 87 | 28,238 13 | 149,848 27 | 105,056 89 | 443,090 16 |
| Williamsburg | 3,200 00 | 2,030 51 | 25,753 98 | 26,875 25 | 57,859 74 |
| " Rapide Plat. | | 41,934 70 | | | 41,934 70 |
| Total | 2,554,938 91 | 384,860 73 | 585,899 54 | 555,709 95 | 4,081,409 13 |
| GENERAL ON CANALS. | | | | | |
| Dredge Vessels—Lachine | | | | 4,182,91 | 4,182 91 |
| " Rideau | | | | 12,785 37 | 12,785 37 |
| Miscellaneous | | | 2,564 90 | 895 19 | 3,460 09 |
| C. S. Gratuities to deceased employees (Statutory) | | 2,206 82 | | | 2,206 82 |
| Statistical Officers | | | 36,573 86 | | 36,573 86 |
| Sunday Labour | | | 31,435 55 | | 31,435 55 |
| Survey and Inspections | | 11,688 60 | | | 11,688 60 |
| Maintenance (Staff) | | | 20,316 58 | | 20,316 58 |
| Purchase of Tug | 5,999 20 | | | | 5,999 20 |
| Repairs | | | | 1,294 85 | 1,294 85 |
| Quebec Canals | | 17,374 16 | | | 17,374 16 |
| Dredging | | | | | |
| Protection walls, Lake St. Francis | | 7,993 71 | | | 7,993 71 |
| Macadamizing road Hungry Bay Dyke | | 17,888 41 | | | 17,888 41 |
| Total | 5,999 20 | 57,151 70 | 90,890 89 | 19,158 32 | 173,200 11 |
| Totals | 2,560,938 11 | 442,012 43 | 676,790 43 | 574,868 27 | 4,254,609 24 |

Grand Total on Canals, \$4,254,609.24.

3 GEORGE V., A. 1913

STATEMENT showing the amount expended by the Department of Railways and
Canals, &c.—*Concluded.*

RAILWAYS.

| Name of Work. | Chargeable to Capital. | Chargeable to Income. | Chargeable to Revenue. | |
|---|------------------------------|-----------------------------|------------------------|---------|
| | | | Working Expenses. | |
| RAILWAYS. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Intercolonial..... | 1,710,443 56 | | 10,591,035 84 | |
| National-Transcontinental..... | 21,110,683 05 | | | |
| Prince Edward Island..... | 128,041 91 | | 449,962 91 | |
| Windsor Branch..... | | | 33,854 05 | |
| Total | 22,949,173 52 | | 11,074,852 80 | |
| GENERAL ON RAILWAYS. | | | | |
| Quebec Bridge..... | 603,293 07 | | | |
| Hudson Bay Railway..... | 159,632 00 | | | |
| Railway Subsidies..... | | 859,400 25 | | |
| Railway Commission, maintenance, etc..... | | 133,997 17 | | |
| Railway Commission Statutory..... | | 47,000 00 | | |
| Surveys and Inspections..... | | 40,470 52 | | |
| Governor General's car..... | | 13,000 00 | | |
| Railway Grade Crossing Fund..... | | 7,643 14 | | |
| Exchequer Court Awards..... | | 8,462 29 | | |
| Contribution to McGill University..... | | 2,500 00 | | |
| Contribution to Polytechnic School, Montreal..... | | 2,500 00 | | |
| Government Director Grand Trunk Pac. Ry..... | | 2,000 00 | | |
| Railway Congress, Brussels..... | | 97 33 | | |
| Compassionate allowance to the widow of the late John Morton..... | | | 1,000 00 | |
| Compassionate allowance to the heirs of the late Theodore Raymond..... | | | 1,000 00 | |
| Compassionate allowance to the mother of the late J. E. McNeill..... | | | 750 00 | |
| Allowance to John Gunnip..... | | | 500 00 | |
| Allowance to the father of the late Alex. Sey- mour..... | | | 350 00 | |
| Allowance to the father of the late Albert Smith..... | | | 350 00 | |
| Total..... | 762,925 07 | 1,117,070 70 | 3,950 00 | |
| Total on railways..... | 23,712,098 59 | 1,117,070 70 | 11,078,802 80 | |
| Grand total on railways, \$35,907,972.09.. | | | | |
| MISCELLANEOUS EXPENDITURE. | | | | |
| Cost of litigation..... | | 1,810 60 | | |
| Unforeseen expenses..... | | 1,111 46 | | |
| Total..... | | 2,922 06 | | |
| Grand totals railways and canals, including miscellaneous expenditure..... | 26,273,036 70 | 1,562,005 19 | 12,330,461 50 | |

Total amount of expenditure, \$40,165,503.39.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff up to March 31, 1912.

BAIE VERTE CANAL.

| | Year ending. | Capital. | Income. |
|--|-----------------|----------|-----------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " " since " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 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 |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 1887 | | |
| " " " " | 1888 | | |
| " " " " | 1889 | | |
| " " " " | 1890 | | |
| " " " " | 1891 | | |
| " " " " | 1892 | | |
| " " " " | 1893 | | |
| " " " " | 1894 | | |
| " " " " | 1895 | | |
| " " " " | 1896 | | |
| " " " " | 1897 | | |
| " " " " | 1898 | | |
| " " " " | 1899 | | |
| " " " " | 1900 | | |
| " " " " | 1901 | | |
| " " " " | 1902 | | |
| " " " " | 1903 | | |
| " " " " | 1904 | | |
| " " " " | 1905 | | |
| " " " " | 1906 | | |
| " " " " | 1907 | | |
| " " " " | 1908 | | |
| " " " " | 1909 | | |
| " " " " | 1910 | | |
| " " " " | 1911 | | |
| " " " " | 1912 | | |
| Total..... | | | 44,337 53 |

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

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

BEAUHARNOIS CANAL.

| | Year ending. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|--------------|---------------|--------------------------------|------------|-------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 1,611,424 11 | | | |
| " since " " | 1869 | | 63,193 75 | 9,349 99 | 6,216 98 |
| " " " " | 1870 | | 55 00 | 9,626 99 | 6,498 57 |
| " " " " | 1871 | | 27 50 | 10,117 57 | 6,884 81 |
| " " " " | 1872 | | | 12,316 53 | 5,722 36 |
| " " " " | 1873 | | 27 50 | 11,792 46 | 15,733 38 |
| " " " " | 1874 | | 5,122 50 | 12,210 73 | 9,882 06 |
| " " " " | 1875 | | 26 00 | 15,392 51 | 10,990 56 |
| " " " " | 1876 | | 36 00 | 14,399 32 | 12,253 01 |
| " " " " | 1877 | | | 14,465 86 | 17,170 83 |
| " " " " | 1878 | | | 14,377 63 | 15,207 36 |
| " " " " | 1879 | | | 14,383 37 | 9,861 05 |
| " " " " | 1880 | 266 15 | | 15,015 86 | 10,370 71 |
| " " " " | 1881 | | | 15,362 61 | 8,997 34 |
| " " " " | 1882 | | | 17,659 93 | 10,770 67 |
| " " " " | 1883 | | | 18,804 53 | 20,813 86 |
| " " " " | 1884 | | 6,727 44 | 18,287 77 | 15,826 71 |
| " " " " | 1885 | | 3,277 98 | 19,107 38 | 16,232 61 |
| " " " " | 1886 | | 7,999 79 | 18,960 40 | 14,637 70 |
| " " " " | 1887 | | 8,491 80 | 19,228 90 | 14,356 00 |
| " " " " | 1888 | | 3,633 57 | 18,867 45 | 14,999 88 |
| " " " " | 1889 | | 14,411 97 | 19,325 05 | 14,285 98 |
| " " " " | 1890 | | 10,993 52 | 20,019 11 | 14,982 54 |
| " " " " | 1891 | | | 19,847 42 | 14,999 20 |
| " " " " | 1892 | | 17,085 68 | 18,886 86 | 12,537 39 |
| " " " " | 1893 | | 1,696 23 | 20,050 01 | 14,999 80 |
| " " " " | 1894 | | | 20,348 34 | 14,107 11 |
| " " " " | 1895 | | 6,547 72 | 20,574 53 | 13,903 46 |
| " " " " | 1896 | | 27,982 93 | 20,128 59 | 12,299 49 |
| " " " " | 1897 | | | 20,725 47 | 15,050 85 |
| " " " " | 1898 | | 9,813 15 | 21,012 64 | 14,862 98 |
| " " " " | 1899 | 25,000 00 | 5,799 34 | 20,650 00 | 16,164 92 |
| " " " " | 1900 | | 1,000 00 | 20,613 32 | 13,463 01 |
| " " " " | 1901 | | 4,959 22 | 20,147 59 | 14,505 30 |
| " " " " | 1902 | | 483 40 | 20,118 42 | 14,199 12 |
| " " " " | 1903 | | | 16,682 52 | 6,532 33 |
| " " " " | 1904 | | | 8,218 14 | 10,063 38 |
| " " " " | 1905 | | | 9,236 27 | 11,936 37 |
| " " " " | 1906 | | 14,949 83 | 9,086 68 | 10,499 99 |
| " " " " | 1907 | | 2,531 24 | 9,291 91 | 18,640 71 |
| " " " " | 1908 | | 598 64 | 7,552 02 | 11,711 09 |
| " " " " | 1909 | | 2,260 81 | 7,032 31 | 13,019 76 |
| " " " " | 1910 | | 21,758 84 | | |
| " " " " | 1911 | | 24,319 49 | | |
| " " " " | 1912 | | | | |
| Total | | *1,636,690 26 | 265,810 84 | 649,574 89 | 525,691 23† |

* See page 22 for total cost of St. Lawrence River and Canals.

† This canal being under lease since 1908, no expenditure has been incurred for maintenance nor operation.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Constructions, Renewals, &c,—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 | | 63,033 64 | | | |
| " " since " " 1868 | 1868 | | 19,817 22 | 6,301 88 | 8,911 28 |
| " " " " 1869 | 1869 | | | 6,549 38 | 10,157 42 |
| " " " " 1870 | 1870 | | 4,167 96 | 6,617 81 | 9,852 09 |
| " " " " 1871 | 1871 | | 23,119 37 | 8,676 90 | 8,213 24 |
| " " " " 1872 | 1872 | 165,257 28 | | 8,324 51 | 17,235 31 |
| " " " " 1873 | 1873 | 133,199 10 | 3,051 38 | 10,068 28 | 8,781 50 |
| " " " " 1874 | 1874 | 245,258 38 | | 10,710 88 | 10,605 82 |
| " " " " 1875 | 1875 | 339,864 76 | | 10,378 57 | 18,520 44 |
| " " " " 1876 | 1876 | 326,203 16 | | 10,764 38 | 11,475 96 |
| " " " " 1877 | 1877 | 245,738 04 | | 11,050 27 | 10,304 06 |
| " " " " 1878 | 1878 | 22,676 20 | | 11,401 30 | 5,082 72 |
| " " " " 1879 | 1879 | 243,141 24 | | 11,501 22 | 7,629 98 |
| " " " " 1880 | 1880 | 281,514 27 | | 11,959 14 | 7,625 54 |
| " " " " 1881 | 1881 | 336,707 53 | | 13,059 18 | 8,076 91 |
| " " " " 1882 | 1882 | 433,084 39 | | 14,387 49 | 7,582 68 |
| " " " " 1883 | 1883 | 433,575 10 | | 17,479 58 | 8,310 02 |
| " " " " 1884 | 1884 | 399,267 16 | | 17,393 91 | 7,918 42 |
| " " " " 1885 | 1885 | 157,187 72 | | 19,702 30 | 10,429 26 |
| " " " " 1886 | 1886 | 104,973 24 | 75 00 | 20,597 82 | 9,303 31 |
| " " " " 1887 | 1887 | 20,747 11 | | 20,011 36 | 19,554 41 |
| " " " " 1888 | 1888 | 38,996 29 | | 21,531 12 | 10,036 62 |
| " " " " 1889 | 1889 | 298 17 | | 22,098 88 | 10,135 66 |
| " " " " 1890 | 1890 | 17 58 | 4,526 61 | 15,896 16 | 7,582 38 |
| " " " " 1891 | 1891 | | 4,395 25 | 21,230 22 | 10,796 68 |
| " " " " 1892 | 1892 | 34,585 64 | 15,036 48 | 17,458 69 | 8,620 15 |
| " " " " 1893 | 1893 | 207 00 | 42,298 74 | 16,762 71 | 10,669 28 |
| " " " " 1894 | 1894 | 385 55 | 20,034 94 | 14,144 98 | 11,620 09 |
| " " " " 1895 | 1895 | | 5,963 76 | 15,453 21 | 12,303 25 |
| " " " " 1896 | 1896 | 3,850 31 | | 13,995 69 | 12,161 10 |
| " " " " 1897 | 1897 | 1,908 44 | 4,939 20 | 13,780 29 | 11,607 95 |
| " " " " 1898 | 1898 | 82,663 37 | 5,082 03 | 11,697 81 | 10,993 61 |
| " " " " 1899 | 1899 | 39,999 37 | | 11,919 27 | 11,478 88 |
| " " " " 1900 | 1900 | 22,802 27 | 4,476 50 | 13,657 06 | 14,666 71 |
| " " " " 1901 | 1901 | 4,930 65 | 9,331 95 | 13,342 22 | 13,416 00 |
| " " " " 1902 | 1902 | | 16,998 69 | 13,725 99 | 19,366 30 |
| " " " " 1903 | 1903 | | 15,992 52 | 14,348 17 | 17,766 28 |
| " " " " 1904 | 1904 | | 9,150 07 | 16,224 94 | 17,262 29 |
| " " " " 1905 | 1905 | | 8,715 46 | 15,858 19 | 19,977 19 |
| " " " " 1906 | 1906 | | 24,179 33 | 18,232 71 | 10,924 72 |
| " " " " 1907 | 1907 | | 9,393 38 | 16,749 03 | 7,036 40 |
| " " " " 1908 | 1908 | | 1,387 35 | 23,019 45 | 9,775 35 |
| " " " " 1909 | 1909 | | 68,597 35 | 23,085 54 | 10,758 01 |
| " " " " 1910 | 1910 | | 10,410 09 | 23,512 72 | 11,925 28 |
| " " " " 1911 | 1911 | | 9,051 98 | 23,608 04 | 11,303 46 |
| " " " " 1912 | 1912 | | | 25,496 59 | 11,531 20 |
| Total..... | | 4,182,092 96 | 340,192 61 | 683,765 84 | 500,290 21 |

* 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 17. Cost of enlargement, \$4,119,039.32.

W. C. LITTLE.

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued*.
CHAMBLY CANAL.

| | Year ending. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|--------------|-------------|--------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 634,711 76 | | 8,312 90 | 9,355 70 |
| " since | 1869 | | | 8,437 22 | 13,120 97 |
| " | 1870 | | | 8,934 41 | 20,180 73 |
| " | 1871 | | 2,839 85 | 10,214 71 | 22,426 33 |
| " | 1872 | | 1,906 40 | 9,628 50 | 22,327 99 |
| " | 1873 | | 759 00 | 10,390 44 | 11,789 27 |
| " | 1874 | | 2,810 00 | 11,675 67 | 16,427 19 |
| " | 1875 | 2,415 00 | | 12,201 99 | 16,306 91 |
| " | 1876 | | | 10,593 14 | 13,273 56 |
| " | 1877 | 80 00 | | 10,281 78 | 10,111 32 |
| " | 1878 | | | 10,413 99 | 6,022 96 |
| " | 1879 | | | 11,301 53 | 8,809 77 |
| " | 1880 | | | 11,516 22 | 12,377 74 |
| " | 1881 | | | 13,950 47 | 20,705 17 |
| " | 1882 | | 31,796 41 | 16,686 78 | 16,843 60 |
| " | 1883 | | 21,332 36 | 15,904 38 | 15,182 24 |
| " | 1884 | | 41,640 77 | 18,448 85 | 12,003 34 |
| " | 1885 | | 21,049 23 | 18,378 55 | 13,046 95 |
| " | 1886 | | 14,547 27 | 19,501 28 | 11,999 77 |
| " | 1887 | | 17,911 17 | 19,053 62 | 20,071 37 |
| " | 1888 | | 65,536 64 | 20,073 60 | 11,823 74 |
| " | 1889 | | 51,437 87 | 19,679 22 | 19,392 18 |
| " | 1890 | | 23,221 48 | 19,655 38 | 14,399 93 |
| " | 1891 | | 43,344 41 | 19,204 76 | 11,399 93 |
| " | 1892 | | 38,353 99 | 19,665 22 | 12,976 48 |
| " | 1893 | | 21,127 65 | 19,310 29 | 12,451 03 |
| " | 1894 | | 8,567 78 | 19,040 93 | 11,779 12 |
| " | 1895 | | 6,147 63 | 19,325 49 | 11,920 74 |
| " | 1896 | | 3,694 63 | 19,349 65 | 11,801 12 |
| " | 1897 | | 12,665 88 | 18,754 17 | 13,128 55 |
| " | 1898 | *150.00 | 13,184 68 | 17,992 90 | 12,466 51 |
| " | 1899 | | 15,255 42 | 18,336 50 | 11,997 51 |
| " | 1900 | | 5,448 88 | 18,397 58 | 13,995 00 |
| " | 1901 | | 1,195 09 | 18,529 48 | 17,572 35 |
| " | 1902 | | 19,132 80 | 18,832 25 | 17,313 02 |
| " | 1903 | | 8,977 43 | 19,286 10 | 21,745 65 |
| " | 1904 | | 26,701 59 | 21,544 69 | 25,656 00 |
| " | 1905 | | 33,066 50 | 26,970 79 | 19,896 57 |
| " | 1906 | | 26,192 72 | 26,039 53 | 25,173 48 |
| " | 1907 | | 29,953 80 | 19,916 33 | 22,508 88 |
| " | 1908 | 157 90 | 34,264 31 | 28,375 21 | 30,627 72 |
| " | 1909 | 13,307 02 | 35,784 54 | 28,440 40 | 24,389 29 |
| " | 1910 | 30,479 41 | 8,207 00 | 29,198 76 | 22,825 53 |
| " | 1911 | 20,000 04 | 8,717 20 | 30,548 74 | 23,950 19 |
| " | 1912 | 15,469 29 | 26,838 40 | 34,796 66 | 29,508 01 |
| Total | | †716,470 42 | 723,610 78 | 807,091 16 | 743,081 41 |

* Less proceeds of sale of piece of land in 1898.

† Chambly Canal and River Richelieu.

Chambly Canal, as above. \$ 716,470 42

St. Ours Lock, see page 23. 121,537 65

Less amounts deducted at Confederation, see Public Accounts, 1868, part I, page 9. \$ 838,008 07

Government expenditure prior to Confederation.

Chambly Canal, as above. \$ 634,711 76

St. Ours Lock, see page 23. 121,537 65

\$ 756,249 41

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

322,441 58

Agreeing with Public Accounts, 1912, page 4. \$ 515,566 49

SESSIONAL PAPER No. 20

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

CORNWALL CANAL.

| | Year ending. | Chargeable to Capital. | | Renewals Chargeable to Income. | Staff. | Repairs. | |
|--|-----------------|------------------------|------|---|--------|-----------|---------|
| | | \$ | cts. | \$ | cts. | \$ | cts. |
| Government expenditure prior to Confederation..... | | 1,933,152 | 69 | | | | |
| Government expenditure since Confederation | 1868 | | | 2,786 | 00 | 11,244 | 47 |
| " " | 1869 | 10,692 | 04 | | | 10,347 | 91 |
| " " | 1870 | | | 17,780 | 05 | 10,368 | 16 |
| " " | 1871 | | | 7 | 50 | 11,848 | 39 |
| " " | 1872 | | | 10,000 | 21 | 10,594 | 30 |
| " " | 1873 | | | 1,011 | 75 | 13,042 | 25 |
| " " | 1874 | | | | | 13,405 | 20 |
| " " | 1875 | 1,780 | 00 | | | 13,351 | 91 |
| Cost of original construction..... | | | | 1,945,624 | 73 | | |
| Expenditure by Dominion Government..... | 1876 | | | | | 13,320 | 61 |
| " " | 1877 | 49,211 | 37 | | | 13,375 | 70 |
| " " | 1878 | 145,015 | 45 | | | 13,825 | 50 |
| " " | 1879 | 143,092 | 05 | | | 13,817 | 96 |
| " " | 1880 | 109,454 | 95 | | | 14,440 | 33 |
| " " | 1881 | 53,948 | 14 | | | 15,173 | 60 |
| " " | 1882 | 44,587 | 61 | | | 15,052 | 20 |
| " " | 1883 | 21,728 | 93 | | | 18,283 | 67 |
| " " | 1884 | 22,018 | 13 | | | 18,475 | 48 |
| " " | 1885 | 62,034 | 90 | 16,298 | 96 | 15,988 | 96 |
| " " | 1886 | 57,820 | 83 | 6,960 | 95 | 15,994 | 80 |
| " " | 1887 | 46,966 | 43 | | | 17,520 | 54 |
| " " | 1888 | 67,945 | 74 | | | 16,938 | 54 |
| " " | 1889 | 163,993 | 85 | | | 17,890 | 55 |
| " " | 1890 | 365,038 | 01 | 2,000 | 00 | 17,063 | 49 |
| " " | 1891 | 599,001 | 85 | 1,459 | 98 | 16,077 | 72 |
| " " | 1892 | 398,555 | 25 | 2,345 | 26 | 15,596 | 66 |
| " " | 1893 | 352,536 | 13 | | | 15,173 | 01 |
| " " | 1894 | 404,990 | 22 | | | 15,344 | 02 |
| " " | 1895 | 450,639 | 65 | 21,497 | 74 | 15,414 | 56 |
| " " | 1896 | 448,408 | 31 | 2,175 | 00 | 15,472 | 26 |
| " " | 1897 | 438,487 | 51 | | | 15,540 | 43 |
| " " | 1898 | 133,208 | 96 | | | 15,011 | 50 |
| " " | 1899 | 37,649 | 00 | 15,960 | 80 | 16,000 | 00 |
| " " | 1900 | 169,889 | 51 | 18,547 | 50 | 18,798 | 10 |
| " " | 1901 | 62,032 | 47 | | | 17,104 | 13 |
| " " | 1902 | 90,535 | 18 | | | 17,896 | 58 |
| " " | 1903 | 77,833 | 81 | | | 70,129 | 29 |
| " " | 1904 | 113,795 | 16 | 1,730 | 16 | 45,792 | 64 |
| " " | 1905 | 104,093 | 45 | 8,324 | 83 | 71,073 | 68 |
| " " | 1906 | 37,879 | 09 | 20,063 | 79 | 71,246 | 77 |
| " " | 1907 | 5,218 | 03 | 4,191 | 61 | 52,050 | 56 |
| " " | 1908 | 9,897 | 90 | 11,270 | 83 | 73,651 | 90 |
| " " | 1909 | 495 | 00 | 151,628 | 65 | 75,581 | 54 |
| " " | 1910 | 89 | 54 | 35,549 | 06 | 76,519 | 49 |
| " " | 1911 | | | 76,719 | 09 | 78,583 | 80 |
| " " | 1912 | 8,037 | 07 | 60,352 | 90 | 83,784 | 79 |
| Cost of enlargement..... | | | | 5,297,179 | 48 | | |
| Total | | | | 7,242,804 | 21 | 488,662 | 62 |
| | | | | | | 1,223,207 | 95 |
| | | | | | | | 765,717 |
| | | | | | | | 98 |

* Included in total cost of St. Lawrence River and Canals, see page 22.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

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

CULBUTE LOCK AND DAM.

| | | | | Year ending. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|---|---|---|-----------------|-------------|---|-----------|----------|
| | | | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation. | | | | 1868 | | | | |
| " | " | " | " | 1869 | | | | |
| " | " | " | " | 1870 | | | | |
| " | " | " | " | 1871 | | | | |
| " | " | " | " | 1872 | | | | |
| " | " | " | " | 1873 | | 835 53 | | |
| " | " | " | " | 1874 | | 38,388 99 | | |
| " | " | " | " | 1875 | 63,659 29 | | | |
| " | " | " | " | 1876 | 76,842 44 | | | |
| " | " | " | " | 1877 | 56,081 87 | | | |
| " | " | " | " | 1878 | 5,933 53 | | | |
| " | " | " | " | 1879 | 20,694 19 | | | |
| " | " | " | " | 1880 | 16,688 20 | | 202 50 | 259 31 |
| " | " | " | " | 1881 | 4,721 62 | | 962 85 | |
| " | " | " | " | 1882 | 29,567 15 | | 790 00 | 162 33 |
| " | " | " | " | 1883 | 14,249 60 | | 695 00 | 288 99 |
| " | " | " | " | 1884 | 8,151 16 | | 733 50 | |
| " | " | " | " | 1885 | 19,071 76 | | 730 00 | 572 75 |
| " | " | " | " | 1886 | 26,385 27 | | 730 00 | 2,396 14 |
| " | " | " | " | 1887 | 7,760 88 | | 730 00 | 967 33 |
| " | " | " | " | 1888 | 7,573 99 | | 739 50 | 730 60 |
| " | " | " | " | 1889 | 17,112 01 | | 1,050 00 | 116 53 |
| " | " | " | " | 1890 | 2,818 35 | | 747 83 | |
| " | " | " | " | 1891 | 2,183 15 | 9,122 05 | 745 25 | 499 91 |
| " | " | " | " | 1892 | | 1,546 25 | 736 00 | |
| " | " | " | " | 1893 | | 1,420 65 | 749 00 | 13 56 |
| " | " | " | " | 1894 | | 2,540 14 | 730 00 | 494 43 |
| " | " | " | " | 1895 | | 1,475 26 | 436 05 | 484 28 |
| " | " | " | " | 1896 | | | | |
| " | " | " | " | 1897 | | | | |
| " | " | " | " | 1898 | | | | 100 00 |
| " | " | " | " | 1899 | | | | |
| " | " | " | " | 1900 | 3,085 00 | | | |
| " | " | " | " | 1901 | 197 00 | | | |
| " | " | " | " | 1902 | | 1,135 00 | | |
| " | " | " | " | 1903 | | | | |
| " | " | " | " | 1904 | | 2,204 50 | | |
| " | " | " | " | 1905 | | 2,255 00 | | |
| " | " | " | " | 1906 | | | | |
| " | " | " | " | 1907 | | | | |
| " | " | " | " | 1908 | | | | |
| " | " | " | " | 1909 | | | | |
| " | " | " | " | 1910 | | | | |
| " | " | " | " | 1911 | | | | |
| " | " | " | " | 1912 | | | | |
| Total..... | | | | | *382,776 46 | 60,923 37 | 11,507 48 | 7,036 15 |

* Included in total cost of Ottawa River Works, *see* page 17.W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

STATEMENT showing the amount expended on Construction, Renewals, &c.—*Continued.*
LACHINE CANAL.

[illegible]

| | |
|---|-----------------|
| Total expenditure on capital account as above | \$12,941,678 99 |
|---|-----------------|

| | | |
|--|-------------|----|
| Less charged to St. Lawrence River and Canals, see page 22.. | \$2,950,104 | 15 |
|--|-------------|----|

| | |
|--|-----------|
| Less expenditure by Imperial Government..... | 40,000 00 |
|--|-----------|

2,990,104 15

| | |
|---|-----------------|
| Agreeing with Public Accounts balance sheet 1912, page 4..... | \$ 9,951,574 84 |
|---|-----------------|

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

W. C. LITTLE,
Accountant.

3 GEORGE V., A. 1913

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

LAKE ST. FRANCIS.

| | Year ending. | Capital. | Renewals. Chargeable. to Income. |
|---|--------------|------------|---|
| | | \$ cts. | \$ cts. |
| Government expenditure since Confederation..... | 1868 | | |
| " " " " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 1887 | | |
| " " " " | 1888 | | |
| " " " " | 1889 | | |
| " " " " | 1890 | | |
| " " " " | 1891 | | |
| " " " " | 1892 | | |
| " " " " | 1893 | | |
| " " " " | 1894 | | |
| " " " " | 1895 | | |
| " " " " | 1896 | | |
| " " " " | 1897 | | |
| " " " " | 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 | † | |
| " " " " | 1906 | † | |
| " " " " | 1907 | † | |
| " " " " | 1908 | † | |
| " " " " | 1909 | † | |
| " " " " | 1910 | † | |
| " " " " | 1911 | † | |
| " " " " | 1912 | † | |
| Total..... | | *75,906 71 | 25,043 68 |

* Included in total cost of St. Lawrence River and Canals, see page 22.

† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

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

LAKE ST. LOUIS.

| | Year ending. | Chargeable to Capital. | Chargeable to Revenue. |
|--|-----------------|------------------------------|------------------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " " since " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 1887 | | |
| " " " " | 1888 | | |
| " " " " | 1889 | | |
| " " " " | 1890 | | |
| " " " " | 1891 | | |
| " " " " | 1892 | | |
| " " " " | 1893 | | |
| " " " " | 1894 | | |
| " " " " | 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 | † | |
| " " " " | 1906 | † | |
| " " " " | 1907 | † | |
| " " " " | 1908 | † | |
| " " " " | 1909 | † | |
| " " " " | 1910 | † | |
| " " " " | 1911 | † | |
| " " " " | 1912 | † | |
| Total..... | | *298,176 11 | |

* Included in total cost of St. Lawrence River and Canals, see page 22.

† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

STATEMENT showing the amounts expended on Constructions, Renewals, &c.—*Continued.*

MURRAY CANAL.

| | Year ending. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|-----------------|---------------|---|------------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | | | | | |
| " since " .. | 1868 | | 400 00 | | |
| " " " .. | 1869 | | | | |
| " " " .. | 1870 | | | | |
| " " " .. | 1871 | | | | |
| " " " .. | 1872 | | | | |
| " " " .. | 1873 | | | | |
| " " " .. | 1874 | | | | |
| " " " .. | 1875 | | | | |
| " " " .. | 1876 | | | | |
| " " " .. | 1877 | | | | |
| " " " .. | 1878 | | | | |
| " " " .. | 1879 | | | | |
| " " " .. | 1880 | | | | |
| " " " .. | 1881 | | | | |
| " " " .. | 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 |
| Total | | *1,248,946 71 | 86,354 69 | 111,676 82 | 81,422 79 |

* Agreeing with Public Accounts Balance Sheet, 1912, page 4.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

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

OTTAWA RIVER WORKS.

| | | |
|--|----|---------------------|
| Ste. Anne's Lock, page 21..... | \$ | 1,170,215 63 |
| Carillon and Grenville Canal, page 9..... | | 4,182,092 96 |
| Culbute Canal, page 12..... | | 382,776 46 |
| Rideau Canal, page 18..... | \$ | 4,085,889 21 |
| Less expenditure by Imperial Government..... | | 3,911,701 47 |
| | | <u>174,187 74</u> |
| Total Ottawa River Works (Capital)..... | \$ | 5,909,272 79 |
| Add expenditure on slides and booms prior to Confederation..... | \$ | 719,247 13 |
| " " " " since "..... | | 7,243 60 |
| " " on Chats Canals prior to Confederation..... | | 482,950 81 |
| " " in 1881, charged to Miscellaneous, see page 229, part ii, | | |
| Public Accounts..... | | 1,136 84 |
| Add amount transferred, see page xxxvi, Pub. Accounts Bal. Sheet, 1881 | | 233,555 85 |
| | | <u>1,444,134 23</u> |
| | | \$ 7,353,407 02 |
| Less expenditure prior to Confederation, transferred to Income Account..... | \$ | 320,618 28 |
| " " in 1872, on Carillon and Grenville Canal, as shown in | | |
| Public Accounts Balance Sheet, page xx, under Miscellaneous..... | | 165,257 23 |
| | | <u>485,875 56</u> |
| Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1912, page 4..... | \$ | 6,867,531 46 |

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*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 | | | |
| " since | 1868 | 166 50 | 7,298 12 | 18,397 28 | 16,475 21 |
| " | 1869 | | | 19,250 71 | 13,140 77 |
| " | 1870 | | 13 16 | 20,022 37 | 19,469 33 |
| " | 1871 | | 11,732 98 | 22,814 58 | 18,120 52 |
| " | 1872 | | 4,967 50 | 22,139 48 | 14,005 32 |
| " | 1873 | | 18,070 97 | 22,841 51 | 26,074 49 |
| " | 1874 | | 5,793 16 | 26,815 44 | 22,937 40 |
| " | 1875 | 9,310 85 | | 26,553 37 | 19,699 81 |
| " | 1876 | 2,163 96 | | 26,430 77 | 14,428 25 |
| " | 1877 | 214 11 | | 25,959 56 | 14,198 18 |
| " | 1878 | | | 26,651 51 | 11,034 22 |
| " | 1879 | 7,703 88 | | 26,042 52 | 7,134 55 |
| " | 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 | 33,458 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 |
| Total..... | | *4,085,889 21 | 467,527 57 | 1,424,167 86 | 1,311,893 97 |

* Included in total cost of Ottawa River Works. See page 17

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

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

SAULT STE. MARIE CANAL.

| | Year ending. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|-----------------|---------------|---|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation. | 1868 | ..... | ..... | ..... | ..... |
| " " " " | 1869 | ..... | ..... | ..... | ..... |
| " " " " | 1870 | ..... | ..... | ..... | ..... |
| " " " " | 1871 | ..... | ..... | ..... | ..... |
| " " " " | 1872 | ..... | 949 35 | ..... | ..... |
| " " " " | 1873 | ..... | ..... | ..... | ..... |
| " " " " | 1874 | ..... | ..... | ..... | ..... |
| " " " " | 1875 | ..... | ..... | ..... | ..... |
| " " " " | 1876 | ..... | ..... | ..... | ..... |
| " " " " | 1877 | ..... | ..... | ..... | ..... |
| " " " " | 1878 | ..... | ..... | ..... | ..... |
| " " " " | 1879 | ..... | ..... | 16,074 70 | ..... |
| " " " " | 1880 | ..... | ..... | ..... | ..... |
| " " " " | 1881 | ..... | ..... | ..... | ..... |
| " " " " | 1882 | ..... | ..... | ..... | ..... |
| " " " " | 1883 | ..... | ..... | ..... | ..... |
| " " " " | 1884 | ..... | ..... | ..... | ..... |
| " " " " | 1885 | ..... | ..... | ..... | ..... |
| " " " " | 1886 | ..... | ..... | ..... | ..... |
| " " " " | 1887 | ..... | ..... | ..... | ..... |
| " " " " | 1888 | 8,145 06 | ..... | ..... | ..... |
| " " " " | 1889 | 34,018 95 | ..... | ..... | ..... |
| " " " " | 1890 | 176,568 55 | ..... | ..... | ..... |
| " " " " | 1891 | 325,336 33 | ..... | ..... | ..... |
| " " " " | 1892 | 341,474 31 | ..... | ..... | ..... |
| " " " " | 1893 | 589,801 25 | ..... | ..... | ..... |
| " " " " | 1894 | 1,316,529 29 | ..... | ..... | ..... |
| " " " " | 1895 | 466,151 50 | ..... | 3,432 73 | ..... |
| " " " " | 1896 | 189,986 59 | ..... | 16,074 70 | 2,650 17 |
| " " " " | 1897 | 209,561 82 | ..... | 15,381 59 | 7,671 79 |
| " " " " | 1898 | 21,004 56 | ..... | 14,389 92 | 8,172 09 |
| " " " " | 1899 | 63,935 48 | ..... | 13,840 24 | 6,564 40 |
| " " " " | 1900 | 27,157 98 | ..... | 13,901 40 | 13,219 87 |
| " " " " | 1901 | 323,353 93 | 48 39 | 13,730 93 | 10,289 18 |
| " " " " | 1902 | 122,505 73 | ..... | 15,920 80 | 14,839 71 |
| " " " " | 1903 | 65,933 43 | ..... | 16,077 22 | 10,855 70 |
| " " " " | 1904 | 32,029 54 | ..... | 14,653 35 | 9,491 44 |
| " " " " | 1905 | 110,181 69 | ..... | 15,681 55 | 14,776 33 |
| " " " " | 1906 | 120,000 00 | ..... | 15,878 11 | 20,086 15 |
| " " " " | 1907 | 95,504 63 | ..... | 12,290 94 | 11,520 53 |
| " " " " | 1908 | 140,433 22 | ..... | 20,345 38 | 23,206 00 |
| " " " " | 1909 | 42,109 63 | 11,453 28 | 15,231 79 | 16,462 29 |
| " " " " | 1910 | 46,809 13 | 147,147 52 | 18,976 64 | 20,300 77 |
| " " " " | 1911 | 54,797 37 | 77,066 45 | 24,951 49 | 19,357 74 |
| " " " " | 1912 | 18,227 10 | 29,706 21 | 27,054 50 | 28,798 51 |
| Total | | *4,941,557 07 | 266,371 20 | 287,813 28 | 238,860 67 |

* Agreeing with Public Accounts, 1912, page 1.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

3 GEORGE V., A. 1913

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

SOULANGES CANAL.

| | Year ending. | Capital. | Renewals Chargable to Income. | Staff. | Repairs. |
|---|--------------|---------------|--|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | ..... | ..... | ..... | ..... |
| " " since | 1869 | ..... | ..... | ..... | ..... |
| " " " | 1870 | ..... | ..... | ..... | ..... |
| " " " | 1871 | ..... | ..... | ..... | ..... |
| " " " | 1872 | ..... | ..... | ..... | ..... |
| " " " | 1873 | ..... | ..... | ..... | ..... |
| " " " | 1874 | ..... | ..... | ..... | ..... |
| " " " | 1875 | ..... | ..... | ..... | ..... |
| " " " | 1876 | ..... | ..... | ..... | ..... |
| " " " | 1877 | ..... | ..... | ..... | ..... |
| " " " | 1878 | ..... | ..... | ..... | ..... |
| " " " | 1879 | ..... | ..... | ..... | ..... |
| " " " | 1880 | ..... | ..... | ..... | ..... |
| " " " | 1881 | ..... | ..... | ..... | ..... |
| " " " | 1882 | ..... | ..... | ..... | ..... |
| " " " | 1883 | ..... | ..... | ..... | ..... |
| " " " | 1884 | ..... | ..... | ..... | ..... |
| " " " | 1885 | ..... | ..... | ..... | ..... |
| " " " | 1886 | ..... | ..... | ..... | ..... |
| " " " | 1887 | ..... | ..... | ..... | ..... |
| " " " | 1888 | ..... | ..... | ..... | ..... |
| " " " | 1889 | ..... | ..... | ..... | ..... |
| " " " | 1890 | ..... | ..... | ..... | ..... |
| " " " | 1891 | ..... | ..... | ..... | ..... |
| " " " | 1892 | 54,235 76 | ..... | ..... | ..... |
| " " " | 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 | 462,626 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 25 | 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 | 35,687 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 |
| Total..... | | *7,515,623 18 | 102,663 96 | 345,294 11 | 309,640 13 |

* Included in total cost of St. Lawrence River and Canals, see page 22.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

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

STE. ANNE'S LOCK AND CANAL.

| | Year ending. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|--|-----------------|---------------|---|-----------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederat'n | | 134,456 51 | | | |
| " since | 1868 | | | 778 16 | 432 47 |
| " " | 1869 | | | 1,062 96 | 1,873 51 |
| " " | 1870 | | | 1,136 54 | 1,280 36 |
| " " | 1871 | | | 1,285 84 | 1,539 02 |
| " " | 1872 | | 1,939 46 | 1,106 80 | 1,393 63 |
| " " | 1873 | | 540 11 | 2,199 64 | 1,264 40 |
| " " | 1874 | 12,753 27 | | 2,614 90 | 7,208 63 |
| " " | 1875 | 32,627 71 | | 1,859 20 | 4,506 68 |
| " " | 1876 | 24,935 85 | | 1,952 14 | 4,033 72 |
| " " | 1877 | 30,003 08 | | 1,982 65 | 1,756 93 |
| " " | 1878 | 14,618 85 | | 2,057 32 | 541 95 |
| " " | 1879 | 22,113 02 | | 2,202 03 | 3,259 70 |
| " " | 1880 | 3,054 68 | | 2,152 57 | 1,704 71 |
| " " | 1881 | 69,042 76 | | 2,553 02 | 3,257 92 |
| " " | 1882 | 193,158 36 | | 2,611 30 | 2,343 99 |
| " " | 1883 | 172,959 95 | | 2,569 86 | 3,448 83 |
| " " | 1884 | 142,006 25 | | 2,775 32 | 2,725 49 |
| " " | 1885 | 93,679 57 | | 2,618 60 | 4,042 04 |
| " " | 1886 | 129,681 67 | | 2,611 90 | 5,803 01 |
| " " | 1887 | 45,276 08 | 6,054 10 | 2,537 41 | 1,499 96 |
| " " | 1888 | 18,910 55 | 1,372 59 | 2,505 61 | 1,380 75 |
| " " | 1889 | 24,786 33 | | 2,569 22 | 1,730 79 |
| " " | 1890 | 6,151 14 | | 2,571 04 | 1,525 51 |
| " " | 1891 | | 8,173 69 | 2,505 69 | 1,503 56 |
| " " | 1892 | | 25,471 61 | 2,571 28 | 1,666 21 |
| " " | 1893 | | 6,521 88 | 2,581 08 | 2,800 03 |
| " " | 1894 | | 3,497 56 | 2,640 00 | 2,799 63 |
| " " | 1895 | | 3,694 33 | 2,508 14 | 3,025 91 |
| " " | 1896 | | | 2,495 54 | 4,993 89 |
| " " | 1897 | | | 2,357 51 | 1,688 12 |
| " " | 1898 | | | 1,904 10 | 1,699 44 |
| " " | 1899 | | | 1,920 12 | 1,997 96 |
| " " | 1900 | | | 1,840 51 | 2,679 21 |
| " " | 1901 | | | 1,895 89 | 3,999 02 |
| " " | 1902 | | | 1,994 52 | 3,015 97 |
| " " | 1903 | | 1,984 39 | 2,072 17 | 4,684 42 |
| " " | 1904 | | | 2,292 94 | 2,244 13 |
| " " | 1905 | | | 2,151 01 | 6,091 44 |
| " " | 1906 | | | 2,259 16 | 2,294 86 |
| " " | 1907 | | 2,449 96 | 1,595 62 | 901 47 |
| " " | 1908 | | 2,501 42 | 2,248 29 | 1,693 63 |
| " " | 1909 | | 199 67 | 2,292 19 | 4,290 57 |
| " " | 1910 | | 2,339 76 | 2,267 60 | 2,446 28 |
| " " | 1911 | | 2,880 93 | 2,315 34 | 2,628 91 |
| " " | 1912 | | | 2,770 51 | 2,738 40 |
| Total..... | | *1,170,215 63 | 69,621 46 | 97,793 24 | 120,437 06 |

* Included in total cost of Ottawa River Works, see page 17.

| | |
|--------------------------------------|------------------------|
| Original Construction..... | \$ 134,456 51 |
| Enlargement, including new lock..... | 1,035,759 12 |
| | <u>\$ 1,170,215 63</u> |

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

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

ST. OURS LOCK.

| | Year ending | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|----------------|-------------|---|-----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 121,537 65 | | | |
| " since | 1869 | | | 1,532 75 | 753 74 |
| " | 1870 | | | 1,755 15 | 1,399 18 |
| " | 1871 | | | 1,458 09 | 1,006 22 |
| " | 1872 | | | 1,414 48 | 1,210 98 |
| " | 1873 | | | 1,565 80 | 1,263 19 |
| " | 1874 | | | 2,076 50 | 1,575 10 |
| " | 1875 | | | 2,219 13 | 2,363 42 |
| " | 1876 | | | 1,362 22 | 1,245 69 |
| " | 1877 | | | 1,403 92 | 1,601 71 |
| " | 1878 | | | 1,533 40 | 750 80 |
| " | 1879 | | | 1,556 65 | 283 77 |
| " | 1880 | | | 1,581 55 | 456 07 |
| " | 1881 | | | 1,614 01 | 705 54 |
| " | 1882 | | | 1,741 97 | 1,299 77 |
| " | 1883 | | | 2,002 71 | 1,902 41 |
| " | 1884 | | 17,230 32 | 2,361 65 | 2,188 08 |
| " | 1885 | | 5,279 87 | 2,315 37 | 1,494 99 |
| " | 1886 | | 4,700 64 | 2,271 57 | 3,652 63 |
| " | 1887 | | | 2,311 70 | 4,143 47 |
| " | 1888 | | | 2,175 37 | 5,864 78 |
| " | 1889 | | | 2,216 04 | 2,801 17 |
| " | 1890 | | 17,964 45 | 2,421 14 | 2,002 63 |
| " | 1891 | | 24,571 96 | 2,138 40 | 1,935 44 |
| " | 1892 | | 21,696 74 | 2,011 08 | 4,460 16 |
| " | 1893 | | 3,585 34 | 2,168 44 | 1,944 33 |
| " | 1894 | | | 2,136 66 | 1,994 34 |
| " | 1895 | | | 2,216 68 | 924 55 |
| " | 1896 | | | 2,161 63 | 915 50 |
| " | 1897 | | | 2,094 91 | 1,678 49 |
| " | 1898 | | | 2,135 60 | 707 06 |
| " | 1899 | | | 2,049 67 | 692 04 |
| " | 1900 | | | 2,244 12 | 1,494 93 |
| " | 1901 | | 1,596 88 | 2,181 43 | 2,681 10 |
| " | 1902 | | 3,610 06 | 2,128 25 | 1,681 44 |
| " | 1903 | | 15,549 27 | 2,262 39 | 984 36 |
| " | 1904 | | 9,344 89 | 2,288 63 | 1,671 83 |
| " | 1905 | | 7,984 41 | 2,334 67 | 1,690 61 |
| " | 1906 | | 14,900 90 | 2,479 66 | 1,716 35 |
| " | 1907 | | 7,307 39 | 2,582 95 | 3,872 75 |
| " | 1908 | | 4,260 00 | 2,064 62 | 1,142 79 |
| " | 1909 | | 3,338 79 | 2,891 76 | 2,121 43 |
| " | 1910 | | | 2,994 78 | 3,693 19 |
| " | 1911 | | 1,925 08 | 4,137 64 | 1,752 66 |
| " | 1912 | | 1,200 23 | 3,527 69 | 2,353 81 |
| " | | 4,306 28 | 3,998 58 | 3,584 10 | 2,259 46 |
| Total | | *125,843 93 | 169,985 80 | 97,709 93 | 84,333 96 |

* Included in the total cost of Chambly Canal and Richelieu river, *see* page 10.W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

STATEMENT showing the amount expended on Construction, Renewals, &c.—*Continued.*

ST. PETER'S CANAL.

| | Year ending. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|-----------------|-------------|---|-----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 156,523 32 | | | |
| " " since | 1869 | 21,519 72 | | | |
| " " " " | 1870 | 70,719 80 | | | |
| " " " " | 1871 | | 46,193 57 | | |
| " " " " | 1872 | | | 225 36 | 555 78 |
| " " " " | 1873 | | | 280 00 | 6,122 07 |
| " " " " | 1874 | | | 343 32 | 6,539 58 |
| " " " " | 1875 | | | 725 93 | 1,558 57 |
| " " " " | 1876 | 20 97 | | 560 00 | 889 35 |
| " " " " | 1877 | 11,125 00 | | 641 55 | |
| " " " " | 1878 | 63,330 18 | | 600 00 | 17 45 |
| " " " " | 1879 | 26,511 51 | | 600 00 | |
| " " " " | 1880 | 107,337 75 | | 631 50 | |
| " " " " | 1881 | 80,120 54 | | 400 00 | |
| " " " " | 1882 | 69,434 76 | | 959 58 | |
| " " " " | 1883 | 484 00 | | 1,920 54 | 200 63 |
| " " " " | 1884 | | | 2,089 19 | 232 42 |
| " " " " | 1885 | 2,471 40 | | 2,601 47 | 367 85 |
| " " " " | 1886 | 16,820 15 | | 1,929 11 | 183 11 |
| " " " " | 1887 | 2,316 85 | | 2,360 67 | 297 81 |
| " " " " | 1888 | 1,087 75 | 750 00 | 2,777 13 | 343 23 |
| " " " " | 1889 | | | 3,217 77 | 1,588 40 |
| " " " " | 1890 | | 500 00 | 3,085 29 | 353 38 |
| " " " " | 1891 | | | 3,110 15 | 255 34 |
| " " " " | 1892 | 972 65 | 510 53 | 3,255 30 | 312 02 |
| " " " " | 1893 | 14,387 00 | 30,936 82 | 3,007 70 | 1,461 24 |
| " " " " | 1894 | 811 59 | 9,987 78 | 2,938 15 | 1,856 30 |
| " " " " | 1895 | 437 05 | 3,852 21 | 2,935 94 | 1,986 70 |
| " " " " | 1896 | 868 44 | 26,222 46 | 2,499 81 | 353 55 |
| " " " " | 1897 | 1,455 21 | 16,743 64 | 2,182 04 | 260 90 |
| " " " " | 1898 | | | 2,728 38 | 1 20 |
| " " " " | 1899 | | 111 70 | 2,785 25 | 453 85 |
| " " " " | 1900 | | | 2,819 86 | 456 61 |
| " " " " | 1901 | | | 2,833 24 | 1,483 30 |
| " " " " | 1902 | | 2,311 26 | 2,730 44 | 841 63 |
| " " " " | 1903 | | 10,014 43 | 2,939 81 | 274 44 |
| " " " " | 1904 | | | 2,836 49 | 764 11 |
| " " " " | 1905 | | | 3,126 94 | 122 45 |
| " " " " | 1906 | | 3,000 10 | 2,969 90 | 1,095 90 |
| " " " " | 1907 | | | 3,239 19 | 253 65 |
| " " " " | 1908 | | | 2,468 78 | 246 87 |
| " " " " | 1909 | | | 3,371 13 | 942 64 |
| " " " " | 1910 | | | 3,282 22 | 532 78 |
| " " " " | 1911 | | | 3,449 43 | 238 14 |
| " " " " | 1912 | | | 4,180 96 | 473 44 |
| " " " " | | | 5,208 18 | 4,768 20 | 361 49 |
| LESS—Refunds in 1897-8. | | 648,755 64 | | | |
| | | 208 50 | | | |
| Total | | *648,547 14 | 156,342 68 | 96,407 72 | 34,278 18 |

* Expenditure as above. \$ 648,547 14
 Less expenditure prior to Confederation. 156,523 32

Agreeing with Public Accounts 1912, page 4. \$ 492,023 82

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

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

TAY CANAL.

| | Year ending | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|----------------|--------------|---|---------|----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation. | 1868 | ..... | ..... | ..... | ..... |
| " " " " | 1869 | ..... | ..... | ..... | ..... |
| " " " " | 1870 | ..... | ..... | ..... | ..... |
| " " " " | 1871 | ..... | ..... | ..... | ..... |
| " " " " | 1872 | ..... | ..... | ..... | ..... |
| " " " " | 1873 | ..... | ..... | ..... | ..... |
| " " " " | 1874 | ..... | ..... | ..... | ..... |
| " " " " | 1875 | ..... | ..... | ..... | ..... |
| " " " " | 1876 | ..... | ..... | ..... | ..... |
| " " " " | 1877 | ..... | ..... | ..... | ..... |
| " " " " | 1878 | ..... | ..... | ..... | ..... |
| " " " " | 1879 | ..... | ..... | ..... | ..... |
| " " " " | 1880 | ..... | ..... | ..... | ..... |
| " " " " | 1881 | ..... | ..... | ..... | ..... |
| " " " " | 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 | ..... | * | * |
| " " " " | 1901 | ..... | ..... | * | * |
| " " " " | 1902 | ..... | ..... | * | * |
| " " " " | 1903 | ..... | ..... | * | * |
| " " " " | 1904 | ..... | ..... | * | * |
| " " " " | 1905 | ..... | ..... | * | * |
| " " " " | 1906 | ..... | ..... | * | * |
| " " " " | 1907 | ..... | ..... | * | * |
| " " " " | 1908 | ..... | ..... | * | * |
| " " " " | 1909 | ..... | ..... | * | * |
| " " " " | 1910 | ..... | ..... | * | * |
| " " " " | 1911 | ..... | ..... | * | * |
| " " " " | 1912 | ..... | ..... | * | * |
| Total ..... | ..... | + 489,599 23 | 748 65 | * | * |

* Included in Rideau Canal since 1890.

† Agreeing with Public Accounts 1912, page 4.

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

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

TRENT CANAL.

| | Year ending. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|--------------|---------------|--------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 309,371 31 | | | |
| " since | 1869 | | | | |
| " | 1870 | | | | |
| " | 1871 | | | | |
| " | 1872 | | | | |
| " | 1873 | | | | |
| " | 1874 | | | | |
| " | 1875 | | | | |
| " | 1876 | | | | |
| " | 1877 | | | | |
| " | 1878 | | | | |
| " | 1879 | | | | |
| " | 1880 | 561 50 | | 1,188 92 | 3,568 89 |
| " | 1881 | | | 2,489 93 | 2,233 50 |
| " | 1882 | | 5,836 51 | 2,011 92 | 8,115 50 |
| " | 1883 | 40,767 16 | 9,303 66 | 2,235 50 | 3,047 42 |
| " | 1884 | 120,393 91 | 6,198 57 | 2,208 64 | 5,264 35 |
| " | 1885 | 121,382 84 | | 3,303 87 | 4,653 50 |
| " | 1886 | 75,103 30 | | 1,639 75 | 5,917 88 |
| " | 1887 | 179,541 63 | | 1,938 08 | 6,008 88 |
| " | 1888 | 114,879 35 | | 1,770 29 | 5,151 42 |
| " | 1889 | 47,592 13 | 29,677 92 | 3,242 05 | 5,935 94 |
| " | 1890 | 58,644 50 | 11,522 65 | 3,450 99 | 730 55 |
| " | 1891 | 9,826 49 | 3,164 81 | 3,808 66 | 4,888 98 |
| " | 1892 | 4,457 28 | 6,506 97 | 3,695 85 | 4,721 85 |
| " | 1893 | 5,962 47 | 10,838 90 | 3,739 86 | 2,087 17 |
| " | 1894 | 3,412 32 | 20,403 93 | 3,785 47 | 4,988 59 |
| " | 1895 | 53,907 70 | 21,143 41 | 4,184 18 | 3,374 49 |
| " | 1896 | 392,976 08 | 6,185 75 | 4,349 34 | 3,329 97 |
| " | 1897 | 486,575 70 | 13,880 37 | 4,965 39 | 3,497 90 |
| " | 1898 | 351,273 31 | 8,991 54 | 5,034 60 | 4,998 80 |
| " | 1899 | 166,611 49 | 6,179 79 | 5,048 72 | 6,454 49 |
| " | 1900 | 334,583 01 | 8,043 39 | 5,131 52 | 9,989 26 |
| " | 1901 | 284,503 89 | 10,494 82 | 5,254 51 | 13,075 89 |
| " | 1902 | 449,075 45 | 26,165 93 | 5,575 52 | 14,984 88 |
| " | 1903 | 523,950 74 | 18,548 58 | 6,993 25 | 10,791 15 |
| " | 1904 | 489,038 44 | 21,228 55 | 7,237 05 | 21,179 12 |
| " | 1905 | 333,261 75 | 36,853 28 | 12,071 88 | 26,056 78 |
| " | 1906 | 319,789 49 | 26,030 36 | 17,440 68 | 33,398 85 |
| " | 1907 | 153,045 42 | 35,360 10 | 19,229 25 | 36,516 47 |
| " | 1908 | 343,176 05 | 96,315 87 | 32,826 38 | 33,382 94 |
| " | 1909 | 1,099,836 38 | 80,517 65 | 32,028 57 | 44,819 83 |
| " | 1910 | 1,000,000 00 | 59,483 51 | 36,800 42 | 54,206 13 |
| " | 1911 | 1,682,449 32 | 78,914 08 | 38,019 33 | 40,178 54 |
| " | 1912 | 1,746,095 48 | 97,254 20 | 44,811 08 | 50,175 72 |
| Total | * | 11,302,045 89 | 755,045 10 | 327,506 45 | 477,755 63 |

* Total expenditure on Capital Account as above \$11,302,045 89

LESS—Expenditure prior to Confederation..... \$ 309,371 31

" Year 1880..... 561 50

309,932 81

Agreeing with Public Accounts Balance Sheet, 1912, page 4 \$10,992,113 08

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

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

WELLAND CANAL

| | Year ending. | Capital. | Renewals Chargeable to Income. | Sta.f. | Repairs. |
|--|-----------------|-----------------|---|--------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Imperial Government..... | | 222,220 00 | | | |
| Government expenditure prior to confederation..... | | 7,416,019 83 | | | |
| " " since " .. 1868 | | 12,097 84 | | 37,679 05 | 38,852 96 |
| " " " .. 1869 | | 43,486 36 | | 39,060 61 | 50,773 03 |
| " " " .. 1870 | | | 22,173 72 | 40,340 45 | 65,009 19 |
| " " " .. 1871 | | | 48,569 10 | 42,383 33 | 53,381 02 |
| " " " .. 1872 | | 53,680 32 | 6,022 44 | 37,085 37 | 50,276 90 |
| " " " .. 1873 | | 82,282 20 | 47,876 27 | 45,382 99 | 66,550 73 |
| " " " .. 1874 | | 746,429 61 | | 50,966 48 | 103,666 99 |
| " " " .. 1875 | | 1,047,119 91 | | 52,595 00 | 88,539 99 |
| " " " .. 1876 | | 1,569,478 19 | 700 00 | 57,623 31 | 81,376 12 |
| " " " .. 1877 | | 2,199,962 61 | | 59,963 47 | 49,783 93 |
| " " " .. 1878 | | 2,138,392 99 | | 60,138 59 | 66,393 53 |
| " " " .. 1879 | | 1,552,697 41 | | 59,912 23 | 56,755 57 |
| " " " .. 1880 | | 1,252,924 75 | | 63,198 10 | 76,535 25 |
| " " " .. 1881 | | 1,242,943 37 | 6,593 19 | 56,398 04 | 69,249 53 |
| " " " .. 1882 | | 603,402 17 | 13,664 80 | 74,641 51 | 84,374 97 |
| " " " .. 1883 | | 549,433 29 | 5,979 03 | 109,207 21 | 72,707 62 |
| " " " .. 1884 | | 432,336 21 | | 113,276 87 | 90,926 97 |
| " " " .. 1885 | | 463,505 38 | 6,150 21 | 112,670 00 | 91,534 66 |
| " " " .. 1886 | | 215,380 75 | 1,359 00 | 111,660 22 | 69,507 48 |
| " " " .. 1887 | | 1,071,073 87 | 3,828 67 | 109,371 69 | 77,440 80 |
| " " " .. 1888 | | 429,720 94 | 10,740 86 | 110,806 01 | 86,518 97 |
| " " " .. 1889 | | 225,910 21 | 43,803 80 | 113,587 05 | 77,547 77 |
| " " " .. 1890 | | 117,633 22 | 51,648 28 | 109,202 02 | 72,686 19 |
| " " " .. 1891 | | 36,371 03 | 19,767 73 | 107,662 63 | 82,548 30 |
| " " " .. 1892 | | 29,541 21 | 9,008 80 | 104,673 73 | 73,771 87 |
| " " " .. 1893 | | 8,259 94 | 25,103 13 | 104,926 73 | 65,016 84 |
| " " " .. 1894 | | 1,571 78 | 13,430 20 | 102,018 80 | 53,053 71 |
| " " " .. 1895 | | 3,809 35 | 24,245 02 | 90,438 07 | 48,270 94 |
| " " " .. 1896 | | 1,677 67 | 18,768 99 | 87,988 11 | 62,542 64 |
| " " " .. 1897 | | 2,282 35 | 22,283 06 | 88,095 20 | 41,247 81 |
| " " " .. 1898 | | | 34,803 25 | 84,806 54 | 59,571 66 |
| " " " .. 1899 | | | 30,099 84 | 86,110 88 | 56,270 60 |
| " " " .. 1900 | | 18,167 29 | 37,164 84 | 84,888 36 | 59,507 64 |
| " " " .. 1901 | | 224,536 96 | 87,777 43 | 86,889 24 | 72,055 89 |
| " " " .. 1902 | | 303,997 81 | 78,905 37 | 88,048 95 | 69,279 90 |
| " " " .. 1903 | | 315,819 49 | 94,127 21 | 90,684 05 | 72,004 59 |
| " " " .. 1904 | | 555,751 00 | 31,140 58 | 91,115 35 | 85,717 88 |
| " " " .. 1905 | | 890,457 82 | 34,559 42 | 91,928 96 | 111,418 62 |
| " " " .. 1906 | | 715,198 24 | 28,799 66 | 107,932 96 | 78,704 93 |
| " " " .. 1907 | | 480,305 03 | 56,036 47 | 75,031 24 | 53,247 50 |
| " " " .. 1908 | | 806,760 46 | 138,430 19 | 108,101 56 | 78,460 40 |
| " " " .. 1909 | | 255,986 16 | 129,489 99 | 115,934 78 | 88,409 53 |
| " " " .. 1910 | | 168,247 17 | 75,233 28 | 136,783 47 | 77,723 23 |
| " " " .. 1911 | | 236,429 80 | 28,688 57 | 128,000 33 | 92,739 05 |
| " " " .. 1912 | | 159,946 87 | 28,238 13 | 149,848 27 | 105,056 89 |
| Total | | * 28,903,239 86 | 1,315,210 53 | 3,879,687 81 | 3,227,010 59 |

* Total expenditure as above.....\$ 28,903,239 86
Less expenditure by Imperial Government.....222,220 00

Agreeing with Public Accounts Balance Sheet, 1912, page 4...\$ 28,681,019 86

Original cost of construction, including first enlargement.....\$ 7,693,824 03
Enlargement, including new Welland Canal.....21,209,415 83

Total expenditure as above.....28,903,239 86

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

W. C. LITTLE,
Accountant.

3 GEORGE V., A. 1913

STATEMENT showing amount expended on Construction and Enlargement of Canals, to
March 31, 1912.

| Canal. | Construction. | Enlargement. | Total. |
|------------------------------------|---------------|---------------|----------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Beauharnois..... | 1,636,690 26 | ..... | 1,636,690 26 |
| Carillon and Grenville..... | 63,053 64 | 4,119,039 32 | 4,182,092 96 |
| Chambly..... | 637,214 66 | 79,255 76 | 716,470 42 |
| Cornwall..... | 1,945,624 73 | 5,297,179 48 | 7,242,804 21 |
| Culbute..... | 382,776 46 | ..... | 382,776 46 |
| Lachine..... | 2,589,532 85 | 10,352,146 14 | 12,941,678 99 |
| Lake St. Francis..... | ..... | 75,906 71 | 75,906 71 |
| Lake St. Louis..... | ..... | 298,176 11 | 298,176 11 |
| Murray..... | 1,248,946 71 | ..... | 1,248,946 71 |
| Rideau..... | 4,085,889 21 | ..... | 4,085,889 21 |
| Sault-Ste-Marie..... | 4,941,557 07 | ..... | 4,941,557 07 |
| Soulanges..... | 7,515,623 18 | ..... | 7,515,623 18 |
| Ste. Anne's..... | 134,456 51 | 1,035,759 12 | 1,170,215 63 |
| St. Lawrence River and Canals..... | 18,442 85 | 3,451,470 56 | 3,469,913 41 |
| St. Ours..... | 121,537 65 | 4,306 28 | 125,843 93 |
| St. Peter's..... | 648,547 14 | ..... | 648,547 14 |
| Tay..... | 489,599 23 | ..... | 489,599 23 |
| Trent..... | 11,302,045 89 | ..... | 11,302,045 89 |
| Welland..... | 7,693,824 03 | 21,209,415 83 | 28,903,239 86 |
| Williamsburg { Farran's Point..... | ..... | 877,090 57 | 10,488,811 69 |
| Galops..... | ..... | 6,118,927 32 | |
| Rapide Plat..... | ..... | 2,158,242 00 | |
| Williamsburg..... | 1,320,655 54 | 13,896 26 | |
| Total .. | 46,776,017 61 | 55,090,811 46 | 101,866,829 07 |

* Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

RECAPITULATION.

YEARLY Expenditure on Canals and Revenue received to March 31, 1912.

| | Year ending. | Capital. | Income. | Staff. | Repairs. | Revenue received. |
|---|-----------------|----------------|--------------|---------------|---------------|----------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation, including Imperial Government expenditure..... | | 20,593,866 13 | 98,378 45 | | | |
| Government expenditure since Confederation. | 1868 | 33,784 06 | 95,347 79 | 113,084 50 | 101,646 44 | 403,879 19 |
| " " | 1869 | 126,898 20 | 55 00 | 116,069 76 | 118,579 31 | 400,263 32 |
| " " | 1870 | | 90,355 96 | 120,403 02 | 150,176 70 | 414,687 02 |
| " " | 1871 | | 116,429 54 | 135,040 81 | 140,467 52 | 488,538 76 |
| " " | 1872 | 255,645 75 | 33,289 27 | 124,137 09 | 152,086 25 | 466,847 52 |
| " " | 1873 | 256,547 27 | 127,369 55 | 148,581 18 | 186,573 13 | 486,433 26 |
| " " | 1874 | 1,189,591 91 | 51,037 05 | 167,194 40 | 213,613 86 | 510,755 99 |
| " " | 1875 | 1,714,830 37 | 479 00 | 168,401 21 | 203,226 85 | 414,979 59 |
| " " | 1876 | 2,388,733 46 | 810 75 | 178,411 80 | 190,578 45 | 390,337 04 |
| " " | 1877 | 4,131,374 30 | 22 30 | 179,661 40 | 138,448 51 | 390,857 37 |
| " " | 1878 | 3,843,338 62 | | 187,521 31 | 122,251 60 | 373,814 17 |
| " " | 1879 | 3,064,098 61 | | 191,892 44 | 115,349 99 | 337,675 13 |
| " " | 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 | 280,226 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 24 |
| " " | 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 |
| Total | | 101,866,829 07 | 6,993,163 13 | 12,792,515 63 | 10,516,143 21 | 14,641,607 11 |

* This does not include expenditure which has been charged to Canals General but only the amount expended on specified canals.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

CANAL REVENUE STATEMENT FOR YEAR ENDING MARCH 31, 1912.

| Canal Revenue. | | | | Hydraulic and other Rents, &c. | | Total. | Collection Divisions. 1911-12. | | Deposits to the credit of the Receiver General. | | Total. | Cost of Staff, Repairs and Offices and Collection, chargeable to Revenue. |
|------------------------|-------------------------|------------------------------|-------|--------------------------------|-------|----------------------------------|--------------------------------|------------------------------|---|------------|--------|---|
| Wharfage, Storage, &c. | Port Colborne Elevator. | Total Canal Revenue Accrued. | | \$ | cts. | | On Account, Canal Revenue. | On Account, Hydraulic Rents. | \$ | cts. | | |
| \$ | \$ | \$ | \$ | \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 12 30 | | 12 30 | ..... | 6,332 85 | ..... | <i>Welland Canal</i> | 12 30 | 6,320 55 | ..... | 6,332 85 | ..... | 238,915 40 |
| 293 41 | | 293 44 | ..... | 40,715 37 | ..... | Port Colborne..... | 293 44 | 40,321 93 | ..... | 40,715 37 | ..... | 3,184 46 |
| ..... | 46,590 72 | 46,590 72 | ..... | 46,590 72 | ..... | Port Dulhouse..... | 46,590 72 | ..... | ..... | 46,590 72 | ..... | 2,614 67 |
| 305 74 | 46,590 72 | 46,896 46 | ..... | 93,638 94 | ..... | Port Colborne Elevator..... | ..... | ..... | ..... | ..... | ..... | 23,615 46 |
| | | | | | | Totals..... | 46,896 46 | 46,742 48 | ..... | 93,638 94 | ..... | 268,329 99 |
| | | | | | | <i>St. Lawrence Canals</i>..... | ..... | ..... | ..... | ..... | ..... | 484,663 28 |
| 691 48 | | 691 48 | ..... | 14,665 69 | ..... | Beauharnois..... | 691 48 | 14,665 69 | ..... | 14,665 69 | ..... | 1,960 85 |
| 70 00 | | 70 00 | ..... | 6,535 98 | ..... | Cornwall..... | 70 00 | 5,864 50 | ..... | 6,535 98 | ..... | 813 10 |
| 908 80 | | 908 80 | ..... | 2,380 00 | ..... | Cardinal..... | 908 80 | 2,310 00 | ..... | 2,380 00 | ..... | 2,629 53 |
| 12,395 25 | | 12,395 25 | ..... | 128,833 76 | ..... | Lachine..... | 12,395 25 | 116,438 51 | ..... | 128,833 76 | ..... | 13,243 11 |
| 10 00 | | 10 00 | ..... | 3,127 00 | ..... | Montreal..... | 10 00 | 3,117 00 | ..... | 3,127 00 | ..... | 1,831 83 |
| | | | | | | Coteau Landing..... | ..... | ..... | ..... | ..... | ..... | 722 20 |
| | | | | | | Kingston..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 14,075 53 | | 14,075 53 | ..... | 156,471 23 | ..... | ..... Totals..... | 14,075 53 | 142,395 70 | ..... | 156,471 23 | ..... | 505,866 40 |
| 4 00 | | 4 00 | ..... | 54 00 | ..... | <i>Chambly Canal</i>..... | ..... | ..... | ..... | ..... | ..... | 71,503 33 |
| | | | | 38 00 | ..... | Chambly..... | 4 00 | 50 00 | ..... | 54 00 | ..... | 1,534 05 |
| | | | | | | St. Johns..... | ..... | 38 00 | ..... | 38 00 | ..... | 1,815 98 |
| | | | | | | St. Ours..... | ..... | ..... | ..... | ..... | ..... | 756 10 |
| 4 00 | | 4 00 | ..... | 92 00 | ..... | ..... Totals..... | 4 00 | 88 00 | ..... | 92 00 | ..... | 75,609 46 |
| | | | | | | <i>Ottawa Canals</i>..... | ..... | ..... | ..... | ..... | ..... | 42,536 70 |
| | | | | 5 00 | ..... | Grenville..... | ..... | 5 00 | ..... | 5 00 | ..... | 679 50 |
| | | | | 184 00 | ..... | Carillon..... | ..... | 184 00 | ..... | 184 00 | ..... | 723 02 |
| | | | | 30 00 | ..... | St. Anne's Lock..... | ..... | 30 00 | ..... | 30 00 | ..... | 966 00 |
| | | | | 219 00 | ..... | ..... Totals..... | ..... | 219 00 | ..... | 219 00 | ..... | 44,905 22 |

SESSIONAL PAPER No. 20

| | | | | | | | | |
|-----------|-----------|------------|------------|---|-----------|------------|------------|--------------|
| 467 22 | 467 22 | 3,190 05 | 3,657 27 | Rideau Canal..... | 467 22 | 3,190 05 | 3,657 27 | 144,423 15 |
| 50 00 | 50 00 | 323 00 | 373 00 | Ottawa..... | 50 00 | 323 00 | 373 00 | 1,754 81 |
| 55 00 | 55 00 | 80 70 | 135 70 | Kingston Mills..... | 55 00 | 80 70 | 135 70 | 545 90 |
| | | | | Smith's Falls..... | | | | 560 85 |
| 572 22 | 572 22 | 3,593 75 | 4,165 97 |Totals..... | 572 22 | 3,593 75 | 4,165 97 | 147,284 71 |
| | | 32 00 | 32 00 | St. Peter's Canal..... | | 32 00 | 32 00 | 5,330 11 |
| | | 5 00 | 5 00 | Murray Canal — Brighton..... | | 5 00 | 5 00 | 8,432 87 |
| | | | | Trent Valley Canal..... | | | | 94,986 80 |
| | | | | Bobcaygeon..... | | | | 99 96 |
| | | | | Rosedale..... | | | | 101 75 |
| 94 50 | 94 50 | 8,405 84 | 8,500 84 | Ganabridge..... | 94 50 | 8,405 84 | 8,500 84 | 50 00 |
| | | | | Peterborough..... | | | | 220 00 |
| | | | | Young's Point..... | | | | 150 75 |
| 94 50 | 94 50 | 8,405 84 | 8,500 84 |Totals..... | 94 50 | 8,405 84 | 8,500 84 | 95,609 26 |
| 485 00 | 485 00 | 505 00 | 990 00 | Sault Ste. Marie Canal..... | 485 00 | 505 00 | 990 00 | 57,776 76 |
| 15,536 99 | 46,590 72 | 201,986 77 | 264,114 48 |Totals..... | 62,127 71 | 201,986 77 | 264,114 48 | 1,208,744 78 |
| | | | | Dredge Vessels..... | | | | 17,968 28 |
| | | | | Department of Public Printing and Stationery..... | | | | 774 40 |
| | | | | General..... | | | | 25,171 24 |
| | | | | Grand Totals..... | 62,127 71 | 201,986 77 | 264,114 48 | 1,251,658 70 |
| | | | | Less Refunds..... | | | 397 73 | ..... |
| | | | | Net Revenue..... | | | 263,716 75 | ..... |

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

HYDRAULIC AND OTHER RENTS.

| Balance due April 1, 1911. | Accrued during the year ended March 31, 1912 | Total. | Canals. | Abatement unearned rent. | Deposited to the credit of the Receiver General. | Paid into hands of the Collectors. | Balance due March 31, 1912 | Totals. |
|----------------------------|--|------------|---------------------------|--------------------------|--|------------------------------------|----------------------------|------------|
| \$ cts. | \$ cts. | \$ cts. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 48,821 45 | 82,077 31 | 130,898 76 | Welland..... | 885 00 | 46,742 48 | 46,742 48 | 83,226 28 | 130,898 76 |
| 4,178 17 | 3,435 00 | 7,613 17 | Williamsburg..... | | 2,310 00 | 2,310 00 | 5,303 17 | 7,613 17 |
| 3,038 12 | 7,605 50 | 10,663 62 | Cornwall..... | | 5,851 50 | 5,851 50 | 4,799 12 | 10,663 62 |
| 7,037 34 | 14,864 54 | 21,921 88 | Beauharnois..... | | 14,665 69 | 14,665 69 | 7,256 19 | 21,921 88 |
| 42,569 25 | 115,332 61 | 157,901 86 | Lachine..... | 4,360 34 | 116,438 51 | 116,438 51 | 37,148 01 | 157,901 86 |
| 885 84 | 138 00 | 1,023 84 | Chambly..... | 50 00 | 88 00 | 88 00 | 885 84 | 1,023 84 |
| 5,702 70 | 4,221 00 | 9,923 70 | Rideau..... | | 3,593 75 | 3,593 75 | 6,329 95 | 9,923 70 |
| 703 45 | 9,028 94 | 9,732 39 | Trent..... | 18 75 | 8,405 84 | 8,405 84 | 1,367 80 | 9,732 39 |
| 70 00 | 515 00 | 585 00 | Sault Ste. Marie..... | | 505 00 | 505 00 | 80 00 | 585 00 |
| 27,545 65 | 595 00 | 28,140 65 | Carillon & Grenville..... | 46 57 | 189 00 | 189 00 | 27,905 08 | 28,140 65 |
| ..... | 3,117 00 | 3,117 00 | Soulanges..... | | 3,117 00 | 3,117 00 | ..... | 3,117 00 |
| ..... | 69 00 | 78 00 | Sundry Canals..... | | 67 00 | 67 00 | ..... | 78 00 |
| 140,660 97 | 240,998 90 | 381,659 87 | Totals..... | 5,360 66 | 201,986 77 | 201,986 77 | 174,312 44 | 381,659 87 |

W. C. LITTLE,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1912.

SESSIONAL PAPER No. 20

RECAPITULATION—STATEMENT OF EXPENDITURE BY CANAL TO
MARCH 31, 1912.

| Canals. | Capital. | Income. | Staff. | Repairs. | Total. |
|----------------------------------|----------------|--------------|---------------|---------------|----------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Bay 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..... | 4,182,992 96 | 340,192 61 | 683,765 84 | 500,290 21 | 5,706,341 62 |
| Chambly..... | 716,470 42 | 723,610 78 | 807,091 16 | 743,081 41 | 2,990,253 77 |
| Cornwall..... | 7,242,804 21 | 488,662 62 | 1,223 207 95 | 765,717 98 | 9,720,392 76 |
| Culbute Lock..... | 382,776 46 | 60,923 37 | 11,507 48 | 7,036 15 | 462,243 46 |
| Lachine..... | 12,941,678 99 | 1,368,025 41 | 2,261,910 50 | 1,615,873 45 | 18,187,488 35 |
| 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 | 86,354 09 | 111,676 82 | 81,422 79 | 1,528,400 41 |
| Rideau..... | 4,085,889 21 | 467,527 57 | 1,424,167 86 | 1,311,893 97 | 7,289,478 61 |
| Sault Ste. Marie..... | 4,941,557 07 | 266,371 20 | 287,813 28 | 238,860 67 | 5,734,602 22 |
| Soulanges..... | 7,515,623 18 | 102,663 96 | 345,294 11 | 309,640 13 | 8,273,221 38 |
| St. Anne's Lock..... | 1,170,215 63 | 69,621 46 | 97,793 24 | 120,437 06 | 1,458,067 39 |
| St. Lawrence River and Canals | 3,469,913 41 | 128,298 11 | | | 3,598,211 52 |
| St. Ours' Lock..... | 125,843 93 | 169,985 80 | 97,709 93 | 84,333 96 | 477,873 62 |
| St. Peter's..... | 648,547 14 | 156,342 68 | 96,407 72 | 34,278 18 | 935,575 72 |
| Tay..... | 489,599 23 | 748 65 | | | 490,347 88 |
| Trent..... | 11,302,045 89 | 755,045 10 | 327,506 45 | 477,755 63 | 12,862,353 07 |
| Welland..... | 28,903,239 86 | 1,315,210 53 | 3,879,087 81 | 3,227,010 59 | 37,324,548 79 |
| Williamsburg..... | 10,488,811 69 | 158 337 14 | 488,000 59 | 472,819 80 | 11,607,969 22 |
| | 101,866,829 07 | 6,993,163 13 | 12,792,515 63 | 10,516,143 21 | 132,168,651 04 |
| Expendit. on Canals General..... | | | | | 2,286,429 12 |
| Total expenditure on Canals..... | | | | | 134,455,080 16 |

W. C. LITTLE,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

ANNAPOLIS AND DIGBY RAILWAY.

| | Year. | Capital. | Income Expenses. |
|--|-------|-------------|---------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " since " | 1869 | | |
| " " " | 1870 | | |
| " " " | 1871 | | |
| " " " | 1872 | | |
| " " " | 1873 | | |
| " " " | 1874 | | |
| " " " | 1875 | | |
| " " " | 1876 | | |
| " " " | 1877 | | |
| " " " | 1878 | | |
| " " " | 1879 | | |
| " " " | 1880 | | |
| " " " | 1881 | | |
| " " " | 1882 | | |
| " " " | 1883 | | |
| " " " | 1884 | | |
| " " " | 1885 | | |
| " " " | 1886 | | |
| " " " | 1887 | | |
| " " " | 1888 | | |
| " " " | 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 |
| " " " | 1902 | | |
| " " " | 1903 | | |
| " " " | 1904 | | |
| " " " | 1905 | | |
| " " " | 1906 | | |
| " " " | 1907 | | |
| " " " | 1908 | | |
| " " " | 1909 | | |
| " " " | 1910 | | |
| " " " | 1911 | | |
| " " " | 1912 | | |
| Total | | *660,683 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, August, 1, 1912.

SESSIONAL PAPER No. 20

CANADA EASTERN RAILWAY.

| | | | | Year. | Capital. |
|--|---|---|--|-------|--------------|
| | | | | | \$ cts. |
| Government expenditure prior to Confederation..... | | | | 1868 | |
| " since | " | " | | 1869 | |
| " | " | " | | 1870 | |
| " | " | " | | 1871 | |
| " | " | " | | 1872 | |
| " | " | " | | 1873 | |
| " | " | " | | 1874 | |
| " | " | " | | 1875 | |
| " | " | " | | 1876 | |
| " | " | " | | 1877 | |
| " | " | " | | 1878 | |
| " | " | " | | 1879 | |
| " | " | " | | 1880 | |
| " | " | " | | 1881 | |
| " | " | " | | 1882 | |
| " | " | " | | 1883 | |
| " | " | " | | 1884 | |
| " | " | " | | 1885 | |
| " | " | " | | 1886 | |
| " | " | " | | 1887 | |
| " | " | " | | 1888 | |
| " | " | " | | 1889 | |
| " | " | " | | 1890 | |
| " | " | " | | 1891 | |
| " | " | " | | 1892 | |
| " | " | " | | 1893 | |
| " | " | " | | 1894 | |
| " | " | " | | 1895 | |
| " | " | " | | 1896 | |
| " | " | " | | 1897 | |
| " | " | " | | 1898 | |
| " | " | " | | 1899 | |
| " | " | " | | 1900 | |
| " | " | " | | 1901 | |
| " | " | " | | 1902 | |
| " | " | " | | 1903 | |
| " | " | " | | 1904 | |
| " | " | " | | 1905 | 800,000 00 |
| " | " | " | | 1906 | |
| " | " | " | | 1907 | |
| " | " | " | | 1908 | 19,000 00 |
| " | " | " | | 1909 | |
| " | " | " | | 1910 | |
| " | " | " | | 1911 | |
| " | " | " | | 1912 | |
| Total..... | | | | | * 819,000 00 |

*Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

CANADIAN PACIFIC RAILWAY.

| | Year. | Construction, including subsidy of \$25,000,000. | Working Expenses. | Revenue received. |
|--|-------|--|----------------------|----------------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation. | | | | |
| " since " | 1868 | | | |
| " " " | 1869 | | | |
| " " " | 1870 | | | |
| " " " | 1871 | 30,148 32 | | |
| " " " | 1872 | 489,428 16 | | |
| " " " | 1873 | 561,818 44 | | |
| " " " | 1874 | 310,224 88 | | |
| " " " | 1875 | 1,546,241 67 | | |
| " " " | 1876 | 3,346,567 06 | | |
| " " " | 1877 | 1,691,149 97 | | |
| " " " | 1878 | 2,228,373 13 | | |
| " " " | 1879 | 2,240,285 47 | | |
| " " " | 1880 | 4,044,522 72 | 78,892 01 | 104,975 69 |
| " " " | 1881 | 4,968,503 93 | 236,944 98 | 291,498 06 |
| " " " | 1882 | (1) 4,589,075 79 | 1,786 20 | |
| " " " | 1883 | (2) 10,033,800 04 | 266 09 | |
| " " " | 1884 | (3) 11,192,722 02 | 327 02 | |
| " " " | 1885 | (4) 9,900,281 53 | | |
| " " " | 1886 | (5) 3,672,584 81 | | |
| " " " | 1887 | (6) 915,057 49 | | |
| " " " | 1888 | 52,098 65 | | |
| " " " | 1889 | 86,716 07 | | |
| " " " | 1890 | 40,980 54 | | |
| " " " | 1891 | 37,367 00 | | |
| " " " | 1892 | 66,211 39 | | |
| " " " | 1893 | 413,836 49 | | |
| " " " | 1894 | 146,589 87 | | |
| " " " | 1895 | 49,209 77 | | |
| " " " | 1896 | 65,669 49 | | |
| " " " | 1897 | 14,054 50 | | |
| " " " | 1898 | 692 17 | | |
| " " " | 1899 | 8,418 53 | | |
| " " " | 1900 | 236 11 | | |
| " " " | 1901 | 8,978 87 | | |
| " " " | 1902 | 448 70 | | |
| " " " | 1903 | | | |
| " " " | 1904 | 33,076 39 | | |
| " " " | 1905 | | | |
| " " " | 1906 | | | |
| " " " | 1907 | | | |
| " " " | 1908 | 600 00 | | |
| " " " | 1909 | 937 77 | | |
| " " " | 1910 | | | |
| " " " | 1911 | 2,918 35 | | |
| " " " | 1912 | | | |
| Total | | *62,789,776 09 | 318,216 30 | 396,473 75 |

* Agrees with Public Accounts Balance Sheet, 1911-1912, page 8.

| | |
|---------------|-------------------------------------|
| (1) Including | \$ 2,210,000 00 on account subsidy. |
| (2) " | 5,323,076 60 " |
| (3) " | 7,254,208 27 " |
| (4) " | 6,862,201 00 " |
| (5) " | 2,890,427 00 " |
| (6) " | 460,087 13 " |

†\$25,000,000 00

† See also statement page 56 and following for the expenditure.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

CAPE BRETON RAILWAY.

| | Year. | Capital. | Working Expenses. |
|--|-------|----------------|-------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " " since " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 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 | |
| " " " " | 1899 | | |
| " " " " | 1900 | | |
| " " " " | 1901 | | |
| " " " " | 1902 | | |
| " " " " | 1903 | | |
| " " " " | 1904 | | |
| " " " " | 1905 | | |
| " " " " | 1906 | | |
| " " " " | 1907 | | |
| " " " " | 1908 | | |
| " " " " | 1909 | | |
| " " " " | 1910 | | |
| " " " " | 1911 | | |
| " " " " | 1912 | | |
| 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 45.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

CARLETON BRANCH RAILWAY.

| | | | | Year. | Capital. | Working Expenses. |
|---|-------|---|---|-------|-----------|-------------------|
| | | | | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | | | | 1868 | | |
| " | since | " | " | 1869 | | |
| " | " | " | " | 1870 | | |
| " | " | " | " | 1871 | | |
| " | " | " | " | 1872 | | |
| " | " | " | " | 1873 | | |
| " | " | " | " | 1874 | | |
| " | " | " | " | 1875 | | |
| " | " | " | " | 1876 | | |
| " | " | " | " | 1877 | | |
| " | " | " | " | 1878 | | |
| " | " | " | " | 1879 | | |
| " | " | " | " | 1880 | | |
| " | " | " | " | 1881 | | |
| " | " | " | " | 1882 | | |
| " | " | " | " | 1883 | | |
| " | " | " | " | 1884 | | |
| " | " | " | " | 1885 | | |
| " | " | " | " | 1886 | 85,610 69 | |
| " | " | " | " | 1887 | 2,299 62 | |
| " | " | " | " | 1888 | 500 17 | |
| " | " | " | " | 1889 | | |
| " | " | " | " | 1890 | | |
| " | " | " | " | 1891 | | |
| " | " | " | " | 1892 | | |
| " | " | " | " | 1893 | | |
| " | " | " | " | 1894 | | |
| " | " | " | " | 1895 | | |
| " | " | " | " | 1896 | | |
| " | " | " | " | 1897 | | |
| " | " | " | " | 1898 | | |
| " | " | " | " | 1899 | | |
| " | " | " | " | 1900 | | |
| " | " | " | " | 1901 | | |
| " | " | " | " | 1902 | | |
| " | " | " | " | 1903 | | |
| " | " | " | " | 1904 | | |
| " | " | " | " | 1905 | | |
| " | " | " | " | 1906 | | |
| " | " | " | " | 1907 | | |
| " | " | " | " | 1908 | | |
| " | " | " | " | 1909 | | |
| " | " | " | " | 1910 | | |
| " | " | " | " | 1911 | | |
| " | " | " | " | 1912 | | |
| Total..... | | | | | 88,410 48 | |
| * Less amount received from city of St. John, N.B. | | | | | 40,000 00 | |
| | | | | | 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, August, 1, 1912.

SESSIONAL PAPER No. 20

HUDSON BAY RAILWAY.

| | | | | Year. | Capital. |
|--|--|--|--|-------|------------|
| | | | | | \$ cts. |
| Government expenditure prior to Confederation..... | | | | 1868 | |
| " " since " | | | | 1869 | |
| " " " " | | | | 1870 | |
| " " " " | | | | 1871 | |
| " " " " | | | | 1872 | |
| " " " " | | | | 1873 | |
| " " " " | | | | 1874 | |
| " " " " | | | | 1875 | |
| " " " " | | | | 1876 | |
| " " " " | | | | 1877 | |
| " " " " | | | | 1878 | |
| " " " " | | | | 1879 | |
| " " " " | | | | 1880 | |
| " " " " | | | | 1881 | |
| " " " " | | | | 1882 | |
| " " " " | | | | 1883 | |
| " " " " | | | | 1884 | |
| " " " " | | | | 1885 | |
| " " " " | | | | 1886 | |
| " " " " | | | | 1887 | |
| " " " " | | | | 1888 | |
| " " " " | | | | 1889 | |
| " " " " | | | | 1890 | |
| " " " " | | | | 1891 | |
| " " " " | | | | 1892 | |
| " " " " | | | | 1893 | |
| " " " " | | | | 1894 | |
| " " " " | | | | 1895 | |
| " " " " | | | | 1896 | |
| " " " " | | | | 1897 | |
| " " " " | | | | 1898 | |
| " " " " | | | | 1899 | |
| " " " " | | | | 1900 | |
| " " " " | | | | 1901 | |
| " " " " | | | | 1902 | |
| " " " " | | | | 1903 | |
| " " " " | | | | 1904 | |
| " " " " | | | | 1905 | |
| " " " " | | | | 1906 | |
| " " " " | | | | 1907 | |
| " " " " | | | | 1908 | |
| " " " " | | | | 1909 | 92,427 83 |
| " " " " | | | | 1910 | 53,042 63 |
| " " " " | | | | 1911 | 184,149 81 |
| " " " " | | | | 1912 | 159,632 00 |
| Total..... | | | | | 489,252 27 |

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

INTERCOLONIAL RAILWAY.

| | Year. | Construction. | Income. | Working Expenses including Windsor Branch Ry. | Revenue received, including Windsor Branch Ry. |
|--|-------|----------------|------------|---|--|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Expenditure prior to Confederation.... | 1868 | 10,766,725 54 | | | |
| 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 | 2,916,782 13 | | 442,993 31 | 565,713 52 |
| " | 1872 | 5,131,141 51 | | 595,076 22 | 622,900 56 |
| " | 1873 | 5,201,450 37 | | 1,011,892 60 | 703,458 26 |
| " | 1874 | 3,614,898 81 | | 1,847,175 24 | 893,430 17 |
| " | 1875 | 3,426,099 55 | | 1,532,589 62 | 861,593 43 |
| " | 1876 | 1,108,321 59 | | 1,277,197 79 | 848,861 46 |
| " | 1877 | 1,318,352 19 | | 1,661,673 55 | 1,154,445 35 |
| " | 1878 | 408,816 74 | | 1,811,273 56 | 1,378,946 78 |
| " | 1879 | 226,639 19 | | 2,010,183 22 | 1,294,099 69 |
| " | 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 | 585,568 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 | | 3,174,785 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 | | 5,477,285 30 | 5,019,497 76 |
| " | 1902 | 4,621,841 05 | | 5,596,939 57 | 5,720,990 50 |
| " | 1903 | 2,254,256 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 | 13,765,170 90 | | 7,599,400 33 | 7,693,282 40 |
| " | 1907 | 1,506,200 26 | | 6,045,597 15 | 6,293,751 52 |
| " | 1908 | 4,363,494 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 |
| Total | | *85,292,536 15 | 280,000 00 | 168,036,428 39 | 160,639,911 10 |

* Including \$296,872.90 paid to Nova Scotia Ry. and European and North American Ry., N.B., and charged to 'Consolidated Fund.'

† Expenditure for year..... \$ 1,894,856 90
Less refunds of previous years..... 14,000 30

\$ 1,880,856 60

‡ Expenditure for the year..... \$ 3,760,942 95
Add refunded cheque of 1901-2 paid during fiscal year 1905-6..... 4,227 95

\$ 3,765,170 90

Statement continued page 45.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 44. †\$85,292,536 15

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 | |
| | <hr/> | \$296,872 90 |
| | | \$ 84,995,663 25 |

To which add the following :—

| | |
|--|--------------|
| Canada Eastern Railway, page 37. | 819,000 00 |
| Cape-Breton Railway, page 39. | 3,860,679 14 |
| Drummond County Railway, page 41. | 1,464,000 00 |
| Eastern Extension Railway, page 42. | 1,324,042 81 |
| Montreal and European Short Line Railway, page 46. | 333,942 72 |
| Oxford and New-Glasgow Railway, page 48. | 1,949,063 21 |

Total capital cost of Intercolonial Railway System. *\$ 94,746,391 13

* Agreeing, less outstanding cheques, with Public Accounts, 1911-1912, page 4.

† Includes \$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, August, 1, 1912.

3 GEORGE V., A. 1913

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

| | | Year. | Construction. | Working Expenses. |
|--|-------|-------|---------------|-------------------|
| | | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | | 1868 | | |
| " | since | 1869 | | |
| " | " | 1870 | | |
| " | " | 1871 | | |
| " | " | 1872 | | |
| " | " | 1873 | | |
| " | " | 1874 | | |
| " | " | 1875 | | |
| " | " | 1876 | | |
| " | " | 1877 | | |
| " | " | 1878 | | |
| " | " | 1879 | | |
| " | " | 1880 | | |
| " | " | 1881 | | |
| " | " | 1882 | | |
| " | " | 1883 | | |
| " | " | 1884 | | |
| " | " | 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 | |
| " | " | 1895 | | |
| " | " | 1896 | | |
| " | " | 1897 | | |
| " | " | 1898 | | |
| " | " | 1899 | | |
| " | " | 1900 | | |
| " | " | 1901 | | |
| " | " | 1902 | | |
| " | " | 1903 | | |
| " | " | 1904 | | |
| " | " | 1905 | | |
| " | " | 1906 | | |
| " | " | 1907 | | |
| " | " | 1908 | | |
| " | " | 1909 | | |
| " | " | 1910 | | |
| " | " | 1911 | | |
| " | " | 1912 | | |
| Total..... | | | *333,942 72 | |

* Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA August 1, 1912.

SESSIONAL PAPER No. 20

NATIONAL TRANSCONTINENTAL RAILWAY.

| | Year. | Construction. |
|--|--------|----------------|
| | | § cts. |
| Government expenditure prior to Confederation..... | 1868 | ..... |
| " since " | 1869 | ..... |
| " " " | 1870 | ..... |
| " " " | 1871 | ..... |
| " " " | 1872 | ..... |
| " " " | 1873 | ..... |
| " " " | 1874 | ..... |
| " " " | 1875 | ..... |
| " " " | 1876 | ..... |
| " " " | 1877 | ..... |
| " " " | 1878 | ..... |
| " " " | 1879 | ..... |
| " " " | 1880 | ..... |
| " " " | 1881 | ..... |
| " " " | 1882 | ..... |
| " " " | 1883 | ..... |
| " " " | 1884 | ..... |
| " " " | 1885 | ..... |
| " " " | 1886 | ..... |
| " " " | 1887 | ..... |
| " " " | 1888 | ..... |
| " " " | 1889 | ..... |
| " " " | 1890 | ..... |
| " " " | 1891 | ..... |
| " " " | 1892 | ..... |
| " " " | 1893 | ..... |
| " " " | 1894 | ..... |
| " " " | 1895 | ..... |
| " " " | 1896 | ..... |
| " " " | 1897 | ..... |
| " " " | 1898 | ..... |
| " " " | 1899 | ..... |
| " " " | 1900 | ..... |
| " " " | 1901 | ..... |
| " " " | 1902 | ..... |
| " " " | 1903 | ..... |
| " " " | 1904 | 6,249 40 |
| " " " | 1905 | 778,491 28 |
| " " " | 1906 | 1,841,269 95 |
| " " " | 1907 | 5,537,967 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 |
| Total..... |* | 116,533,768 53 |

*Agrees with Public Accounts Balance Sheet, 1911-1912, page 4.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

OXFORD AND NEW GLASGOW RAILWAY.

| | Year. | Capital. | Working Expenses. |
|--|-------|----------------|-------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " since " | 1869 | | |
| " " " | 1870 | | |
| " " " | 1871 | | |
| " " " | 1872 | | |
| " " " | 1873 | | |
| " " " | 1874 | | |
| " " " | 1875 | | |
| " " " | 1876 | | |
| " " " | 1877 | | |
| " " " | 1878 | | |
| " " " | 1879 | | |
| " " " | 1880 | | |
| " " " | 1881 | | |
| " " " | 1882 | | |
| " " " | 1883 | | |
| " " " | 1884 | | |
| " " " | 1885 | | |
| " " " | 1886 | | |
| " " " | 1887 | | |
| " " " | 1888 | 280,932 35 | |
| " " " | 1889 | 840,553 57 | |
| " " " | 1890 | 434,074 60 | |
| " " " | 1891 | 220,886 39 | |
| " " " | 1892 | 48,745 23 | |
| " " " | 1893 | 7,922 80 | |
| " " " | 1894 | 112,382 75 | |
| " " " | 1895 | * | |
| " " " | 1896 | * | |
| " " " | 1897 | 3,565 52 | |
| " " " | 1898 | | |
| " " " | 1899 | | |
| " " " | 1900 | | |
| " " " | 1901 | | |
| " " " | 1902 | | |
| " " " | 1903 | | |
| " " " | 1904 | | |
| " " " | 1905 | | |
| " " " | 1906 | | |
| " " " | 1907 | * | |
| " " " | 1908 | | |
| " " " | 1909 | | |
| " " " | 1910 | | |
| " " " | 1911 | | |
| " " " | 1912 | | |
| Total | | † 1,949,063 21 | † |

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, page 45. Add \$220.48 amount of Exchequer Court Award paid in 1907 and included in Intercolonial Ry.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

PRINCE EDWARD ISLAND RAILWAY.

* Agrees with Public Accounts Balance Sheet, 1911-1912, page 4.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

QUEBEC BRIDGE.

| | | | | Year. | Capital. | | Income. | |
|--|--|--|--|-------|----------|------|---------|------|
| | | | | | \$ | cts. | \$ | cts. |
| Government expenditure prior to Confederation..... | | | | 1868 | | | | |
| " since " | | | | 1869 | | | | |
| " " " | | | | 1870 | | | | |
| " " " | | | | 1871 | | | | |
| " " " | | | | 1872 | | | | |
| " " " | | | | 1873 | | | | |
| " " " | | | | 1874 | | | | |
| " " " | | | | 1875 | | | | |
| " " " | | | | 1876 | | | | |
| " " " | | | | 1877 | | | | |
| " " " | | | | 1878 | | | | |
| " " " | | | | 1879 | | | | |
| " " " | | | | 1880 | | | | |
| " " " | | | | 1881 | | | | |
| " " " | | | | 1882 | | | | |
| " " " | | | | 1883 | | | | |
| " " " | | | | 1884 | | | | |
| " " " | | | | 1885 | | | | |
| " " " | | | | 1886 | | | | |
| " " " | | | | 1887 | | | | |
| " " " | | | | 1888 | | | | |
| " " " | | | | 1889 | | | | |
| " " " | | | | 1890 | | | | |
| " " " | | | | 1891 | | | | |
| " " " | | | | 1892 | | | | |
| " " " | | | | 1893 | | | | |
| " " " | | | | 1894 | | | | |
| " " " | | | | 1895 | | | | |
| " " " | | | | 1896 | | | | |
| " " " | | | | 1897 | | | | |
| " " " | | | | 1898 | | | | |
| " " " | | | | 1899 | | | | |
| " " " | | | | 1900 | | | | |
| " " " | | | | 1901 | | | | |
| " " " | | | | 1902 | | | | |
| " " " | | | | 1903 | | | | |
| " " " | | | | 1904 | | | | |
| " " " | | | | 1905 | | | | |
| " " " | | | | 1906 | | | | |
| " " " | | | | 1907 | | | | |
| " " " | | | | 1908 | | | | |
| " " " | | | | 1909 | | | 422,867 | 12 |
| " " " | | | | 1910 | | | 111,788 | 02 |
| " " " | | | | 1911 | 227,563 | 40 | | |
| " " " | | | | 1912 | 603,293 | 07 | | |
| Total..... | | | | | 830,856 | 47 | 534,655 | 14 |
| Less amount received from the Phoenix Bridge Co., 1910 | | | | | | | 100,000 | 00 |
| Total | | | | | 830,856 | 47 | 434,655 | 14 |

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.

(Stikine-Teslin Railway.)

| | | | | Year. | Construction. |
|------------|-------------|-------|-----------------------|-------|---------------|
| | | | | | \$ cts. |
| Government | expenditure | prior | to Confederation..... | | |
| " | " | since | " | 1868 | |
| " | " | " | " | 1869 | |
| " | " | " | " | 1870 | |
| " | " | " | " | 1871 | |
| " | " | " | " | 1872 | |
| " | " | " | " | 1873 | |
| " | " | " | " | 1874 | |
| " | " | " | " | 1875 | |
| " | " | " | " | 1876 | |
| " | " | " | " | 1877 | |
| " | " | " | " | 1878 | |
| " | " | " | " | 1879 | |
| " | " | " | " | 1880 | |
| " | " | " | " | 1881 | |
| " | " | " | " | 1882 | |
| " | " | " | " | 1883 | |
| " | " | " | " | 1884 | |
| " | " | " | " | 1885 | |
| " | " | " | " | 1886 | |
| " | " | " | " | 1887 | |
| " | " | " | " | 1888 | |
| " | " | " | " | 1889 | |
| " | " | " | " | 1890 | |
| " | " | " | " | 1891 | |
| " | " | " | " | 1892 | |
| " | " | " | " | 1893 | |
| " | " | " | " | 1894 | |
| " | " | " | " | 1895 | |
| " | " | " | " | 1896 | |
| " | " | " | " | 1897 | |
| " | " | " | " | 1898 | |
| " | " | " | " | 1899 | |
| " | " | " | " | 1900 | |
| " | " | " | " | 1901 | |
| " | " | " | " | 1902 | 283,323 55 |
| " | " | " | " | 1903 | |
| " | " | " | " | 1904 | |
| " | " | " | " | 1905 | |
| " | " | " | " | 1906 | |
| " | " | " | " | 1907 | |
| " | " | " | " | 1908 | |
| " | " | " | " | 1909 | |
| " | " | " | " | 1910 | |
| " | " | " | " | 1911 | |
| " | " | " | " | 1912 | |
| Total. | | | | | *283,323 55 |

* Included in Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

3 GEORGE V., A. 1913

STATEMENT showing amount expended on Capital Account on Railways—including
Quebec Bridge Reconstruction.

| Railways. | — | |
|---|------------|----------------|
| | \$ cts. | \$ cts. |
| Intercolonial | 84,995,663 | 25 |
| Cape Breton | 3,860,679 | 14 |
| Oxford and New Glasgow | 1,949,063 | 21 |
| Eastern Extension | 1,324,042 | 81 |
| Drummond County | 1,464,000 | 00 |
| Montreal and European Short Line | 333,942 | 72 |
| Canada Eastern | 819,000 | 00 |
| Total | | 94,746,391 13 |
| Carleton Branch | | 48,410 48 |
| Prince Edward Island | | 8,687,793 03 |
| Canadian Pacific | | 62,789,776 09 |
| Annapolis and Digby | | 660,683 09 |
| Yukon Territory Works (Stikine-Teslin Ry) | | 283,323 55 |
| National Transcontinental | | 116,533,768 53 |
| Governor General's car | | 56,538 82 |
| Hudson Bay Railway | | 489,252 27 |
| Quebec Bridge Reconstruction | | 830,856 47 |
| Total | | 285,126,793 46 |
| <i>Memo. re Recapitulation—Railways.</i> | | |
| Total cost as per statement above | | 285,126,793 46 |
| Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, <i>see</i> statement page 45 | | 296,872 90 |
| Agreeing with total amount paid of Construction, as per statement, page 53 | | 285,423,666 36 |

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

RECAPITULATION—GOVERNMENT RAILWAYS.

| | Year. | Construction. | Working expenses. | Revenue. |
|---|-------|-----------------|-------------------|----------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | | 13,881,460 65 | | |
| " since " 1868 | 1868 | 483,353 65 | 359,961 08 | 420,752 58 |
| " " 1869 | 1869 | 282,615 18 | 387,548 47 | 455,022 76 |
| " " 1870 | 1870 | 1,729,381 49 | 445,208 75 | 471,245 09 |
| " " 1871 | 1871 | 2,946,930 45 | 442,993 31 | 565,713 52 |
| " " 1872 | 1872 | 5,620,569 67 | 595,076 22 | 622,900 56 |
| " " 1873 | 1873 | 5,763,268 81 | 1,011,892 60 | 703,458 26 |
| " " 1874 | 1874 | 3,925,123 69 | 1,847,925 24 | 893,430 17 |
| " " 1875 | 1875 | 5,018,427 85 | 1,581,934 24 | 886,087 42 |
| " " 1876 | 1876 | 4,497,434 75 | 1,497,128 22 | 966,922 42 |
| " " 1877 | 1877 | 3,209,502 16 | 1,890,268 80 | 1,285,110 27 |
| " " 1878 | 1878 | 2,643,741 73 | 2,032,873 05 | 1,514,846 38 |
| " " 1879 | 1879 | 2,507,053 71 | 2,233,496 34 | 1,419,955 60 |
| " " 1880 | 1880 | 6,109,077 14 | 1,851,489 26 | 1,739,137 25 |
| " " 1881 | 1881 | 5,577,236 73 | 2,220,421 39 | 2,200,486 25 |
| " " 1882 | 1882 | 5,175,046 61 | 2,310,638 54 | 2,237,583 39 |
| " " 1883 | 1883 | 11,707,619 02 | 2,636,551 70 | 2,541,205 41 |
| " " 1884 | 1884 | 14,013,074 89 | 2,613,508 87 | 2,551,937 97 |
| " " 1885 | 1885 | 11,224,244 54 | 2,749,710 53 | 2,624,243 07 |
| " " 1886 | 1886 | 4,443,220 17 | 2,819,973 50 | 2,628,336 35 |
| " " 1887 | 1887 | 1,846,887 18 | 3,152,650 40 | 2,840,747 88 |
| " " 1888 | 1888 | 1,765,582 11 | 3,621,076 62 | 3,166,253 22 |
| " " 1889 | 1889 | 2,709,857 37 | 3,513,063 67 | 3,167,542 67 |
| " " 1890 | 1890 | 2,392,767 99 | 3,846,044 42 | 3,203,874 11 |
| " " 1891 | 1891 | 1,184,317 34 | 3,949,263 73 | 3,181,888 56 |
| " " 1892 | 1892 | 417,425 73 | 3,748,597 77 | 3,136,393 51 |
| " " 1893 | 1893 | 712,917 44 | 3,288,629 62 | 3,262,505 62 |
| " " 1894 | 1894 | 585,749 01 | 3,226,208 13 | 3,179,019 57 |
| " " 1895 | 1895 | 376,814 83 | 3,197,846 17 | 3,129,450 37 |
| " " 1896 | 1896 | 324,774 72 | 3,254,442 64 | 3,140,678 47 |
| " " 1897 | 1897 | 204,624 31 | 3,195,959 58 | 3,060,074 38 |
| " " 1898 | 1898 | 270,990 85 | 3,507,248 88 | 3,313,847 10 |
| " " 1899 | 1899 | 1,112,348 47 | 3,696,612 31 | 3,940,570 11 |
| " " 1900 | 1900 | 3,309,130 42 | 4,665,228 06 | 4,774,161 87 |
| " " 1901 | 1901 | 3,922,989 37 | 5,739,051 54 | 5,213,381 44 |
| " " 1902 | 1902 | 5,386,611 24 | 5,861,099 54 | 5,918,990 43 |
| " " 1903 | 1903 | 3,083,680 86 | 6,474,134 20 | 6,584,598 77 |
| " " 1904 | 1904 | 2,619,059 86 | 7,599,958 57 | 6,627,255 51 |
| " " 1905 | 1905 | 6,125,481 79 | 8,906,154 35 | 7,050,892 11 |
| " " 1906 | 1906 | 6,102,565 74 | 7,893,653 49 | 7,950,552 97 |
| " " 1907 | 1907 | 7,174,370 17 | 6,328,745 65 | 6,509,186 49 |
| " " 1908 | 1908 | 23,684,005 25 | 9,595,295 43 | 9,534,569 04 |
| " " 1909 | 1909 | 29,414,227 34 | 9,764,586 51 | 8,894,440 42 |
| " " 1910 | 1910 | 21,505,975 91 | 9,095,903 96 | 9,647,963 71 |
| " " 1911 | 1911 | 24,760,029 58 | 10,037,878 77 | 10,249,394 38 |
| " " 1912 | 1912 | 23,712,098 59 | 11,074,852 80 | 11,034,165 83 |
| v | | *285,463,666 36 | 179,762,786 92 | 168,440,753 06 |

* Total amount paid on construction.....\$285,463,666 36
 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†\$285,423,666 36

† Agreeing with amount expended on Capital Account on Railways, see page 52.

W. C. LITTLE,
Accountant.

3 GEORGE V., A. 1913

STATEMENT showing Miscellaneous Expenditure of the Department of
Railways and Canals yearly.

| Year ending. | Chargeable to Capital. | Chargeable to Income. | | | Chargeable to Revenue. | | | Total, Yearly Expenditure |
|--------------|------------------------|-----------------------|--------------|------------|------------------------|-----------|-----------|---------------------------|
| | Canals. | Canals. | Railways. | General. | Canals. | Railways. | General. | |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1868. | | | | 6,305 66 | 12,000 00 | | 2,416 66 | 20,722 32 |
| 1869. | | | | 8,367 52 | 12,000 00 | | 1,000 00 | 21,367 52 |
| 1870. | | | | 7,853 03 | 18,698 89 | | 7,679 78 | 34,231 70 |
| 1871. | | | | 34,773 72 | 12,018 98 | | | 46,792 70 |
| 1872. | | | | 20,049 50 | 12,208 76 | | | 32,258 26 |
| 1873. | | | | 36,891 74 | 12,039 44 | | 6,889 20 | 55,880 38 |
| 1874. | | | | 40,098 84 | 12,959 25 | | 5,428 98 | 58,487 07 |
| 1875. | | | | 35,579 24 | 12,047 43 | | 5,620 17 | 53,246 84 |
| 1876. | | | | 42,920 10 | 86 08 | | 5,690 28 | 48,696 46 |
| 1877. | | | | | 51 87 | 43,639 97 | | 43,691 84 |
| 1878. | | 1,860 00 | | | 556 00 | | 34,388 59 | 36,804 59 |
| 1879. | | | | | | | | |
| 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 | 62,256 58 | | 8,305 41 | | | 78,048 61 |
| 1885. | | 16,725 47 | 11,003 38 | | 1,210 61 | | | 28,939 46 |
| 1886. | | 20,323 62 | 10,383 59 | | 776 30 | | | 31,483 51 |
| 1887. | | 23,512 00 | 23,515 34 | | 649 04 | | | 47,706 38 |
| 1888. | | 34,533 07 | 22,898 90 | | 5,799 83 | | | 63,231 80 |
| 1889. | | 10,091 87 | 16,552 64 | | 5,207 64 | | | 31,852 15 |
| 1890. | | 16,426 69 | 50,909 74 | | 49,550 21 | | | 116,886 64 |
| 1891. | | 16,925 31 | 16,314 41 | | 56,922 05 | | | 90,161 77 |
| 1892. | | 6,540 49 | 19,062 51 | | 65,074 07 | | | 90,677 07 |
| 1893. | | 8,498 41 | 4,313 73 | 28,640 93 | 63,965 54 | | | 105,418 61 |
| 1894. | | 2,883 11 | 4,855 11 | 15,746 31 | 60,265 22 | | | 83,749 75 |
| 1895. | | 4,132 28 | 13,221 27 | 19,304 87 | 60,769 56 | | | 97,427 98 |
| 1896. | | 10,893 40 | 6,562 20 | 25,194 21 | 70,340 22 | | | 112,990 03 |
| 1897. | | 2,937 47 | 5,118 99 | 25,142 90 | 62,777 12 | | 597 39 | 96,573 87 |
| 1898. | | 1,719 69 | 8,327 96 | 28,042 10 | 56,284 42 | 1,400 00 | | 95,774 17 |
| 1899. | | 1,318 79 | 67,005 86 | 22,085 19 | 66,850 29 | | | 157,260 13 |
| 1900. | | 11,873 35 | 33,496 99 | 22,802 18 | 58,836 57 | | | 127,009 09 |
| 1901. | | 12,267 99 | 28,658 78 | 33,986 68 | 61,938 61 | | | 136,852 06 |
| 1902. | | 3,658 23 | 21,752 58 | 34,138 50 | 65,770 65 | | | 125,319 96 |
| 1903. | | 2,491 84 | 15,570 43 | 35,398 00 | 63,175 19 | | | 116,635 46 |
| 1904. | | 3,730 79 | 85,353 17 | 36,262 32 | 66,067 30 | | | 191,413 58 |
| 1905. | | 1,498 14 | 97,507 00 | 38,660 52 | 64,515 07 | | | 202,180 73 |
| 1906. | | 9,160 44 | 99,018 80 | 37,484 64 | 62,171 45 | | | 267,835 33 |
| 1907. | | 9,687 55 | 92,115 62 | 34,183 75 | 66,251 27 | | | 202,238 19 |
| 1908. | 14,999 70 | 24,760 08 | 178,266 39 | 45,115 99 | 105,518 99 | | | 368,661 15 |
| 1909. | 5,034 00 | 28,819 54 | 181,615 90 | 20,912 04 | 103,055 87 | | | 342,447 35 |
| 1910. | | 29,421 06 | 200,329 52 | 4,706 79 | 111,755 68 | | | 346,213 05 |
| 1911. | | 54,734 48 | 218,178 85 | 2,369 52 | 103,398 27 | 1,000 00 | | 379,681 12 |
| 1912. | 5,999 20 | 57,151 70 | 257,670 45 | 2,922 06 | 110,049 21 | 3,950 00 | | 457,742 62 |
| | 26,032 90 | 452,744 71 | 1,851,866 69 | 745,938 85 | 1,807,651 51 | 49,989 97 | 69,711 03 | 5,003,935 68 |

N. B.—The expenditure of Quebec Bridge included in Miscellaneous Expenditure (income railways) in 1909 and 1910 has been deducted from each of these years to form a separate account under the heading of "QUEBEC BRIDGE."

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, August 1, 1912.

SESSIONAL PAPER No. 20

RECAPITULATION—RAILWAYS AND CANALS, TO MARCH 31, 1912.

EXPENDITURE.

Chargeable to Capital Account—

| | |
|---|--------------------------|
| Railways, <i>see</i> Statement page 52..... | \$ 285,126,793 46 |
| Canals " " 31 and 54..... | 101,892,861 97 |
| | <u>\$ 387,019,655 43</u> |

Chargeable to Consolidated Fund—

| | |
|--|------------------|
| * Railway Subsidies as per Statement No. 3, page 56 to 67..... | \$ 43,594,408 57 |
|--|------------------|

Income Account—

| | |
|--|----------------------|
| Intercolonial Railway <i>see</i> page 44.... | \$ 280,000 00 |
| Add amount transferred from Capital " 45.... | 296,872 90 |
| Railways " 54.... | 1,851,866 69 |
| Canals " 31.... | 6,993,163 13 |
| " " 54.... | 452,744 71 |
| General Railways and Canals " 54.... | 745,938 85 |
| Quebec Bridge " 50.... | 434,655 14 |
| | <u>11,055,241 42</u> |

Revenue Account—

| | |
|---|-----------------------|
| Canals—Operating and maintaining staff, <i>see</i> page 31. | \$ 12,792,515 63 |
| Canals—Repairs, <i>see</i> page 31 .. | 10,516,143 21 |
| " " 54.... | 1,807,651 51 |
| Railways—Working expenses <i>see</i> page 53 .. | 179,762,786 92 |
| " " 54.... | 49,989 97 |
| General—Railways and Canals.... " 54.... | 69,711 05 |
| | <u>204,998,798 29</u> |
| | <u>259,648,448 28</u> |

Total expenditure on Railways and Canals.....\$ 646,668,103 71

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

RAILWAYS.

| | |
|-------------------------|--------------------------|
| Capital Account..... | \$ 285,126,793 46 |
| Consolidated Fund. | 226,270,580 19 |
| | <u>\$ 511,397,373 65</u> |

CANALS.

| | |
|------------------------|--------------------------|
| Capital Account..... | \$ 101,892,861 97 |
| Consolidated Fund..... | 32,562,218 19 |
| | <u>\$ 134,455,080 16</u> |
| Total..... | <u>\$ 645,852,453 81</u> |

GENERAL, COMMON TO BOTH.

| | |
|--|--------------------------|
| Consolidated Fund..... | 815,649 90 |
| Total, expenditure on Railways and Canals..... | <u>\$ 646,668,103 71</u> |

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

| | |
|--|--------------------------|
| Railways—Revenue received from July 1, 1867, to March 31, 1911 (for details <i>see</i> page 53). | \$ 168,440,753 06 |
| Canals " " " (" " 31). | 14,641,607 11 |
| Total revenue, Railways and Canals | <u>\$ 183,082,360 17</u> |

*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 47 Vict., cap. 8 (1884) and the annual payment of \$107,730, being interest at the rate of $4\frac{1}{2}$ 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, 1898-1912 and page 79, 1908.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1912.

W. C. LITTLE,
Accountant.

3 GEORGE V., A. 1913

STATEMENT showing the amount of subsidies paid during year 1911-12, and to whom paid.

| | \$ | cts. |
|---|---------|------|
| Central Ontario Ry. Co | 411 | 84 |
| St. Marys & Western Ont. Ry. Co. | 365 | 00 |
| Quebec, Montreal & Southern Ry. Co. | 23,835 | 79 |
| Canada & Gulf Terminal Ry. Co., (Formerly Matane & Gaspé Ry. Co.) | 65,249 | 75 |
| Quebec & Lake St. John Ry. Co., (La Tuque Branch). | 27,520 | 00 |
| Canadian Pacific Ry. Co., Moosejaw Northwesterly. | 78,432 | 00 |
| do do Winnipeg Beach to Gimli. | 30,176 | 00 |
| Atlantic, Quebec & Western Ry. Co. | 91,279 | 60 |
| Canadian Northern Quebec Ry. Co | 86,468 | 03 |
| Algoma Central & Hudson Bay Ry. Co. | 133,584 | 00 |
| Kettle River Valley Ry. Co. | 148,800 | 00 |
| Thessalon & Northern Ry. Co. | 6,112 | 00 |
| Vancouver & Lulu Island Ry. Co | 61,760 | 00 |
| Quebec & Saguenay Ry. Co. | 104,992 | 00 |
| Total. | 859,400 | 25 |

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, August 1, 1912.

STATEMENT

Showing subsidies voted for Railways as to which contracts have been entered into and payments made from July 1st, 1883 to March 31st, 1912.

3 GEORGE V., A. 1913

STATEMENT showing subsidies voted for Railways as to which contracts

| Subsidies Voted. | | Number. | Railways. | July 1, 1883, to June 30 1905. |
|----------------------|------------|---------|---|--------------------------------------|
| 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..... | 1,006,743 50 |
| 51 " 3 | 96,000 00 | | | |
| 52 " 3 | 64,000 00 | | | |
| 53 " 2 | 30,000 00 | | | |
| 54-5 " 8 | 5,250 00 | | | |
| 57-8 " 4 | 44,800 00 | | | |
| 46 " 25 | 89,600 00 | | | |
| 49 " 10 | 70,000 00 | 3 | Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario. | 208,732 80 |
| 50-1 " 24 | 12,800 00 | | | |
| 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 | Carquette, 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 | 557,788 31 |
| 53 " 2 | 48,000 00 | | | |
| 56 " 2 | 48,000 00 | | | |
| 57-8 " 4 | 70,400 00 | | | |
| 7-8 Ed. VII 63 | * | | | |
| 47 " 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, Quebec.... | 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 Railway..... | 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.. | 348,342 00 |
| 7-8 " 63 | | | | |
| 53 " 2 | 288,000 00 | | | |
| 48-9 " 59 | 72,000 00 | 11 | Montreal and Sorel Railway, Quebec..... | 93,757 57 |
| 53 " 2 | 40,000 00 | | | |
| 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, Petitecodiac 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 | | | | |
| 47 " 8 | 320,000 00 | | | |
| 52 " 3 | 300,000 00 | 18 | Baie des Chaleurs Railway, Quebec..... | 620,000 00 |
| | | | | |
| Carried forward..... | | | | 6,489,590 04 |

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have been entered into and payments made up to March 31, 1912.

| Payments. | | | | | | | Total March 31, 1912. | Number. |
|------------|------------|------------|------------|------------|------------|------------|-----------------------------|---------|
| 1905-1906. | 1906-1907. | 1907-1908. | 1908-1909. | 1909-1910. | 1910-1911. | 1911-1912. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| | | | | | | | 156,800 00 | 1 |
| 86,016 00 | 67,712 00 | 73,472 00 | | | | 27,520 00 | 1,261,463 50 | 2 |
| | | | | | | | 208,732 80 | 3 |
| | | | | | | | 193,578 00 | 4 |
| | | | | | | | 224,000 00 | 5 |
| | | 256,870 40 | 55,449 60 | 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 |
| | | 55,638 69 | | | 129,320 61 | | 533,301 30 | 10 |
| | | | | | | | 93,757 57 | 11 |
| | | | | | | | 103,600 00 | 12 |
| | | | | | | | 82,652 82 | 13 |
| | | | | | | | 22,400 00 | 14 |
| | | | | | | | 282,355 20 | 15 |
| | | | | | | | 750,000 00 | 16 |
| | | | | | | | 96,000 00 | 17 |
| | | | | | | | 620,000 00 | 18 |
| 86,016 00 | 67,712 00 | 385,981 09 | 55,449 60 | 164,172 29 | 273,929 12 | 113,988 03 | 7,636,838 17 | |

3 GEORGE V., A. 1913

STATEMENT showing Subsidies voted for Railways as to which Contracts have

| Subsidies Voted. | | Number. | Railways. | July 1, 1883 to June 30, 1905. | |
|------------------|------------|---------|--|--------------------------------------|------|
| Authority. | Amount. | | | \$ | cts. |
| | \$ cts. | | | \$ | cts. |
| | | | Brought forward | 6,489,590 | 04 |
| 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 Ry., 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 | 5 | Iron lare, Bancroft and Ottawa Railway, Ontario ... | 144,000 | 00 |
| 47 " 8 | 160,000 00 | | | | |
| 52 " 3 | 96,000 00 | | | | |
| 49 " 10 | 6,400 00 | 6 | Buctouche and Moncton Railway, N.B..... | 101,600 | 00 |
| 50-1 " 24 | 51,200 00 | 7 | Albert Southern Railway, N.B. | 50,460 | 00 |
| 47 " 8 | 65,200 00 | 8 | Lake Temiscamingue Colonization Railway, Quebec | 310,335 | 95 |
| 52 " 3 | 274,940 00 | | | | |
| 50-1 " 24 | 38,400 00 | | | | |
| 49 " 10 | 4,000 00 | 9 | Joggins Railway, N.S. | 37,500 | 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 | | | | |
| 53 " 2 | 51,200 00 | 11 | Leamington and St. Clair Railway, Ontario..... | 51,200 | 00 |
| 48-9 " 50 | 44,800 00 | | | | |
| 50-1 " 24 | 6,400 00 | | | | |
| 59 " 10 | 16,000 00 | 12 | Toronto Grey and Bruce Railway, Ontario..... | 14,656 | 00 |
| 50-1 " 24 | 22,430 00 | 13 | Dominion Lime Co., Quebec..... | 15,360 | 00 |
| 49 " 10 | 256,000 00 | 14 | West Ontario Pacific Railway and Ontario and Quebec Railway..... | 256,000 | 00 |
| 53 " 2 | 96,000 00 | | | | |
| 50-1 " 24 | 14,400 00 | | | | |
| 52 " 3 | 76,800 00 | 15 | Drummond County Railway, Quebec... .. | 423,936 | 00 |
| 53 " 2 | 96,000 00 | | | | |
| 57-8 " 4 | 128,000 00 | | | | |
| 48-9 " 59 | 64,000 00 | 16 | Brockville, Westport and Sault Ste. Marie, Ry., Ont..... | 105,200 | 00 |
| 53 " 2 | 32,000 00 | | | | |
| 54-5 " 8 | 10,200 00 | | | | |
| 57-8 " 4 | 10,200 00 | 17 | Montreal and Lake Maskinongé Ry., Quebec. ... | 41,280 | 00 |
| 49 " 10 | 54,400 00 | | | | |
| 53 " 2 | 51,200 00 | | | | |
| 50-1 " 24 | 22,400 00 | 20 | Belleville and North Hastings Railway, Ontario.... | 21,888 | 00 |
| 49 " 19 | 108,800 00 | 21 | Hereford Railway, Quebec .. | 155,200 | 00 |
| 49 " 10 | 48,000 00 | | | | |
| 52 " 0 | 118,400 00 | | | | |
| 50-1 " 23 | 224,000 00 | 22 | Lake Erie and Detroit River, Ry., Ontario..... | 475,851 | 00 |
| 55-6 " 4 | 62,400 00 | | | | |
| 62-3 " 5 | 138,400 00 | | | | |
| 50-1 " 27 | 108,000 00 | 24 | St. Catharines and Niagara Central Ry., Ontario.. | 38,400 | 00 |
| 56 " 4 | 108,800 00 | | | | |
| 50-1 " 24 | 30,000 00 | | | | |
| 55-6 " 5 | 9,600 00 | 26 | Harvey Branch Railway Co., N.B. | 5,553 | 57 |
| 61 " 1 | 240,000 00 | 27 | Nova Scotia Central Railway Co., N.S. | 235,200 | 00 |
| 50-1 " 24 | 44,800 00 | 28 | Cumberland Railway and Coal Co., N.S..... | 39,850 | 00 |
| 52 " 3 | 19,200 00 | 29 | Pontiac and Renfrew Railway, Ontario. | 13,600 | 00 |
| 52 " 3 | 54,400 00 | 30 | Thousand Islands Railway, Ontario. ... | 29,840 | 00 |
| 63-4 " 8 | | | Carried forward. | 10,277,835 | 56 |

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been entered into and payments made up to March 31, 1912—*Continued.*

| Payments. | | | | | | | Total March 31, 1912 | Number. |
|-----------|------------|------------|-----------|------------|------------|------------|----------------------------|---------|
| 1905-06. | 1906-07. | 1907-08. | 1908-09. | 1909-10. | 1910-11. | 1911-12. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 86,016 00 | 67,712 00 | 385,981 09 | 55,449 60 | 164,172 29 | 273,929 12 | 113,988 03 | 7,636,838 17 | |
| | | | | | | | 113,410 00 | 1 |
| | | | | | | | 217,600 00 | 2 |
| | | | | | | | 11,200 00 | 3 |
| | | | | | | | 40,345 00 | 4 |
| | | | | | | | 144,000 00 | 5 |
| | | | | | | | 101,600 00 | 6 |
| | | | | | | | 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 |
| | 35,600 00 | | | | | | 140,500 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 |
| 86,016 00 | 103,312 00 | 385,981 09 | 55,449 60 | 164,172 29 | 273,929 12 | 113,988 03 | 11,460,633 69 | |

3 GEORGE V., A. 1913

STATEMENTS showing the subsidies voted for Railways as to which contracts have

| SUBSIDIES VOTED. | | Number. | Railways. | July 1, 1883, to June 30, 1905. | |
|--------------------|-------------|---------|--|---------------------------------------|------|
| Authority. | Amount. | | | \$ | cts. |
| | \$ cts. | | | \$ | cts. |
| | | | Brought forward..... | 10,277,835 | 56 |
| 52 Vic., chap. 3 } | 96,000 00 | 1 | Quebec, Montmorency and Charlevoix Ry. Co., Que. | 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 } | 287,200 00 | 4 | Port Arthur, Duluth and Western Ry., Ontario..... | 271,200 | 00 |
| 57-8 " 4 } | | | | | |
| 51 " 3 } | | | | | |
| 53 " 2 } | | | | | |
| 50-1 " 24 } | 192,000 00 | 5 | Montreal and Ottawa Railway, Ontario..... | 192,000 | 00 |
| 53 " 2 } | | | | | |
| 54-5 " 8 } | | | | | |
| 57-8 " 4 } | | | | | |
| 50-1 " 24 } | 44,800 00 | 6 | Cornwallis Valley Railway, N.S..... | 44,800 | 00 |
| 52 " 3 } | 320,000 00 | | | | |
| 52 " 3 } | 64,000 00 | 7 | Ottawa, Northern and Western Ry., Quebec, formerly Ottawa and Gatineau Valley Railway | 410,588 | 00 |
| 57-8 " 6 } | | | | | |
| 60-1 " 4 } | | | | | |
| 47 " 8 } | | | | | |
| 51 " 3 } | | | | | |
| 52 " 3 } | 83,612 54 | | | | |
| 53 " 2 } | 142,400 00 | 8 | Central Railway, N.B..... | 226,012 | 54 |
| 57-8 " 4 } | 48,000 00 | | | | |
| 61 " 1 } | | | | | |
| 62-3 " 1 } | | | | | |
| 53 " 2 } | 361,270 00 | 9 | Montreal and Western Railway, Quebec... . | 361,270 | 00 |
| 53 " 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..... | 123,050 | 00 |
| 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 Company, 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 | Montford Colonization, Railway, Quebec.. . . . | 167,440 | 00 |
| 60-61 " 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 and Lake Erie Ry., Ont. | 39,744 | 00 |
| 55-6 " 5 } | 80,000 00 | 24 | Canadian Pac. Ry., B.C., Revelstoke to Arrow Lake. | 80,000 | 00 |
| 57-8 " 4 } | 121,600 00 | 25 | Nakusp and Slocan Railway, B.C..... | 117,760 | 00 |
| 55-7 " 5 } | 89,600 00 | 26 | Dominion Coal Company, N.S..... | 87,808 | 00 |
| 56 " 2 } | 22,400 00 | 27 | Oshawa Railway and Navigation Company, 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 |
| 57-8 " 4 } | *38,400 00 | 30 | Gulf Shore Railway Company, N.B..... | 5,639 | 20 |
| 57-8 " 4 } | 9,000 00 | 31 | Cap de la Magdeleine Railway, Quebec..... | 7,424 | 00 |
| 56 " 2 } | 32,000 00 | 32 | Ontario, Belmont and Northern Ry. Company, 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, Ontario.. | 262,384 | 00 |
| | | | Carried forward..... | 15,446,292 | 38 |

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been entered into and payments made up to March 31, 1912—*Continued.*

| Payments. | | | | | | | Total March 31, 1912. | Number. |
|------------|------------|------------|-----------|------------|------------|------------|-----------------------------|---------|
| 1905-06. | 1906-07. | 1907-08. | 1908-09. | 1909-10. | 1910-11. | 1911-12. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 86,016 00 | 103,312 00 | 85,981 09 | 55,449 60 | 164,172 29 | 273,929 12 | 113,988 03 | 11,460,683 69 | |
| | | | | | | | 96,000 00 | 1 |
| | | | | | | | 375,000 00 | 2 |
| | | | | | | | 57,600 00 | 3 |
| | | | | | | | 271,200 00 | 4 |
| | | | | | | | 192,000 00 | 5 |
| | | | | | | | 44,800 00 | 6 |
| | | 4,243 20 | ..... | ..... | ..... | ..... | 414,931 20 | 7 |
| | | | | | | | 226,012 54 | 8 |
| | | | | | | | 361,270 00 | 9 |
| | | | | | | | 152,800 00 | 10 |
| | | | | | | | 163,200 00 | 11 |
| | | | | | | | 134,016 0 | 12 |
| | | | | | | | 88,800 00 | 13 |
| | | | | | | | 32,800 00 | 14 |
| 45,764 50 | | 24,123 00 | ..... | ..... | ..... | ..... | 192,942 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 |
| | | | | | | | 117,431 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 |
| 131,780 50 | 103,312 00 | 414,352 29 | 55,449 60 | 164,172 29 | 273,929 12 | 113,988 03 | 16,703,276 21 | |

3 GEORGE V., A. 1913

STATEMENT showing subsidies voted for Railways as to which contracts have

| SUBSIDIES VOTED. | | Number. | RAILWAYS. | July 1, 1883, to June 30, 1905. |
|------------------|--------------|---------|--|---------------------------------------|
| Authority. | Amount. | | | |
| | \$ c. | | | \$ c. |
| | | | Brought forward | 15,446,292 38 |
| 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 " 3 | | 3 | International Ry. of New Brunswick, formerly Res- | |
| *7-8 Ed.VII, 63 | * | | tigouche and Western Ry. Co. | 77,138 00 |
| " | * | 4 | East Richelieu Railway Co., Quebec. | 69,952 00 |
| 7-8 Ed. VII, 63 | * | 5 | South Shore Ry. (Quebec, Montreal and Southern)... | 203,240 31 |
| " | * | 6 | Pembroke Southern Railway, Ontario. | 64,000 00 |
| " | * | 7 | Massawippi Valley Railway Co., Quebec | 5,376 00 |
| " | * | 8 | Inverness and Richmond Co, N.S., now Inverness Ry. | |
| " | * | | and Coal Co | 368,545 97 |
| " | * | 9 | Canadian Northern Railway Co., Ontario, Manitoba | |
| " | * | | and N.W.T. | 1,909,132 00 |
| 6-7 Ed. VII, 40. | * | 10 | Canadian Pacific Railway Co. (Pipestone Branch)... | 160,000 00 |
| " | * | 11 | Central Ontario Railway Co., Ontario. | 67,200 00 |
| 62-3 Vic., c. 7 | 1,000,000 00 | 12 | Midland Railway Co., N.S. | 362,200 30 |
| 63-4 " 8 | | 13 | Quebec Bridge Co., Quebec. | 374,353 33 |
| " | * | 14 | St. Mary River Railway Co., N.W.T. | 148,094 00 |
| 60-1 Vic., c. 4 | 212,500 00 | 15 | Pontiac and Pacific and Ottawa and Gatineau Ry., | |
| 63-4 " 2 | | | Co. (Interprovincial Bridge over Ottawa River)... | 212,500 00 |
| 1 Ed. VII, c. 7 | * | 16 | Atlantic and Lake Superior Ry., Quebec. | 146,490 84 |
| 1 " 7 | * | 17 | Montreal and Province Line Railway, Quebec. | 58,560 00 |
| 62-3 Vic., c. 7 | * | 18 | York and Carleton Railway, N.-B. | 18,336 00 |
| 62-3 " 7 | * | 19 | Algoma Central and Hudson Bay Railway, Ontario.. | 924,976 00 |
| 63-4 " 8 | * | 20 | Cape Breton Extension Railway, N.S. | 182,400 00 |
| 1 Ed. VII, c. 7 | * | 21 | Can. Pac. Ry. Co. (Kootenay and Arrowhead Br'ch). | 64,790 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 | Manitoulin and North Shore Ry. Co., Ont. | 32,000 00 |
| " | * | 26 | Bay of Quinté Railway, Ont. | 69,120 00 |
| " | * | 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 Chateau- | |
| " | * | | guay and Northern Ry., Quebec. | 191,595 00 |
| " | * | 30 | Canadian Pacific Ry. Co., (Pheasant Hill Branch)... | 435,200 00 |
| " | * | 31 | Halifax and Southwestern Railway Co., N.S. | 477,264 00 |
| " | * | 32 | Northern Colonisation Railway Co., Quebec. | 58,384 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 and Pontypool Ry. Co., Ont. | 185,173 06 |
| " | * | 36 | Middleton and Victoria Beach Ry. Co., N.S. | 47,789 00 |
| " | * | 37 | Beersville Coal and Ry. Co., N.B., now North Shore | |
| Ed. VII, c. 57 | * | | Ry. | 20,736 00 |
| 4 " 34 | * | 38 | Nicola, Kamloops and Similkameen Coal and Ry. Co. | |
| 6 " 43 | * | 39 | Canadian Pacific Ry., (Staynerville Branch) | |
| 6 " 43 | * | 40 | Klondike Mines Railway. | |
| 6 " 43 | * | 41 | Kettle River Valley Ry. Co., B.C. | |
| 3 " 57 | * | 42 | Colchester Coal and Ry. Co., N.S. | |
| 6 " 43 | * | 43 | Minudie Coal Co., N.S. | |
| 9-10 " 51 | * | 44 | Atlantic, Quebec and Western Ry. Co., Quebec. | |
| 6 " 43 | * | 45 | Napierville Junction Ry. Co., Quebec. | |
| 6-7 " 40 | * | 46 | Edmonton, Yukon and Pac. Ry. Co., Alberta. | |
| 6-7 " 40 | * | 47 | Canadian Northern Ontario Ry. Co., formerly | |
| 7-8 " 63 | * | | James Bay Ry. Co., Ontario. | |
| | | | Carried forward | 26,606,710 69 |

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

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been entered into and payments made up to March 31, 1912—Continued.

| PAYMENTS. | | | | | | | Total March 31 1912. | Number. |
|--------------|--------------|--------------|--------------|--------------|------------|------------|----------------------------|---------|
| 1905-1906. | 1906-1907. | 1907-1908. | 1908-1909. | 1909-1910. | 1910-1911. | 1911-1912. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 131,780 50 | 103,312 00 | 414,352 29 | 55,449 60 | 164,172 29 | 273,929 12 | 113,988 03 | 16,703,276 21 | |
| | | | | | | | 3,404,720 00 | |
| | | | | | | | 500,000 00 | |
| 50,070 07 | 51,200 00 | | 189,849 60 | 187,494 40 | 169,536 00 | | 725,288 07 | |
| | | | | | | | 69,952 00 | |
| | | | 43,414 55 | 184,320 00 | 60,000 00 | 23,835 70 | 1514,811 06 | |
| | | | | | | | 64,000 00 | |
| | | | | | | | 5,376 00 | |
| | | | | | | | 368,545 97 | |
| | | | | | | | 1,909,132 00 | |
| | | | | | | | 160,000 00 | |
| | | 76,861 36 | 35,404 64 | | 24,601 32 | 826 17 | 204,893 49 | |
| | 4,967 70 | 31,892 40 | | | | | 399,060 40 | |
| | | | | | | | 374,353 33 | |
| | | | | | | | 148,094 00 | |
| | | | | | | | 212,500 00 | |
| | 1,521 82 | | | | | | 144,969 02 | |
| | | | | | | | 58,560 00 | |
| | | 14,560 00 | | | | | 32,896 00 | |
| | | | | | | 133,584 00 | 1,058,560 00 | |
| | | | | 14,400 60 | | | 196,800 00 | |
| 89,076 00 | | | | | | | 153,866 00 | |
| | | | | | | | 83,200 00 | |
| | | | | | | | 22,36 00 | |
| | | | | | | | 64,000 00 | |
| | | | | | 38,638 72 | | 100,638 72 | |
| | 72,602 45 | | | | | | 141,722 45 | |
| | | | | | | | 53,920 00 | |
| | | | | | | | 3,552 00 | |
| 116,000 00 | 84,224 75 | | | | | | 391,819 75 | |
| | | | | | | | 435,200 00 | |
| 176,512 00 | 268,107 20 | 316,567 73 | | | | | 1,238,450 93 | |
| 75,376 00 | | | 68,320 00 | 153,120 00 | | | 355,200 00 | |
| | | | | | | | 48,000 00 | |
| | | | | | | | 46,144 00 | |
| | | | | | | | 185,173 06 | |
| 50,303 80 | 27,667 20 | | | | | | 125,760 00 | |
| | | | | | | | 20,736 00 | |
| 110,592 00 | | 190,208 00 | | | | | 300,800 00 | |
| | 9,600 00 | 3,424 00 | | | | | 13,024 00 | |
| | 96,000 00 | 101,184 00 | | | | | 197,184 00 | |
| | | 97,771 52 | | | | 148,800 00 | 246,571 52 | |
| | | 12,800 00 | | | | | 12,800 00 | |
| | | 18,544 00 | | | | | 18,544 00 | |
| | | 64,000 00 | 92,672 00 | 208,896 00 | 31,334 40 | 91,279 60 | 488,182 00 | |
| | | 173,440 00 | | | | | 173,440 00 | |
| | | 91,200 00 | | | | | 91,200 00 | |
| 651,264 00 | 420,608 00 | 244,224 00 | 556,864 00 | 250,982 40 | 116,889 60 | | 2,240,832 00 | |
| 1,450,974 37 | 1,136,767 48 | 1,851,029 30 | 1,041,974 39 | 1,163,385 09 | 744,929 16 | 512,313 50 | 34,508,083 98 | |

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

† Reimbursement of amounts for claims still unpaid and others in duplicate.

3 GEORGE V., A. 1913

STATEMENT showing subsidies voted for Railways as to which contracts

| SUBSIDIES VOTED. | | Number. | RAILWAYS. | July 1, 1883 to June 30, 1905. |
|--------------------|------------------|---------|---|--------------------------------------|
| Authority. | Amount. | | | |
| | \$ cts. | | | \$ cts. |
| | | | Brought forward..... | 26,606,710 69 |
| 7-8 Ed. VII, c. 63 | * | 1 | Maritime Coal and Ry. Co. | |
| 7-8 " 63 | * | 2 | St. Marys and Western Ontario Ry. Co. | |
| 7-8 " 63 | * | 3 | North Shore Ry. Co. formerly Beersville Coal and Ry. Co. | |
| 7-8 " 63 | * | 4 | St. Maurice Valley Ry. Co.—Three Rivers to St. Maurice..... | |
| 7-8 " 63 | * | 5 | Grand Trunk Pacific Ry. Co. | |
| 6 " 43 | * | 6 | Canadian 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..... | |
| | | | Total..... | 26,606,710 69 |
| | 186,600 annually | | | |
| 37 Vic., ch. 14 | for 20 years. | 14 | Atlantic and Northwestern Railway | 2,985,600 00 |
| 46 " 2 | | 15 | Canada Central Railway..... | 1,525,250 00 |
| 47 " 8 | | 16 | Canadian Pacific extension..... | 1,500,000 00 |
| 48-9 " 58 | | | | |
| | | | Totals..... | 32,617,560 69 |

* 60-61 Victoria, Cap. 4, 62-63 Victoria, Cap. 7, 63-64 Victoria, Cap. 8, 1 Edward VII, Cap. 7, 40, and 7-8 Edward VII, Cap. 63, 8-9 Edward VII, Cap. 35, 9-10 Edward VII, Cap. 51, authorize a further sum of fifty per cent on so much of the average cost of the mileage subsidized as is in excess

DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, August 1, 1912.

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have been entered into and Payments made up to March 31, 1912—*Concluded.*

| PAYMENTS. | | | | | | | Total March 31, 1912. | Number. |
|--------------|--------------|--------------|--------------|--------------|--------------|------------|-----------------------------|---------|
| 1905-1906. | 1906-1907. | 1907-1908. | 1908-1909. | 1909-1910. | 1910-1911. | 1911-1912. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 1,450,974 37 | 1,136,767 48 | 1,851,029 30 | 1,041,974 39 | 1,163,385 09 | 744,929 16 | 512,313 50 | 34,508,083 98 | |
| | | | 3,200 00 | | | | 3,200 00 | 1 |
| | | | 67,344 00 | | | 365 00 | 67,999 00 | 2 |
| | | | 6,880 00 | | | | 6,880 00 | 3 |
| | | | 112,640 00 | | 60,480 00 | | 173,120 00 | 4 |
| | | | 367,249 00 | 550,551 96 | 302,679 04 | | 1,220,480 00 | 5 |
| | | | | 30,800 00 | | | 30,800 00 | 6 |
| | | | | 303,360 00 | | 78,432 00 | 381,792 00 | 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 | 104,992 00 | 12 |
| | | | | | | 30,176 00 | 30,176 00 | 13 |
| 1,450,974 37 | 1,136,767 48 | 1,851,029 30 | 1,599,287 39 | 2,048,097 05 | 1,284,892 04 | 859,400 25 | 36,837,158 57 | |
| 186,600 00 | 186,600 00 | 186,600 00 | 186,600 00 | | | | 3,732,000 00 | 14 |
| | | | | | | | 1,525,250 00 | 15 |
| | | | | | | | 1,500,000 00 | 16 |
| 1,637,574 37 | 1,323,367 48 | 2,037,629 30 | 1,785,887 39 | 2,048,097 05 | 1,284,892 04 | 859,400 25 | 43,594,408 57 | |

3 Edward VII, Cap. 57, 4 Edward VII, Cap. 34, 6 Edward VII, Cap. 13, 6-7 Edward VII, Cap. \$3,200 per mile subsidy if the cost do not average more than \$15,000 per mile, if over that amount, of \$15,000, per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

W. C. LITTLE,
Accountant.

PART II

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1911-12

SHOWING

- (1) Guarantee agreements.
- (2) Money subsidy agreements.
- (3) Contracts entered into during the year.
- (4) Leases, of water-powers and properties granted.
- (5) Property conveyed to the Crown and lands conveyed by the Crown.
- (6) Damages released.

3 GEORGE V., A. 1913

GUARANTEE AGREEMENTS for the construction of Railways

| No. of agreement. | Date of signature. | Railway Company. | Line of Railway. | Authority for execution. | |
|-------------------|---------------------|--|--|-----------------------------|-------------------|
| | | | | Act of Parliament. | Order in Council. |
| 19204 | 1911. Sept. 2... | The Canadian Northern Alberta Railway Company. | Commencing at a point at or near St. Albert and running in a generally westerly direction to the coal areas at or near Brazeau River and the head waters of the McLeod River. | Canada 1909-10, Cap. 6. | Aug. 29, 1911 |
| 19239 | Oct. 3.... | The Canadian Northern Ontario Railway Company. | From the City of Montreal in the Province of Quebec, to the City of Port Arthur in the Province of Ontario including the mileage of the line (lying between the said points) already in part constructed by the Company and by the Canadian Northern Quebec Ry. Co., &c., &c., &c. | I and II, George V. Cap. 6. | Oct. 2, 1911. |

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entered into during the Fiscal Year ended March 31st, 1912.

| Amount of Guarantee. | Number of miles subsidized. | Maximum grade feet per mile. | Radius of curvature not less than. | Width of clearing each side. | Width of Cutting. | Embankment. | Steel rail lbs. per lineal yard. | Date for Completion. |
|---|-----------------------------|--|------------------------------------|------------------------------|-------------------|-------------|----------------------------------|-------------------------|
| | | Feet. | Feet. | Feet. | Feet. | Feet. | Lbs. | |
| On the principal and interest on securities to extent of \$13,000 per mile for first 50 miles and \$25,000 per mile, for the remainder of the line. | 150 | 26.4 | 1433 | 50 | 20 | 15 | 80 | Sept. 2, 1913. |
| On the principal and interest on securities to extent of \$35,000 per mile. | 1050 | 26.40† 31.68‡ | 573 | 50 | 20 | 15 | 80 | Time prescribed by law. |
| | | † Against east-bound traffic. ‡ Against west-bound traffic. | | | | | | |

H. F. ALWARD,

Departmental Solicitor.

3 GEORGE V., A. 1913

SUBSIDY AGREEMENTS for the construction of Railways

| No. of Contract. | Date of Signature. | Railway Company. | Line of Railway or Work Subsidized. | Authority for Execution. | |
|------------------|--------------------|---------------------------------------|--|--------------------------|-----------------------|
| | | | | Act of Parliament. | Order in Council. |
| | 1910. | | | | 1911. |
| 19037 | April 25... | Quebec and Lake St. John Railway Co. | (a) From Valcartier Station to St. Catherine, 3.8 miles, (b) from Valcartier Station towards Gosford, 5.5 miles. | Can., 1908, c. 63. | Feb. 22..... |
| (a) 19258 | Oct. 21.... | Algoma Central and Hudson Bay Ry. Co. | From Sault Ste. Marie to point on C. P. R., between White River and Dalton stations. | Can., 1910, c. 51. | July 19 and Oct 3. |
| (b) 19259 | Oct. 21.... | " " | From Michipicoten Harbour, Lake Superior, toward main line of C. P. R. | Can., 1910, c. 51. | Sept. 11.... |
| | 1912. | | | | |
| (c) 19367 | Feb. 2.... | Quebec and Saguenay Ry. Co. | From St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul. | Can., 1910, c. 51. | Jan. 30 and March 31. |
| 19282 | Nov. 28... | Orford Mountain Ry. Co. | From Mansonville to the International Boundary, 3.12 miles. | Can., 1907, c. 40. | Oct. 31..... |

(a) Cancels and supersedes agreements Nos. 14316, Sept. 28, 1911; 14712, October 15, 1912; and 14413, Feb. 5, 1902, as to extension of 25 miles from Sault Ste. Marie towards Michipicoten River and Harbour. Authority No. 19307 for erection of trestles attached.

Varied by supplemental agreement No. 19362, January 23, 1912.

(b) Cancels and supersedes subsidy agreement No. 14413, dated February 5, 1912.

(c) Superseded, in part, by No. 19560, as to line of railway therein.

SESSIONAL PAPER No. 20

entered into during the Fiscal Year ended March 31, 1912.

| Amount of Subsidy. | | Number of Miles Subsidized. | Maximum Grade Feet per Mile. | Radius of Curvature not less than | Width of Clearing each Side. | Width of Cutting. | Embankment. | Steel Rails, lbs. per lineal yard. | Date of Completion. |
|--------------------|---------------|-----------------------------|------------------------------|-----------------------------------|------------------------------|-------------------|-------------|------------------------------------|---------------------|
| Per Mile. | Not exceeding | | | | | | | | |
| \$ | \$ | | Feet. | Feet. | Feet. | Feet. | Feet. | Lbs. | |
| 3,200 | 6,400 | 9.3 | (a) 43.8 (b) 52.80 | 5,730 717 | 50 | 20 | 15 | 56 | Aug. 1, 1911. |
| 3,200 | 6,400 | 200 | 106 | 478 | 50 | 20 | 15 | 56 | Dec. 1, 1913. |
| 3,200 | 6,400 | 25 | 106 | 478 | 50 | 20 | 15 | 56 | Dec. 1, 1913. |
| 3,200 | 6,400 | 170 | 66 | 573 | 50 | 20 | 15 | 56 | Aug. 1, 1914. |
| 3,200 | 6,400 | 3.12 | 105.6 | 819.2 | 50 | 20 | 15 | 56 | June 1, 1911. |

H. F. ALWARD,
Departmental Solicitor.

3 GEORGE V., A. 1913

Subsidy agreements for the construction of Bridges entered into during the Fiscal Year ended March 31, 1912.

| Number of Contract. | Date of Signature. | Company. | Work Subsidized. | Order in Council. | Amount of Subsidy. |
|---------------------------|--------------------------|---|---|-------------------------|--------------------------|
| 19345 | 1912 Jan. 16. | The Corporation of the the City of Ottawa. | In aid of the construction of a high level bridge and viaduct at Bank Street Crossing, Ottawa. | 1911 Nov. 21. | \$ 80,000 |

H. F. ALWARD,
Departmental Solicitor.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1912.

INTERCOLONIAL RAILWAY.

| Number of Contract. | Date of Signature. | Contractors. | Description. |
|---------------------|--------------------|---------------------------------------|---|
| 1911. | | | |
| 19021 | April 13.. | Wm. P. McNeil & Co. Ltd. | Delivery of 3 railway bridges. |
| 19056 | May 5.. | Canadian Car & Foundry Co. Ltd.. | Delivery of 15 Tank Cars. |
| 19101 | " 22.. | " " | Delivery of 50 30-ton steel underframe box cars. |
| 19108 | June 2.. | " " | Delivery of 21 Hart-Otis dump coal cars of 50 tons capacity. |
| 19136 | " 17.. | Bates and Flood. | Erection of brick and stone passenger station at Campbellton, N.B. |
| 19141 | " 19.. | Dominion Bridge Co. Ltd. | Delivery of 3 steel bridges, Nelson Under-crossing, Rivière du Sud and Etchemin. |
| 19142 | " 30.. | The Hamilton Bridge Works Co. Ltd. | Delivery of a steel bridge, No. J.-42 Bagot Tank. |
| 19143 | July 3.. | Canadian Car & Foundry Co. Ltd.. | Delivery of 2 Vestibule First-class cars. |
| 19162 | " 12.. | " " | Delivery of 3 Vestibule Colonist Sleeping cars. |
| 19163 | " 12.. | The Canadian Vacuum Cleaner Co. | Supply and installation of a Vacuum Car Cleaning Plant in yard at Halifax, N.S. |
| 19167 | June 15.. | The Preston Car & Coach Co. Ltd.. | Delivery of 3 Vestibule First-class Day Coaches. |
| 19173 | Aug. 8.. | Alfred Leofred. | Supply of water at Chaudière Junction, &c. |
| 19187 | " 17.. | Wm. P. McNeil & Co. Ltd. | Construct and deliver one 37' Deck Plate Girder Span at New Glasgow, N.S. |
| 19190 | " 18.. | Canadian Car & Foundry Co. Ltd.. | Delivery of 1 Refrigerator Car. |
| 19191 | " 17.. | Rhodes Curry Company, Ltd. | Erection of addition to General Office Building at Moncton, N.B. |
| 19203 | Sept. 2.. | Frank W. Wilson. | Erection and completion of a brick and stone Passenger Station at Mulgrave, N.S. |
| 19211 | Aug. 26.. | The Canadian Locomotive Co. Ltd. | Delivery of 2 Pacific Type Passenger Locomotives and 3 Ten-wheel Passenger Locomotives. |
| 19224 | Sept. 15.. | Geo. St. Pierre & Co.. | Erection of Standard Sand House at Ste. Flavie, Que. |
| 19231 | " 25.. | Nova Scotia Car Works, Ltd. | Delivery of 2 Postal Cars. |
| 19232 | " 25.. | Canadian Car & Foundry Co. Ltd.. | Delivery of 20, 80,000 lbs. Steel Underframe Flat Cars. |
| 19233 | Aug. 25.. | J. F. Ryan. | Erection of Station building at Fredericton, N.B. |
| 19234 | Sept. 25.. | Nova Scotia Car Works, Ltd. | Delivery of 2 Stock Cars. |
| 19238 | " 29.. | Canadian Express Company. | Rights to carry on the business of an Express Company. |
| 19241 | " 25.. | The Nova Scotia Construction Co. Ltd. | Construct Reinforced Cement Concrete Pier and a shed at Deep Water Terminus of I. C.R. at Halifax, N.S. |
| 19242 | Oct. 3.. | Falconer and McDonald. | Erection of Freight Shed on Quay Wall at Halifax, N.S. |
| 19244 | " 2.. | The Dominion Iron & Steel Co. Ltd. | Delivery of 7,000 tons of steel rails. |
| 19249 | Sept. 29.. | The Hamilton Bridge Works Co. Ltd. | Supply and deliver 3 steel plate girder spans for undercrossing at Chaudière Junction, Que. |
| 19255 | Oct. 23.. | Canadian Car & Foundry Co. Ltd.. | Delivery of 2 Baggage cars. |
| 19256 | " 23.. | " " | Delivery of 25 Hart-Otis steel dump coal cars. |
| 19257 | " 21.. | Town of Truro. | Supply water. |
| 19262 | " 26.. | Canadian Car & Foundry Co. Ltd.. | Delivery of 230 Standard 60,000 lbs. steel framed box cars. |
| 19263 | " 26.. | Falconer & McDonald. | Erection of addition to Engine House and enlarging Power House at Stellarton, N.S. |
| 19271 | Sept. 19.. | The Salisbury & Albert Ry. Co. | Re sale of rails, etc., to Company and taking over or leasing of line of railway of the Company. |
| 19273 | Nov. 17.. | The Rathbun Company. | Delivery of 30 Standard 60,000 lbs. box cars. |

3 GEORGE V., A. 1913

CONTRACTS entered into during the Fiscal Year ended March 31, 1912—*Continued.*INTERCOLONIAL RAILWAY—*Concluded.*

| Number of Contract. | Date of Signature. | Contractors. | Description. |
|---------------------|--------------------|---|---|
| 1911. | | | |
| 19274 | Nov. 17.. | Dan. J. Cameron..... | Erection of a waiting-room and dwelling apartments at Lourdes, N.S. |
| 19276 | " 17.. | Nova Scotia Car Works, Ltd.... | Delivery of 50 Standard 80,000 lbs. platform cars. |
| 19283 | " 28.. | The Hamilton Bridge Works Co. Ltd. | Delivery of steel girder bridge at St. Fabien, Que. |
| 19301 | Dec. 4 | Wm. P. McNeil & Co. Ltd..... | Delivery of 5 sets steel deck girders for Moncton subway. |
| 19326 | " 19.. | The Preston Car & Coach Co. Ltd.. | Delivery of 5 Vestibule First-class Day Coaches. |
| 1912. | | | |
| 19352 | Jan. 19.. | Otis-Fenson Elevator Co. Ltd..... | Supply and erection complete of one Electric Passenger Elevator for General Office Building, Moncton, N.B. |
| 19353 | " 19.. | Wm. P. McNeil & Co. Ltd..... | Delivery of one deck plate girder span at Hopewell, N.S. |
| 19354 | " 16.. | Central Paving Company..... | For laying of permanent pavement on Station Street, Amherst, N.S. |
| 19372 | Feb. 5.. | Edward Bradley..... | Handling of coal at Springhill Junction, N.S. |
| 19373 | " 8.. | Nova Scotia Car Works, Ltd..... | Delivery of 50, 80,000 lbs. steel underframe flat cars. |
| 19396 | " 16.. | M. P. Davis & J. T. Davis | Branch line of railway from Dartmouth to Deans, N.S. |
| 19405 | " 27.. | Frank W. Wilson..... | Erect stone passenger station at Truro, N.S. |
| 19407 | Mch. 5.. | Province of New Brunswick and The St. John & Quebec Railway Co. | For the leasing under terms and conditions specified, of the line of railway, when completed, of the Company between Grand Falls and St. John, N.B. |
| 19411 | " 7.. | The Dickson Bridge Works Co. Ltd. | Delivery of Steel Highway Bridge for Probert's Crossing, 2 miles west of Londonderry Station, N.S. |
| 19414 | " 16.. | Wm. P. McNeil & Co. Ltd..... | Delivery of 2 sets half-through plate girder spans for subway at Ste. Flavie, Que. |

PRINCE EDWARD ISLAND RAILWAY.

| | | | |
|-------|-------------|------------------------------|---|
| 1911 | | | |
| 19365 | Oct. 26.... | M. F. Shurman Co., Ltd | Erection of freight shed and extension to wharf at Summerside, P. E. I. |

HUDSON BAY RAILWAY.

| | | | |
|-------|------------|---------------------|---|
| 1911. | | | |
| 19230 | Sept. 25.. | J. D. McArthur..... | Construction of section of Hudson Bay Railway from Le Pas to Thicket Portage. |

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1912—*Continued.*

QUEBEC BRIDGE.

| Number of Contract. | Date of Signature. | Contractors. | Description. |
|---------------------|--------------------|---|---|
| | 1911. | | |
| 19007 | April 4... | The St. Lawrence Bridge Co., Ltd.; The Canadian Bridge Co., Ltd and The Dominion Bridge Co., Ltd. | Supplying, making, building and erecting super-structure of railway bridge over the St. Lawrence River, near Quebec. |
| 19206 | Sept. 2... | M. P. & J. T. Davis | |
| | 1912. | | |
| 19346 | Jan. 19... | R. W. Mayer..... | For the sale by His Majesty of certain unused manufactured steel, originally intended for use in the construction of the Quebec bridge. |

BEAUHARNOIS CANAL.

| | | | |
|-------|------------|----------------------|---|
| | 1911. | | |
| 19164 | July 8.... | Alfred Cossette..... | Crushed stone for macadamizing road on Hungry Bay Dyke. |

CORNWALL CANAL.

| | | | |
|-------|------------|-----------------------------|---|
| | 1911. | | |
| 19058 | May 5... | Canada Cement Co., Ltd..... | Delivery of 6,650 bbls. of Portland cement. |
| 19104 | May 30... | Fallon Brothers..... | Improving Upper entrance to lock No. 19. |
| 19196 | Aug. 18... | J. J. Fallon | Erection of machine shop at Cornwall. |

CHAMBLY CANAL.

| | | | |
|-------|------------|-----------------------------|--|
| | 1911. | | |
| 19060 | May 5... | Canada Cement Co., Ltd..... | Delivery of 1,260 bbls. of Portland cement. |
| 19223 | Aug. 22... | David Brault..... | Macadamizing portion of road along west side of the canal. |

FARRAN'S POINT CANAL.

| | | | |
|-------|-----------|----------------------------------|---|
| | 1911. | | |
| 19058 | May 5... | Canada Cement Co., Ltd. | Delivery of 250 bbls. of Portland cement, |
| 19107 | May 22... | The Randolph MacDonald Co., Ltd. | Improve lower entrance to canal. |

GALOPS CANAL.

| | | | |
|-------|------------|----------------------------------|--|
| | 1911. | | |
| 19145 | June 30 .. | The Randolph MacDonald Co., Ltd. | Improving upper entrance to lock No. 28. |

3 GEORGE V., A. 1913

CONTRACTS entered into during the Fiscal Year ended March 31, 1912—*Continued.*

LACHINE CANAL.

| Number of Contract. | Date of Signature. | Contractors. | Description. |
|---------------------|--------------------|---------------------------------|--|
| | 1911. | | |
| 19060 | May 5... | Canada Cement Co., Ltd. | Delivery of 23,000 bbls. of Portland cement. |
| 19197 | Aug. 19... | Haney, Quinlan & Robertson..... | For concrete walls, paving roads and wharf between locks 1 and 3. |
| 19240 | Oct. 5... | " " " | Construct substructure of lift bridge over canal at St. Pierre-aux-Liens (Rockfield). |
| | 1912. | | |
| 19395 | Feb. 16... | Dominion Bridge Co., Ltd..... | Deliver and erect Strauss Trunnion Bascule Bridge (superstructure) over canal at St. Pierre-aux-Liens (Rockfield) Que. |

MURRAY CANAL.

| | | | |
|-------|------------|-----------------|-----------------|
| | 1911. | | |
| 19205 | Sept. 9... | W. E. Phin..... | Dredging canal. |

RAPIDE PLAT CANAL.

| | | | |
|-------|-------------|--------------------------|---|
| | 1911. | | |
| 19058 | May 5.... | Canada Cement Co. | 200 bbls. of Portland cement. |
| 19146 | July 3 ... | Fallon Brothers..... | Dredging canal. |
| 19202 | Sept. 2.... | Roger Miller & Sons..... | Improvement of lower entrance to lock No. 24. |

RIDEAU CANAL.

| | | | |
|-------|------------|-----------------------------|--|
| | 1911. | | |
| 19039 | April 25.. | Cameron & Co., Ltd..... | Supply of British Columbia or 'Douglas' Fir dimension timber for 1911-12. |
| 19040 | April 25.. | Costello & Crowe | Carboning and regulating arc lamps on electric light line on canal from foot of locks to Laurier bridge, and patrolling between said points. |
| 19062 | May 5.... | Canada Cement Co., Ltd..... | Delivery of 1,500 bbls. of Portland cement. |

SOULANGES CANAL.

| | | | |
|-------|------------|---------------------------------|--|
| | 1911. | | |
| 19198 | Aug. 26... | Haney, Quinlan & Robertson..... | Protection works at upper entrance of canal. |
| 19060 | May 5... | Canada Cement Co., Ltd..... | Delivery of 17,250 bbls. of Portland cement. |

SAULT STE. MARIE CANAL.

| | | | |
|-------|------------|------------------------------|--|
| | 1911. | | |
| 19059 | May 5.... | Canada Cement Co., Ltd | Delivery of 200 bbls. of Portland cement. |
| 19100 | May 20... | Canada Foundry Co., Ltd..... | Repairs to movable dam of canal. |
| 19166 | July 20... | John F. Boyd | Construction of extension to north mooring pier. |

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1912—*Concluded.*

ST. OURS LOCK.

| Number of Contract. | Date of Signature. | Contractors. | Description. |
|---------------------|--------------------|-----------------------------|---|
| | 1911. | | |
| 19060 | May 5.. | Canada Cement Co., Ltd..... | Delivery of 450 barrels of Portland Cement. |

ST. PETER'S CANAL.

| | | | |
|-------|-----------|-------------------|---|
| | 1911 | | |
| 19275 | Nov. 17.. | W. H. Weller..... | Construct new lock and entrance at southern or Atlantic end of Canal. |

TRENT CANAL.

| | | | |
|-------|------------|------------------------------------|---|
| | 1911 | | |
| 19009 | April 6.. | Larkin & Sangster | Modification of Contract No. 17042 <i>re</i> Dam No. 1 |
| 19012 | April 6.. | William Hamilton Co., Ltd..... | Supply and erection of 13 cylindrical valves for locks on Canal. |
| 19022 | April 5.. | Dominion Bridge Company, Ltd... | Delivery and erection of 7 steel stop logs and bridges. |
| 19029 | April 13.. | William Hamilton Co., Ltd..... | Delivery of 4 gains for emergency stop logs on sites of locks Nos. 12 and 17. |
| 19038 | April 25.. | Alfred Rogers, Limited..... | Delivery of 79,000 barrels of cement. |
| 19057 | May 5.. | Canada Cement Company, Ltd..... | Delivery of 75,000 barrels of cement. |
| 19105 | May 30.. | Brown & Aylmer..... | Modification of Contract No. 16779, <i>re</i> section No. 5 Ontario-Rice Lake Division. |
| 19144 | June 30.. | The Hamilton Bridge Works Co., Ltd | Erection of Highway Strauss Bascule Bridge over canal at Campbellford, Ont. |
| 19172 | Aug. 4.. | The Dickson Bridge Works Co., Ltd | Erection of steel highway draw bridge at Paper Mills, over upper end of lock No. 12. |
| | 1912. | | |
| 19360 | Jan. 30.. | The York Construction Co..... | For additional work, section No. 2, Holland River Division. |

WELLAND CANAL.

| | | | |
|-------|------------|-----------------------------|---|
| | 1911. | | |
| 19061 | May 5.. | Canada Cement Co., Ltd..... | Delivery of 3,000 barrels of Portland Cement. |
| 19174 | Aug. 8.. | M. J. Hogan..... | Improvements to Port Colborne entrance to canal, including excavation in entrance channel and extension of docking west of Government elevator. |
| 19243 | Sept. 29.. | R. Weddell & Company..... | Dredging to form turning basin near Thorold, Ont. |

H. F. ALWARD,
Departmental Solicitor.

3 GEORGE V., A. 1913

Water Power and other Public Property leased by the Department of

INTERCOLONIAL

| No. of Lease. | Date of Signature. | Lessee. | Lands or rights demised. |
|---------------|--------------------|---|---|
| 1911. | | | |
| 19017 | April 13 | J. D. Volekman . . . | Priv. to lay and maintain a 6-inch terra cotta sewer pipe across right of way and under tracks of Indiantown branch of Intercolonial Railway 1.51 miles east of Millerton station, N.B. . . . |
| 19045 | " 25 | James R. Porter | 5,000 sq. ft. of land at Pictou Landing, Co. of Pictou, N.S. . . . |
| 19054 | May 1 | William R. Wakely | Land at Tufts Cove, N.S. |
| 19103 | " 22 | Town of Fraserville | Land in Town of Fraserville |
| 19147 | June 26 | Canada Railway News Co., Ltd. | Priv. to sell newspapers etc., on all passenger trains, and at certain stations. |
| 19158 | July 3 | Pantaleon Ouellet | Land at St. Paschal Station |
| 19177 | Aug. 8 | John J. McLeod | Land at Sydney Mines, C.B. |
| 19184 | " 17 | Simeon H. White | Land at Sussex, Kings Co., N.B. |
| 19185 | " 17 | Clarence H. Chapman . . . | Land at Dorchester, N.B. |
| 19186 | " 17 | Arthur S. Comeau | Land at St. Leonard Jct. |
| 19210 | Sept. 2 | Levi Thompson | Land at Apohaqui, Kings Co. |
| 19222 | " 2 | John C. Simmonds | Priv. to lay and maintain a telephone wire across lands and under tracks of I.C.R. at Sutherland River, N.S. |
| 19225 | " 15 | Thomas H. Brown | Land at Sussex, N.B. |
| 19226 | " 15 | Henry J. B. Woods, as Postmaster General of Newfoundland. | Land at North Sydney |
| 19227 | " 15 | The Dominion Iron & Steel Co., Ltd. | Priv. to erect and maintain a power transmission line along right of way from Prince Street to Sydney River |
| 19235 | " 25 | City of Sydney | Land at Sydney, N.S. |
| 19245 | " 29 | Mills Eveleigh Ltd. | Land at Sussex, N.B. |
| 19250 | " 29 | The New Brunswick Telephone Co., Ltd. | Priv. to lay and maintain Two 3-inch iron conduits for telephone cables on the Wall Street Bridge over I.C.R. at St. John . . . |
| 19252 | " 29 | The Sackville Concrete, Ltd. | Land at Sackville, N.B. and priv. to lay and maintain a 2-inch iron pipe |
| 19260 | Oct. 21 | Chas. B. McMullin | Land at Truro, N.S. |
| 19261 | " 21 | Department of Public Works of Canada | Priv. to erect and maintain a telegraph line across right of way at certain public crossings between Canal Narrows and Georges River, Cape Breton |
| 19271 | Sept. 19 | The Salisbury and Albert Ry. Co. | Taking over or leasing of line of railway of the Company |
| 19277 | Nov. 17 | The Maritime Coal Railway & Power Co., Ltd. | Priv. to lay & maintain a 2" pipe across lands & under tracks of I.O.R. at Maccan, N.S. |
| 19306 | Dec. 7 | David M. Lawson | Land at Apohaqui, N.B. |
| 1912 | | | |
| 19374 | Feb. 5 | City of Halifax | Priv. to lay and maintain a sewer across yard at Richmond . . . |
| 19375 | " 5 | Allison R. Chanubers . . . | Lot No. 2, land at Pictou Landing |
| 19376 | " 8 | John D. Creaghan | Priv. to let cattle pass through 6 ft. arch culvert situated 2.59 miles north of Newcastle Station |
| 19377 | " 8 | Willis Dunfield | Land at Anagance, Kings Co. |
| 19400 | " 27 | The Ristigouche Salmon Club | Priv. to erect and maintain a telephone wire across right of way and over tracks of I.C.R. at Matapedia Station, Que. |
| 19401 | " 27 | The Canadian Oil Companies, Ltd. | Priv. to lay and maintain a 3-inch cast iron pipe across lands and under tracks of I.C.R. |
| 19408 | March 4 | Town of Stellarton | The right to lay etc., an 8-inch cast iron water pipe under tracks and right of way of Ry. at Asphalt Crossing on Acadia Ave., Stellarton, N.S. |
| 19496 | " 21 | The Moncton Tramways, Electricity & Gas Co., Ltd. | Priv. to lay and maintain pipes for conveyance of natural gas under tracks of I.C.R. at certain street crossings in the City of Moncton |

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1912.

RAILWAY.

| Area. | Term. | Commence- ment of term. | TERMS OF PAYMENT. | | |
|--------------------|-------------------------|----------------------------|--|-------------------|-----------------------------|
| | | | Annual rental. | Due each year. | First install- ment due. |
| | | | \$ | | |
| ..... | During pleasure..... | Dec. 1, 1910. | 1 00 | Dec. 1.... | Dec. 1, 1910. |
| 5,000 sq. ft..... | " | Jan. 1, 1911. | 5 00 | Jan. 1.... | Jan. 1, 1911. |
| 13,485 sq. ft..... | " | " 1, 1911. | 5 00 | " 1.... | " 1, 1911. |
| 0.342 ac..... | " | March 1, 1911. | 1 00 | March 1.... | March 1, 1911. |
| ..... | Five years..... | May 1, 1911. | 9,000.00 for 1st 2 yrs. and 10,000 for last 3 yrs. | May 1.... | May 1, 1911. |
| 457 sq. ft..... | During pleasure..... | " 1, 1911. | 5 00 | " 1.... | " 1, 1911. |
| 7,700 sq. ft..... | " | " 1, 1911. | 10 00 | " 1.... | " 1, 1911. |
| 2,800 sq. ft..... | " | June 1, 1911. | 5 00 | June 1.... | June 1, 1911. |
| 560 sq. ft..... | " | May 1, 1911. | 5 00 | May 1.... | May 1, 1911. |
| 5,000 sq. ft..... | " | Jan. 1, 1911. | 5 00 | Jan. 1 .. | Jan. 1, 1911. |
| 320 sq. ft..... | " | July 1, 1911. | 1 00 | July 1.... | July 1, 1911. |
| ..... | " ..... | " 1, 1911. | 1 00 | " 1.... | " 1, 1911. |
| 3,750 sq. ft..... | " | June 1, 1911. | 5 00 | June 1.... | June 1, 1911. |
| 320 sq. ft..... | " | April 1, 1911. | 1 00 | April 1.... | April 1, 1911. |
| ..... | 21 years renewable..... | " 1, 1911. | 1 00 per pole per annum. | " 1.... | " 1, 1911. |
| 12,005 sq. ft..... | During pleasure..... | Jan. 1, 1911. | 1 00 | Jan. 1.... | Jan. 1, 1911. |
| 5,500 sq. ft..... | " | June 1, 1911. | 5 00 | June 1.... | June 1, 1911. |
| ..... | " ..... | July 1, 1911. | 1 00 | July 1.... | July 1, 1911. |
| 0.27 ac..... | " | " 1, 1911. | 5 00 | " 1.... | " 1, 1911. |
| 1,500 sq. ft..... | " | " 1, 1911. | 5 00 | " 1.... | " 1, 1911. |
| ..... | " ..... | April 1, 1911. | 1 00 | April 1 .. | April 1, 1911. |
| ..... | During pleasure..... | Sept. 1, 1911. | 1 00 | Sept. 1 ... | Sept. 1, 1911. |
| 320 sq. ft..... | " | June 1, 1911. | 1 00 | June 1.... | June 1, 1911. |
| ..... | " ..... | July 1, 1911. | 1 00 | July 1... .. | July 1, 1911. |
| 5,000 sq. ft..... | " | " 1, 1911. | 5 00 | " 1.... | " 1, 1911. |
| ..... | " ..... | Oct. 1, 1911. | 1 00 | Oct. 1 ... | Oct. 1, 1911. |
| 0.52 ac..... | " | Sept. 30, 1911. | 5 00 | Sept. 30.... | Sept. 30, 1911. |
| ..... | " ..... | " 1, 1911. | 1 00 | " 1.... | " 1, 1911. |
| ..... | " ..... | Oct. 1, 1911. | 1 00 | Oct. 1.... | Oct. 1, 1911. |
| ..... | " ..... | " 1, 1911. | 1 00 | " 1.... | " 1, 1911. |
| ..... | " ..... | April 1, 1912. | 1 00 | April 1.... | April 1, 1912. |

3 GEORGE V., A. 1913

WATER POWER and other Public Property leased by the Department of
PRINCE EDWARD

| No. of Lease. | Date of Signa- ture. | Lessee. | Lands or Rights demised. |
|---------------------|-------------------------------|---------------------------|---|
| | 1911. | | |
| 19212 | Sept. 2 | P. T. Power..... | Land at Bear River, P.E.I..... |
| 19237 | Aug. 23 | The Imperial Oil Co. Ltd. | The right and privilege to lay and maintain a 6-inch pipe line from railway wharf at Charlottetown to Company's storage tank. |

LACHINE

| | | | |
|--------|----------|--|--|
| | 1911 | | |
| 19018 | April 13 | The Fenlin Leather Co.. | Privilege to lay and maintain a 3-inch water pipe from N. bank of canal to Cad. lot No. 3601, par. of Montreal; and draw water therethrough..... |
| 19044 | " 11 | Marx & Rawolle of Canada, Ltd. | Privilege to lay and maintain a 6-inch iron water pipe from canal to Lessee's mill in town of St. Henri, Par. of Montreal, and to draw water therethrough..... |
| 19102 | May 22 | The Montreal Light, Heat and Power Co. | Privilege to erect and maintain an electric transmission line on N. side of canal from a point on collecting drain to C.P.R. Bridge at Lachine, Que..... |
| 19109 | " 31 | Paul L. Turgeon..... | Land forming the S. end of pier between St. Gabriel Basins Nos. 2 and 3, St. Ann's Ward, Montreal..... |
| 19137 | June 12 | Capt. L. H. Sicotte..... | Land forming part of N. wharf of basin 2..... |
| A19148 | " 7 | The St. Lawrence Flour Mills Co., Ltd. | Privilege to draw water from canal through 5-inch pipe..... |
| 19149 | " 15 | Dominion Textile Co. Ltd. | Privilege to lay and maintain a 12-in. pipe from canal to Cad. lot 3929 Cote St. Paul, Montreal; and draw water there through..... |
| 19150 | " 16 | Geo. Hall Coal Co..... | Land on S.W. corner of Oak street and roadway leading to canal yard on basin No. 2, St. Ann's ward, Montreal..... |
| 19151 | " 17 | C. H. Buell..... | Privilege to erect and maintain a boat house 25 ft. x 12 ft. on river side of long pier forming upper entrance of canal, town of Lachine, Que..... |
| 19152 | " 21 | Inland Lines, Ltd..... | Land at foot of basin No. 1, N. side of lock No. 1, Montreal.... |
| 19153 | " 36 | Moise Brabant..... | Land on S. side of lock No. 1..... |
| B19165 | July 20 | Montreal Warehousing Co. | Lot No. 1473, St. Ann's Ward, Montreal, west of basin No. 4... |
| C19168 | " 15 | City of Montreal..... | Part of Cad. lot No. 327, St. Ann's Ward, Montreal..... |
| 19182 | Aug. 17 | City of Montreal..... | Land between Wellington street and St. Colomban street and between canal bank and St. Patrick street, Montreal..... |
| 19201 | " 21 | The Montreal Light, Heat and Power Co. | Privilege to lay and maintain 2 electric cables across and under canal at Rockfield, Que..... |
| 19213 | Sept. 2 | Grand Trunk Ry. Co. of Canada. | Privilege to lay and maintain a siding from point west of St. Gabriel locks to premises of the St. Lawrence Flour Mills Co. |
| D19265 | Oct. 19 | Grand Trunk Ry. Co. of Canada. | Privilege to lay, maintain and operate a siding 220 feet long on N. bank of canal from main tracks opposite Can. Light and Power Co.'s terminal station..... |
| 19266 | " 19 | Grand Trunk Ry. Co. of Canada. | Privilege to lay, maintain and operate a siding on N. bank leading from main line into premises of Dominion Flour Mills Co., on Cad. lot No. 3412, St. Henri Ward, Montreal..... |
| 19269 | " 25 | Charlotte McAllen, Jas. A. Robertson and Alex. A. Robertson, (Estate of John M. H. Robertson). | Privilege to construct and maintain roadway through canal reserve, lot 1005, parish of Lachine..... |
| F19278 | " 2 | The Dominion Steel Corporation, Limited. | Land on W. side of Wellington Basin, Point St. Charles and privilege of drawing water through 3-inch pipe..... |
| 19325 | Dec 14 | The Montreal Light, Heat and Power Co. | Privilege to erect and maintain a transmission line on N. bank of canal from Cote St. Paul to point opposite works of Dominion Car and Foundry Co. |

a Supersedes No. 17313.

b Supersedes No. 10144.

c Cancelled and superseded by No. 19553.

d Cancels and supersedes No. 18799.

e Cancels and supersedes Nos. 11540 and 12433.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1912—*Continued.*

ISLAND RAILWAY.

| Area. | Term. | Commence- ment of Term. | Annual Rental. | Due each Year. | First Instalment Due. |
|------------------|-----------------------|-------------------------------|----------------|-------------------|-----------------------------|
| | | | § cts. | | |
| 650 sq. ft. | During pleasure. | June 1, 1911. | 1 00 | June 1.... | June 1, 1911 |
| ..... | " ..... | " 1, 1911. | 1 00 | " 1.... | " 1, 1911 |

CANAL.

| | | | | | |
|----------------------|--------------------------|----------------|----------|-------------|---------------|
| ..... | During pleasure | March 1, 1911. | 60 00 | Mar. 1 ... | March 1, 1911 |
| ..... | " ..... | April 1, 1911. | 210 00 | April 1.... | April 1, 1911 |
| ..... | " ..... | Oct. 1, 1908. | 131 25 | Oct. 1 ... | Oct. 1, 1911 |
| 10,000 sq. ft. | " | June 1, 1911. | 400 00 | June 1... | June 1, 1911 |
| 1,500 sq. ft. | " | " 1, 1911. | 60 00 | " 1 ... | " 1, 1911 |
| ..... | " ..... | April 1, 1911. | 150 00 | April 1.... | April 1, 1911 |
| ..... | " ..... | June 1, 1911. | 780 00 | June 1.... | June 1, 1911 |
| 400 sq. ft. | " | April 1, 1911. | 16 00 | April 1.... | April 1, 1911 |
| ..... | " ..... | " 1, 1911. | 5 00 | " 1.... | " 1, 1911 |
| 9,510 sq. ft. | " | May 1, 1911. | 380 40 | May 1.... | May 1, 1911 |
| 300 sq. ft. | " | " 1, 1911. | 18 00 | " 1.... | " 1, 1911 |
| ..... | 5 years | Jan. 1, 1911. | 1,077 24 | Jan. 1.... | Jan. 1, 1911 |
| 6,609 sq. ft. | 21 years renewable. | March 1, 1911. | 5 00 | Mar. 1.... | March 1, 1911 |
| 2 acres. | 10 years | May 1, 1909. | 1 00 | May 1.... | May 1, 1909 |
| ..... | During pleasure. | " 1, 1911. | 10 00 | " 1.... | " 1, 1911 |
| ..... | " ..... | Sept. 1, 1911. | 1 00 | Sept. 1.... | Sept. 1, 1911 |
| ..... | " ..... | " 1, 1911. | 35 20 | " 1.... | " 1, 1911 |
| ..... | " ..... | July 1, 1911. | 25 60 | July 1... | July 1, 1911 |
| ..... | 21 years renewable. . . | June 1, 1911. | 17 28 | June 1.... | June 1, 1911 |
| 199,800 sq. ft. | 21 years | Aug. 1, 1911. | 8,052 00 | Aug. 1.... | Aug. 1, 1911 |
| ..... | During pleasure. | Oct. 1, 1911. | 25 00 | Oct. 1.... | Oct. 1, 1911 |

3 GEORGE V., A. 1913

WATER POWER and other Public Property leased by the Department of
LACHINE

| No. of Lease. | Date of Signa- ture. | Lessee. | Lands or Right demised. |
|---------------------|-------------------------------|----------------------------|---|
| | 1911 | | |
| 19349 | Dec. 6. | J. B. Bonhomme | Land on south side of Canal, St. Gabriel Ward, Montreal..... |
| | 1912 | | |
| 19350 | Jan. 19. | Montreal Water & Power Co. | Land on south side of Canal west of Atwater Ave., Montreal... |
| F19351 | " 2. | Town of Lachine..... | Land above entrance Lock at Lachine and privilege to lay and maintain pipe lines. |
| 19402 | Feb. 27. | " | Privilege to lay and maintain a 12-inch water pipe across Canal reserve 50 feet east of boundary stone No. 209, town of Lachine, Que. |
| 19418 | Mar. 18. | R. MacFarlane & Co. Ltd. | Part of wharf frontage between St. Gabriel Basins Nos. 3 and 4, St. Ann's Ward, Montreal. |

RIDEAU

| | | | |
|-------|----------|---|--|
| | 1911. | | |
| 19161 | July 12. | The Ottawa Terminals Ry. Co. | Four parcels of land on N.E. side of Canal, Ottawa..... |
| 19207 | Sept. 2. | The Canadian Northern Ontario Railway Co. | Privilege to erect and maintain a railway bridge over Canal at Chaffey's Locks on lot 17, Con. 8, T'p. of S. Crosby, Co. of Leeds, Ont., and to operate line of railway thereon. |
| 19344 | Jan. 16. | The Ottawa Terminals Ry. Co. | Privilege to lay and maintain 2 ten inch pipes through concrete wall on east side of Canal at Central Station, Ottawa. |
| 19345 | " 16. | Corporation of the City of Ottawa. | Privilege to erect a bridge over the Canal at Bank Street, Ottawa. |
| 19417 | Mar. 18. | John Weir.... | Land in vicinity of Burritt's Rapids Lock Station, being part of lot No. 5, Con. 1, T'p. of Oxford, Ont. |

SOULANGES

| | | | |
|--------|----------|-------------------|--|
| | 1911 | | |
| G19236 | Aug. 12. | Joseph Hamel..... | Cad. Lots Nos. 235 and 240, par. of St. Ignace, Co. of Soulanges, Que. |

TRENT

| | | | |
|-------|-----------|---|--|
| | 1911. | | |
| 19043 | Apr. 25. | William Fry..... | Parts of lots Nos. 56, 57, 58 and 59 on south side and lots Nos. 57 and 58 on the north side of the Portage Road, T'p. of Eldon, Co. of Victoria, Ont. |
| 19155 | July 3. | Charles Fry..... | Parts of lot No. 55 on south side and lots Nos. 55 and 56 on north side of Portage Road, T'p. of Eldon, Co. of Victoria, Ont. |
| 19176 | Aug. 8. | C.P. Ry Co..... | Right and privilege to lay etc., a swing bridge across Canal and Talbot River in 11th Con. T'p. of Thorah, Co. of Ontario, Ont. |
| 19279 | Sept. 30. | The Light, Heat and Power Co. of Lindsay Limited. | Renewal of Lease No. 9941 granted to estate of R. C. Smith, dated April 12, 1890 of land and Water privileges at Fenelon Falls, Ont. |

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1912—*Continued.*CANAL—*Continued.*

| Are | Term. | Commence- ment of Term. | Annual Rental. | Due each Year. | First Instalmen t Due. |
|--------------------|--------------------------|-------------------------------|----------------|-------------------|------------------------------|
| | | | \$ cts. | | |
| 6,000 sq. ft. | During pleasure. | Oct. 1, 1911. | 120 00 | Oct. 1.... | Oct. 1, 1911 |
| 9,650 " | " | Jan. 1, 1912. | 193 00 | Jan. 1 ... | Jan. 1, 1912 |
| 47,000 " | 21 years renewable. | March 1, 1910. | 50 00 | March 1.... | March 1, 1910 |
| ..... | During pleasure. | April 1, 1911. | 10 00 | April 1.... | April 1, 1911 |
| 3,625 sq. ft. | " | Feb. 1, 1912. | 145 00 | Feb. 1.... | Feb. 1, 1912 |

CANAL.

| | | | | | |
|--------------------|--------------------------|----------------|------|-------------|---------------|
| 2,082 sq. ft. | 99 years. | June 1, 1911. | 1 00 | June 1.... | June 1, 1911 |
| 262 " | | | | | |
| 4,348 " | | | | | |
| 2,479 " | 21 years renewable. | Sept. 1, 1911. | 1 00 | Sept. 1.... | Sept. 1, 1911 |
| ..... | During pleasure. | Dec. 1, 1911. | 1 00 | Dec. 1.... | Dec. 1, 1911 |
| ..... | 21 years renewable. | Jan. 16, 1912. | 1 00 | Jan. 16.... | Jan. 16, 1912 |
| 2.50 acres. | During pleasure. | March 1, 1912. | 5 00 | March 1.... | March 1, 1912 |

CANAL.

| | | | | | |
|----------------|-----------------------|----------------|-------|-------------|---------------|
| 18 acres. | During pleasure. | Aug. 10, 1911. | 10 00 | Aug. 10.... | Aug. 10, 1911 |
|----------------|-----------------------|----------------|-------|-------------|---------------|

CANAL.

| | | | | | |
|-----------------|--|-----------------|-------|-------------|---------------|
| 38½ acres. | During pleasure. | April 1, 1910. | 19 25 | April 1.... | April 1, 1910 |
| 2.5 acres. | " | " 1, 1910. | 5 40 | " 1.... | " 1, 1910 |
| 0.5 " | | | | | |
| 2.4 " | 21 years renewable for 2 extra terms. | June 1, 1911. | 25 00 | June 1 ... | June 1, 1911 |
| ..... | 21 years. | April 12, 1911. | 1 00 | April 1.... | April 1, 1911 |

3 GEORGE V., A. 1913

WATER POWTR and other Public Property leased by the Department of

WELLAND

| No. of Lease. | Date of Signature. | Lessee. | Lands or Right demised. |
|---------------|--------------------|--|--|
| | 1911. | | |
| 19019 | Apr. 13. | Water Works Commission of Corporation of City of St. Catharines. | Privilege to lay and maintain water main from Lessee's reservoirs crossing old Canal and Hydraulic Race at Lock No. 4. |
| 19063 | May 8. | Wm. J. Aikens..... | Privilege to lay and maintain a 5½ inch gas main across Canal land and under Grand River at Dunnville. |
| 19154 | June 30. | Robinson Bros., Cork Co. Ltd. | Part of lot 27, Con. 1, T'p. of Humberstone County of Welland, Ont. |
| 19175 | Aug. 9. | Department of Marine and Fisheries of Canada. | Land east of Port Colborne Harbour, being part of lot No. 27, Con. 1, T'p. of Humberstone, Co. of Welland. |
| 19183 | " 17. | Town of Welland.... | Lot 26, T'p. of Crowland, Co. of Welland, Ont..... |
| 19199 | " 26. | Water Works Commission of town of Welland | Part of lot No. 247 town of Thorold, Co. of Welland, Ont..... |
| 19200 | " 26. | " " " " | Surplus water at Welland, Ont..... |
| 19208 | Sept. 2. | The Riverside " Stock Farm Company. | Land between Canal and Chippawa Creek, T'p. of Thorold, County of Welland, Ont. |
| 19209 | " 9. | The Page-Hersey Iron Tube & Lead Co. | Privilege to lay and maintain a 6-inch pipe from Canal to Lessee's works south of Welland, and draw water. |
| 19251 | " 29. | Department of Marine and Fisheries of Canada. | Part of lot No. 20, Con. 1, T'p. of Grantham, County of Lincoln, Ont. |
| 19305 | Dec. 9. | The Ontario Power Company of Niagara Falls. | Privilege to erect and maintain an electric power transmission line along west side of Old Canal near Thorold, Ont. |
| | 1912 | | |
| 19348 | Jan. 12 | Montrose Paper Mills, Ltd. | Land on north side of Old Canal near Lock 21, Village of Merriton, Co. of Lincoln, Ont., and surplus of water. |
| 19416 | Mar. 22. | Grand Trunk Railway Company of Canada. | Part of lot 27, Con. 1, T'p. of Humberstone, Co. of Welland, Ont., now in Village of Port Colborne. |

F Cancels and supersedes No. 9401.

G Supersedes No. 16382; surrendered.

H Cancels and supersedes No. 15793.

I Supersedes Lease No. 2501; sublet as to land by No. 19524 to Interlake Tissue Mills, Ltd.

J Cancelled by O.C. dated June 29th 1912.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1912—*Concluded.*

CANAL.

| Amount of Water Power. | Area. | Term. | Commencement of Term. | Annual Rental. | Due each Year. | First Instalment Due. |
|------------------------|--------------|------------------------------------|-----------------------|--|----------------|-----------------------|
| | | | | \$ cts. | | |
| ..... | ..... | During pleasure... | April 1, 1911. | 10 00 | April 1.... | April 1, 1911 |
| ..... | ..... | " .. " 1, 1911. | | 10 00 | " 1.... | " 1, 1911 |
| ..... | 1.53 acres. | " .. May 1, 1911. | | 15 00 | May 1.... | May 1, 1911 |
| ..... | 0.02 " | " .. July 1, 1911. | | 1 00 | July 1.... | July 1, 1911 |
| ..... | 1.14 " | " .. Aug. 1, 1911. | | 10 00 | Aug. 1.... | Aug. 1, 1911 |
| ..... | 6.19 " | 21 years renewable. June 1, 1911. | | 25 00 | June 1.... | June 1, 1911 |
| 80..... | ..... | " .. " 1, 1911. | | 240 00 | " 1.... | " 1, 1911 |
| ..... | 290 acres .. | 21 years .. Aug. 1, 1908. | | 200 00 | Aug. 1.... | Aug. 1, 1908 |
| ..... | ..... | During pleasure. .. " 1, 1911. | | 100 00 | " 1.... | " 1, 1911 |
| ..... | 0.5 acres... | " .. " 10, 1911. | | 1 00 | " 10 ... | " 10, 1911 |
| ..... | ..... | " .. Oct. 1, 1911. | | 50 00 | Oct. 1.... | Oct. 1, 1911 |
| 850..... | 2.16 acres.. | 21 years renewable. Jan. 12, 1912. | | \$80 for land, \$3 per H.P. for water. | Jan. 12.... | Jan. 12, 1912 |
| ..... | ..... | " .. Feb. 1, 1912. | | 475 20 | Feb. 1.... | Feb. 1, 1912 |

H. F. ALWARD,
Departmental Solicitor.

3 GEORGE V., A. 1913

PROPERTY leased to the Department of Railways and Canals by

INTERCOLONIAL

| No. of Lease. | Date of Signature. | Lessor. | Lands or rights demised. |
|---------------|--------------------|--|---|
| 19194 | 1911. Aug. 18 | The Grand Trunk Railway Co. of Canada. | Office fronting on Dufort St., Quebec |

QUEBEC

| | | | |
|--------|------------------|--|---|
| †19272 | 1911. Nov. 17 | The Grand Trunk Railway Co. of Canada. | Certain rooms and space on 5th floor of Canadian Express Building, McGill Street, Montreal. |
|--------|------------------|--|---|

SOULANGES

| | | | |
|-------|----------|--|---|
| 19264 | Oct. 19. | The Grand Trunk Railway Co. of Canada. | Privileges of tying up vessels at Company's wharf and dock at Coteau Landing. |
|-------|----------|--|---|

TRENT

| | | | |
|--------|-------------------|-------------------------------------|--|
| 19010 | 1911. April 1. | The Hamilton Bridge Works Co., Ltd. | Land in City of Hamilton, Ont. |
| †19409 | 1912. March 4 | John Collins. | Land in Village of Hastings, Co. of Northumberland, Ont. |

† Supersedes No. 17476, dated Dec. 30, 1908.

† Renews No. 17635, dated April 1, 1909.

SESSIONAL PAPER No. 20

various parties during the Fiscal Year ended March 31, 1912.

RAILWAY.

| Area. | Term. | Commencement of term. | TERMS OF PAYMENT. | | |
|-------|--------------|-----------------------|-------------------|----------------|-----------------------|
| | | | Annual Rental. | Due each year. | First instalment due. |
| | | | \$ cts. | | |
| ..... | 3 years..... | May 1, 1911... | 1,000 00 | May 1..... | May 1, 1911. |

BBIDGE.

| | | | | | |
|-------|--------------|----------------|---|------------|--------------|
| | 2 years..... | May 1, 1910... | 2,350 00 for 1st year. 1,800 00 thereafter | May 1..... | May 1, 1911. |
|-------|--------------|----------------|---|------------|--------------|

CANAL.

| | | | | | |
|-------|-------------------|-----------------|-------|-------|-------|
| | During pleasure.. | Oct. 19, 1911.. | | | |
|-------|-------------------|-----------------|-------|-------|-------|

CANAL.

| | | | | | |
|----------------|---------------|----------------|-------|--------------|----------------|
| 5,000 s.f..... | 9 months..... | April 1, 1911. | 1 00 | April 1..... | April 1, 1911. |
| ..... | 2 years..... | March 1, 1912. | 25 00 | March 1.... | March 1, 1912. |

H. F. ALWARD,
Departmental Solicitor.

3 GEORGE V., A. 1913

PROPERTY conveyed to the Department of Railways and
INTERCOLONIAL

| No. of Deed. | Date of Deed. | Grantor. | Lot. |
|--------------|---------------|---|--|
| | 1910. | | |
| *19134 | Sept. 24. | James Yeo | Part of Cad. Lot No. 616. |
| | 1911. | | |
| 19135 | April 27. | Jas. W. Gardner <i>et ux.</i> | Land on road leading from Moncton to Lewisville. |
| 19180 | April 28. | William Hopper <i>et al.</i> | Land at. |
| | 1910. | | |
| *19253 | Dec. 27. | The Roman Catholic Bishop of St. John. | Land in the City of. |
| *19297 | Jan. 26. | Elizabeth Rice <i>et al</i> (estate Thos Garnett and Jno. J. Holland) | Land on west side of Upper Water St. |
| | 1911. | | |
| 19311 | Aug. 28. | Nova Scotia Steel and Coal Co., Ltd., and the Eastern Trust Co. | Line of railway from Ferrona to Sunnybrae. |
| | 1909. | | |
| *19312 | Sept. 10. | Octave Fortin | Land in 3rd Range of Parish of. |
| | 1910. | | |
| *19425 | July 5. | The Builders' Wood-working Co., Ltd. | Land at. |
| | 1911. | | |
| *19506 | Feb. 20. | Wm. Roche. | Land in City of. |

QUEBEC

| | | | |
|--------|-----------|----------------------------------|----------------------------|
| | 1911. | | |
| *19298 | March 13. | The Quebec Improvement Co., Ltd. | Land in Parish of. |

CORNWALL

| | | | |
|-------|-----------|-----------------------------|---|
| | 1911. | | |
| 19342 | Sept. 26. | Geo. G. Smith <i>et ux.</i> | Part of E. ½ of Lot No. 15, Con. 1. |

LACHINE

| | | | |
|-------|---------|------------------------------------|-------------------------------|
| | 1911. | | |
| 19342 | Oct. 5. | Canada Linseed Oil Mills Co., Ltd. | Part of Lot No. 3499. |

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1912.

RAILWAY.

| District. | County. | Area. | Amount. |
|---------------------------|-------------------------|------------------------------------|--------------------------|
| | | | \$ cts. |
| Fraserville | Kamouraska, Que..... | 50,570 sq. ft..... | 2,528 50 and interest |
| Harrisville..... | Westmorland, N.B..... | 8,505 sq. ft..... | 300 00 |
| | " | 0.399 acre..... | 40 00 |
| Moncton | " | 1.75 acre..... | 5,914 65 |
| Halifax..... | Halifax, N.S | 3,276 sq. ft | 975 00 |
| | Pictou, N.S..... | ..... | 100,000 00 |
| St. Octave de Métis. | Rimouski, Que..... | 3,000 sq. ft..... | 60 00 |
| Sunnybrae..... | Westmorland, N.B.. | 55,500 sq. ft. or 1.274 acres** | 14,400 00 |
| Halifax..... | Halifax, N.S. | 564 sq. ft. | 65 00 |

BRIDGE.

| | | | |
|---|-------------|-------------------|-----------|
| St. Nicholas and St. Romuald d'Etchemin. | Lévis, Que. | 44.14 acres. | 31,683 15 |
|---|-------------|-------------------|-----------|

CANAL.

| | | | |
|---------------|--------------------|----------------|-------------------------|
| Cornwall..... | Stormont, Ont..... | 0.5 acre | 675 00 and interest. |
|---------------|--------------------|----------------|-------------------------|

CANAL.

| | | | |
|---------------|----------------|--------------------|-----------|
| Montreal..... | Hochelaga..... | 25,150 sq. ft..... | 12,575 00 |
|---------------|----------------|--------------------|-----------|

3 GEORGE V., A. 1913

PROPERTY conveyed to the Department of Railways and

RAPIDE PLAT

| No of Deed. | Date of Deed. | Grantor. | Lot. |
|-------------|---------------|------------------------------------|---|
| | 1911. | | |
| 19179 | May 15. | Francis A. Mackenzie <i>et ux.</i> | S. $\frac{1}{2}$ of Lots Nos. 19 and 20, in Block No. 96, Village of. |

TRENT

| | | | |
|--------|-----------|---|---|
| | 1911. | | |
| 19080 | April 18. | Corporation of the County of Hastings. | Part of old travelled road in Lots 1 and 2, Con. IV, parts of Bridge and Main Sts. ; Lot IV, Con. 5 ; Lots 11 and 12 and W $\frac{1}{2}$ of Lot 10 on N. side of Bridge St., Tp. of |
| 19126 | May 15. | Catherine C. MacColl. | Part of Block XXXV on W. side of Saskatoon Ave., E. side of River Trent, in Town of |
| 19132 | June 3. | Clifford B. Wright <i>et ux.</i> | Lot No. 5 in Block XXXVIII on E. side of Henrietta St. . . . |
| 19159 | " 5. | Town of Trenton. | Part of Lot No. 1, Con. 1 (now in Town of Trenton). |
| *19214 | Feb. 8. | Jno. B. Ferris <i>et ux.</i> . . . | Parts of Block XXXV on W. side of Saskatoon Ave., E. side of River Trent, Town of |
| 19215 | July 22. | Mary Jane Coveney. | Part of the N. $\frac{1}{2}$ of Lot No. 7, Con. 2. |
| 19216 | " 24. | Edward Coveney. | Parts of N. $\frac{1}{2}$ and S. $\frac{1}{2}$ of Lot No. 6, Con. 2. |
| 19217 | " 24. | " | Part of N. $\frac{1}{2}$ of Lot No. 6, Con. 2. |
| 19218 | Aug. 5 | Stephen J. Potts | Gore in front of Lot No. 6 and Gore in front of Lot No. 7, Con. 1. |
| 19219 | July 28. | Wm. N. Stephens <i>et ux.</i> | Parts of N. $\frac{1}{2}$ and S. $\frac{1}{2}$ of Lot No. 6, Con. 1, and part S. $\frac{1}{2}$ of Lot No. 6, Con. 2. |
| 19220 | Aug. 4. | E. E. Stephens <i>et ux.</i> . . . | Part of S. $\frac{1}{2}$ of Lot No. 7, Con. 3. |
| 19291 | July 25. | James Owns <i>et ux.</i> | Parts of S. $\frac{1}{2}$ of Lots 6, 7 and 8 and part of N. $\frac{1}{2}$ of Lot 8, Con. 3. |
| 19292 | Aug. 23. | Alex. T. Green <i>et ux.</i> . . . | Parts of Lots 13 and 14 in Water of East River Block. |
| | 1909. | | |
| *19293 | Jan. 16. | Sydney R. Goodwin | Parts of Lots Nos. 106 and 107, Con. 1, E. of Yonge St. |
| | 1911. | | |
| 19294 | Sept. 16. | Wm. Jno. Doxsee <i>et ux.</i> | Part of Lot No. 9, Con. VI (in Town of Campbellford). |
| 19295 | July 29. | Wm. Potts <i>et ux.</i> | Part of the S. $\frac{1}{2}$ of Lot No. 7, Con. 1 |
| 19296 | June 16. | Wm. McKenzie (Mortgagee of Matheison property). | Part of Lot 25, Con. 1. |
| 19299 | Aug. 29. | Ada Jane Shaw and Harper Shaw. | Parts of Lots Nos. 23 and 24 S. Block of Campbellford ; and parts of Lot 10, Con. 7 (in Town of Campbellford). |
| 19300 | " 24. | Ellen Farrell | Part of Lot No. 17 in South Block |

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1912.

CANAL.

| District. | County. | Area. | Amount. |
|----------------------|-----------------------|--------------------|---------|
| | | | \$ cts. |
| Morrisburg | Dundas, Ont | 0.165 acre | 500 00 |

CANAL.

| | | | |
|--------------------------|--------------------------|-----------------------|------------------------|
| Sydney | Hastings, Ont. | | 35 00 and new road. |
| Campbellford | Northumberland | 0.19 acre | 400 00 |
| " | " | 0.25 acre | 200 00 |
| Murray | Hastings, Ont | 0.445 acre | 1 00 |
| Campbellford | Northumberland | 2.32 acres | 900 00 |
| Seymour | " | 8.8 acres | 355 00 |
| " | " | 60.5 acres | 2,600 00 |
| " | " | 4 acres | 200 00 |
| " | " | 27 acres | 1,010 00 |
| " | " | 122.9 acres | 7,959 50 |
| " | " | 9.3 acres | 325 50 |
| " | " | 16 acres | 500 00 |
| Campbellford | " | 1.11 acre | 500 00 |
| E. Gwillimbury | York, Ont | 31.54 acres | 2,840 00 |
| Seymour | Northumberland | 0.54 acre | 500 00 |
| " | " | 23 acres | 1,535 00 |
| Eldon | Victoria, Ont | 24.36 acres | 1,453 81 |
| Seymour | Northumberland | 0.22 acre | 925 00 |
| Campbellford | " | 1.05 acre | 565 00 |

3 GEORGE V., A. 1913

DEEDS

TRENT CANAL

| Number of Deed. | Date of Deed. | Grantor. | Lot. |
|-----------------|----------------------|---|--|
| *19313 | 1908. June 6.... | Joseph W. Brammer. | Part of Lot 104, Con. 1, E. of Yonge St..... |
| 19314 | 1911. June 13... | Henry Hulse <i>et ux.</i> ... | Parts of Lots Nos. 2 & 3, Con. 2, E. of Yonge St..... |
| *19315 | 1908. Oct. 16.... | Martha McClure <i>et ux.</i> ... | Part of Lot 110, Con. 1, W. of Yonge St..... |
| *19316 | May 29.... | John Richer | Part of Lots Nos. 97 & 98, Con. 1, E. of Yonge St..... |
| *19317 | May 26.... | W. C. Howard <i>et ux.</i> ... | Part of Lot No. 4, Con. 2, W. of Yonge St..... |
| *19318 | Jan. 21.... | Edith Artt <i>et mar.</i> | Part of Lot 109, Con. 1, W. of Yonge St..... |
| *19319 | Feb. 11.... | Hiram West <i>et ux.</i> | Part of Lot 110, Con. 1, W. of Yonge St..... |
| 19320 | 1911. June 9.... | Martin W. Barker <i>et ux.</i> ... | Part of Lot No. 8, Con. 2, E. of Yonge St..... |
| 19321 | Aug. 23... | Jno. Rellis <i>et ux.</i> | Land in Town of Campbellford |
| 19322 | Oct. 31.... | R. P. Grills <i>et ux.</i> | Right of way over part of Lot 8, Con. 4..... |
| 19323 | July 29.... | Richard N. Grills <i>et ux.</i> ... | Part of the N. $\frac{1}{2}$ of Lot No. 9, Con. 4..... |
| 19336 | April 15... | Charles E. Lundy..... | Part of Lot No. 8, Con. 2, E. of Yonge St..... |
| 19337 | May 10.... | Jos. W. Brammer <i>et ux.</i> ... | Part of Lot 9, Con. 2, E. of Yonge St..... |
| *19338 | 1908. June 22... | Maud. L. Wesley..... | Part of Lot 103, Con. 1, E. of Yonge St..... |
| 19339 | 1911. June 9.... | Chas. Watson <i>et ux.</i> ... | Part of Lot 7, Con. 2, E. of Yonge St..... |
| *19340 | 1908. May 26.... | Frank W. Kelly <i>et ux.</i> ... | Part of Lot 5, Con. 2, E. of Yonge St |
| 19341 | 1911. Sept. 1... | Robt. H. Bishop <i>et al.</i> ... | Part of W. $\frac{1}{2}$ of Lot 27, Con. 2 & Parts of Lots 3, 4, 5 & 6 on S. side of Queen St., Balsover. |
| 19382 | Oct. 23.... | Rosannah Boyd. | Part of Lot No. 5, S. Block of the Town of Campbellford. . . |
| 19383 | Nov. 23... | Edward T. Morton <i>et al.</i> ... | Parts of Lots Nos. 6, 7, 8 & 9 in River Block on east side of George St., in Campbellford. |
| 19334 | Nov. 3.... | Emily S. Rowed <i>et al.</i> ... | Lots Nos. 14, 15, 17, 16, 18, 19 & parts of Lots Nos. 13 & 20 River Block, Campbellford. |
| 19385 | Oct. 4.... | Susan Dayman..... | Part of Lot 18, S. Block Campbellford, and parts of Lots Nos. 10 & 11, Con. 7, and parts of allowance for road between said Lots Nos. 10 & 11. |
| 19386 | Oct. 12.... | Margaret Dunn..... | Part of Lot No. 21, S. Block & part of Lot No. 10, Con. 7 Town of Campbellford. |
| 19500 | Nov. 4. . | Robert Linton <i>et ux.</i> ... | Land in Town of Campbellford, formerly part of Lot No. 10, Con. 6, and part of Lot No. 3, River Block on West side of River Trent. |
| 19501 | Nov. 7.... | Hulda Green..... | Part of Lot No. 4, S. Block of Campbellford..... |
| *19502 | 1908. Sept. 1... | Garibaldi B. Thompson <i>et ux.</i> ... | Parts of Lot No. 106, Con. 1, E. of Yonge St. (now in village of Holland Landing). |
| 19503 | 1911. Nov. 4.... | Wm. M. Keir <i>et ux.</i> ... | Parts of Lot No. 10, Con. 6, in Campbellford..... |
| 19504 | Nov. 3.... | Emily S. Rowed <i>et al.</i> ... | Parts of Lot No. 68 & 69 in Block 'F', town of Campbellford.. |
| *19505 | 1908. Nov. 3.... | Jane Stephenson..... | Part of Lot No. 11 on E. side of Yonge St., Holland Landing. |
| 19511 | 1911. Oct. 3.... | Thos. B. Haig <i>et ux.</i> ... | Parts of N. $\frac{1}{2}$ and S. $\frac{1}{2}$ of Lot No. 8, Con. 5..... |
| 19512 | Nov. 4.... | Jas. Gibson <i>et ux.</i> | Parts of Lot No. 10, Con. VI (now in town of Campbellford). |
| 19515 | 1912. Feb. 15... | Fred C. Jewett <i>et ux.</i> ... | Part of Lot No. 24 in S. Block (in town of Campbellford)..... |

SESSIONAL PAPER No. 20

(Continued).

DEEDS (Continued).

| District. | County. | Area. | Amount. |
|---------------------|--------------------------|--------------------------------|----------|
| | | | \$ cts. |
| E. Gwillimbury..... | York, Ont | 6.26 acre..... | 812 00 |
| " | " | 20.02 acres..... | 4,000 00 |
| " | " | 0.65 acre..... | 30 00 |
| " | " | 6.9 acre..... | 1,200 00 |
| " | " | 18.97 acres..... | 3,475 00 |
| " | " | 7 acre..... | 450 00 |
| " | " | 8.5 acres..... | 212 50 |
| " | " | 2.91 acres..... | 350 00 |
| Seymour..... | Northumberland, Ont..... | 0.51 acre..... | 375 00 |
| " | " | 65 ft. wide..... | 450 00 |
| " | " | 7.8 acres..... | 275 00 |
| E. Gwillimbury..... | York, Ont..... | 18.01 acres..... | 2,000 00 |
| " | " | 10.94 acres..... | 1,594 00 |
| " | " | 1.3 acre..... | 100 00 |
| " | " | 1.05 acre | 100 00 |
| " | " | 16.07 acres..... | 3,000 00 |
| Eldon..... | Victoria, Ont..... | 0.5 acre..... | 124 00 |
| Seymour..... | Northumberland..... | 0.03 acre..... | 15 00 |
| " | " | 0.24 acre..... | 800 00 |
| " | " | 0.75 acre..... | 3,735 00 |
| " | " | 0.39 acre..... | 300 00 |
| " | " | 0.21 acre..... | 800 00 |
| " | " | 0.29 acre..... | 1,539 84 |
| " | " | 0.002 acre..... | 5 00 |
| E. Gwillimbury..... | York, Ont..... | { 0.24 } { 0.60 } acre..... | 84 00 |
| Seymour..... | Northumberland..... | 0.07 acre..... | 11 50 |
| " | " | 0.12 acre..... | 200 00 |
| E. Gwillimbury..... | York, Ont..... | 0.01 acre..... | 75 00 |
| Seymour..... | Northumberland..... | 61.10 acres..... | 3,500 00 |
| " | " | 0.08 acre..... | 205 00 |
| " | " | 0.08 acre..... | 900 00 |

3 GEORGE V., A. 1913

DEEDS

TRENT CANAL

| Number of Deed. | Date of Deed. | Grantor. | Lot. |
|-----------------|---------------------|---------------------------------|--|
| 19516 | 1911. Nov. 3... | Carrie Maines... | Part of Lot No. 22 in Water or East River Block, in Town of Campbellford. |
| 19517 | 1912. Jan. 15... | Mary Bateson <i>et al.</i> ... | Part of Lot 17 in Water or East River Block and Part of Lot 10, Con. 6 (now in Town of Campbellford). |
| 19535 | Feb. 15... | Louis H. Stephens <i>et al.</i> | Parts of Lots Nos. 24 and 25, S. Block, town of Campbellford. |
| 19538 | 1911. Nov. 29... | Carrie Maines <i>et al.</i> ... | Parts of space between South Block and Water of East River Block, Campbellford. |
| 19563 | Sept. 8... | Annie L. Foster... | Parcel of land between South Block and Water or East River Block; and pt. of Lot 10, Con. 7 (now in Town of Campbellford). |
| *19564 | 1909. May 28... | Sarah A. Denne | Parts of Lots Nos. 103, 104, 105 & 106 and part of allowance for road between Lots Nos. 105 and 106, Con. 1 |

WELLAND

| | | | |
|-------|---------------------|-------------------------------|--|
| 19127 | 1911. April 7... | Charles D. Winn <i>et ux.</i> | Lot No. 18 and parts of lot Nos. 19, 20, 21, on N. side of Clarence St.; Lots 18, 19 and part of Lots 21, 22 and 23 on S. side of Park St. |
|-------|---------------------|-------------------------------|--|

*Too late for last year's Report.

**Except reserve 12' x 100' to Lucy D. McManus.

SESSIONAL PAPER No. 20

*(Concluded.)*DEEDS *(Concluded.)*

| District. | County. | Area. | Amount. |
|---------------------|--------------------------|--------------------------------|----------|
| Seymour..... | Northumberland, Ont..... | 0.2 acre..... | 1,530 00 |
| " | " | { 0.11 } { 0.03 } acre..... | 400 00 |
| " | " | 0.24 acre..... | 1,200 00 |
| " | " | 0.03 acre..... | 140 00 |
| " | " | 0.05 acre..... | 800 00 |
| E. Gwillimbury..... | York, Ont..... | 40.2 acres..... | 5,000 00 |

CANAL.

| | | | |
|------------------|-------------------|--|----------|
| Humberstone..... | Welland, Ont..... | | 4,000 00 |
|------------------|-------------------|--|----------|

H. F. ALWARD;
Departmental Solicitor.

LETTERS PATENT issued by the Department of Railways and Canals during the fiscal year ended March 31, 1912.

CANADIAN PACIFIC RAILWAY.

| Number. | Date. | Grantee. | Description. | Area. | Amount. | Remarks. |
|---------|---------------------|--------------------|---|--------------|----------------|----------|
| 19268 | 1912. Jan. 17... | Mary Plommer. | Quit-Claim deed of part of district Lot 261, district of New Westminster..... | 0.64 ac..... | % cts. 1 00 | |

INTERCOLONIAL RAILWAY.

| | | | | | | |
|-------|---------------------|-------------------|--|-------------|-------|--|
| 19137 | 1911. June 23... | Silas W. Copp.... | Deed of land in town of Sackville, Westmoreland County, N.B. | 0.1 ac..... | | |
|-------|---------------------|-------------------|--|-------------|-------|--|

TRENT CANAL.

| | | | | | | |
|-------|---------------------|---------------------------------|--|--------------|-------|--|
| 19229 | 1911. Aug. 24... | Hon. Jas. Cockburn <i>et al</i> | Revoking letters patent No. 3264 dated Dec. 9, '69, granting permission to keep erected and maintained a certain dam across the River Trent at Campbellford, Ont. .... | ..... | ..... |  |
| 19328 | Dec. 5.... | Thos. Robinson... | Deed of part of W. $\frac{1}{2}$ of Lot No. 25, Con. 10, T'p. of Eldon, Co. of Victoria, Ont | 2.75 ac..... | ..... |  |

WELLAND CANAL.

| | | | | | | |
|-------|---------------------|-------------------------|--|----------------|----------|--|
| 19248 | 1911. Sept. 1... | City of St. Catharines. | Deed of part of Lot 13, Con. 6, T'p. of Gratham, County of Lincoln, Ont..... | 13.55 ac. | 1,016 25 | |
|-------|---------------------|-------------------------|--|----------------|----------|--|

H. F. ALWARD,
Departmental Solicitor.

SESSIONAL PAPER No. 20

PROPERTY conveyed by the Department of Railways and Canals during the Fiscal Year ended March 31, 1912.

INTERCOLONIAL RAILWAY.

| No. | Date. | Grantee. | Description. | Area. | Amount. | Remarks. |
|-------|--------------------|-----------------------------|---|---------------|---------|-------------------|
| 19228 | 1911. Oct. 5... | Department of Public Works. | Transferring portion of I. C. R. wharf at Sydney, N. B. | 1,800 sq. ft. | ..... | Order in Council. |

CORNWALL CANAL.

| | | | | | | |
|-------|---------------------|-----------------------|---|-------|-------|-------|
| 19133 | 1911. July 31... | Township of Cornwall. | Transferring road culvert and fences on the Montreal road in the T.p. of Cornwall, County of Stormont, Ont. | | | |
|-------|---------------------|-----------------------|---|-------|-------|-------|

WELLAND CANAL.

| | | | | | | |
|-------|----------------------|-------------------------------------|--|-------------|-------|-------------------|
| 19246 | 1911. Sept. 11... | Department of Marine and Fisheries. | Part of Lot No. '1A' of the subdivision of Lot No. 28 Con. 1, Village of Port Colborne, T.p. Humberstone, Ont. | 0.525 acre. | | Order in Council. |
|-------|----------------------|-------------------------------------|--|-------------|-------|-------------------|

H. F. ALWARD,
Departmental Solicitor.

3 GEORGE V., A. 1913

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1912.

INTERCOLONIAL RAILWAY.

| Number of Release. | Date of Release. | Grantor. | Description. | Amount. |
|--------------------|-------------------|---|---|----------|
| | 1911. | | | \$ cts. |
| 19171 | July 21.. | The Charlton Steam Shipping Co., Ltd. | For damages to steamer <i>Hollinside</i> by I.C.R. car at wharf at Pugwash, N.S. | 150 00 |
| 19247 | Sept. 23.. | Mary McNeil and Donald J. McNeil. | For claims for damages due to death of John Edward McNeil. | 750 00 |
| 19288 | Oct. 16.. | Marguerite Morton... | For injuries sustained by John Morton in railway accident at Nash's Creek, N.B., on Oct. 6, 1909 | 1,000 00 |
| 19356 | Dec. 16.. | Mary Ann Gunnip (executrix estate of James Gunnip). | For claims for damages arising out of accident to James Gunnip on government railways. | 500 00 |
| *19392 | 1909. Aug. 2.. | Roman Catholic Bishop of diocese of Chatham, N.B. | For land taken for spurline at Petit Roche, parish of Beresford, county of Gloucester, N.B., and damages. | 600 00 |

RIDEAU CANAL.

| | | | | |
|-------|---------------------|------------------------|---|----------|
| 19514 | 1912. March 12.. | Township of Bedford... | For damages by the flooding of certain roads and bridges in township of Bedford, county of Frontenac, Ont., by the waters of the Wolfe and Bob's Lake reservoir systems in connection with the canal. | 1,000 00 |
|-------|---------------------|------------------------|---|----------|

SAULT STE. MARIE CANAL.

| | | | | |
|-------|--------------------|--------------------|---|--------|
| 19195 | 1911. Aug. 18.. | John Erickson..... | Damages arising out of accident to John Erickson owing to falling of plank from canal wall. | 750 00 |
|-------|--------------------|--------------------|---|--------|

SOULANGES CANAL.

| | | | | |
|-------|-------------------|-------------------|---|-------|
| 19156 | 1911. July 1.. | J. B. Besner..... | For damages to bridge over canal at St. Anthony's road. | 63 00 |
|-------|-------------------|-------------------|---|-------|

TRENT CANAL.

| | | | | |
|-------|---------------------|---|--|--------|
| 19082 | 1911. April 20.. | Elizabeth Jackson <i>et mar.</i> | For damages to lot No. 3, con. 8 and lot No. 3, con. 9, tp. of S. Burleigh, county of Peterborough, Ont. | 198 00 |
| 19083 | May 1.. | Mary Ann Routley <i>et mar.</i> | For damages to S.E. part of island No. 7, Stoney Lake, tp. of Dummer, county of Peterborough, Ont. | 200 00 |
| 19096 | May 2.. | Henry S. Bernard. . . | For damages to lot No. 6, con. A, tp. of S. Monaghan, county of Northumberland, Ont. | 80 00 |
| 19097 | April 29.. | Wm. Jno. Baptie and Wesley Sherin (executors estate of Peter Baptie). | For damages to island No. 12, Stoney Lake, tp. of Dummer, county of Peterborough, Ont. | 225 00 |
| 19111 | April 12.. | Michael Twomey <i>et al.</i> .. | For damages to N.E. $\frac{1}{4}$ of lot No. 18, con. 6, tp. of Emily, county of Victoria, Ont. | 75 00 |
| 19112 | April 24.. | Richard W. Johnson <i>et ux.</i> | For damages to lot No. 6, con. 4, township of Stanhope, county of Haliburton, Ont. | 85 00 |
| 19113 | May 26.. | John H. Hubble <i>et ux.</i> .. | For damages to W. $\frac{1}{2}$ of lot No. 30 and W. $\frac{1}{4}$ of lot No. 31, con. 11, tp. of Dummer, county of Peterborough, Ont. | 450 00 |

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1912—*Continued.*

TRENT CANAL—*Continued.*

| Number of Release. | Date of Release. | Grantor. | Description. | Amount. |
|--------------------|------------------|--|---|----------|
| | 1911. | | | \$ cts. |
| 19128 | May 27.. | Thos. J. W. E Storey <i>et ux.</i> | For damages to the N.W. $\frac{1}{4}$ of lot No. 19, con. 3, tp. of Emily, county of Victoria, Ont. | 240 00 |
| 19129 | May 1.. | Patrick Y. Crowley <i>et ux.</i> | For damages to the S. $\frac{1}{2}$ of lot No. 5, con. 10, tp. of Ennismore, county of Peterborough, Ont. | 30 00 |
| 19130 | April 30.. | James Acton <i>et ux.</i> | For damages to island No. 9 and to lot No. 3, etc., tp. of S. Burleigh, county of Peterborough, Ont. | 398 00 |
| 19131 | May 27.. | Thos. Cavanagh <i>et ux.</i> | For damages to S.E. $\frac{1}{4}$ of lot No. 7, con. 8, tp. of Ennismore, county of Peterborough, Ont. | 108 00 |
| 19138 | May 16.. | Robt. H. Casey <i>et al.</i> | For damages to S. $\frac{1}{2}$ of lot No. 18, con. 4, tp. of Emily, county of Victoria, Ont. | 150 00 |
| 19170 | April 20.. | William McGuire <i>et al.</i> | For damages to lot No. 4 and the W. $\frac{1}{2}$ of lot No. 5, con. 13, tp. of Harvey, county of Peterborough, Ont. | 150 00 |
| 19287 | Sept. 28.. | John J. McBain <i>et ux.</i> | For damages to island No. 16 "A", tp. of S. Burleigh, county of Peterborough, Ont. | 460 00 |
| 19289 | July 28.. | Daniel Maloney <i>et al.</i> | For damages to part of lot No. 9, con. 10, tp. of Douro, county of Peterborough, Ont. | 25 00 |
| 19290 | July 31.. | Jos. A. Brown <i>et al.</i> (estate of Robt. Brown). | For damages to W. $\frac{1}{2}$ of lot No. 30, con. 5, tp. of Dummer, county of Peterborough, Ont. | 40 00 |
| *19308 | March 25. | Stephen H.O'Connor <i>et al.</i> | For damages to the S. $\frac{1}{2}$ of lot No. 2, con. 7, tp. of Ennismore, county of Peterborough, Ont. | 400 00 |
| 19309 | July 18.. | Susan F. Irwin <i>et conjux.</i> | For damages to lots Nos. 48 and 49 con. 15, tp. of Smith, county of Peterborough, Ont. | 750 00 |
| 19329 | Nov. 9.. | John H. Fallis <i>et al.</i> | For damages to lot No. 7, con. 3, tp. of S. Monaghan, county of Northumberland, Ont. | 560 00 |
| 19330 | Nov. 14.. | Wm. Pamment <i>et al.</i> | For damages to the N. $\frac{1}{2}$ of lot No. 15, con. 2, tp. of S. Monaghan, county of Northumberland, Ont. | 525 00 |
| 19331 | Dec. 15.. | Township of Bexley. | For damages to public roads, streets and highways in the tp. of Bexley, county of Victoria, Ont. | 1,000 00 |
| 19332 | July 14.. | Isaac Moore <i>et ux.</i> | For damages to the N. $\frac{1}{2}$ of lot No. 23, con. 6, tp. of Emily, county of Victoria, Ont. | 80 00 |
| 19333 | Nov. 25.. | Robt. T. Hill <i>et al.</i> | For damages to lot No. 9, con. 6, tp. of Harvey, county of Peterborough, Ont. | 320 00 |
| 19334 | Oct. 24.. | John J. Northey <i>et al.</i> | For damages to the N. $\frac{1}{2}$ of lot No. 31, con. 15, tp. of Smith, county of Peterborough, Ont. | 100 00 |
| 19335 | Nov. 3.. | Eustace H. Grubb <i>et ux.</i> .. | For damages to island No. 83 tp. of Burleigh (southern division), county of Peterboro', Ont. | 25 00 |
| 19355 | Sept. 19.. | Jas. J. Nicholls <i>et ux.</i> | For damages to lots Nos. 9 and 10 on N. side of Church St. and lot No. 13, on side of Victoria St., village of Omemee, Co. of Victoria, Ont. | 80 00 |
| 19337 | Nov. 15.. | Samuel Truman <i>et al.</i> | For damages to E. $\frac{1}{2}$ of lot No. 22, con. 8, tp. of Eldon, county of Victoria, Ont. | 175 00 |
| 19388 | Sept. 14.. | Isabel Eastwood <i>et al.</i> | For damages to part of reservation referred to as West Esplanade on plan of portion of lot No. 12, W. of Communication road, tp. of Smith, county of Peterborough, Ont. | 400 00 |
| 19389 | July 17.. | Mary Jane Adams <i>et al.</i> .. | For damages to lot No. 1 and the W. $\frac{1}{2}$ of lot No. 2, con. 17, tp. of Harvey, county of Peterborough, Ont. | 63 00 |
| 19390 | Aug. 28.. | Wm. Miles <i>et ux.</i> | For damages to part of lot No. 31, con. 6, and W. $\frac{1}{2}$ of lot No. 30, con. 7, tp. of Dummer, county of Peterborough, Ont. | 208 00 |
| 19391 | July 29.. | George Irwin <i>et ux.</i> | For damages to lot No. 2 on S. side of Ash street, in village of Port Colborne, county of Welland, Ont., caused by raising street level. | 440 00 |
| 19412 | July 11.. | Mary H. Kelly <i>et al.</i> (estate of W. S. Kelly). | For damages to E. $\frac{1}{2}$ of lot No. 2, con. 17, tp. of Harvey, county of Peterborough, Ont. | 48 00 |
| 19413 | May 10.. | John Krager <i>et ux.</i> | For damages to N. $\frac{1}{2}$ of W. $\frac{1}{2}$ of lot No. 23, con. 16, tp. of Harvey, county of Peterborough, Ont. | 60 00 |
| 19507 | Dec. 30.. | Township of Emily. | For damages to certain municipal road allowances in tp. of Emily, county of Victoria, Ont. | 1,975 00 |

3 GEORGE V., A. 1913

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1912—*Continued.*

TRENT CANAL—*Concluded.*

| Number of Release. | Date of Release. | Grantor. | Description. | Amount. |
|--------------------|--------------------|--------------------------------------|---|---------|
| | | | | \$ cts. |
| *19508 | 1910. Nov. 19.. | Wm. H. Bradburn <i>et ux.</i> | For damages to S. $\frac{1}{2}$ of lot No. 20 and lot No. 21, con. 5, tp. of Emily, county of Victoria, Ont. | 352 00 |
| 19510 | 1912. Feb. 26.. | Roy Northey <i>et al.</i> | For damages to W. $\frac{1}{2}$ of lot No. 28, con. 14, tp. of Smith, county of Peterborough, Ont. | 60 00 |
| *19513 | 1910. Nov. 1.. | Leo Cadigan..... | For damages to part of lot No. 4 in the 10th con. of Ennismore, county of Peterborough, Ont. | 1 00 |
| 19519 | 1912. March 7.. | Township of Smith <i>et al.</i> | For damages to part of lot No. 12, west of the Communication road, tp. of Smith, county of Peterborough, Ont. | 450 00 |
| 19520 | 1911. Nov. 27.. | Wm. A. Davis <i>et al.</i> | For damages to the S. $\frac{1}{2}$ of lot No. 19, con. 8, tp. of Emily, county of Victoria, Ont. | 150 00 |
| 19522 | 1912. Jan. 27.. | Ann Anderson..... | For damages to the E. 7 ac. of part of lot No. 12, con. 9, tp. of Hamilton, county of Northumberland, Ont. | 30 00 |
| 19533 | 1911. Oct. 26.. | Thos. C. W. McCague <i>et al.</i> | For damages to the S. $\frac{1}{2}$ and to the N.E. $\frac{1}{4}$ of lot No. 19, con. 3, tp. of Emily, county of Victoria, Ont. | 150 00 |
| 19536 | 1912. Jan. 27.. | Emaline B. Couch..... | For damages to part of lot No. 2, con. 1, tp. of Alnwick, county of Northumberland, Ont. | 200 00 |
| 19565 | Jan. 5.. | Elizabeth Jackson <i>et al.</i> . . | For damages to lot No. 4, con. 10, tp. of Burleigh, (southern division) county of Peterborough, Ont. | 240 00 |
| 19566 | Jan. 23.. | Willam Puffer <i>et ux.</i> | For damages to the W. $\frac{1}{2}$ of lot No. 32, con. 10, tp. of Dummer, county of Peterborough, Ont. | 75 00 |
| 19567 | 1911. Nov. 28.. | William Batten <i>et al.</i> | For damages to island No. 7, Buckhorn Lake, tp. of Harvey, county of Peterborough, Ont. | 75 00 |
| 19568 | July .20.. | Ann Anderson <i>et al.</i> | For damages to lot No. 2 on the north side of Ash street, in village of Port Colborne, Ont. | 600 00 |

WELLAND CANAL.

| | | | | |
|-------|--------------------|-----------------------------------|--|--------|
| 19127 | 1911. April 7.. | Charles D. Winn <i>et ux.</i> . . | For damages to lot No. 17, on the N. side of Clarence St., and to lot No. 17 on S. side of Park St., Port Colborne, Ont. | 550 00 |
|-------|--------------------|-----------------------------------|--|--------|

* Too late for last year's report.

H. F. ALWARD,
Departmental Solicitor.

PART III

REPORTS OF THE GOVERNMENT RAILWAYS MANAGING
BOARD AND OTHER OFFICIALS

FOR THE YEAR 1911-12

Government Railways Managing Board.

W. B. MacKenzie, Chief Engineer, I.C.R.

T. C. Burpee, Engineer of Maintenance, I.C.R.

G. R. Joughins, Superintendent of Motive Power, I.C.R.

S. L. Shannon, Comptroller, I.C.R.

Statement of Casualties, I.C.R.

S. L. Shannon, Comptroller, Windsor Branch.

T. C. Burpee, Engineer of Maintenance, Windsor Branch.

W. B. MacKenzie, Chief Engineer, P.E.I. Ry.

H. McEwen, Superintendent, P.E.I. Ry.

W. S. Poole, Mechanical Superintendent, P.E.I. Ry.

W. T. Huggan, Accountant and Auditor, P.E.I. Ry.

Statement of Casualties, P.E.I. Ry.

Chairman and Secretary of Government Railways Provident Fund.

MONCTON, N.B., June 14, 1912.

SIR,—The Government Railways Managing Board have the honour to submit the following report on the working of the Government Railways during the fiscal year ended March 31, 1912:—

The board was constituted as follows:—

- Mr. A. W. Campbell, C.E., chairman, Ottawa.
- Mr. D. Pottinger, I.S.O., assistant chairman, Moncton.
- Mr. E. Tiffin, general traffic manager, Moncton.
- Mr. F. P. Brady, general superintendent, Moncton.
- Mr. J. B. T. Caron, general solicitor, Moncton.

There were eleven meetings of the board during the year, three of these in Montreal and eight in Moncton.

The railways under the control of the board are:

The Intercolonial railway, the Windsor Branch railway, and the Prince Edward Island railway.

Separate accounts are kept for each of these railways, and they will be considered separately in this report.

INTERCOLONIAL RAILWAY.

The following reports of officials are inclosed:—

Report of the Chief Engineer on works charged to capital account.

The report of the Chief Engineer of Maintenance on the repair and renewal of the permanent way buildings and works.

Report of the Superintendent of Motive Power, and of the Mechanical Department's Accountant, with the statements relating to the Mechanical Department.

Also the general accounts of the railway prepared by the Comptroller, as follows:—

1. Capital account.
2. Revenue account.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores account.
9. General balance.
10. Statement of averages.

Return of casualties.

The length of railway in operation during the year 1910-11 was 1,455.63 miles.

In September, 1911, the branch line from Ferrona Junction to Sunny Brae, in the County of Pictou, N.S., was acquired. The mileage of this branch line is 12.52 miles—so that the length of road in operation on March 31, 1912, was 1,468.15 miles.

CAPITAL ACCOUNT.

The cost of the road and equipment on March 31, 1911, was \$93,035,371.08. The additions during the year were as follows:—

| | |
|---|-------------|
| Air brakes—to improve triple valves. | \$ 7,150 00 |
| Bridges—to strengthen. | 53,551 40 |
| Campbellton—to increase accommodation at. | 176,810 41 |
| Chatham—diversion of the line and branch to wharf | 210,563 93 |
| Construction of spur line from Hampton station to Hampton village. | 1,711 08 |
| Freight cars—air brakes to. | 12,160 00 |
| Freight cars—to exchange draw bars of | 1,999 72 |
| Fredericton—to increase accommodation at. | 42,978 63 |
| General protection of highways. | 114,266 28 |
| Halifax—docks and wharves at. | 98,898 72 |
| Halifax—to increase accommodation at. | 73,989 59 |
| Moncton—addition to general office building. | 80,626 67 |
| Moncton—locomotive and car shops with equipment and new freight yard and cut-off line. | 106,936 31 |
| Mulgrave—improvements at. | 28,961 12 |
| New Glasgow—double tracking at. | 26,069 15 |
| Original construction. | 175 96 |
| Passenger cars—to equip with fire extinguishers and tool boxes. | 6,400 00 |
| Princess Pier—additional facilities at. | 15 05 |
| Rivière du Loup—engine house equipment. | 6,645 41 |
| Rolling stock. | 128,485 13 |
| Steamer <i>Scotia</i> —new machinery for. | 832 68 |
| Stellarton—to increase accommodation at. | 30,000 00 |
| St. John—to increase accommodation at | 25,600 00 |
| Surveys and inspections. | 564 69 |
| Sydney Mines diversion. | 249,929 45 |
| To increase accommodation and facilities along the line | 50,952 23 |
| Towards the construction of a railway from a point on the Intercolonial railway at or near New Glasgow, in the County of Pictou, to the Town of Guysboro', and from the said line of railway at Cross Roads Country Harbour to the deep water of the said harbour. | 113,406 49 |
| Towards the construction of a railway from a point on the Intercolonial railway at or near Dartmouth, in the County of Halifax, via Musquodoboit Har- bour and the Valley of the Musquodoboit to Dean's Settlement, in the said county. | 24,696 31 |
| Towards the construction of a railway from a point on the Intercolonial railway at or near Alba, in the County of Inverness, to the Town of Bad- deck, in the County of Victoria. | 11,121 01 |
| Truro—to increase accommodation at. | 24,951 14 |

Making the total cost on March 31, 1912. \$94,745,819 64

Explanations in regard to the expenditure on capital account will be found in the report of the Chief Engineer, and in the report of the Superintendent of Motive Power.

SESSIONAL PAPER No. 20

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

| | |
|--------------------------|-----------------|
| Gross earnings.. . . . | \$10,593,785 84 |
| Working expenses.. . . . | 10,591,035 84 |
| Net earnings.. . . . | \$ 2,750 00 |

There was a gain of \$539,569.69 from the operation of the railway for the year. Of this surplus \$536,819.69 was transferred in March to equipment renewal account, so that when the books were closed at the end of the year they showed net earnings \$2,750.

The gross earnings compare as follows with those of the previous year:—

| | |
|--------------------|-----------------|
| In 1911-12.. . . . | \$10,593,785 84 |
| In 1910-11.. . . . | 9,863,783 40 |
| Increase.. . . . | \$ 730,002 44 |

The earnings from passenger traffic compare as follows:—

| | |
|--------------------|-----------------|
| In 1911-12.. . . . | \$ 3,017,304 63 |
| In 1910-11.. . . . | 2,899,419 82 |
| Increase.. . . . | \$ 117,884 81 |

The earnings from freight traffic compare as follows:—

| | |
|--------------------|-----------------|
| In 1911-12.. . . . | \$ 7,008,300 49 |
| In 1910-11.. . . . | 6,344,595 66 |
| Increase.. . . . | \$ 663,704 83 |

The earnings from mails, express freight and miscellaneous compare as follows:—

| | |
|--------------------|---------------|
| In 1911-12.. . . . | \$ 568,180 72 |
| In 1910-11.. . . . | 619,767 92 |
| Decrease.. . . . | \$ 51,587 20 |

The earnings by mile of railway compare as follows:—

| | |
|--------------------|-------------|
| In 1911-12.. . . . | \$ 7,215 74 |
| In 1910-11.. . . . | 6,776 30 |
| Increase.. . . . | \$ 439 44 |

The earnings by train mile compare as follows:—

| | |
|--------------------|---------|
| In 1911-12.. . . . | \$ 1 43 |
| In 1910-11.. . . . | 1 42 |

The numbers of passengers carried compare as follows:—

| | |
|--------------------|-----------|
| In 1911-12.. . . . | 3,416,553 |
| In 1910-11.. . . . | 3,232,895 |
| Increase.. . . . | 183,658 |

There was an increase of 158,437 in the number of local passengers and of 25,171 in the number of through passengers.

The weight of revenue producing freight compares as follows:—

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| | Tons. |
|----------------------|-----------|
| In 1911-12.. | 4,536,599 |
| In 1910-11.. | 4,101,400 |
| Increase.. | 435,199 |

There was an increase in local freight of 367,052 tons, and also an increase in through freight of 68,147 tons.

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Statement of receipts, showing the receipts monthly from passenger traffic, freight traffic, and mails and sundries.

Passenger statement, showing monthly the number of local and of through passengers carried and the mileage.

Freight statement, showing monthly the number of tons of local and through freight carried, and the mileage.

Comparative statement, showing the principal articles of freight carried during this year and the preceding year.

Descriptive statement of freight transported, showing a few of the principal articles.

Statement of coal transported, showing the stations 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.

Statements of the ocean-borne passenger business at Halifax, at St. John and at Quebec, showing the number of passengers received by the railway from each of the steamers named.

Statements of ocean-borne freight traffic at Halifax and at St. John, showing the quantity of freight imported and exported by the lines of steamers named and carried over the railway.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

| | |
|----------------------|-----------------|
| In 1911-12.. | \$10,591,035 84 |
| In 1910-11.. | 9,595,976 79 |
| Increase.. | \$ 995,059 05 |

The averages compare with those of last year as follows:—

Per mile run by engines—

| | |
|----------------------|--------|
| In 1911-12.. | 1.1248 |
| In 1910-11.. | 1.0777 |

Per mile run by trains—

| | |
|----------------------|------|
| In 1911-12.. | 1.43 |
| In 1910-11.. | 1.37 |

Working expenses per mile of railway—

| | |
|----------------------|-------------|
| In 1911-12.. | \$ 7,213 86 |
| In 1910-11.. | 6,592 33 |

The Engineer of Maintenance reports that the road was never in better condition. During the year 476,048 ordinary ties and 190 sets of switch ties were put in. 151½ miles of track were ballasted.

1.83 miles of additional sidings were provided at various points.

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Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 30.55 miles of fences were built.

The snow sheds and snow fences were repaired.

The Superintendent of Motive Power in his report, which is sent herewith, states that the general condition of the rolling stock is good.

One colonist car, fifty box cars, one refrigerator car, thirty-eight platform cars and ten freight vans were rebuilt in the railway shops to replace an equal number taken out of service.

One milk car was built, and two of the steam motor cars were converted into first-class and baggage cars, in the railway shops.

Five passenger locomotives of the Pacific type and three passenger locomotives of the ten-wheel type, five first-class passenger cars, three colonist cars, Forty-six steel side-dump cars, three hundred and seventy-one box cars, one refrigerator car, seventy platform cars and two stock cars were purchased. The eight locomotives replaced seventeen old small type locomotives, nine of the latter being taken off the register in consequence; the tractive power of the eight modern locomotives exceeding by 6,444 lbs. the tractive power of the seventeen smaller locomotives. Two of the first-class passenger cars purchased replaced the same number taken out of the service. The forty-six steel side-dump cars replaced three hundred and eighty-three six-ton hopper cars which were taken out of the service. Except as noted as above the cars purchased replaced an equal number of cars taken out of the service.

All the above were charged to working expenses.

STORES.

| | |
|--|----------------|
| The value of stores purchased was.. . . . | \$3,710,077 38 |
| The value of stores used was.. . . . | 4,192,961 31 |
| The value of materials sold was.. . . . | 282,417 49 |
| The value of stores on hand at the end of the year | |
| was:— | |
| Miscellaneous.. . . . | 568,723 71 |
| Fuel.. . . . | 190,007 97 |
| Roadway and bridge material.. . . . | 620,978 91 |
| Total.. . . . | \$1,379,710 59 |

GENERAL.

The winter of 1911-12 was an average one. Very severe cold was experienced in some localities, while the snow fall on the line was considerable. The expenditure for clearing snow and ice was \$151,580.68 as compared with \$119,612.80 during the previous winter.

The branch line from New Glasgow to Thorburn, owned by the Acadia Coal Company, was operated by the Intercolonial railway, with a tri-weekly service, from September 12 to October 14, 1911.

The expenses of operation amounted to \$51.10 and the receipts for passenger traffic amounted to \$96.90.

WINDSOR BRANCH RAILWAY.

The line extends from Windsor Junction to Windsor, N.S., and is 32 miles in length. It is under lease to the Dominion Atlantic Railway Company, which operates the line, and which has also running powers over the Intercolonial railway between Windsor Junction and Halifax.

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The Windsor branch is maintained by the government, and the company pays to the government one-third of the gross earnings.

The following statement of the accounts prepared by the Comptroller are inclosed:—

- No. 1. Revenue account.
- No. 2. Maintenance of way and structures.
- No. 3. General balance.
- No. 4. Statement of earnings.

Also the report of the Engineer of Maintenance on the work done during the year, and on the condition of the branch:—

| | |
|---|--------------------|
| The revenue ($\frac{2}{3}$ earnings) was.. . . . | \$73,176 60 |
| The cost of maintenance was.. . . . | 33,854 05 |
| Net earnings.. . . . | <u>\$39,322 55</u> |

The earnings increased considerably, compared with those of the previous year, as follows:—

| | |
|--------------------------|--------------------|
| Earnings 1911-12.. . . . | \$73,176 60 |
| Earnings 1910-11.. . . . | 48,191 43 |
| Increase.. . . . | <u>\$24,985 17</u> |

There was a slight increase in passenger traffic, while the mail earnings remained stationary. There was a large increase in freight traffic.

The Engineer of Maintenance reports that the track, bridges, and structures have been kept in good repair.

PRINCE EDWARD ISLAND RAILWAY.

The railway is 267.5 miles in length and the gauge is 3 feet 6 inches.

The following reports of officials are inclosed:—

Report of the Chief Engineer on the works charged to capital account.

Report of the Superintendent, who sends statements of the various accounts prepared by the Accountant and Auditor, also the report of the Mechanical Superintendent and the statements in regard to that department, also the return of casualties which occurred during the year:—

| | |
|--|----------------|
| The cost of road equipment on March 31, 1911, was. | \$8,559,685 47 |
| The expenditure during the year was.. . . . | 128,041 91 |

Making the total cost on March 31, 1912.. . . \$8,687,727 38

The report of the Superintendent and the report of the Chief Engineer give the details and explanations in regard to capital expenditure.

| | |
|--|---------------------|
| Gross earnings.. . . . | \$ 367,203 39 |
| The working expenses for the year were.. . . . | 449,962 91 |
| Deficiency.. . . . | <u>\$ 82,759 52</u> |

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The gross earnings compare with the previous year as follows:—

| | |
|----------------------|---------------|
| In 1911-12.. | \$ 367,203 39 |
| In 1910-11.. | 337,419 55 |
| Increase.. | \$ 29,783 84 |

The increase was in both passenger and freight traffic.

The working expenses compare with the previous year as follows:—

| | |
|----------------------|---------------|
| In 1911-12.. | \$ 449,962 91 |
| In 1910-11.. | 424,104 00 |
| Increase.. | \$ 25,858 91 |

The necessary work was done to maintain the permanent way and works, and the rolling stock, and they are in a state of efficiency.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

The report of the fund, which has been separately furnished, shows:—

| | |
|--|---------------|
| Credit balance on March 31, 1911.. | \$ 273,480 01 |
| During the fiscal year the contributions of the employees amounted to.. | \$1,119 81 |
| The contributions of the railways amounted to.. . . | \$1,119 81 |
| Amounts received for refunds.. | 1,482 08 |

| | |
|-------------------------------------|---------------|
| A total of.. | \$ 437,201 71 |
| The total expenditure was.. | 135,247 37 |

| | |
|--|---------------|
| Leaving a balance of.. | \$ 301,954 34 |
| To which is to be added the interest.. | 7,280 37 |

Making a total amount to the credit of the fund on

| | |
|--------------------------|---------------|
| March 31, 1912.. | \$ 309,234 71 |
|--------------------------|---------------|

During the year twenty-nine employees were retired and placed upon the fund, and twenty-three have died, leaving three hundred and eighty-seven persons on the list receiving an allowance from the fund at the end of the fiscal year. This is an increase of six persons compared with last year.

In March, 1912, Mr. D. McDonald, Superintendent, Intercolonial railway, at Lévis, Que., was appointed a member of the board in the place of Mr. W. A. Dubé.

We have the honour to be, sir,

Your obedient servants,

A. W. CAMPBELL, Chairman,
D. POTTINGER, Assistant Chairman,
E. TIFFIN, General Traffic Manager,
F. P. BRADY, General Superintendent,
J. B. T. CARON, General Solicitor.
Government Railways Managing Board.

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MONCTON, N.B., June 14, 1912.

Honourable FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit the following report on Capital Account expenditure for the fiscal year ending March 31, 1912.

To increase accommodation at Halifax—

A freight shed was built by contract on quay wall of crib-work (pier No. 9), at Richmond. Electric lighting was installed in this shed by the Railway Department.

A drop-pit was provided in the car repair shop for removing old car wheels and putting in new wheels.

A contract was let for a reinforced cement concrete pier and shed at deep-water terminus (pier No. 2).

A rack was provided in the freight car repair shop for testing triple valves for air-brakes.

The following lots of land were purchased that were required in connection with the improvements to Richmond yard:—

Thomas Flynn, lot No. 1—1,238 square feet.

Abigail Hunt, lot No. 3—4,734 square feet.

Patrick Dwyer, lot No. 4—4,785 square feet.

Isaac Creighton, lot No. 5—10,320 square feet.

John McKinnon, lot No. 6—5,108 square feet.

Isaac Creighton, lot No. 7—7,657 square feet.

Richard Shea, lot No. 8—5,543 square feet.

Emma F. and Susan L. Knowlton, lot No. 9—12,521 square feet.
7,622 lineal feet of track were laid in Richmond yard.

Borings and soundings required in connection with the proposed harbour improvements were made.

To increase accommodation at Truro—

Plans and specifications were prepared for a stone passenger station and a brick freight shed. Tenders were asked and contracts let and work of construction commenced.

Land required in connection with improvements was purchased as follows:—

Howard O. Christie, 14,476 square feet.

James D. Ross, 16,104 square feet.

2,966 lineal feet of tracks were laid in this yard.

Double tracking at New Glasgow—

A second track was laid through New Glasgow yard, 0.58 miles.

To increase accommodation at Stellarton—

Plans and specifications were prepared, tenders asked, and contract let for six additional stalls to the engine-house. The building was practically completed. The material required for the hot water heating plant was ordered and delivered and the work of installation of the plant commenced, and will be completed in fiscal year 1912-13.

1,061 lineal feet of new tracks were laid.

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Addition to general office building at Moncton—

Plans and specifications were prepared, tenders asked and a contract let for an addition to the general office building. The work of construction is well advanced.

Contracts were let for the electric passenger elevator and the hot water heating system required in connection with this building and the work of installing is well under way.

All the electric work in connection with this building is being done by day labour by our electrical department.

This work will be completed early in fiscal year 1912-13.

To increase accommodation at St. John—

1,300 square yards of granite paving were laid at the freight sheds and station yard, and on roadway to station from Pond street.

The power-house at the elevator was extended and a new boiler and generator installed, which gives sufficient power to supply the electricity required by the Intercolonial railway at this point.

The electricity was formerly supplied by St. John Street Railway Company, and two small plants located in the elevator and engine-house which have been dismantled. On account of our plant not being in operation during the day, electric light is being supplied for the freight offices and the city ticket office by the St. John Street Railway Company.

A second track was laid between Island yards and Cold Brook, 1.10 miles.

To increase accommodation at Fredericton—

A new brick and stone passenger station was provided.

The following lots of land required in connection with improvements to be made were purchased from the following parties:—

John G. Boyd, lot No. 1—8,448 square feet.

James D. Lynn, lot No. 2—718 square feet.

Estate of Catherine E. Coy, lot No. 3—1,932 square feet.

A. D. Thomas, lot No. 3—Buildings.

Mrs. Ellen Flanagan, lot No. 4—9,400 square feet.

N. Moore, lot No. 5—7,500 square feet.

R. W. McLellan, lot No. 5—Buildings.

A. F. Randolph & Sons, lot No. 6—9,115 square feet.

To increase accommodation at Campbellton—

A brick station with stone trimmings was built.

A concrete platform in connection with the new station was partly built. On account of the cold weather work had to be suspended last fall. It will be completed in the spring as soon as the weather will permit.

Buildings for rest rooms were provided for enginemen and trainmen.

On account of the rearrangement of the yard a wooden freight shed was constructed on a new location by day labour. The temporary freight shed which was built after the fire was taken down and the materials used in the construction of permanent freight shed.

A car repair shop was provided.

A sand house was built.

A drop pit was provided in the engine-house for changing wheels on rolling stock.

The coaling pockets were taken down and erected on a new location near the engine-house, and three additional pockets added.

A loading platform was provided.

A subway was built.

21,485 lineal feet of new tracks were provided.

Diversion of line at Chatham and branch to wharf—

The contract which was let last year for a diversion of the line from Nelson station, easterly through the town of Chatham, thence to a point about $1\frac{1}{4}$ miles east of the town limits, three miles west of Loggieville, a distance of 8.28 miles, was completed.

The ballasting, which was not included in the above contract, will be done during next year.

Plans were prepared for a new freight shed at Chatham and for remodelling the existing station at Nelson for a freight shed. The material required for these sheds was ordered.

Plans and specifications were prepared for new stations at Chatham and Nelson.

The following persons were paid for land required for the right-of-way:—

- Lot No. 2, Jos. Gardner.
- Lot No. 9a, John P. Burchill.
- Lot No. 9b, John P. Burchill.
- Lot No. 63a., Alex. Fraser.
- Lot No. 81, F. M. Tweedie.
- Lot No. 85, Richard Walsh.
- Lot No. 88, Rev. Jos. Theberge.
- Lot No. 93, J. D. Creaghan.
- Lot No. 96, W. S. Loggie.
- Lot No. 97, J. C. Miller.
- Lot No. 98, J. C. Miller.
- Lot No. 122, John Irvine.
- Lot No. 129, Estate of James Bremner.
- Lot No. 133, Mrs. Francis McEwen.
- Lot No. 134, Helen Dickeson.
- Lot No. 135, Peter England.

Information was prepared for the following cases to be referred to the Exchequer Court.

- Lot No. 1, John O'Brien.
- Lot No. 37, Wm. Wilkinson.
- Lot No. 43 & 43a, John McLaggan.
- Lot No. 44, Geo. E. Fisher.
- Lot No. 75a, Elizabeth Watt.
- Lot No. 77a, Elizabeth Watt.
- Lot No. 83, Hon. L. J. Tweedie.
- Lot No. 87, A. F. & A. R. Loggie.
- Lot No. 96, W. S. Loggie.
- Lot No. 104a, Miramichi Lumber Co.
- Lot No. 104b, Miramichi Lumber Co.
- Lot No. 106, Miss Mary McLaughlin.
- Lot No. 111, Miramichi Lumber Co.
- Lot No. 130, Thos. Foley.
- Lot No. 131, Thos. Foley.

Engine-house equipment, &c., Rivière du Loup—

An 8-inch cast-iron sewer was laid from the drop pit in the engine house into the mud basin on the main line of the sewer to the river.

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Surveys and inspections—

A preliminary instrumental survey was made from Little Narrows to Whycocomagh.

Locomotive and car shops with equipment and new freight yard and cut-off line at Moncton—

Two hydrants and piping for fire protection were installed in the lumber yard.

For details of jib cranes, triple air-brake testing rack, drop pit for passenger cars, scrap bins, safety cylinders for five buzz planers, furnace for rivet and track bolt machine, machine for sewing and binding carpets, fire hose nozzles and ladders, sewers for closets, drainage around shop, oxy-acetylene welding plant, two hydrauligraphs, ventilator over tire setting apparatus in smith shop, see report of Superintendent of Motive Power and Rolling Stock.

A pitch and gravel roof was put on the gas producer plant building.

The Exchequer Court award in the case Wallberg vs. the King in connection with the sewers and water system for the new shops and yard was paid.

The Exchequer Court award in the case Moncton Land Co. and Pacific Breau vs the King for the land for the right-of-way for the cut-off line was paid. The cut-off line was advertised for tenders.

Geo. B. Willett and F. M. Tennant were paid for land, lot No. 7, for right-of-way for cut-off line.

To increase accommodation and facilities along the line—

Ste. Flavie.—A standard sand house was provided.

Ste. Flavie.—1,000 lineal feet of new tracks were provided.

Ste. Flavie.—An ice-house was provided.

Mulgrave.—The power-house was extended.

Lourdes.—A station was built.

Jacquet River.—The existing waiting-room and baggage-room was enlarged.

Moffatts.—A new freight shed was provided.

Mitchells.—A loading platform was built and 511 additional feet of siding put in.

Maccan.—904 feet of new track laid in the yard.

Torryburn.—A new siding provided, 346 feet long, also a loading platform.

Carmel.—A new freight shed built.

St. Wenceslas.—An addition was built to the existing freight shed.

Ste. Monique.—Water was provided for the dwelling for the agent.

Pugwash Junction.—A loading platform was built and 405 lineal feet of track laid.

Ste. Anne.—A stand pipe was installed.

Tatamagouche.—Hot-air heating was installed in the station and water closets provided.

Quispamsis.—A new freight shed was provided.

Between Mitchell and Ste. Perpetue.—A telegraph line was put up.

Linwood.—A shelter and platform was provided.

Ashfield, a crossing.—Siding was put in about 1½ miles west of Orangedale, 360 feet long.

St. Augustine.—A siding was put in 821 feet long.

Ste. Perpetue.—Land was provided for siding accommodation.

Proberts.—A shelter and platform were provided.

Between Old Lake road and Ste. Alexandre.—A new siding was put in 401 feet long.

McKays.—The existing siding was extended 540 feet.

20—8½

Moirs Dump.—A culvert was built.

Levis.—An ice-house was built.

Levis.—A concrete platform was provided.

Levis.—The estate of William Rhodes was paid for 1,783 square feet of land.

Bear Brook Siding.—Land was purchased for loading accommodation.

Sydney.—A fire hydrant was installed near the cattle-pen at the east end of the freight shed.

Oxford.—Water was put in the station by connecting a 1-inch pipe to the town water supply.

Wells at stations.—Water was provided for the stations at Tobins, Beau Rivage, and Elmsdale.

Amherst.—8,133 square feet of asphalt macadam paving was laid on Amherst Station roadway.

TO STRENGTHEN BRIDGES.

River du Sud bridge—

This is a through plate girder bridge, 9 spans. Seven of the spans, 65 feet long, were renewed during the year and the necessary alterations made to the masonry.

Etchemin bridge—

The steelwork for new deck plate girder bridge, 49 feet long over all, was delivered on the ground and will be erected early next year.

Antigonish bridge—

The through truss bridge, 1 span, 165 feet from centre to centre of bearings, which was delivered last year, was erected in place.

Bagot Tank bridge—

One through plate girder span, 23 feet long over all, was erected in place.

Nelson undercrossing—

One deck plate girder span, 34 feet over all, was erected in place.

During the year rolled beam spans were constructed and erected by our bridge crews as follows:—

| | Feet. | Inches. |
|--|-------|---------|
| 2½ miles east of Harbour au Bouche station, 1 span.. | 12 | |
| 1 mile east of Linwood station, 1 span.. | 12 | |
| ½ mile west of Linwood station, 1 span.. | 11 | |
| 1½ miles west of Pomquet station, 1 span.. | 17 | |
| ¾ mile west of Antigonish station, 1 span.. | 19 | |
| ½ mile west of James River station, 1 span.. | 12 | 6 |
| ¼ mile west of Woodburn station, 1 span.. | 11 | |
| 1 mile west of Truro station, 1 span.. | 11 | |
| ½ mile west of Londonderry station, 1 span.. | 11 | 6 |
| 2 miles west of Londonderry station, 1 span.. | 11 | 6 |
| ¼ mile east of Westchester station, 1 span.. | 11 | |
| ½ mile west of Oxford Junction station, 1 span.. | 10 | 6 |
| 3 miles west of Springhill station, 1 span.. | 9 | 6 |
| ½ mile west of Passekeag station, 1 span.. | 18 | 6 |
| 1½ miles west of Coal Branch station, 1 span.. | 11 | |
| ¼ mile east of Birch Ridge station, 1 span.. | 11 | |

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| | Feet. | Inches. |
|---|-------|---------|
| 1½ miles west of Adamsville station, 1 span.. . . . | 9 | 6 |
| 1 mile west of Harcourt station, 1 span.. . . . | 11 | 7 |
| 1 mile west of Chatham Junction station, 1 span.. . . . | 13 | |
| 4 miles east of Red Pine station, 1 span.. . . . | 11 | |
| 4½ miles east of Jacquet River station, 1 span.. . . . | 11 | 6 |
| 2½ miles east of Campbellton station, 1 span.. . . . | 14 | 9 |
| 2 miles west of Campbellton station, 1 span.. . . . | 11 | |
| 2 miles west of Matapedia station, 1 span.. . . . | 12 | 6 |
| 1½ miles west of Flat Lands station, 1 span.. . . . | 15 | 6 |
| 2 miles east of Mill Stream station, 1 span.. . . . | 11 | 6 |
| 1¼ miles east of Assametquaghan station, 1 span.. . . . | 11 | |
| ¼ mile west of Assametquaghan station, 1 span.. . . . | 12 | |
| ½ mile west of Assametquaghan station, 1 span.. . . . | 12 | 6 |
| 4 miles west of Assametquaghan station, 1 span.. . . . | 11 | 6 |
| 2 miles east of Beau Rivage station, 1 span.. . . . | 11 | |

Improvements at Mulgrave—

A new brick passenger station was erected and electric lighting installed. A steam heating apparatus was put in this building which is supplied with steam from the existing power plant at the Transfer ferry.

Considerable excavation was made for rearrangement of tracks made necessary by the erection of the new station, and a crib retaining wall erected along the bank. Tracks were rearranged and 1,013 lineal feet of new siding laid.

Sydney Mines diversion—

The work in connection with the contract that was let last year for a single track diversion from near George's River station to Sydney Mines via the shore of Little Bras d'Or, a distance of 9.09 miles, was carried on during the year. The grading was about completed.

Track material was all delivered.

The fencing of the right-of-way was completed.

Steel bridges with the necessary masonry were erected at George's river and George's River under-crossing. The masonry required for the bridge at Glebe House Cove was also completed, and the steel delivered on the ground, ready for erection.

Plans and specification were prepared for stations and freight sheds at Little Bras d'Or and Florence, and submitted for approval.

The tracklaying and ballasting of the line will be done in year 1912-13.

The following persons were paid for land for the right-of-way:—

Lot No. 1a.—Estate of John L. McKay.

Lot No. 8.—Mrs. Jane Peppler.

Lot No. 9.—Mrs. Susan Jessome.

Lot No. 20a.—District school.

Lot No. 41.—Roman Catholic diocese.

Lot No. 42.—William Young.

Lot No. 59c.—William Moore.

The following cases will be referred to the Exchequer Court, if not otherwise settled.

Lot No. 1, John McMullin.

Lot. No. 2, Rev. Martin McPherson.

Lot No. 10, Heirs of J. L. McKay.

Lot No. 18, Joseph O'Handley.

Lot. No. 19, Mary Ann O'Handley.

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Lot No. 40, Mrs. Chas. Jessome.

Lot No. 51, Pius Gannon.

Lot No. 62, Richard Cox.

General Protection of Highways.

An overhead roadway bridge was erected over the north main line at St. George street, Moncton, N.B.

A subway was provided under the north line at Main street, Moncton, N.B.

Notre Dame de Charny, a subway was provided.

Rivière du Loup, " "

St. Fabien, " "

Ste. Flavie, " "

Hopewell, " "

Robertson Crossing, " "

Proberts, an overhead bridge was erected.

Eastville, a diversion of the highway was made.

1 mile east of Maccan, a diversion of the highway was made.

Electric signal crossing bells were installed at the following places:—

Truro, Stewiacke, New Glasgow, Stellarton, Matapedia, Amqui, Ste. Flavie, Drummondville, McKays, Hopewell, Glengarry, Debert, Cook's Brook, Shediac, and Bennett's Crossing.

Original Construction—

Under this appropriation the following amounts were paid:—

William Pero, \$28.28 for 4,061.8 square feet of land and \$114.58 for 9,782.2 square feet of land taken for the right of way for extension to Sydney Mines.

R. T. MacIlreith, for legal services in connection with claim of Miss Margaret Houlihan for land damages at Windsor Junction.

Branch Line Alba to Baddeck—

Complete preliminary and location surveys, plans, specifications and estimates were made and advertised for tenders for the construction. Expropriation plans for the right of way were deposited of record in the Registrar's office for the county.

Branch line Sunnybrae to Guysboro'—

Examinations, reports and estimates were made of the located line between Sunnybrae, Guysboro and Country Harbour. Plans, profiles, specifications and estimates were made of the part between Guysboro and Country Harbour via Cross Roads, the work advertised, tenders received and a contract let, which was afterwards cancelled. Expropriation plans for the right of way from Guysboro' to Country Harbour were deposited of record in the Registrar's office for the county.

Branch line Dartmouth to Dean's.

Surveys, plans, specifications and estimates were provided; tenders asked and a contract let. Expropriation plans for the right of way were deposited of record in the Registrar's office for the county.

Construction of a spur line from Hampton Station to Hampton Village.

A location survey was made for this spur line and plans, specifications and estimates were prepared, and the work advertised for tender. Expropriation plans for the right of way were deposited of record in the Registrar's office for the county.

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New Machinery for ss. 'Scotia.'

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

Rolling Stock.

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

To Equip Passenger Cars with Fire Extinguishers and Tool Boxes.

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

Air Brakes to Freight Cars.

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

To Exchange Drawbars of Freight Cars—

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

To improve Triple Valves of Air Brakes—

For details of this appropriation see report of Superintendent of Motive Power and Rolling Stock.

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

WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
Asst. Chairman G.R.M. Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., May 27, 1912.

To the Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the maintenance of Way and Structures Department for the year ending March 31, 1912:—

TRACK.

During the year 199.06 miles of 4-inch, $4\frac{1}{2}$ -inch, $4\frac{3}{4}$ -inch and 5-inch rails were taken up and replaced with $4\frac{1}{2}$ and 5-inch rails.

TIES.

During the year 476,048 ordinary ties and 190 sets switch ties were put in track.

BALLASTING.

During the year 151½ miles of track was ballasted.

SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations:—

St. John, 1; Apohaqui, 1; Moncton, 1; Campbellton, 1.

80 new switches were installed during the year.

New telegraph signals were provided at the following stations:—

Bagot, 1; Aston Junction, 1; St. Eugène, 1; St. Leonard, 1; St. Germain, 1; St. Nicholas, 1.

Necessary repairs were made to all semaphores and switches and telegraph signals on the system.

SIDINGS.

During the year 1.83 miles of additional siding accommodation has been provided at the different stations on the system.

FENCES BUILT BY OUR OWN MEN.

During the year 30.55 miles of woven wire fence was built at different points on the system by our own men.

Necessary repairs were made to fences on the system during the year.

SNOW FENCES.

During the year there was built 1,171 rods of stationary snow fence, 8 feet high. There was built during the year 544 rods of portable snow fence.

Necessary repairs were made to all snow sheds and fences, where required.

WHARFS AND TRESTLES.

Necessary repairs were made to the following wharfs and trestles during the year:—

St. John, long wharf; St. John, ballast wharf; Moncton, public wharf; Pt. du Chêne, wharf; Dorchester, wharf; Sackville, wharf; Amherst, wharf; Halifax, pier No. 1; Halifax, pier No. 2; Halifax, pier No. 3; Halifax, pier No. 4; Halifax, pier No. 5; Halifax, coal trestle (D.W.T.); Halifax, Cunard wharf; Richmond, pier No. 6; Richmond, pier No. 7; Richmond, pier No. 8; Mulgrave, wharf; Pt. Tupper, wharf; North Sydney, wharf; Pictou Landing, wharf; Pictou, wharf; Newcastle, wharf; Newcastle, coal trestle; Stellarton, coal trestle; Tobin Branch, trestle; Princess Pier, wharf; Rivière du Loup (branch), wharf.

BRIDGES AND CULVERTS.

During the year the following bridges and culverts were repaired:—

Boundary Creek, bridge; Briley Brook, bridge; Blackville, bridge; Boisetown, culvert; Belmont, culvert; Bartholemew (Indiantown branch), bridge; Black River, bridge; Crowson's, abodieu; Calhoun's, abodieu; Clearwater, bridge; College Bridge, culvert; Chaudière Junction, culvert; Delotbinière, bridge; Dessaint, bridge; Dorchester, culvert; Dewar's, bridge; DeBert, culvert; Fredericton, bridge; Folleigh, bridge; Ferrona Junction, bridge; Glengarry, bridge; Gibson, culvert; Grand Narrows, bridge; Hurley Brook, bridge; Harlaka Junction, culvert; Hadlow, culvert; James River, bridge; Keenan's Brook, bridge; Lakeview, culvert; Lorne, culvert; Lemieux, culvert; Leitch's Creek, culvert; Mulgrave, bridge; Motts (Dartmouth branch), bridge; Mill Creek, bridge; Matapedia, bridge; Missiquash, bridge; Mac-

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Kenzie, bridge; Montmagny, culvert; Moncton, culvert; Maccan, culvert; Merigomish, culvert; Nappan, bridge; Nicolet, culvert; Nelson Hollow, bridge; New Glasgow, culvert; Pomquet, bridge; Pirate Cove, bridge; Pictou Branch, culvert; Painsee Junction, culvert; River Dennys, bridge; Riversdale, culvert; Renous, bridge; Richmond, culvert; Rimouski, bridge; Rivière du Loup (branch), bridge; Rivière du Loup, culvert; Rivière Ouelle Junction, culvert; Old Lake Road, culvert; St. John (Troops), bridge; St. John, culvert; St. Henri, bridge; St. Henri, culvert; St. Fabien, bridge; St. Romuald, bridge; St. Paschal, bridge; St. Charles Junction, culvert; St. Alexandre, culvert; St. Simon, culvert; Ste. Louise (west of), bridge; Shediac (west of), culvert; Shediac (east of), culvert; Scoudouc, bridge; Sacre Cœur, culvert; Springhill Junction, culvert; Sydney, culvert; Truro, culvert; Tracadie, culvert; Trenton, culvert; Trois Pistoles, bridge; Upper Dorchester, culvert; Upper Cross Creek, bridge; Westchester, bridge; Villeroy, culvert.

OVERHEAD BRIDGES.

During the year the following overhead bridges were repaired:—

St. Romuald, St. Fabien, Quispamsis, Rothesay, Lakeside, Nappan, Derby Junction.

PAINTING—(BRIDGES).

Location of Bridge—Description of Work.

Benjamin River, 3 spans painted.
 Belledune (west of), 1 span painted.
 Bartibogue (east of), 1 span painted.
 Barnaby River, 1 span painted.
 Bartholmas River (east of Blackville), 2 spans painted.
 Brook Bridge (west of Doaktown), 1 span painted.
 Eel River, 3 spans painted.
 Elm Tree, 1 span painted.
 Folleigh (east of), 1 plate girder 45 feet.
 Gilmore Brook, painted.
 Grant's Brook (east of Beresford), 1 span painted.
 Grand Narrows, 7 spans painted.
 Jacquet River, 3 spans painted.
 Kehoes (east of Blackville), 1 span painted.
 Kouchibouquicis (west of Kent Junction), 1 span painted.
 Lousion River (east of Nash's Creek), 1 span painted.
 Little River (east of Bathurst), 1 span painted.
 Little Fork (east of Athol), lattice 108 feet.
 Mill Creek (east of Campbellton), 3 spans painted.
 Middle River (east of Bathurst), 3 spans painted.
 Murphy's ($1\frac{3}{4}$ miles west of Antigonish), through bridge painted.
 Manzars (west of station), 2 sets girders painted.
 Murphy's (west of Antigonish), 64 feet deck girder painted.
 New Mills, 3 spans painted.
 Nash's Creek (west of), 1 span painted.
 Mortimore, 1 span painted.
 North Cocagne (1 mile west of Catamont), 1 span painted.
 South Cocagne ($\frac{1}{2}$ mile west of Catamont), 1 span painted.
 North River ($\frac{1}{2}$ mile east of Catamont), 1 span painted.
 North Coal Branch River, 2 spans painted.
 South Coal Branch River, 2 spans painted.
 Nappan (west of), 3 girders painted.

Palmer's Road (east of Dorchester), plate girder 86 feet.
 Point Tupper, apron and bridge transfer patched.
 Restigouche River, painted.
 Renous River (east of Doaktown), 4 spans painted.
 Westchester (west of), plate girder painted.
 West River ($\frac{1}{4}$ mile east of Antigonish), floor system and lower cords coated with
 Pintch gas-tar.
 Yank Grant (3 miles west of Antigonish), through girder painted.

PAINTING (BUILDINGS).

Location of Station, &c.—Description of Work.

Assametquaghan, station, exterior.
 Amqui, station, exterior.
 Amos, shelter, exterior and interior.
 Acadieville, station, exterior and interior.
 Anagance, waiting room, exterior and interior.
 Apohaqui, station, exterior and interior.
 Amherst, freight house, interior and exterior.
 Amherst, bonded freight house, exterior.
 Afton, station, exterior.
 Alba, station, exterior.
 Alba, freight shed, exterior.
 Alton, station, exterior.
 Bagot, station, exterior.
 Bagot, freight shed, exterior.
 Bic, station, interior.
 Blacklands, shelter, exterior.
 Belledune, station, exterior.
 Beresford, station, exterior.
 Bathurst, station, exterior.
 Bathurst, baggage room, interior.
 Bathurst, tank, exterior (roof).
 Bartibogue, station, interior.
 Bartibogue, freight shed, exterior.
 Beaver Brook, station, exterior and interior.
 Berry's Mills, tool house, exterior.
 Barnaby River, station, exterior.
 Bryenton's, shelter, exterior.
 Barnett's shelter, exterior.
 Berry's Mills, station, exterior.
 Boundary Creek, station, exterior and interior.
 Brookville, station (2 rooms), interior.
 Beaver Bank, station, exterior.
 Barra Glen, shelter, exterior.
 Beaver Cove, shelter, exterior.
 Bedford, station, exterior.
 Carmel, station, exterior.
 Carmel, freight shed, exterior.
 Carrier, station, exterior.
 Chaudiere Curve, station, exterior and interior.
 Chaudiere Curve, baggage room, exterior.
 Chaudiere Curve, Boucher's dwelling, exterior.

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Chaudiere Curve, Tardiff's dwelling, exterior.
Chaudiere Curve, agent's dwelling, exterior.
Chaudiere Curve, old ice house, exterior.
Chaudiere Curve, water closets, exterior.
Catamount, station, exterior.
Charlo, freight shed, exterior and interior.
Craig's, shelter, exterior.
Canaan, station, exterior.
Canaan, freight shed, exterior.
Chatham Junction, station, exterior.
Chatham Junction, tank (part), exterior.
Cook's Brook, station, exterior and interior.
Coal Brook, station, exterior.
Dalhousie Junction, station, exterior and interior.
Dalhousie Junction, freight shed, exterior and interior.
Dalhousie, freight shed, exterior and interior.
Dalhousie, station, exterior and interior.
Dewar's, shelter, exterior and interior.
Denmark, station, interior.
Eel River, station, exterior and interior.
Ellershouse, station, exterior.
Dartmouth, station, exterior.
Enfield, station, exterior.
Eureka, station, exterior and interior.
Ferrona Junction, station, exterior and interior.
Fairview, station, exterior.
Fredericton, trackmaster's office, interior.
Gloucester Junction, freight shed, exterior.
Gallagher Ridge, shelter, exterior.
Greenville, station, exterior.
Halifax, elevator, exterior.
Harcourt's, station dwelling, exterior and interior.
Humphrey's, station, exterior and interior.
Harrisville, station, exterior and interior.
Hampton, freight shed, exterior.
Hopewell, station, exterior.
Isle Verte, station, exterior and interior.
Indiantown, station, freight and coal sheds, exterior.
Jacquet River, station, exterior.
Jacquet River, freight shed, exterior.
Kent Junction, station, exterior.
Lemieux, freight shed and station, exterior.
Levis, agent's dwelling, interior.
Levis, superintendent's office, exterior.
Levis, station, exterior.
Levis, engine house (doors and windows).
Levis, car repair shop (roof), exterior.
L'Islet, water crane, exterior.
Lakeside, station, exterior.
Londonderry, station, exterior.
Lemond, station, exterior.
Leitch's Creek, station, exterior.
LaDurant, freight shed and station, exterior.

Montmagny, umbrella roof and station, exterior.
Matapedia, agent's dwelling and station, exterior.
Matapedia, freight shed, exterior.
Millerton, station and freight shed, exterior.
Merigomish, tool house, exterior.
Meadowville, station and freight shed, exterior and interior.
Mt. Uniacke, station, exterior.
Milford, station, exterior.
Murray's flag station, exterior.
McLaggan's, shelter, exterior.
New Mills, station and freight shed, exterior.
Newport, station, exterior and interior.
Nash's Creek, station, exterior.
Norton, station and freight shed, exterior.
Orangedale, station and freight shed, exterior.
Oxford Junction, station, exterior trimmings, &c.
Oxford Junction, freight shed, exterior and interior.
Ottawa Brook, shelter, exterior.
Parker's, shelter, exterior.
Petitcodiac, station (office and W. R.), exterior.
Petitcodiac, freight shed, exterior.
Pt. du Chene, station, exterior and interior.
Pt. du Chene, agent's dwelling and freight shed, exterior.
Pictou, freight shed, exterior.
Pt. Tupper, station and baggage room, exterior and interior.
Pt. Tupper, freight shed, exterior.
Quispamsis, station, exterior.
Rogersville, station and freight shed, exterior.
Rivière Ouelle Junction, tank, exterior.
Red Pine, station and freight shed, exterior.
Rimouski, station, interior.
Rivière du Loup, ice-house, exterior.
Rivière du Loup, turntable (doors and windows), exterior.
Riverside, station, exterior.
River John, station and freight shed, interior.
Richmond, shed No. 8, station and dwelling, exterior.
St. Eugene, station and freight shed, exterior.
St. Leonard, station, agent's dwelling, tank and freight shed, exterior.
St. Wenceslas, station, exterior.
St. Appolinaire, station and freight shed, exterior.
St. Nicholas, station agent's dwelling, exterior and interior.
St. Josephs, station agent's dwelling, exterior and interior.
St. Romuald, station and freight shed, exterior.
St. Pierre, station, exterior.
St. Charles Junction, water crane, exterior.
St. Fabien, tank, exterior.
Ste. Helene, station and tank, exterior.
Ste. Luce, station (roof and gallery), exterior.
Ste. Anne, agent's dwelling, exterior.
Sacre Cœur, station, exterior and interior.
St. Fabien, station (roof), exterior.
St. Fabien, sectionman's shanty, exterior.
St. Arsene, station, exterior and interior.
St. Andre, freight shed (roof), exterior.

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Salisbury, station, exterior and interior.
 Scoudouc, station, exterior and interior.
 Shediac, baggage room, exterior and interior.
 Sussex, tank, exterior.
 St. John, elevator and gateman's shanty, exterior.
 St. John, elevator office, cattle shed office and signal shanty, and tower house, exterior and interior.
 St. John, shed No. 9 (patched), exterior and interior.
 St. John, coachman's shanty, Mill street, exterior and interior.
 Scottsburn, station, interior.
 Shenacadie, station, exterior and interior.
 Sunny Brae, shelter, exterior and interior.
 Tracadie, station (roof), exterior.
 Tatamagouche, station, exterior and interior.
 Tatamagouche, freight shed, interior.
 Torryburn, station, exterior.
 Underhill's, shelter, exterior.
 Valley, station, exterior.
 Villeroy, station and agent's dwelling, exterior.
 Westchester, station, exterior.
 Westville, agent's dwelling, interior.
 Windsor Junction, station, exterior.
 Wellington, station, exterior.

BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations, dwellings and out-buildings on the system during the year at the following places:—

| Location. | Location. | Location. |
|---------------------|----------------------|-----------------|
| Aston Junction, | Chaudiere Curve, | Greenville, |
| Amqui, | Causapscal, | Grand Narrows, |
| Assametquaghan, | Charlo, | Harcourt, |
| Anagance, | Coal Branch, | Hampton, |
| Apohaqui, | Canaan, | Halifax, |
| Amherst, | Cross Creek, | Hilden, |
| Alba, | Chatham, | Hopewell, |
| Avondale, | Chatham Junction. | Hawkesbury. |
| Bic, | Cold Brook, | Isle Verte, |
| Bagot, | Conn's Mills, | Iona, |
| Beau Rivage, | Dalhousie, | Indiantown, |
| Belledune, | Dalhousie Junction. | James River, |
| Bathurst, | Derby Junction, | Jacquet River, |
| Beaver Brook, | Durham, | Jones, |
| Boisestown, | Denmark, | Levis, |
| Blackville, | Dartmouth, | Lemieux, |
| Barnett's, | Elmsdale, | L'Islet, |
| Berry's Mills, | Enfield, | Little Metis, |
| Belmont, | Eureka, | Lac au Saumon, |
| Boisedale, | East Mines, | Loggieville, |
| Bedford, | Flatlands, | Lakeside, |
| Brookville, | Ferrona Junction. | Londonderry, |
| Carrier | Folleigh, | Lakeview, |
| Carmel, | Gloucester Junction. | Linwood. |
| Chaudiere Junction. | Gibson, | Leitch's Creek, |

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| Location. | Location. | Location. |
|--------------------|-----------------------|----------------------|
| Lyon's Breck, | Painsec Junction, | Ste. Luce, |
| Manseau, | Pt. du Chene, | St. Ancelet, |
| Montmagny, | Pictou Landing, | St. Paschal, |
| Millstream, | Pictou, | Ste. Moise, |
| Matapedia, | Pugwash, | St. Appolinaire, |
| Millerton, | Pugwash Junction, | St. Eloï, |
| McLaggan's, | Quispamsis, | St. Octave, |
| McGivney's, | Rivière Ouelle, | St. Cyrille, |
| Moncton, | Rivière Ouelle Jet., | Salisbury, |
| Milford, | Rivière du Loup, | Springhill Junction, |
| Murray's, | Rimouski, | Sydney, |
| Malagash, | Rogersville, | Shubenacadie, |
| Merigomish, | Rothesar, | Shenacadie, |
| McKinnons Harbour, | Rockingham, | Scottsburn, |
| Marshy Hope, | River John, | South River, |
| Macaan, | Riversdale, | Sandyville, |
| New Mills, | River Dennys, | Truro, |
| Newcastle, | St. Germain, | Trenton, |
| Nauwigewauk, | St. Monique, | Tatamagouche, |
| Nappan, | St. Romuald, | Thompson, |
| New Glasgow, | St. Michel, | Villeroy, |
| Norton, | St. Arsene, | Valley, |
| North Sydney, | St. Leonard Junction, | Windsor Junction, |
| North Sydney Jet., | St. Fabien, | Westchester, |
| Old Lake Road, | St. Joseph, | Westville, |
| Onslow, | St. Eugene, | Wentworth, |
| Oakfield, | St. Nicholas, | Wellington, |
| Orangedale, | St. Wenceslas, | West River, |
| Oxford, | St. Vallier, | West Bay Road, |
| Oxford Junction, | St. Charles Junction, | Kent Junction, |
| Penniac, | St. Pierre, | Kempt, |
| Petiteodiac, | Ste. Flavie, | |

During the year necessary repairs were made to all out-buildings such as water closets, hand-car houses, coal houses, tanks, &c.

Necessary repairs were made to the following buildings, &c., during the year at St. John:—

Shed Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13; grain elevator, train shed, coachman's house, gateman's shanty, yard office, station, I.C.R. dwellings, car inspector's shanty, round house, freight shed.

The following buildings at Richmond and Halifax were repaired:—

Cattle shed; North Street station; North Street transfer shed; shed Nos. 1, 2, 3, 4 and 8; Richmond station; I.C.R. dwellings; shops—Willow Park; mechanical repair shops, North street; brick freight shed; postal building; D.A.R. freight shed; express building; track scales (D.W.T.); Milkman's shanty; immigration shelter; blacksmith shop (D.W.T.); switch house; loading platform (D.W.T.); car cleaners' building; coal shed, Richmond.

The following buildings at Moncton were repaired during the year:—

Station, coal plant, electric plant, new shops, general offices, government cottages (Main street and Bridge street), old shops, freight shed, transfer shed, station platform, ice-house, track blacksmith shop, track carpenter shop, engine house, track scales.

Round houses and shops were repaired during the year at the following places:—

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Boiseton,
Blackville,
Campbellton,
Chaudiere Junction,
Drummondville,
Dalhousie,
Dartmouth,
Gibson,
Moncton,
Mulgrave,
Nicolet,
North Sydney.
Newcastle,
Oxford Junction,

Pictou,
Pt. Tupper,
Pt. du Chêne,
Pirate Harbour,
Rivière du Loup,
Richmond,
St. John,
Sussex,
Sydney,
Ste. Flavie,
Ste. Rosalie,
Stellarton,
Truro.

Necessary repairs were made during the year to the following loading platforms:—

Acadieville,
Apohaqui,
Bathurst,
Boiseton,
Berry's Mills,
Cold Brook,
Fort Lawrence,
Halifax,
Harcourt,
Hampton,

Indiantown,
Leitche's Creek,
Millerton,
Mulgrave,
Orangedale,
Pictou,
Pictou Landing,
Rothesay,
Sussex,
St. John.

The following buildings were built or repaired to replace buildings destroyed or damaged by fire last year:—

Station, Sacre Cœur.
Flour shed (No. 13), St. John, repaired.
Station, Sydney, repaired.
Temporary freight shed, Truro, new.
Car inspectors' building (D.W.T.), Halifax, new.

Station, shelter and platform at Dewar's was destroyed by fire and replaced during year.

GENERAL.

Repairs were made to crossings on the line at various places, where required.

Gates and cattle-guards have been repaired throughout the line.

Glass was put in, and glazing done where necessary.

Ladders for buildings and semaphores were provided where necessary throughout the line.

Necessary repairs were made to turntables, where required.

Semaphores, switches and telegraph signals have been painted throughout the line.

Necessary repairs have been made to hand-cars, trollies, baggage-trucks and wheelbarrows throughout the line.

Sign boards were made and put up where required.

Boxes were made for packing second-hand bolts and spikes, when necessary.

Necessary repairs were made to steam shovels, steam cranes, pile-drivers, &c.

I can say with a great deal of satisfaction that the road was never in better condition than it has been during the last year.

Yours truly,

T. C. BURPEE.

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INTERCOLONIAL RAILWAY OF CANADA.

MONCTON, N.B., June 14, 1912.

SIR,—I have the honour to submit herewith the annual report of the mechanical department for the year ending March 31, 1912.

I might add that the general condition of the rolling stock is good, with the exception of the cars and locomotives condemned, as shown in the attached report.

I have the honour to be, sir,

Your obedient servant,

G. R. JOUGHINS,

Supt. of Motive Power.

D. POTTINGER, Esq., I.S.O.,

Assistant Chairman,

Government Railways Managing Board,

Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT.

MONCTON, N.B., June 7, 1912.

SIR,—I beg to submit the following information for the annual report for the fiscal year ended March 31, 1912:—

A.—Statement showing the number of locomotives and the different classes of other rolling stock on the line.

B.—Statement showing the mileage made, and the coal, oil, grease and waste consumed by the locomotives.

Also a summary of the principal work done in the shops at Moncton, Halifax and Rivière du Loup.

The following Rolling Stock was purchased:—

On Capital account,—

4 locomotives (switching type).

2 baggage cars.

15 tank cars.

On renewals account, (revenue)—

8 locomotives (5 pacific and 3 ten wheel passenger).

3 colonist cars.

5 first-class passenger cars.

46 Hart-Otis steel side dump cars (50 tons capacity).

371 box cars.

1 refrigerator car.

70 platform cars,

2 stock cars.

The eight locomotives replaced seventeen small type and have a tractive power of 219,950 lbs., or 6,444 lbs. in excess of the seventeen.

Two of the first class cars replaced two cars condemned, Nos. 8 and 21.

The 46 Hart-Otis steel side dump cars replaced 383 6-ton hoppers, which were condemned and destroyed; the 46 having a total capacity equal to the 383.

The 371 box, 1 refrigerator, 70 platform and 2 stock cars replaced the same number condemned.

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The following cars were rebuilt in the shops at Moncton on Renewals account (revenue) to replace the same number condemned:—

- 1 colonist.
- 50 box.
- 1 refrigerator.
- 38 platform.
- 10 vans.

One milk car was built on renewals account, and two of the steam motor cars were converted into first class and baggage in the shops at Moncton; the third motor car will be converted during the coming year.

Two additional colonist cars and eight vans are under construction in the shops, and the work of changing four postal cars from postal and smoking into postal and express has also begun.

The fitting of the cars with air brakes was completed this year.

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

J. J. WALKER,
Mechanical Accountant.

G. R. JOUGHINS, Esq.,
Superintendent of Motive Power, I.R.C.,
Moncton, N.B.

The following is a report of the work done in locomotive department at Moncton during the year:—

Erecting shop—

- 16 locomotives were partly rebuilt.
- 59 locomotives received general repairs.
- 13 locomotives received heavy repairs.
- 23 locomotives received light repairs.
- 1 locomotive was converted from compound to simple cylinder.
- 2 coaling cranes received general repairs.

Blacksmith shop—

- 2,487,585 lbs. iron forgings were made, including 1,176,340 lbs. bolts.
- 1,007,361 lbs. steel forgings were made.
- 223,700 lbs. nuts were made.

Boiler shop—

- 27,954 tubes were applied.
- 27,500 tubes were cleaned.
- 27,410 tubes were pieced.
- 54 side sheets were made.
- 25 door sheets were made.
- 35 tube sheets were made.
- 57 fire boxes were patched.
- 1 tender frame was made and 56 repaired.
- 115 locomotive smoke stacks were made and 27 long stacks made.
- 12 oil pans were made.
- 13 ash pans were made and 87 repaired.

- 2 tender tanks were made and 93 repaired.
- 1,370 wheels were rivetted.
- 5 tender bolsters were made and 62 repaired.
- 19 sterlingworth trucks were repaired.
- 1 tender was rebuilt.
- 36 front ends were made.
- 80 ashpan slides were made.
- 13,300 copper ferrules were made.
- 1,450 patch bolts were applied.
- 1,500 lbs. rivets were made.
- 56 petticoats were made.
- 6 smoke box door liners were made.
- 2 snow ploughs were ironed.
- 4 steel dump cars were repaired.
- 82 front ends were made.
- 15 steel cabs were repaired.
- 8 pairs steel car steps were made.
- 7 ash buckets were made.
- 68 coal buckets were made.
- 2 water tanks were made.
- 81 boilers were tested.
- 1 water service boiler was made and 6 repaired and tested.

Pattern Shop—

The following patterns were made and repaired:—

- 280 for cast-iron were made and 58 repaired.
- 37 for steel were made and 60 repaired.
- 234 for brass castings were made and 31 repaired.
- 83 for malleable castings were made and 36 repaired.

Brass foundry—

The following was the output of this shop:—

- 384,846 lbs. bearings.
- 77,089 lbs. brass castings.
- 43,540 lbs. antimonial lead.
- 15,297 lbs. babbitt.
- 206 lbs. metallic packing.

Brass turning shop—

- 250 air gauges, 1,000 air hammers and 260 air pumps were repaired.
- 500 lubricators were repaired.
- 500 beading tubes were repaired.
- 50 brake cams were made.
- 200 brake cam nuts and 400 screws were made.
- 60 bell ringers were made.
- 100 sets dies were made.
- 100 cylinder cocks were made.
- 24 blow-off cocks were made.
- 96 gauge glass cocks were made.
- 50 try cocks were made.
- 8 large and 50 small tender cocks were made.
- 300 engine brasses were made.

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- 25 fire hose couplings were repaired.
- 200 flag staff castings were made.
- 200 hydraulic and 50 bottle jacks were repaired.
- 225 heater regulators were repaired.
- 700 injectors were repaired.
- 40 injector check valves were made.
- 1,200 oil cups were made.
- 180 pump governors were repaired.
- 150 reamers were made.
- 24 steam chest release valves and 60 nipples were made.
- 500 steam gauges were repaired.
- 150 taps were made.
- 1,000 tube cutters were made.
- 150 wheel defect gauges were made.

In addition to the above all the pump governors, heater regulators, air and brake cylinders, engine valves and boiler mountings of all engines passing through the shop were overhauled, repaired and renewed.

Tin and Copper shop—

- 7,226 W.A.B. hose couplings were fitted to new hose.
- 4,209 signal and steam hose couplings were fitted to new hose.
- 20,144 bushes were lined.
- 142 headlights and 239 reflectors were repaired.
- 4 crane pipes were made and 18 were repaired.
- 28 tank pipes were made and 38 were repaired.
- 481 switch lamps, 57 tail lamps and 108 signal lamps were repaired and painted.
- 453 perforated plates were made.
- 144 oilers were made and 172 were repaired.
- 32 oil pumps and 4 oil tanks were repaired.
- 10 valve oil pots were made.
- 999 tin valve oil cup covers were made.
- 40 water cans were made and 101 were repaired.
- 166 steam gauge lamps were made and 60 were repaired.
- 18 water gauge lamps were made and 30 repaired.
- 166 shop lamps were made and 71 were repaired.
- 31 hand lamps were made and 8 were repaired.
- 42 lamp fonts were made.
- 16 water stacks were made.
- 96 coal boxes were made.
- 396 ventilators were made.
- 228 stove bases were made.
- 7 sinks and 7 ice boxes were made.
- 115 drip pans were made.
- 66 gauge glass shields were made.
- 18 cab lamps were repaired.
- 225 pipe oil cups were made.
- 3,100 sets metallic packing and 2,500 sets valve stem packing were made.

Repairing and altering copper pipes, and renewing copper pipe on steam pumps and lubricators, copper joints on steam chests, domes and cylinder covers, driving and truck boxes, repairing Westinghouse air brake pipes, and lagging removed and repaired and replaced on 115 engines.

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One hundred and ten tenders were equipped with train line pipes for signal air and steam, and all water pipes were overhauled and repaired.

Repairs were made to wash basins, taps, water closets, lamps, brasswork, piping, &c., on 209 passenger and baggage cars; and 50 parlour, sleeping and dining cars; and 5 official cars.

General repairs were given to the piping, sinks, &c., on 2 auxiliary, 21 vans and 2 refrigerator cars.

Extensive repairs were made to the plumbing and heating systems in the offices and new shops at Moncton and at eleven stations along the line.

All the stoves and pipes were repaired and put up in the different stations between Moncton and Campbellton, Loggieville and Fredericton, Indiantown and Dalhousie branches, St. John and Halifax, and the Dartmouth branch.

The steam pipes were repaired and renewed at the old gas plant, and also in the yard scales at Moncton.

Ten new vans and the milk car, erected in the car shops, had all the necessary plumbing and piping done.

The piping on the air pump in the track blacksmith shop was renewed and all other piping in the shop repaired.

Two extra heating radiators were installed in the freight shed.

All piping in the pintsch gas plant was repaired and renewed where necessary.

A large amount of work was done and pipe repaired for the ss. *Scotia*.

Tender shop—

10 pilots were made.

13 wooden cabs were made and 101 were repaired.

52 cab doors were made and 225 cab sashes were made.

2 tender tanks were lengthened, 50 received general and 55 heavy repairs.

146 valves were repaired.

36 valve spindles were made and 160 were repaired.

157 running boards were made and 62 were repaired.

46 front beams and 35 back beams were made.

1,298 side curtains were made.

287 cab seats were made.

119 headlights bases were made and 28 were repaired.

442 hammer handles, 1,778 sledge handles and 46 wrench handles were made.

200 mallets were made.

254 semaphore and switch lamp bottoms were made.

146 outfit boxes were repaired.

129 tool and shipping boxes were made.

28 tender truck frames were made.

142 trucks were repaired.

14 wheel barrows were made and 73 were repaired.

5 tender frames were made and 92 were repaired.

29 quadrants were made.

34 back castings and 19 buffer beam castings were made.

11 front castings and 5 centre castings were made.

14 tender trucks were repaired.

28 tender steps were made and 60 were repaired.

44 drop curtains were made.

400 pump laggings were made.

100 flange moles were made.

18 headlights were repaired.

17 handcarts were repaired.

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Machine shop—

- 259 new driving tires were applied and 649 were turned.
- 214 new engine truck tires were applied and 732 were turned.
- 729 new tender tires were applied and 965 were turned.
- 38 trailer truck tires were turned and 108 tires were shimmed.
- 1,199 new car tires were applied and 3,811 were turned.
- 161 driving journals were trued up and 318 hubs were faced.
- 14 crossheads were made and 138 replaned.
- 85 cylinder heads were made.
- 78 piston rods were trued up and 54 pistons were made.
- 15 cylinders and half saddles were made.
- 16 engine truck centres were made.
- 41 guide bars and 94 guide blocks were made.
- 273 driving wedges were made.
- 13 locomotive frames were machined.
- 158 pop valves and 102 whistles were repaired.
- 77 steam chests were made.
- 9 steam chest covers were made and 6 were repaired.
- 51 gas retorts were machined.
- 10 cylinder bushes were bored out and fitted.
- 31 engine truck boxes were made.
- 570 wedges were replaned.
- 35 tender axles, 22 driving axles and 96 car axles were fitted.
- 3 trailer axles and 9 engine truck axles were fitted.
- 4,904 new and second hand axles were turned.
- 47 smoke door boxes and rings were made.
- 29 crank pins were made.
- 46,300 stay bolts were threaded and 10,550 were made.
- 19,500 turned bolts and 1,330,750 forged bolts were threaded.
- 2,402 studs were made and 6,601 were turned.
- 302,700 nuts were tapped and 104,000 were faced.
- 61 cylinder heads and 11 crossheads were made.
- 260 driving boxes were planed and fitted.
- 4 engine-truck housings were made.
- 11 eccentric pulleys were made.
- 3 dome castings were made.
- 8,054 chilled wheels were bored and pressed on axles.
- 13,562 wheels were pressed off axles.
- 4,835 second-hand chilled wheels were bored and pressed on axles.
- 285 steel tired wheels were bored and pressed on axles.
- 12 new and 9 old steel wheels were bored out.
- 9 trailer truck extensions were made.
- 2 engine-truck holsters were made.
- 12 steel rollers were made.
- 5 gears for snow ploughs were made.
- 65 driving brasses were slotted.
- 16 fire-box doors were made.

Motion shop—

- 3 links were made.
- 143 link-pins, blocks and bushes were repaired.
- 40 link blocks were made.

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- 5 link hangers were made and 164 were repaired.
- 48 eccentric rods were made and 262 were repaired and pins fitted.
- 51 equalizing bars were repaired.
- 78 reversing shafts were trued up and pins and bushes fitted.
- 28 reversing shaft boxes were made and 149 were repaired.
- 89 reversing liners were overhauled and pins and bushes fitted.
- 51 reversing liner pawls were made and 79 were repaired.
- 95 reversing reach-rods were repaired and pins fitted.
- 37 valves were made.
- 141 valves were faced and yokes fitted.
- 91 valve rod keys were made.
- 90 valve stems were fitted to yokes.
- 58 valve heads were faced.
- 53 valve division rings were made.
- 419 valve packings were machined and fitted.
- 63 valve guide boxes were bushed.
- 73 throttle-rods were repaired and 35 ends were fitted.
- 73 throttle-glands were bushed.
- 87 throttle-levers were fitted up with quadrants, springs and pins.
- 205 big end brasses were machined and fitted.
- 72 old big end brasses were machined and fitted.
- 159 small end brasses were made and fitted.
- 168 main rod liners were made and fitted.
- 166 big end keys were made.
- 416 side rod bolts and 491 nuts were made.
- 525 side rod brasses were made and fitted and 353 were machined and fitted.
- 752 knuckle-joint pins and bushes were made.
- 157 crossheads were trued and keys fitted.
- 135 crosshead pins were made.
- 103 piston rods were machined and keys fitted.
- 26 rocker boxes were made and 59 were relined.
- 133 rocker-box bushes were fitted.
- 226 hub plates were made and applied.
- 278 driving-box brasses were made and applied.
- 252 driving-box brasses were relined and applied.
- 31 driving boxes were made.
- 496 driving boxes were bored and fitted to axles.
- 229 spring guards were machined and applied.
- 105 eccentric straps were made and 139 were rebored and fitted.
- 90 eccentric pulleys were made and 82 were rebored and fitted.
- 3 rocker arms were made and 43 were turned.
- 16 elvin-grease spring plates were applied.
- 26 valve bushes were fitted to steam chest.
- 6 new ends were applied to valve rods.
- 120 eccentric keys were made.
- 6 passover valves were turned.
- 84 knuckle-pin nuts were finished.
- 46 crank-pin eaps and nuts were made.
- 126 crank-pin washers were faced.
- 140 eccentric feathers were machined.
- 16 eccentric rod-jaws were made.
- 4 reach rod jaws were made.
- 31 valve yoke stems were trued up.
- 90 reversing lever springs were made.

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Electrical shops—

- 25 Pyle National headlights were repaired.
- 65 armatures were repaired and 15 were rewound.
- 18 cabs were wired for lights.
- 10 direct current and 18 alternating current motors were repaired.
- 8 motors were installed and 12 were changed.
- 150 Tungsten and 1,600 carbon lamps were renewed.
- 500 feet flexible cord were installed.
- 1,000 feet extension cord were replaced.
- 97 controllers were repaired.
- 7 cranes were repaired.
- 37 cooper hewitt tubes were replaced and 27 lamps were repaired.
- 2 gas engines were repaired.

The following special work was done—

- Six 8-foot shop turntables were installed in the shops.
- Three motor-car boilers were dismantled and removed from cars.
- One jib crane was rebuilt and one was repaired.
- One boring mill and one key-seat milling machine were installed.
- A coal elevator was installed in the gas-house.
- A new platform was erected for wheeling coke and ashes to and from the gas-house.
- An elevated platform was constructed for wheeling ashes on cars from the boiler-room.

- The rotary scrubber in old unit of gas-house was given a heavy repair.
- Six cast-iron rolls were put in planing mill with concrete foundations.
- Motor changed on large shears in Blacksmith shop.
- Heavy repairs were made to feed water-heater for St. John.
- 100 feet of blast pipe installed in blacksmith shop and trench dug for same.
- Heating engines in the different shops were overhauled and repaired.
- Tar pump was installed in pintsch gas plant.
- Air ducts installed in connection with the heating system in shops.
- Two ventilators were installed on power-house roof.
- Twelve beds were made of 1½-inch pipe for trainmen's rest-house at Campbellton.

The following is a report of the work done in car department at Moncton during the year:—

The following car was built:—

- 1 milk car.

The following cars were rebuilt:—

- 1 colonist car.
- 1 refrigerator car.
- 10 vans.
- 50 box.
- 38 platform.
- 2 motor cars were remodelled to first-class and baggage.

The following cars received general repairs:—

- 4 sleeping cars.
- 5 second-class.
- 4 postal.
- 2 box baggage.
- 491 freight.
- 2 flangers.
- 12 first-class.

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- 3 colonist.
- 7 baggage.
- 63 vans.
- 13 snow ploughs.

The following cars received medium repairs:—

- 21 sleeping.
- 6 dining.
- 62 first-class.
- 38 colonist.
- 9 postal.
- 1 auxiliary.
- 1 crane.
- 8 parlor.
- 1 official.
- 34 second-class.
- 19 vans.
- 31 baggage.
- 519 freight.

The following cars received light repairs:—

- 27 sleeping.
- 27 official.
- 62 second-class.
- 18 postal.
- 4 vans.
- 1 pintsch gas.
- 12 dining.
- 77 first-class.
- 35 colonist.
- 37 baggage.
- 1 auxiliary.
- 12,406 freight.

The following cars were burnt off, painted, lettered and varnished:—

- 17 sleeping.
- 1 official.
- 10 second-class.
- 4 postal.
- 30 vans.
- 4 dining.
- 51 first-class.
- 22 colonist.
- 12 Baggage.

The following cars were cleaned, cut in and varnished:—

- 5 sleeping.
- 3 dining.
- 27 second-class.
- 29 baggage.
- 8 parlor.
- 30 first-class.
- 17 colonist.
- 9 postal.

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The following rolling stock was lettered, painted, varnished and stencilled, &c.:—

- 141 box cars.
- 26 refrigerator cars.
- 4 auxiliary cars.
- 7 snow ploughs.
- 3 flangers.
- 54 tenders.
- 137 platform cars.
- 40 gondola cars.
- 5 hopper cars.
- 26 tank cars.
- 64 engines.
- 10 pilots.
- 930 box cars had the paint and lettering touched up.
- 87 passenger cars were reweighed and stencilled.

Also a number of ash-buckets, ladders, wheel-barrows, doors, steampipes, desks and tops, chairs, stools, smokestacks, iron safes, sign-boards, bulletin-boards, and various other articles were painted and lettered.

Freight car shop—

- 203 freight car trucks were built.
- 204 acme levers were applied to freight cars.
- 203 new roofs were applied to freight cars.

Woodworking mill—

- 31 pilots were built.
- 1,628 buffer blocks were made.
- 988 brake-beams and 2,019 draft timbers were made.
- 702 truck sides and 576 truck bolsters were made.
- 437 spring-boards were made.
- 1,311 orders for material for outside stores were completed.
- 2,797,931 feet of lumber was milled.

Upholstering shop—

- 50 passenger cars received heavy repairs, such as renewing the upholstery, blinds, carpets, mattresses, &c.
- 16 passenger cars received medium repairs, such as seats and backs washed, mattresses and carpets air-blown, and renewing seats, backs, blinds, &c.
- 76 passenger cars received light repairs, such as seats and backs, mattresses, carpets, wicker chairs air-blown, and patching and repairing done.
- 544 engine curtains were made.
- 484 cab seats and backs were made.
- 2 car window blinds and 13 car aisle strips were made.
- 217 van seats were upholstered.
- 12 coal and 48 hose bags were made.
- 12 campstools were covered.
- 27 hair mattresses were made.
- 76 morroculine mattresses and pillows were made.

Also a large number of small jobs were done such as upholstering office chairs, seats and backs, and repairing vestibule curtains, flags, window blinds and desk top covers.

Cabinet shop—

The following articles were made in the cabinet shop:—

- 25 head rests.
- 16 sleeping boxes.
- 27 stepladders.
- 12 card boxes.
- 12 outfit and tool boxes.
- 18 end panels.
- 6 vestibule doors.
- 2 passenger car doors.
- 6 cupboard doors.
- 11 door frames.
- 4 bulletin-boards.
- 200 art sash heads.
- 98 stools.
- 14 desks.
- 286 step ends.
- 7 sleeping berths.
- 16 closet seats.
- 15 basin fronts.
- 22 camp chairs.
- 8 filing cases.
- 1 van door.
- 12 stock doors.
- 4 closet doors.
- 2 large shop water coolers.
- 3 train safes.
- 8 tables.
- 81 seat-backs.
- 76 mirror frames.
- 17 head boards.
- 14 desk drawers.
- 3 assorting tables.
- 4 basin doors.
- 2 large ladders.
- 84 shop ventilators.

The following material was repaired in the cabinet shop:—

- 11 stools.
- 2 step-ladders.
- 16 doors.
- 15 tables.
- 7 drawers.
- 11 vestibule traps.
- 13 desks.
- 8 van sleeping bunks.
- 8 pigeon-hole cases.
- 30 wash basins.
- 52 seat-backs.
- 29 seat-bottoms.
- 76 dining and office chairs.
- 28 shelves.
- 13 train safes.
- 4 outfit boxes.
- 9 head-boards.

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In addition to the above a large amount of labour and material was supplied in repairing office doors, locks, desks and tops, drawers, window sashes, hanging pictures and notices, &c.

A large amount of material was also turned out for the three colonist cars under construction, and for converting the four postal and smoking cars into postal and express cars, and for converting the two motor cars into first-class and baggage cars.

The bunks, tables, desks and sashes, and all inside fittings for the ten vans were made; and a large amount of work was done and material made for equipping the 18 sleeping cars with new steampipes and pillow boxes.

Special work—

1,405 freight cars had the F-36 triple valve removed and were equipped with the new style K-1 triple.

The following special work was also done:—

MONCTON.

384 fire extinguishers were purchased to be placed in passenger cars.

135 emergency tool boxes were made in the shops and equipped with tools, and 58 of these were put in place in passenger cars.

About all the material has been purchased for one drop pit for the shops.

About \$1,000 was spent in laying one of three tracks and doing part of the grading for a site for scrap bins for the shops. This also covers two transfer trolleys, which were built in the shops for use at the scrap bins when completed.

Two hydraulagraphs (for recording the pressure at which a locomotive or car wheel is put on its axle) were purchased and received.

One air-brake triple-valve testing rack, of the latest pattern, was purchased and installed in the shops; the old one was removed and sent to the Charlottetown shops.

1,000 feet of fire-hose, 2 shut-off nozzles, 5 ladders, 2 fire-hose sleds and 2 fire-hose carts were purchased and put into commission about the shops.

One oxy-acetylene welding and cutting plant was purchased and installed complete in the shops.

Five buzz planers in the shops were equipped with safety cylinders to prevent serious mutilation of workmen's hands in case of accident.

Two hydrants were placed in the lumber yard, one 200 feet and the other 600 feet from the nearest hydrant in the yard. This enables our fire department to reach any part of the lumber yard with water quickly and with not more than 400 feet of hose.

The automatic rivet and track bolt machine was installed, and parts of the furnace for it were purchased, but furnace was not completed as all the parts were not received.

A carpet sewing machine and a carpet binding machine were purchased and installed complete.

A six-seat closet and two nine-seat closets, six urinals, and ten wash sinks were installed complete in different parts of the shops.

Two jib cranes, which were purchased the previous year, were received and installed complete.

Work was completed on about 2,400 feet of planking between the rails of the narrow-gauge tracks at the end of the freight car repair shop.

A planer and matcher, a saw bench and a buzz planer were installed complete on concrete foundations with individual electric motors in the cabinet shop.

A nut-burring machine was received and installed, but proved to be useless and has not been accepted and is therefore not in use.

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CAMPBELLTON.

A drop pit was purchased and installed in the engine house for removing wheels from locomotives and cars.

ST. JOHN.

A new return tubular boiler, a duplicate of the two now there, was purchased and installed in the power house of the St. John elevator. A new feed pump was also purchased and installed. One of the second-hand 105 K.W. lighting generators was brought from Moncton and installed in the power house; this generator now does all the Intercolonial lighting at Island yard and St. John, thus cutting out the old plants at the round-house and at the elevator and making it unnecessary to purchase electricity from the city except in an emergency.

PRINCE EDWARD ISLAND RAILWAY.

Fifteen 30-ton coal cars were built complete. A large amount of the material was got out at the Moncton shops and shipped to Charlottetown and the fifteen cars were built in the shops there.

One tank car was built at the Charlottetown shops, the tank having been made at the Moncton shops.

SS. 'SCOTIA.'

One 18-inch crank shaper, one 5 H.P. engine, and one emery grinder with a 16-ft. length of shafting were installed for the use of the engineers in effecting light repairs to the engines or machinery.

WATER SERVICE.

This service has been maintained in efficient condition during the year over the whole line.

HALIFAX SHOPS.

The following regular work was done during the year in the shops:—

- 3 locomotives received heavy and 163 specific repairs.
- 1 locomotive received new tubes.
- 20 boilers were tested.
- 4 sets driving tires were turned off.
- 4 sets engine truck tires were turned off.
- 11,140 bolts were forged.
- 12,560 bolts were screwed.
- 1,035 studs were screwed.
- 3 engines and tenders were painted.
- 208 sets metallic rod packing were made.
- 195 sets valve stem packing were made.

A large number of freight cars received light repairs, and a number of jobs were done for the Maintenance and Traffic departments.

The following special work was done:—

One drop pit for removing wheels in pairs from under cars was installed in the car shop.

A number of small tools such as dies, taps, reamers, vices, benches, drills, saws, &c., were purchased for the new shops and put in use.

One air-brake triple-valve testing rack was purchased and installed in the car shop.

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RIVIERE DU LOUP SHOPS.

The following regular work was done in the shops during the year:—

- 24 locomotives received general, 9 heavy, 25 light and 29 specific repairs.
- 612 new tubes were applied and 6,975 were pieced.
- 17 fire boxes were patched.
- 79 boilers were tested.
- 151 driving tires were turned off.
- 47 engine truck tires were turned off.
- 170 tender truck tires were turned off.
- 10 trailer tires were turned off.
- 1 new cab was made.
- 23 pilots were made.
- 13,757 bolts were forged and 26,166 were screwed.
- 2,808 studs were screwed.
- 43 engines and tenders were painted.
- 42,158 lbs. brass castings were made.
- 2,561 sets metallic and 2,819 sets valve stem packing were made.
- 34,127 lbs. iron forgings were made.
- 34 driving springs were made and 480 were repaired.
- 22 engine truck springs were made and 59 were repaired.
- 32 tender truck springs were repaired.

A large number of cars received light repairs during the year, and a lot of jobs were done for other departments of the railway.

The following special work was done:—

The vote for grading a site and providing a transfer trolley for scrap bins was expended.

Four anvils, one twist drill grinder, one tube cutter, three emery wheel grinders; and a number of smaller tools, such as dies, taps, reamers, drills, vices, wrenches, saws, &c., were purchased and put in use in the shops.

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[illegible]

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of Mileage and Coal, Oil, Grease and Waste consumed by Locomotives for the year ended March 31, 1912.

| Months. | Locomotive Mileage. | Consumption. | | | | | Average consumption per 100 Miles. | | | | |
|----------------|------------------------|---------------|------------------------|---------------------------|--------------------------|----------------------|------------------------------------|------------------------|---------------------------|--------------------------|----------------------|
| | | Tons of Coal. | Pints of Valve Oil. | Pints of En- gine Oil. | Pounds of wool waste. | Pounds of Grease. | Pounds of Coal. | Pints of Valve Oil. | Pints of En- gine Oil. | Pounds of wool Waste. | Pounds of Grease. |
| 1911. | | | | | | | | | | | |
| April..... | 802,720 | 48,257 | 11,402 | 25,237 | 1,161 | 3,754 | 13,466 | 1'42 | 3'14 | '14 | '46 |
| May..... | 734,964 | 39,091 | 10,671 | 23,183 | 882 | 3,094 | 11,914 | 1'45 | 3'15 | '12 | '42 |
| June..... | 737,466 | 38,552 | 10,973 | 23,389 | 855 | 3,687 | 11,709 | 1'49 | 3'17 | '11 | '50 |
| July..... | 746,080 | 38,319 | 10,333 | 22,915 | 527 | 3,566 | 11,504 | 1'38 | 3'07 | '07 | '48 |
| August..... | 768,294 | 40,621 | 10,808 | 23,684 | 972 | 3,521 | 11,843 | 1'40 | 3'08 | '12 | '46 |
| September..... | 740,079 | 41,154 | 10,468 | 22,431 | 891 | 3,295 | 12,456 | 1'41 | 3'03 | '12 | '44 |
| October..... | 778,974 | 45,364 | 10,901 | 23,241 | 808 | 3,327 | 13,045 | 1'40 | 2'98 | '10 | '42 |
| November..... | 770,286 | 48,263 | 11,339 | 22,812 | 911 | 3,691 | 14,035 | 1'47 | 2'96 | '12 | '48 |
| December..... | 844,172 | 55,447 | 12,751 | 25,625 | 953 | 3,333 | 14,713 | 1'51 | 3'03 | '11 | '39 |
| 1912. | | | | | | | | | | | |
| January..... | 822,243 | 56,392 | 11,854 | 23,857 | 782 | 3,564 | 15,362 | 1'44 | 2'90 | '09 | '43 |
| February..... | 811,838 | 52,424 | 11,869 | 24,441 | 897 | 3,977 | 14,464 | 1'46 | 3'01 | '11 | '49 |
| March..... | 858,371 | 55,026 | 13,600 | 25,579 | 1,123 | 4,968 | 14,359 | 1'58 | 2'98 | '13 | '58 |
| Total..... | 9,415,487 | 558,910 | 136,969 | 286,394 | 10,762 | 43,777 | 13,296 | 1'45 | 3'04 | '11 | '46 |

STATEMENT OF CAPITAL ACCOUNT

No. 1.—INTERCOLONIAL RAILWAY.
CAPITAL ACCOUNT. Year ended March 31, 1912.

| 1911. | Dr. | \$ cts. | \$ cts. | 1911. | Cr. | \$ cts. |
|-----------|---|------------|---------------|-----------|----------------------------|---------------|
| March 31. | To cost of Intercolonial Railway to date— | | 93,035,371 08 | March 31. | By Dominion of Canada..... | 93,035,371 08 |
| | Strengthen Bridges..... | 53,551 40 | | | | |
| | Increase accommodation at Halifax..... | 73,989 59 | | | | |
| | Equipment at Riviere du Loup engine house.. | 6,645 41 | | | | |
| | Locomotive and Car Shops with equipment | | | | | |
| | and new freight yard and cut off line at | | | | | |
| | Moncton..... | 106,936 31 | | | | |
| | Increase accommodation at Campbellton..... | 176,810 41 | | | | |
| | Sydney Mines diversion..... | 249,929 45 | | | | |
| | Diversion of line at Chatham and Branch to | | | | | |
| | wharf..... | 210,563 93 | | | | |
| | Addition to General office building, Moncton. | 80,626 67 | | | | |
| | Increase accommodation at Truro..... | 24,951 14 | | | | |
| | Double tracking at New Glasgow..... | 26,069 15 | | | | |
| | General Protection of highways..... | 114,266 28 | | | | |
| | Increase accommodation at Stellarton..... | 30,000 00 | | | | |
| | Increase accommodation and facilities along | | | | | |
| | the line..... | 50,952 23 | | | | |
| | Increase accommodation at St. John..... | 25,600 00 | | | | |
| | Surveys and Inspection..... | 564 69 | | | | |
| | Increase accommodation at Fredericton..... | 42,978 63 | | | | |
| | Towards the construction of a railway from a | | | | | |
| | point on the Intercolonial Railway at or near | | | | | |
| | Dartmouth, in the County of Halifax, via | | | | | |
| | Musquodoboit Harbour and the Valley of | | | | | |
| | the Musquodoboit to Deans Settlement, in | | | | | |
| | the said County..... | 24,696 31 | | | | |
| | Towards the construction of a railway from a | | | | | |
| | point on the Intercolonial Railway at or near | | | | | |
| | Alba, in the County of Inverness, to the town | | | | | |
| | of Baddeck, in the County of Victoria..... | 11,121 01 | | | | |
| | Towards the construction of a railway from a | | | | | |
| | point on the Intercolonial Railway at or near | | | | | |
| | New Glasgow, in the County of Pictou, to | | | | | |
| | the town of Guysboro, and from the said | | | | | |
| | line of railway at Cross Roads Country Har- | | | | | |
| | bour to the deep water of the said harbour.. | 113,406 49 | | | | |
| | Additional facilities at Princess Pier..... | 15 05 | | | | |
| | Improvements at Mulgrave | 28,961 12 | | | | |

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| | | | | |
|--|------------|-----------------|---------------------------------------|-----------------|
| Rolling Stock | 128,485 13 | | | |
| Air brakes to freight cars. | 12,160 00 | | | |
| Original construction | 175 96 | | | |
| Equip passengers cars with fire extinguishers and tool boxes. | 6,400 00 | | | |
| Docks and wharves at Halifax. | 98,898 72 | | | |
| Improve triple valves of air brakes. | 7,150 00 | | | |
| Construction of spur line from Hampton Sta- tion to Hampton Village | 1,711 08 | | | |
| New machinery for steamer "Scotia". | 832 68 | | | |
| Exchange of draw bars of freight cars. | 1,999 72 | | | |
| | | 1,710,448 56 | | 1,710,448 56 |
| | | \$94,745,819 64 | | \$94,745,819 64 |
| | | | 1912. | |
| | | | March 31. By Dominion of Canada. | |

E. and O. E.

Moncton, N. B.

S. L. SHANNON,

Comptroller and Treasurer.

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No. 2.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT. Year ended March 31, 1912.

| Expenditure. | \$ cts. | \$ cts. | Earnings. | \$ cts. |
|---|--------------|---------------|------------------------------------|---------------|
| Maintenance of Way and Structures.. | | 1,812,419 58 | Passenger earnings... | 3,017,304 63 |
| Maintenance of Equipment | 2,144,723 58 | | Freight earnings.... | 7,008,300 49 |
| Add surplus for year transferred to Renewal of Equipment and Debited to this Account..... | 536,819 69 | 2,681,543 27 | Mail & Express earn- ings. | 428,985 64 |
| Traffic expenses..... | | 217,943 10 | Miscellan. earnings.. | 139,195 08 |
| Transportation expenses..... | | 5,630,139 19 | | |
| General expenses..... | | 248,990 70 | | |
| Balance..... | 539,569 69 | | | |
| Less surplus transferred to renewal of Equipment Account..... | 536,819 69 | 2,750 00 | | |
| | | 10,593,785 84 | | 10,593,785 84 |

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.
MONCTON, N. B.

No. 3.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Way and Structures. Year ended March 31, 1912.

| | \$ cts. |
|--|--------------|
| No. 1. Superintendence | 53,267 59 |
| " 2. Ballast..... | 61,628 25 |
| " 3. Ties | 143,054 44 |
| " 4. Rails | 158,368 09 |
| " 5. Other Track Material..... | 102,509 00 |
| " 6. Roadway and Track..... | 682,852 02 |
| " 7. Removal of snow, sand and ice..... | 151,580 68 |
| " 9. Bridges, trestles and culverts..... | 44,317 77 |
| " 10. Over and under grade crossings | 1,119 36 |
| " 11. Grade crossings, fences, cattle guards and signs | 47,918 38 |
| " 12. Snow and sand fences and snow sheds..... | 16,248 69 |
| " 13. Signals and interlocking plants..... | 6,170 19 |
| " 14. Telegraph and Telephone Lines..... | 1,520 92 |
| " 16. Buildings, Fixtures and Grounds | 265,442 74 |
| " 17. Docks and Wharves..... | 29,871 77 |
| " 18. Roadway Tools and Supplies..... | 21,992 75 |
| " 22. Injuries to Persons..... | 355 68 |
| " 23. Stationery and Printing..... | 3,936 66 |
| " 25. Other Expenses..... | 866 49 |
| " 26. Maintaining joint tracks, yards and other facilities—Dr..... | 27,847 77 |
| Cr..... | 1,820,869 24 |
| " 27. Maintaining joint tracks, yards and other facilities—Cr..... | 8,449 66 |
| | 1,812,419 58 |

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.
MONCTON, N. B.

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No. 4.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Equipment. Year ended March 31, 1912.

| | \$ | cts. |
|--|------------|------|
| No. 28. Superintendence..... | 59,135 | 90 |
| " 29. Steam Locomotives..... | 712,227 | 89 |
| " 30. Steam Locomotives—Renewals..... | 371,965 | 84 |
| " 35. Passenger Train Cars—Repairs..... | 294,183 | 31 |
| " 36. " " Renewals..... | 185,977 | 91 |
| " 38. Freight Train Cars—Repairs..... | 635,784 | 28 |
| " 39. " " Renewals..... | 278,939 | 95 |
| " 44. Floating Equipment—Repairs..... | 9,058 | 20 |
| " 45. " " Renewals..... | 2 | 00 |
| " 47. Shop Machinery and Tools..... | 40,376 | 27 |
| " 49. Injuries to Persons..... | 498 | 08 |
| " 50. Stationery and Printing..... | 10,786 | 32 |
| " 51. Maintaining Joint Equipment at Terminals—Dr..... | 4,506 | 23 |
| " 52. Other Expenses..... | 43,899 | 34 |
| " 53. Work Equipment—Repairs..... | 34,201 | 75 |
| | *2,681,543 | 27 |

* From the operation of the Railway for the year there was a gain of \$539,569.69, and of this amount \$536,819.69 was transferred to Equipment Renewal Account, and Maintenance of Equipment was charged with same. The amount of \$536,819.69 is available for the purchase of Rolling Stock.

E. & O. E.

MONCTON, N. B.

S. L. SHANNON,

Comptroller and Treasurer.

No. 5.—INTERCOLONIAL RAILWAY.

Traffic Expenses. Year ended March 31, 1912.

| | \$ | cts. |
|-----------------------------------|---------|------|
| No. 57 Superintendence..... | 63,776 | 92 |
| " 58 Outside Agencies..... | 71,806 | 24 |
| " 59 Advertising..... | 48,605 | 81 |
| " 60 Stationery and Printing..... | 30,264 | 85 |
| " 61 Traffic Associations..... | 2,693 | 29 |
| " 65 Other Expenses..... | 795 | 99 |
| | 217,943 | 10 |

E. & O. E.

MONCTON, N. B.

S. L. SHANNON,

Comptroller and Treasurer.

3 GEORGE V., A. 1913

No. 6.—INTERCOLONIAL RAILWAY.

TRANSPORTATION Expenses. Year ended March 31, 1912.

| | \$ | cts. |
|---|-----------|------|
| No. 66 Superintendence..... | 83,169 | 76 |
| 67 Despatching trains..... | 166,045 | 42 |
| 68 Station employees..... | 737,227 | 00 |
| 69 Weighing and car service associations..... | 1,427 | 36 |
| 72 Station supplies and expenses..... | 102,350 | 23 |
| 73 Yardmasters and their clerks..... | 41,585 | 22 |
| 74 Yard conductors and brakemen..... | 179,486 | 73 |
| 75 Yard, switch and signal tenders..... | 16,225 | 28 |
| 76 Yard supplies and expenses..... | 19,719 | 43 |
| 77 Yard enginemmen..... | 139,914 | 24 |
| 78 Enginehouse expenses—Yard..... | 35,841 | 70 |
| 79 Fuel for yard locomotives..... | 195,501 | 63 |
| 80 Water for yard locomotives..... | 10,969 | 46 |
| 81 Lubricants for yard locomotives..... | 3,435 | 18 |
| 82 Other supplies for yard locomotives..... | 2,297 | 59 |
| 83 Operating joint yard and terminals—Dr..... | 114,681 | 95 |
| 86 Road enginemmen..... | 576,983 | 86 |
| 87 Enginehouse expenses—Road..... | 279,210 | 08 |
| 88 Fuel for road locomotives..... | 1,693,269 | 67 |
| 89 Water for road locomotives..... | 55,289 | 78 |
| 90 Lubricants for road locomotives..... | 28,554 | 25 |
| 91 Other supplies for road locomotives..... | 16,954 | 87 |
| 94 Road trainmen..... | 767,240 | 85 |
| 95 Train supplies and expenses..... | 196,358 | 39 |
| 96 Interlockers, block and other signals—Operation..... | 10,409 | 67 |
| 97 Crossing flagmen and gatemen..... | 15,256 | 90 |
| 98 Drawbridge operation..... | 3,185 | 39 |
| 99 Clearing wrecks..... | 17,287 | 73 |
| 100 Telegraph and telephones—Operation..... | 13,217 | 17 |
| 101 Operating floating equipment..... | 49,350 | 06 |
| 103 Stationery and printing..... | 62,892 | 40 |
| 105 Other expenses..... | 27,668 | 45 |
| 106 Loss and damage—Freight..... | 40,030 | 04 |
| 107 Loss and damage—Baggage..... | 287 | 83 |
| 108 Damage to property..... | 5,961 | 29 |
| 109 Damage to stock on right of way..... | 5,690 | 83 |
| 110 Injuries to persons..... | 2,211 | 49 |
| 111 Operating joint tracks—Dr..... | 11,343 | 98 |
| Cr..... | 5,728,533 | 16 |
| No. 84 Operating joint yards and terminals—Cr..... | 98,393 | 97 |
| | 5,630,139 | 19 |

E. & O. E.
MONCTON, N. B.S. L. SHANNON,
Comptroller and Treasurer.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL Expenses. Year ended March 31, 1912.

| | \$ | cts. |
|---|---------|------|
| No. 113 Salaries and expenses of general officers..... | 25,937 | 47 |
| 114 Salaries and expenses of clerks and attendants..... | 103,943 | 75 |
| 115 General offices supplies and expenses..... | 2,946 | 93 |
| 116 Law expenses..... | 12,143 | 85 |
| 118 Relief Department expenses..... | 9,399 | 96 |
| 119 Pensions..... | 76,371 | 60 |
| 120 Stationery and printing..... | 14,475 | 71 |
| 121 Other expenses..... | 3,771 | 43 |
| | 248,990 | 70 |

E. & O. E.
MONCTON, N. B.S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

No. 8.—INTERCOLONIAL RAILWAY OF CANADA.

General Stores Account. Year ended March 31, 1912.

| Dr. | \$ | cts. | \$ | cts. | Cr. | \$ | cts. | \$ | cts. |
|--|-------|--------|-------|--------|--|-------|--------|-------|--------|
| To balance, March 31, 1911. | 3,710 | 077 38 | 1,149 | 303 45 | By issues during year ended March 31, 1912. | 4,192 | 961 31 | | |
| Purchases during year ended March 31, 1912. | 908 | 084 12 | | | Sales, material, fuel, &c. | 62 | 299 31 | | |
| Charges from other departments. | 56 | 946 04 | | | Sales old material. | 220 | 118 18 | | |
| Labour. | 30 | 678 40 | | | | | | 4,475 | 378 80 |
| Staff. | | | | | Balance— | | | | |
| | | | | | Ordinary stores, including fuel. | 758 | 731 68 | | |
| | | | | | Roadway and bridge material. | 620 | 978 91 | | |
| | | | | | | | | 1,379 | 710 59 |
| | | | | | | | | 5,855 | 089 39 |

S. L. SHANNON,

Comptroller and Treasurer.

C. F. BURNS,

Auditor of Disbursements, I.R.C.

MONCTON, N.B.

SESSIONAL PAPER No. 20

| | | | | | |
|--|------------|--|--|--|--------------|
| Halifax Station Labour..... | 1,500 00 | | | | |
| J. Hillis & Sons..... | 563 20 | | | | |
| Hood's Quarry Co..... | 81 78 | | | | |
| W. F. Humphrey..... | 79 52 | | | | |
| Hone and Rivet..... | 924 80 | | | | |
| Inverness Ry. & Coal Co..... | 111 92 | | | | |
| Intercolonial Coal Mining Co..... | 43 26 | | | | |
| Illinois Central Ry..... | 108 60 | | | | |
| International & Great Northern Ry..... | 5 85 | | | | |
| Intercolonial & Prince Edward Island Railways Employees Provident Fund..... | 4 30 | | | | |
| Iowa Central Ry..... | 4 92 | | | | |
| Indiana Harbor Belt Ry..... | 0 11 | | | | |
| Kent Northern Co..... | 6,151 84 | | | | |
| Kanawha & Michigan Ry..... | 2 16 | | | | |
| Kansas City Southern Ry..... | 14 71 | | | | |
| D. C. Kirk..... | 10,683 86 | | | | |
| Lotbiniere & Megantic Ry..... | 0 19 | | | | |
| Londonderry Iron & Mining Co..... | 21,752 59 | | | | |
| Ledgh Valley Ry..... | 558 70 | | | | |
| Louisiana & Western Ry..... | 0 40 | | | | |
| Louisville & Nashville Ry..... | 63 30 | | | | |
| Lake Shore & Michigan Southern Ry..... | 112 01 | | | | |
| Lake Erie & Western Ry..... | 34 28 | | | | |
| R. S. Lowe..... | 96 10 | | | | |
| Lexington & Eastern Ry..... | 8 99 | | | | |
| Ledgh & New England Ry..... | 0 40 | | | | |
| Lotbiniere Lumber Co..... | 3 25 | | | | |
| Louisiana Ry. and Navigation Co..... | 16 51 | | | | |
| Moncton & Buctouche Ry..... | 636 69 | | | | |
| Michigan Central Ry..... | 107 41 | | | | |
| Maine Central Ry..... | 51 98 | | | | |
| Montmagny Light & Pulp Co..... | 756 09 | | | | |
| Thomas Malcolm..... | 2,109 40 | | | | |
| Merchant's Despatch Transportation Co..... | 4 82 | | | | |
| Missouri Pacific Ry..... | 152 88 | | | | |
| Minneapolis, St. Paul & Sault Ste. Marie Ry..... | 90 74 | | | | |
| Missouri, Kansas & Texas Ry..... | 46 62 | | | | |
| Maritime Coal, Ry. & Power Co..... | 5 00 | | | | |
| Metropolitan Steamship Co..... | 59 38 | | | | |
| Mather Stock Car Co..... | 2 07 | | | | |
| Minneapolis & St. Louis Ry..... | 35 65 | | | | |
| R. G. Murray..... | 11 85 | | | | |
| Mobile & Ohio Ry..... | 20 71 | | | | |
| H. W. Monsell & Co..... | 18 08 | | | | |
| Mississippi Central Ry..... | 1 97 | | | | |
| Marine Ry Co..... | 0 52 | | | | |
| Moncton Tramways, Electricity & Gas Co..... | 105 85 | | | | |
| Carried forward..... | 310,749 48 | | | | |
| | | | | | 2,541,019 82 |
| Rents Ledger:— | | | | | |
| D. LeBlanc..... | 20 | | | | |
| New Brunswick Pulp & Paper Co..... | 1 00 | | | | |
| J. B. Sangster..... | 0 01 | | | | |
| Joseph Arthur..... | 0 50 | | | | |
| D. Hamah..... | 1 02 | | | | |
| T. B. Cochran..... | 1 44 | | | | |
| A. E. Pitman..... | 1 00 | | | | |
| E. McEllion..... | 1 00 | | | | |
| Spencer Bros. & Turner..... | 5 00 | | | | |
| O. S. Leggere..... | 1 00 | | | | |
| George Lovett..... | 1 75 | | | | |
| Rhodes, Curry & Co..... | 2 00 | | | | |
| Town of Stellarton..... | 1 00 | | | | |
| G. W. Young..... | 1 00 | | | | |
| Shawinigan Water & Power Co..... | 1 00 | | | | |
| Carried forward..... | 18 92 | | | | |
| | | | | | 3,084,554 72 |

75 55

18 92

Carried forward.....

2,541,019 82

310,749 48

Carried forward.....

3,084,554 72

3 GEORGE V., A. 1913

No. 9.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE. Year ended March 31, 1912—Continued.

| Dr. | \$ cts. | \$ cts. | Cr. | \$ cts. | \$ cts. |
|---|------------|--------------|-----------------------|---------|--------------|
| Brought forward..... | 310,749 48 | 2,541,019 82 | Brought forward | | 3,084,554 72 |
| To Missouri & North Arkansas Ry..... | 1 20 | | | | |
| H. F. McDougall..... | 8 46 | | | | |
| E. D. McGrath..... | 15 20 | | | | |
| Nelson McDougall..... | 75 00 | | | | |
| McLellan Lumber Co..... | 40 00 | | | | |
| New Brunswick Coal & Railway Co..... | 10 15 | | | | |
| New York Central & Hudson River Ry..... | 799 43 | | | | |
| National Despatch Line..... | 38 08 | | | | |
| Newfoundland Ry..... | 313 64 | | | | |
| New York, New Haven and Hartford Ry..... | 132 42 | | | | |
| Northern Navigation Co..... | 2 60 | | | | |
| New York, Chicago and St. Louis Ry..... | 54 01 | | | | |
| Nova Scotia Steel and Coal Co..... | 1,321 11 | | | | |
| New Brunswick and P. E. Island Ry..... | 4,521 45 | | | | |
| Northern Pacific Ry..... | 25 93 | | | | |
| National Despatch—Great Eastern Line..... | 484 23 | | | | |
| Northern Central Ry..... | 2 65 | | | | |
| Norfolk and Western Ry..... | 46 80 | | | | |
| New York, Philadelphia and Norfolk Ry..... | 0 36 | | | | |
| New Orleans and North Eastern Ry..... | 13 51 | | | | |
| National Labour Congress..... | 446 40 | | | | |
| Norfolk Southern Ry..... | 14 42 | | | | |
| Norwood and Lawrence Ry..... | 222 16 | | | | |
| Northern New Brunswick and Seaboard Ry..... | 230 76 | | | | |
| New Brunswick Cold Storage Co..... | 119 75 | | | | |
| New Brunswick Pulp and Paper Co..... | 167 68 | | | | |
| Nashville, Chattanooga and St. Louis Ry..... | 5 91 | | | | |
| Nova Scotia Car Works..... | 2,069 68 | | | | |
| Oregon Railway and Navigation Co..... | 11 53 | | | | |
| Ocean charges on freight at Halifax..... | 4,233 89 | | | | |
| Opelousas Gulf and North Eastern Ry..... | 1 80 | | | | |
| Oregon Short Line Ry..... | 6 25 | | | | |
| Post Office Department..... | 54,930 86 | | | | |
| Prince Edward Island Ry..... | 734 89 | | | | |
| Pictou Station Labour..... | 200 00 | | | | |
| Pullman Co..... | 2 23 | | | | |
| Pennsylvania Ry..... | 221 60 | | | | |
| Price Bros..... | 1,336 02 | | | | |
| Pittsburgh, Cincinnati, Chicago and St. Louis Ry..... | 27 51 | | | | |

No. 9.—INTERCOLONIAL RAILWAY—Continued.

GENERAL BALANCE. Year ended March 31, 1912.

| Dr. | % cts. | \$ cts. | Cr. | % cts. | \$ cts. |
|---|------------|--------------|----------------------|--------|--------------|
| Brought forward..... | 467,548 46 | 2,541,019 82 | Brought forward..... | ..... | 3,084,554 72 |
| To Toronto, Hamilton and Buffalo Ry..... | 5 41 | | | | |
| Trois Pistoles Pulp and Paper Co..... | 73 82 | | | | |
| Transcontinental Railway Commissioners..... | 1,625 56 | | | | |
| Toledo, St. Louis and Western Ry..... | 24 88 | | | | |
| Toledo and Ohio Central Ry..... | 10 50 | | | | |
| Toledo, Peoria and Western Ry..... | 3 92 | | | | |
| D. Tremblay..... | 123 29 | | | | |
| S. M. Tweedie..... | 49 90 | | | | |
| Toronto Construction Co..... | 429 75 | | | | |
| Teniskaming and Northern Ontario Ry..... | 0 50 | | | | |
| Trinity and Brazos Valley Ry..... | 1 30 | | | | |
| Toledo and Western Ry..... | 10 60 | | | | |
| Vandalia Line..... | 8 79 | | | | |
| Union Pacific Ry..... | 30 87 | | | | |
| Union Ry..... | 2 81 | | | | |
| Union Tank Line..... | 2 00 | | | | |
| Virginia and South Western Ry..... | 1 62 | | | | |
| Wabash Ry..... | 398 62 | | | | |
| Western Union Telegraph Co..... | 127 80 | | | | |
| A. N. Whitman and Son..... | 150 00 | | | | |
| E. A. Wallberg..... | 2 97 | | | | |
| Western Maryland Ry..... | 2 41 | | | | |
| Wisconsin Central Ry..... | 8 00 | | | | |
| Wheeling and Lake Erie Ry..... | 5 01 | | | | |
| Wyoming and North Western Ry..... | 0 97 | | | | |
| T. A. S. DeWolf & Son..... | 152 35 | | | | |
| Robert Wilson..... | 9 40 | | | | |
| York and Carleton Ry..... | 88 95 | 470,900 69 | | | |
| To Individuals and Companies Ledger Suspense :— | | | | | |
| General Storekeeper..... | 6 37 | | | | |
| Dominion Atlantic Ry..... | 51 59 | | | | |
| Haliacx and South Western Ry..... | 83 99 | | | | |
| International Ry of New Brunswick..... | 35 58 | | | | |
| Transcontinental Ry. Commissioners..... | 50 00 | | | | |
| Nova Scotia Steel & Coal Co..... | 100 62 | | | | |
| Intercolonial and Prince Edward Island Rys. | | | | | |
| Employees Provident Fund..... | 0 32 | | | | 328 47 |

SESSIONAL PAPER No. 20

| | | |
|--|--------------|--|
| To Traffic Ledger :— | | |
| H. & A. Allan..... | 1,999 76 | |
| Allan Bros & Co..... | 12 00 | |
| Canadian Northern Ry..... | 7,193 50 | |
| Canadian Pacific Ry..... | 5,903 86 | |
| Cumberland Ry. & Coal Co..... | 2 25 | |
| Dominion Steamship Line..... | 177 47 | |
| Department of Marine and Fisheries..... | 1,498 28 | |
| Department of Commerce and Labour, U.S.A..... | 18 45 | |
| T. A. S. De Wolfe & Son..... | 51 50 | |
| Grand Trunk Ry..... | 31,246 35 | |
| A. G. Jones & Co..... | 9 50 | |
| Newfoundland Ry..... | 11,229 42 | |
| Rutland Ry..... | 0 55 | |
| Russian-American Steamship Line..... | 4,196 95 | |
| Southern Pacific Ry..... | 63 86 | |
| Salisbury & Harvey Ry..... | 176 34 | |
| Uranium Steamship Co..... | 2,038 10 | |
| Western Passenger Association..... | 2 57 | |
| | 65,820 71 | |
| To Car Service Ledger :— | | |
| Acadia Coal Co..... | 227 00 | |
| Albany & Hudson Ry..... | 4 25 | |
| Atlanta & St. Andrews Ry..... | 2 10 | |
| Buffalo & Susquehanna Ry..... | 5 25 | |
| Bristol Ry..... | 12 95 | |
| Chicago, Peoria & St. Louis Ry..... | 0 50 | |
| Chicago, Cincinnati & St. Louis Ry..... | 137 25 | |
| Genesee & Wyoming Ry..... | 37 45 | |
| Greenville & Knoxville Ry..... | 0 35 | |
| Jamestown, Chautauqua & Lake Erie Ry..... | 46 15 | |
| Minneapolis, St. Paul & Sault Ste. Marie Ry..... | 100 00 | |
| New Jersey & New York Ry..... | 0 60 | |
| Rutland Ry..... | 179 95 | |
| Register & Glenville Ry..... | 1 75 | |
| Teniskaming & Northern Ontario Ry..... | 49 95 | |
| Trinity & Brazos Valley Ry..... | 52 15 | |
| Texas State Ry..... | 1 40 | |
| Wheeling Terminal Ry..... | 1 00 | |
| White River Ry..... | 23 45 | |
| | 883 50 | |
| To Rents Ledger :— | | |
| Newfoundland Ry..... | 816 63 | |
| Chas. Elder..... | 0 03 | |
| Post Office Dept..... | 6 25 | |
| Oliver McGinnis..... | 0 17 | |
| George Maloney..... | 0 89 | |
| H. D. McLean..... | 5 00 | |
| | 898 97 | |
| Carried forward..... | 3,078,953 19 | |

3,084,554 72

Carried forward.....

3 GEORGE V., A. 1913

No. 9.—INTERCOLONIAL RAILWAY—Continued.
GENERAL BALANCE. Year ended March 31, 1912—Continued.

| Dr. | \$ | cts. | \$ | cts. | Cr. | \$ | cts. | \$ | cts. |
|---------------------------------|-----|--------|----|------|-----------------------|-----------|------|-----------|------|
| Brought forward | 828 | 97 | | | Brought forward | 3,078,453 | 19 | | |
| To N. W. Pushie..... | | 5 00 | | | | | | 3,084,554 | 72 |
| Miramichi Lumber Co | | 20 00 | | | | | | | |
| James Comeau..... | | 20 80 | | | | | | | |
| Imperial Oil Co..... | | 6 00 | | | | | | | |
| Florence E. Mason..... | | 5 00 | | | | | | | |
| George A. Mason..... | | 5 00 | | | | | | | |
| Arthur S. Comeau..... | | 5 00 | | | | | | | |
| City of Sydney..... | | 1 00 | | | | | | | |
| New Brunswick Telephone Co..... | | 1 00 | | | | | | | |
| Canada Railway News Co..... | | 0 06 | | | | | | | |
| J. M. O'Brien..... | | 25 00 | | | | | | | |
| E. D. McGrath..... | | 8 35 | | | | | | | |
| William Barrie..... | | 7 00 | | | | | | | |
| Canadian Pacific Ry..... | | 529 13 | | | | | | | |
| Emile Patrel..... | | 2 00 | | | | | | | |
| Steamer <i>Granville</i> | | 59 00 | | | | | | | |
| Edward O'Grady..... | | 18 00 | | | | | | | |
| John Stokes..... | | 27 00 | | | | | | | |
| Fred. Tobin..... | | 30 00 | | | | | | | |
| T. Walsh..... | | 30 00 | | | | | | | |
| Mrs. Ryan..... | | 30 00 | | | | | | | |
| Department of Public Works..... | | 1 00 | | | | | | | |
| David M. Lawson..... | | 1 00 | | | | | | | |
| Dominion Express Co..... | | 6 25 | | | | | | | |
| Canadian Express Co..... | | 12 50 | | | | | | | |
| Furness, Withy & Co..... | | 25 00 | | | | | | | |
| C. Vellieux..... | | 28 00 | | | | | | | |
| N. Lamontagne..... | | 7 50 | | | | | | | |
| Dame C. W. Carrier..... | | 228 00 | | | | | | | |
| Olivier Gingras..... | | 57 00 | | | | | | | |
| Misses Camire..... | | 12 00 | | | | | | | |
| Maurice Camire..... | | 11 00 | | | | | | | |
| Mrs J. Atkinson..... | | 95 00 | | | | | | | |
| Mrs. L. Roberge..... | | 96 00 | | | | | | | |
| James Cloutier..... | | 38 00 | | | | | | | |
| George Cloutier..... | | 38 00 | | | | | | | |
| Frank Cloutier..... | | 4 50 | | | | | | | |
| H. Bégin..... | | 182 00 | | | | | | | |
| Jean Lamothe..... | | 45 00 | | | | | | | |
| Louis Boisvert..... | | 4 00 | | | | | | | |
| Ferdie St-Laurent..... | | 197 00 | | | | | | | |

No. 9.—INTERCOLONIAL RAILWAY—Continued.
GENERAL Balance. Year ended March 31, 1912—Continued.

| To. | Dr. | \$ | cts. | \$ | cts. | Cr. | \$ | cts. |
|---|----------------------|-------|------|-----------|------|----------------------|-----------|------|
| | Brought forward..... | 2,948 | 31 | 3,078,953 | 19 | Brought forward..... | 3,081,554 | 72 |
| W. H. Miller..... | | 25 | 00 | | | | | |
| M. A. McLeod..... | | 5 | 00 | | | | | |
| City of Sydney..... | | 4 | 00 | | | | | |
| Central Telephone Co..... | | 38 | 00 | | | | | |
| D. M. Grant..... | | 2 | 00 | | | | | |
| W. F. Napier..... | | 2 | 00 | | | | | |
| Tudhope Carriage Co..... | | 5 | 00 | | | | | |
| Harris Abattoir Co..... | | 15 | 00 | | | | | |
| City of Sydney..... | | 3 | 00 | | | | | |
| L. B. Shaffner..... | | 5 | 00 | | | | | |
| Charles Love..... | | 2 | 00 | | | | | |
| James Barclay..... | | 3 | 00 | | | | | |
| Saunderson Manufacturing Co..... | | 5 | 00 | | | | | |
| Town of Rimouski..... | | 12 | 00 | | | | | |
| Canadian Pacific Railway..... | | 1 | 00 | | | | | |
| J. W. Laurie..... | | 5 | 00 | | | | | |
| A. D. Munro..... | | 1 | 00 | | | | | |
| Henry McIntyre..... | | 1 | 00 | | | | | |
| Toneman Wheaton..... | | 15 | 00 | | | | | |
| George L. McLean..... | | 1 | 00 | | | | | |
| John W. Logan..... | | 5 | 00 | | | | | |
| Henry Lunan..... | | 2 | 00 | | | | | |
| Robert Douglas..... | | 3 | 00 | | | | | |
| Antigonish & Sherbrooke Telephone Co..... | | 4 | 00 | | | | | |
| Cooper & Cunningham..... | | 15 | 00 | | | | | |
| S. W. Dimock..... | | 2 | 00 | | | | | |
| Robert Crawford..... | | 2 | 00 | | | | | |
| B. N. S. Underhill..... | | 60 | 00 | | | | | |
| H. Mc. Hart..... | | 1 | 00 | | | | | |
| Thomas Belanger..... | | 0 | 79 | | | | | |
| W. R. Steeves..... | | 5 | 00 | | | | | |
| Samuel Melanson..... | | 5 | 00 | | | | | |
| W. J. Kent..... | | 5 | 00 | | | | | |
| Doncett Bros..... | | 5 | 00 | | | | | |
| City of Sydney..... | | 2 | 00 | | | | | |
| New Brunswick Telephone Co..... | | 4 | 00 | | | | | |
| Shediac Electric Light & Power Co..... | | 2 | 00 | | | | | |
| Alphonse Dallaire..... | | 1 | 00 | | | | | |
| Charles A. Vanwic..... | | 2 | 00 | | | | | |
| New Brunswick Telephone Co..... | | 2 | 00 | | | | | |
| Benjamin Titus..... | | 2 | 00 | | | | | |

SESSIONAL PAPER No. 20

| | | | | |
|--------------------------|----------|--------------|--|--------------|
| W. A. Wilson..... | 2 00 | | | |
| Harry Harrison..... | 2 00 | | | |
| Dominion Express Co..... | 10 00 | | | |
| Canadian Express Co..... | 0 48 | | | |
| Geo. Anderson..... | 5 00 | | | |
| Canadian Express Co..... | 22 89 | | | |
| | | 3,276 47 | | |
| Advances:— | | | | |
| H. M. Stevens..... | 5 06 | | | |
| Sir G. Falconbridge..... | 1,000 00 | | | |
| A. E. G. McKenzie..... | 200 00 | | | |
| A. R. Smith..... | 20 00 | | | |
| Hon. J. Bureau..... | 150 00 | | | |
| T. P. Owens..... | 500 00 | | | |
| R. A. Lawlor..... | 250 00 | | | |
| L. G. Demers..... | 200 00 | | | |
| | | 2,325 06 | | |
| | | 3,084,554 72 | | 3,084,554 72 |

E. and O. E.

MONCTON, N. B.

S. L. SHANNON,
Comptroller and Treasurer.

3 GEORGE V., A. 1913

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of Averages, Year ending March 31, 1912.

| | |
|--|-------------|
| Mileage of railway..... | 146,815 |
| Engine mileage..... | 9,415,487 |
| Total train mileage..... | 7,400,975 |
| " car mileage..... | 104,002,011 |
| Ratio of earnings to gross earnings— | Per cent. |
| Revenue from transportation..... | 98·36 |
| Revenue from operations other than transportation..... | 1·64 |
| Gross earnings per mile of railway..... Dollars | 7,215·74 |
| " " engine mile..... | 1·13 |
| " " train mile..... | 1·43 |
| " " car mile..... Cents. | 10·19 |
| Ratio of expenses to gross earnings— | Per cent. |
| Maintenance of way and structures..... | 17·11 |
| " equipment..... | 25·31 |
| Traffic expenses..... | 2·06 |
| Transportation expenses..... | 53·15 |
| General expenses..... | 2·35 |
| Expenses per train mile— | Cents. |
| Maintenance of way and structures..... | 24·49 |
| " equipment..... | 56·23 |
| Traffic expenses..... | 2·94 |
| Transportation expenses..... | 76·07 |
| General expenses..... | 3·36 |
| Expenses per mile of railway— | Dollars. |
| Maintenance of way and structures..... | 1,234·49 |
| " equipment..... | 1,826·48 |
| Traffic expenses..... | 148·45 |
| Transportation expenses..... | 3,834·85 |
| General expenses..... | 169·59 |
| Locomotive and car repairs per locomotive and car— | Dollars. |
| Locomotives..... | 1,799·20 |
| Passenger cars..... | 642·63 |
| Freight cars..... | 51·22 |

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT OF RECEIPTS.

| Months. | Passenger Traffic. | Freight Traffic. | Mails and Sundries. | Total. |
|-----------------|-----------------------|---------------------|---------------------------|---------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1911— | | | | |
| April | 240,360 50 | 638,727 63 | 39,628 96 | 918,717 09 |
| May | 231,795 97 | 565,264 57 | 36,182 61 | 833,243 15 |
| June | 271,341 71 | 549,444 60 | 41,831 33 | 862,617 64 |
| July | 334,553 42 | 536,731 69 | 43,478 66 | 914,763 77 |
| August | 379,150 62 | 566,080 55 | 45,207 24 | 990,438 41 |
| September | 334,189 12 | 548,260 78 | 43,765 35 | 926,215 25 |
| October | 247,919 06 | 651,818 58 | 51,489 71 | 951,227 35 |
| November | 200,008 95 | 654,923 02 | 56,962 77 | 911,894 74 |
| December | 220,665 49 | 628,417 75 | 51,088 39 | 900,171 63 |
| 1912— | | | | |
| January | 187,177 51 | 506,123 06 | 50,279 98 | 743,580 55 |
| February | 165,504 58 | 544,658 40 | 45,650 27 | 755,813 25 |
| March | 204,637 70 | 617,849 86 | 62,615 45 | 885,103 01 |
| 1911-12 | 3,017,304 63 | 7,008,300 49 | 568,180 72 | 10,593,785 84 |
| 1910-11 | 2,899,419 82 | 6,344,595 66 | 619,767 92 | 9,863,783 40 |

S. L. SHANNON,

*Comptroller and Treasurer.*W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY.

PASSENGER STATEMENT.

| Months. | Local. | | Through. | | Total. | |
|-----------------|-----------|-------------|----------|------------|-----------|-------------|
| | Number. | Mileage. | Number. | Mileage. | Number. | Mileage. |
| 1911— | | | | | | |
| April | 251,118 | 7,922,690 | 24,896 | 7,457,398 | 276,014 | 15,380,088 |
| May | 247,240 | 8,145,104 | 25,207 | 5,646,613 | 272,447 | 13,791,717 |
| June | 279,580 | 10,364,050 | 22,429 | 4,367,469 | 302,009 | 14,731,519 |
| July | 323,623 | 13,237,013 | 31,550 | 5,480,778 | 355,173 | 18,717,791 |
| August | 354,384 | 13,575,575 | 37,622 | 7,008,978 | 392,006 | 20,584,553 |
| September | 323,223 | 11,948,343 | 34,411 | 5,506,315 | 357,634 | 17,454,658 |
| October | 240,756 | 8,220,128 | 23,386 | 3,921,761 | 264,142 | 12,141,889 |
| November | 209,706 | 6,505,497 | 17,609 | 3,192,060 | 227,315 | 9,697,557 |
| December | 258,061 | 8,761,518 | 20,383 | 3,843,538 | 278,444 | 12,605,056 |
| 1912— | | | | | | |
| January | 223,666 | 6,359,183 | 20,110 | 4,808,806 | 243,776 | 11,167,989 |
| February | 190,984 | 5,740,867 | 12,911 | 3,158,175 | 203,895 | 8,899,042 |
| March | 224,581 | 6,641,759 | 19,117 | 6,296,402 | 243,698 | 12,938,161 |
| 1911-12 | 3,126,922 | 107,421,727 | 289,631 | 60,688,293 | 3,416,553 | 168,110,020 |
| 1910-11 | 2,968,435 | 104,232,338 | 264,460 | 58,148,834 | 3,232,895 | 162,381,222 |

S. L. SHANNON,

*Comptroller and Treasurer.*W. H. ESTANO,
Auditor of Traffic.

3 GEORGE V., A. 1913

INTERCOLONIAL RAILWAY.

FREIGHT STATEMENT.

| Months. | Local. | | Through. | | Total. | |
|---------------------|-----------|-------------|-----------|-------------|-----------|---------------|
| | Tons. | Mileage. | Tons. | Mileage. | Tons. | Mileage. |
| 1911— | | | | | | |
| April | 295,271 | 67,144,604 | 111,243 | 51,370,955 | 406,514 | 118,515,569 |
| May | 283,642 | 46,193,339 | 91,772 | 42,399,878 | 375,414 | 88,593,217 |
| June | 278,858 | 42,723,582 | 85,878 | 38,944,739 | 364,736 | 81,668,321 |
| July | 276,164 | 43,025,249 | 81,873 | 36,309,821 | 358,037 | 79,335,070 |
| August | 291,826 | 47,568,554 | 83,182 | 36,903,081 | 375,008 | 84,471,635 |
| September | 269,631 | 44,943,188 | 78,842 | 39,159,319 | 348,473 | 84,102,507 |
| October | 299,206 | 54,638,863 | 85,339 | 45,010,729 | 384,545 | 99,649,592 |
| November | 317,962 | 61,881,849 | 93,467 | 61,396,112 | 411,429 | 113,277,961 |
| December | 251,058 | 49,585,988 | 128,558 | 73,513,323 | 379,616 | 123,099,311 |
| 1912— | | | | | | |
| January | 274,376 | 66,201,437 | 79,992 | 38,685,824 | 354,368 | 104,887,261 |
| February | 287,222 | 70,989,411 | 78,959 | 37,646,319 | 366,181 | 108,635,730 |
| March | 327,273 | 76,658,551 | 85,005 | 44,896,005 | 412,278 | 121,554,556 |
| 1911-12 | 3,452,489 | 671,554,615 | 1,084,110 | 536,236,115 | 4,536,599 | 1,207,790,730 |
| 1910-11 | 3,085,437 | 592,203,856 | 1,015,963 | 508,430,673 | 4,101,400 | 1,100,634,529 |

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of principal revenue producing freight carried over the Intercolonial Railway in 1910-11 and 1911-12.

| Description. | Year ended March 31, 1911. | Year ended March 31, 1912. |
|-----------------------------------|----------------------------------|----------------------------------|
| | Tons. | Tons. |
| <i>Product of agriculture :</i> | | |
| Grain..... | 111,667 | 130,161 |
| Flour..... | 169,628 | 187,364 |
| Potatoes..... | 20,332 | 45,396 |
| Hay..... | 58,354 | 96,627 |
| Apples, fruit and vegetables..... | 13,487 | 26,557 |
| Other mill products..... | 46,749 | 53,389 |
| Cotton..... | 5,794 | 4,021 |
| <i>Products of animals :</i> | | |
| Hogs and horses..... | 8,174 | 9,527 |
| Sheep and cattle..... | 11,034 | 11,649 |
| Lambs..... | 1,753 | 1,347 |
| Dressed meats..... | 15,028 | 13,526 |
| Poultry and game..... | 954 | 805 |
| Fish..... | 36,737 | 31,581 |
| Oysters..... | 2,433 | 3,109 |
| Wool..... | 1,590 | 2,841 |
| Hides and leather..... | 6,860 | 6,939 |
| <i>Products of mines :</i> | | |
| Coal and coke..... | 1,039,722 | 1,233,532 |
| Ore..... | 22,332 | 19,800 |
| Sand, stone, etc..... | 175,080 | 201,935 |
| Salt..... | 12,661 | 12,722 |
| Slate and granite..... | 1,461 | 1,455 |
| Phosphate..... | 10,292 | 10,290 |
| <i>Products of forest :</i> | | |
| Lumber..... | 529,950 | 539,537 |
| Bark..... | 13,874 | 19,800 |
| Cordwood..... | 58,625 | 54,196 |
| Pulpwood..... | 183,534 | 160,659 |
| Wood pulp..... | 42,086 | 26,992 |
| Shingles..... | 70,696 | 76,420 |
| Other forest products..... | 113,639 | 133,812 |
| <i>Manufactures :</i> | | |
| Petroleum and oils..... | 35,363 | 34,916 |
| Sugar..... | 52,192 | 57,927 |
| Iron and steel rails..... | 108,549 | 101,782 |
| Iron, pig and bloom..... | 64,867 | 71,330 |
| Wire rods..... | 90,475 | 75,494 |
| Steel billets..... | 135,096 | 108,668 |
| Other castings and machinery..... | 111,615 | 63,224 |
| Bar and sheet metals..... | 46,031 | 101,669 |
| Brick, lime and cement..... | 103,027 | 135,953 |
| Agricultural implements..... | 12,273 | 12,650 |
| Furniture..... | 9,638 | 10,216 |
| Immigrants effects..... | 4,175 | 5,685 |
| Miscellaneous..... | 543,523 | 641,996 |
| Grand total..... | 4,101,400 | 4,536,599 |

S. L. SHANNON,
Comptroller and Treasurer,W. H. ESTANO,
Auditor of Traffic.

3 GEORGE V., A. 1913

INTERCOLONIAL RAILWAY.

DESCRIPTIVE STATEMENT of Freight Transported during the Year ended March 31, 1912.

| | Number. | Tons. |
|-------------------------------|-------------|-----------|
| Barrels flour | 1,873,640 | 187,364 |
| Bushels grain | 5,206,440 | 130,161 |
| Live stock | 115,189 | 22,523 |
| Sup. feet lumber | 656,418,588 | 910,428 |
| Coal and other fuel | | 1,287,728 |
| Manufactured goods | | 1,280,928 |
| All other articles | | 717,467 |
| Total | | 4,536,599 |

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY.

STATEMENT of Coal shipped over the I. C. R. during the fiscal year ended March 31, 1912.

| From. | FOR THE WEST. | | | For Local Stations. | Total. |
|------------------------|---------------|------------------|---------------|---------------------|-----------|
| | Via St. John. | Via St. Rosalie. | Via Montreal. | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. |
| Stellarton | | 73 | | 496,241 | 496,314 |
| Westville | | | | 33,810 | 33,810 |
| New Glasgow | | | | 63,299 | 63,299 |
| North Sydney | 303 | | | 37,330 | 37,633 |
| Sydney | | | | 24,192 | 24,192 |
| Point Tupper | | | | 115,134 | 115,134 |
| Springhill | | | | 102,171 | 102,171 |
| Maccan | | | | 192,776 | 192,776 |
| Norton | | | | 41,315 | 41,315 |
| Coal Branch | | | | 111 | 111 |
| Harcourt | | | | 4,778 | 4,778 |
| | 303 | 73 | | 1,111,157 | 1,111,533 |

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT showing quantity of the undermentioned articles carried over the Intercolonial Railway during fiscal year ended March 31, 1912.

| Articles. | Via Montreal. | Via St. Rosalie. | Via St. John. | For Local Stations. | Total. |
|---|------------------|---------------------|------------------|------------------------|------------------|
| | Tons. | Tons. | Tons. | Tons. | Tons. |
| Raw Sugar, West Bound..... | 2,558 | 1,096 | ..... | 12,057 | 15,711 |
| Refined Sugar, West Bound..... | 9,691 | 8,242 | 1,519 | 21,870 | 41,322 |
| European Freight, West Bound via Halifax..... | 12,347 | 4,860 | 17 | 43,682 | 60,906 |
| ‡ European Freight, West Bound via St. John..... | 8,694 | 622 | ..... | 8,956 | 18,272 |
| European Freight, East Bound via Halifax..... | 22,628 | 4,177 | 8,760 | *131,150 | 166,715 |
| ‡ European Freight, East Bound via St. John..... | 19,875 | 252 | ..... | -29,791 | 49,918 |
| Grain for Shipment via Halifax..... | Bush. 122,734 | ..... | ..... | ..... | Bush. 122,734 |
| ‡ Grain for Shipment via St. John..... | 1,215,574 | ..... | ..... | ..... | 1,215,574 |
| | Tons. | | | | Tons. |
| Fresh Fish..... | 4,213 | 1,476 | 1,917 | 6,686 | 14,292 |
| Salt Fish..... | 4,060 | 4,250 | 425 | 10,103 | 18,843 |
| Coal..... | ..... | 73 | 303 | 1,111,157 | 1,111,533 |

S. L. SHANNON,

Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

* Includes 113,426 Tons Deals via Halifax.

- Includes 8,022 Tons Deals via St. John.

‡ Previous Annual statements did not include West Bound European Freight and East Bound European Freight and Grain shipments via St. John, N.B.

3 GEORGE V., A. 1913

STATEMENT Ocean Borne Passenger Business done at the Port of Halifax during the year ending March 31, 1912.

| Name of Steamer. | NUMBER OF PASSENGERS. | | | |
|-------------------------|-----------------------|--------|-----------|--------|
| | 1st. | 2nd. | Steerage. | Total. |
| Allan Line— | | | | |
| Scotian..... | | 354 | 1,217 | 1,571 |
| Mongolian..... | 78 | 257 | 1,123 | 1,458 |
| Hesperian..... | 150 | 896 | 3,165 | 4,211 |
| Virginian..... | 133 | 674 | 1,394 | 2,201 |
| Tunisian..... | 167 | 1,092 | 2,729 | 3,988 |
| Numidian..... | | 345 | 598 | 943 |
| Victorian..... | 156 | 1,120 | 2,193 | 3,469 |
| Carthaginian..... | 68 | 166 | 927 | 1,161 |
| Sicilian..... | | 263 | 918 | 1,181 |
| Corinthian..... | 21 | 219 | 717 | 957 |
| Parisian..... | | 313 | 457 | 770 |
| Pretorian..... | 83 | 276 | 613 | 972 |
| Grampian..... | 50 | 555 | 1,221 | 1,826 |
| Corsican..... | 117 | 686 | 1,646 | 2,449 |
| Lake Erie..... | | 48 | 78 | 126 |
| Ionian..... | 32 | 278 | 377 | 687 |
| C. P. R. S. S.— | | | | |
| Empress of Britain..... | 214 | 7 | 12 | 233 |
| Empress of Ireland..... | 93 | 26 | 16 | 135 |
| Pickford & Black— | | | | |
| Sokoto..... | 33 | | | 33 |
| Ocano..... | 9 | | | 9 |
| Uranium S. S.— | | | | |
| Uranium..... | 4 | 37 | 2,715 | 2,756 |
| Volturno..... | 3 | 66 | 2,809 | 2,878 |
| Campanello..... | 8 | 61 | 1,845 | 1,914 |
| Royal Line— | | | | |
| Royal Edward..... | 150 | 578 | 1,558 | 2,286 |
| Royal George..... | 67 | 383 | 1,565 | 2,015 |
| Dominion Line— | | | | |
| Southwark..... | | 125 | 539 | 664 |
| Canada..... | | 472 | 806 | 1,278 |
| Megantic..... | 26 | 432 | 662 | 1,120 |
| Teutonic..... | | 232 | 565 | 797 |
| Dominion..... | | 168 | 395 | 563 |
| | 1,662 | 10,129 | 32,860 | 44,651 |

SESSIONAL PAPER No. 20

STATEMENT of Ocean Borne Passenger Business done at the Port of St. John, N. B., during the year ending March 31, 1912.

| Name of Steamer. | NUMBER OF PASSENGERS | | | |
|-------------------------|----------------------|------|---------|--------|
| | 1st. | 2nd. | Immigt. | Total. |
| Donaldson Line— | | | | |
| Saturnia..... | 23 | 17 | 273 | 313 |
| Athenia..... | 17 | 24 | 118 | 159 |
| Cassandra..... | 17 | | 156 | 173 |
| Canada Line— | | | | |
| Barcelona..... | | | 8 | 8 |
| Samland..... | | | 6 | 6 |
| Williehead..... | | | 6 | 6 |
| C. P. R. Line— | | | | |
| Montreal..... | | | 83 | 83 |
| Lake Champlain..... | | | 8 | 8 |
| Empress of Britain..... | 7 | 6 | 16 | 29 |
| Montezuma..... | | | 73 | 73 |
| Lake Manitoba..... | | 2 | 9 | 11 |
| Lake Michigan..... | | | 11 | 11 |
| Empress of Ireland..... | 5 | | 12 | 17 |
| Montfort..... | | | 29 | 29 |
| Mount Temple..... | | | 29 | 29 |
| Allan Line— | | | | |
| Corsican..... | 1 | 3 | 5 | 9 |
| Virginian..... | 5 | 1 | | 6 |
| Lake Erie..... | | | 28 | 28 |
| Tunisian..... | 2 | 2 | 2 | 6 |
| Victorian..... | 4 | | 4 | 8 |
| Grampian..... | | | 2 | 2 |
| Pomeranian..... | 1 | | 3 | 4 |
| Hesperian..... | 8 | | | 8 |
| Sardinian..... | | | 2 | 2 |
| Total..... | 90 | 55 | 883 | 1,028 |

3 GEORGE V., A. 1913

STATEMENT of Ocean Borne Passenger Business done at the Port of Quebec during the year ending March 31, 1912.

| Name of Steamer. | NUMBER OF PASSENGERS. | | |
|----------------------------|-----------------------|------------------|------------------|
| | 1st. | 2nd. | Total. |
| C. P. R. S.S. Line— | | | |
| Montford | | 13 | 13 |
| Empress of Britain..... | 14 | 9 | 23 |
| Mount Royal..... | | 7 $\frac{1}{2}$ | 7 $\frac{1}{2}$ |
| Montezuma..... | | 12 $\frac{1}{2}$ | 12 $\frac{1}{2}$ |
| Lake Manitoba..... | 10 | 21 $\frac{1}{2}$ | 31 $\frac{1}{2}$ |
| Montreal..... | | 10 | 10 |
| Empress of Ireland. | 7 $\frac{1}{2}$ | 20 | 27 $\frac{1}{2}$ |
| Mount Temple..... | 2 | 33 $\frac{1}{2}$ | 35 $\frac{1}{2}$ |
| Lake Michigan..... | | 11 | 11 |
| Lake Champlain..... | 1 | 14 | 15 |
| Montrose..... | | 8 | 8 |
| Allan Line— | | | |
| Grampian..... | 4 | 17 $\frac{1}{2}$ | 21 $\frac{1}{2}$ |
| Pomeranian..... | | 13 | 13 |
| Lake Erie..... | 2 | 9 | 11 |
| Hesperian..... | 8 | 28 | 36 |
| Ionian..... | 2 | 13 | 15 |
| Corsican..... | 11 | 49 $\frac{1}{2}$ | 60 $\frac{1}{2}$ |
| Scotian..... | 11 $\frac{1}{2}$ | 35 $\frac{1}{2}$ | 47 |
| Pretorian..... | | 8 | 8 |
| Victorian..... | 21 | 42 | 63 |
| Sicilian..... | | 2 | 2 |
| Tunisian..... | 11 | 32 | 43 |
| Corinthian..... | 10 $\frac{1}{2}$ | 26 $\frac{1}{2}$ | 37 |
| Sardinian..... | | 17 | 17 |
| Virginian..... | 11 $\frac{1}{2}$ | 45 | 56 $\frac{1}{2}$ |
| Donaldson Line— | | | |
| Saturnia..... | 6 | 23 $\frac{1}{2}$ | 29 $\frac{1}{2}$ |
| Athenia..... | 5 | 32 | 37 |
| Cassandra..... | 2 | 17 | 19 |
| Cunard Line— | | | |
| Ascania..... | 2 | 18 | 20 |
| Dominion Line— | | | |
| Dominion..... | | 4 | 4 |
| Teutonic..... | 4 | 41 | 45 |
| Megantic..... | 13 | 30 | 43 |
| Laurentic..... | 14 | 4 | 18 |
| Canada..... | 16 $\frac{1}{2}$ | 9 | 25 $\frac{1}{2}$ |
| Royal Line— | | | |
| Royal George..... | 18 | 41 | 59 |
| Royal Edward..... | 26 $\frac{1}{2}$ | 27 | 53 $\frac{1}{2}$ |
| Canada Line— | | | |
| Pisa..... | | 40 $\frac{1}{2}$ | 40 $\frac{1}{2}$ |
| Willehad..... | | 32 | 32 |
| Samland..... | | 2 | 2 |
| Gothland..... | | 12 | 12 |
| Barcelona..... | | 25 | 25 |
| Southwark..... | | 27 | 27 |
| Albania..... | | 12 | 12 |
| Wittekind..... | | 16 | 16 |
| Total..... | 234 | 911 | 1,145 |

SESSIONAL PAPER No. 20

STATEMENT of Ocean Borne Freight Traffic via Halifax for the year ending March 31, 1912.

| Line of Steamers. | Import. | Export. |
|-------------------------|------------------------------------|------------------------------------|
| | Tons. | Tons. |
| Allan..... | 15,782 | 4,562 ³ / ₄ |
| Manchester..... | 2,286 ¹ / ₂ | 7,321 ¹ / ₂ |
| Elder Dempster..... | 1,528 ³ / ₄ | 1,623 ³ / ₄ |
| Red Cross..... | 189 ³ / ₄ | 4,850 ¹ / ₄ |
| Pickford & Black..... | 18,093 | 35,283 ³ / ₄ |
| Furness..... | 19,898 ¹ / ₂ | 54,585 ¹ / ₂ |
| Uranium..... | 2,720 ³ / ₄ | 94 |
| Empress, C.P.R..... | 905 ¹ / ₂ | 707 |
| Dominion..... | 803 ¹ / ₂ | |
| Canadian Northern..... | 2 | |
| White Star..... | 153 | |
| Royal..... | 4,498 ¹ / ₂ | 6,031 ³ / ₄ |
| Plant..... | 2,160 | 175 ³ / ₄ |
| Donaldson..... | | 392 |
| I. S. DeWolf & Son..... | | 62 ¹ / ₂ |
| Tramp..... | 8,849 ¹ / ₂ | 52,250 |
| Totals..... | 77,870 | 167,940 |

STATEMENT of Ocean Borne Freight Traffic via St. John for the year ending March 31, 1912.

| Line of Steamers. | Import. | Export. |
|---------------------|---------|---------|
| | Tons. | Tons. |
| Donaldson..... | 12,653 | 3,314 |
| Allan..... | 4,581 | 5,679 |
| Manchester..... | 3,348 | 2,713 |
| C. P. R..... | 2,935 | 5,294 |
| Canada..... | 275 | |
| Elder Dempster..... | 1,806 | 9,296 |
| Furness..... | 396 | 535 |
| Pickford & Black.. | 1,721 | 1,127 |
| Head Line..... | | 2,880 |
| Totals..... | 27,715 | 30,838 |

3 GEORGE V., A. 1913

INTERCOLONIAL

STATEMENT of casualties for

| Date. | Time of day. | No. of train. | Description of train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|---------|--------------|---------------|-----------------------|--------------------|-----------------|----------------|-----------------------------------|
| 1911. | | | | | | | |
| April 8 | 18:10 | | | | | | Public crossing, West of Laurier. |
| " 13 | 13:30 | | Special. | C. Rioux. | E. Côté. | 72 | Tobin Branch. |
| " 16 | 3:40 | | " | O. Langlois. | E. Parent. | 319 | St. François. |
| " 24 | 23:30 | | Shunter | | T. Stockall. | 215 | Richmond yard. |
| May 1 | | | Working train. | E. Gagnon. | N. Burris. | 124 | Truro yard. |
| " 6 | 9:30 | | Special. | H. G. Thompson. | W. Fraser. | 269 | Little Metis. |
| " 6 | 12:15 | | Freight. | O. Langlais. | W. Megarity. | 223 | Apohaqui. |
| " 6 | 14:50 | | Passenger. | J. Huppe. | J. Couillard. | 321 | One mile West of St. Louis. |
| " 10 | 13:12 | 150 | " | M. Verville. | Jas. Houston. | 166 | Rimouski. |
| " 12 | 16:10 | 146 | Working train. | O. Levesque. | Chas. Deslisle. | 389 | Point St. Charles. |
| " 13 | 14:30 | | Shunter | | R. Phinney. | 258 | One mile West of St. Romuald. |
| " 13 | 19:50 | | Passenger. | U. St. Pierre. | N. Houston. | 166 | Truro yard. |
| " 13 | 16:46 | 146 | Fast freight. | J. A. Davidson. | Jas. Stratton. | 284 | Beloil Station. |
| June 6 | 22:15 | 75 | Working train. | A. Jarest. | B. Côté. | 35 | One mile East Jacques River. |
| " 10 | 6:40 | | Coal train. | A. Gauvreau. | E. Mitchell. | 379 | Carnel Pit. |
| " 14 | 10:30 | | Fast freight. | C. Couchy. | L. Dutil. | 22 | Princess Pier. |
| " 16 | 23:05 | 76 | Shunter | Fred Côté. | Oct. Halle. | 312 | St. Hubert. |
| " 17 | 18:40 | | Passenger. | J. B. Crockett. | G. B. Storey. | 99 | Levis wharf. |
| " 20 | 6:50 | 133 | Special. | C. Audet. | H. Maisey. | 396 | Main Street crossing, Moncton. |
| " 24 | 15:45 | | Passenger. | N. Hopper. | B. Cooke. | 319 | Near Cedar Hall. |
| July 4 | 18:15 | 20 | " | Jas. McDonald. | Jas. McRury. | 76 | Hilden. |
| " 6 | 6:15 | 17 | " | J. Craigie. | A. Prowse. | 73 | Townsend Street crossing, Sydney. |
| " 8 | 10:30 | 20 | Mixed. | G. Soucy. | E. Parsons. | 407 | Half mile East McIntyre's Lake. |
| " 11 | 11:02 | 47 | Pass. (DAR) | A. Simmonds. | T. Stockall. | 32 | St. J. P. Joli. |
| " 14 | 18:35 | 94 | Passenger. | J. Berry. | R. Lightbody. | 336 | Ferry crossing, Richmond. |
| " 14 | 11:00 | 34 | " | A. J. Vance. | J. Clarke. | 318 | Folleigh. |
| " 17 | | 19 | " | J. McDonald. | T. Scott. | 315 | Fairview. |
| " 25 | 22:25 | 17 | " | B. Ripley. | W. Smith. | 50 | New Glasgow. |
| " 25 | 9:35 | | Shunter | E. S. Vye. | H. Cameron. | 183 | Near Windsor Jct. |
| " 27 | 14:30 | | | | | | Newcastle wharf. |

SESSIONAL PAPER No. 20

RAILWAY.

the year ended March 31, 1912.

| Name of person injured. | Whether passenger or employee. | Particulars of Accident. | Extent of injury. | Verdict. |
|----------------------------------|--------------------------------|--|---------------------|--|
| Alphonse Moffet and two sisters. | Neither. | Runner of sleigh caught in rail at the crossing. | Badly injured. | |
| Alphonse Malenfant. | " | Box car in which they were stealing a ride left track. | Slightly injured. | |
| Nap. Malenfant. | " | | Badly injured. | |
| Chas. E. LaBlonde. | " | | Fatal " | |
| Adélard Tardif. | Brakeman. | Got foot caught in guard rail and run over by train. | Fatal | Railway at fault. |
| A. Moore. | " | Fell from a moving car. | " | Inquest not necessary. |
| L. Bruce. | Foreman shunter. | Fell off foot board of engine. | Slightly injured. | |
| Absoloin Lavoie. | Labourer. | Struck by a piece of falling scantling. | Fatal | Accidental. |
| Isaac Gaunce. | Neither. | Got foot caught between draw-bars. | Foot injured. | |
| Michel Houton. | " | Attempted to get on a moving car. | Foot cut off. | |
| Auguste Duchêne. | " | Struck by train. | Fatal | Accidental. |
| Adrien Soulière. | " | " | Slightly injured. | |
| J. D. Therrien. | Track foreman. | Fell between moving cars. | Shoulder fractured. | |
| Amos Biswanger. | Brakeman. | Attempted to get on engine and missed footing. | Fatal | No inquest. |
| Wm. Couture. | Neither. | Struck by train while walking on track. | " | Accidental. |
| J. A. Davidson. | Conductor. | Fell from cupola of van. | Badly shaken up. | |
| O. Savary. | Brakeman. | Fell from cars. | Both legs cut off. | |
| Jas. Hetherington. | Neither. | Fell from a moving car. | Collar bone broken. | |
| J. Brouillette. | " | Struck by train. | Fatal | Railway and employees not responsible. |
| Jos. Dostie. | " | Struck by train while walking on track. | Badly injured. | |
| Jos. Cuthbertson. | Passenger. | Steps on which they were standing being torn off. | Seriously injured. | |
| Arthur Legère. | " | | Badly injured. | |
| Albert Paradis. | Neither. | Run over by train. | Fatal. | Accidental. |
| Mrs. Tucker. | Passenger. | Fell while getting off moving cars. | Badly injured. | |
| Harry MacCurrie. | Neither. | Struck by train while walking on track. | " | |
| Fixott. | Passenger. | Fell out of window of car. | Bruised about face. | |
| Geo. Bélanger. | " | Attempted to get on moving cars. | Fatal | Accidental. |
| Herbert Palmer. | Neither. | Struck by train. | Slightly injured. | |
| Geo. Banfield. | Passenger. | Jumped from moving train. | " | |
| Herbert Marshall. | " | " | " | |
| Alex. Barclay. | " | Fell from train while under influence of liquor. | " | |
| Clara Byers. | " | Fell against and broke glass of car door. | Wrist badly cut. | |
| J. Dempsey. | Brakeman. | Right foot caught between draw-bars. | Badly crushed. | |

3 GEORGE V., A. 1913

INTERCOLONIAL RAILWAY—

STATEMENT of Casualties for

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|---------|--------------|---------------|-----------------------|---------------------|---------------------|----------------|------------------------------------|
| 1911. | | | | | | | |
| Aug. 3 | 12:35 | 303 | Passenger... | A. Crookshank ... | P. J. Ivory | 204 | Upper Blackville .. |
| " 4 | 14:55 | 4 | " | W. H. Williams .. | T. Townsend | 335 | Pt. du Chene Wharf |
| " 10 | | | Shunter | | | | Sydney yard. |
| " 10 | 15:30 | | Special..... | D. J. McDonald .. | J. W. Gunning .. | 119 | Scotsburn |
| " 11 | 19:45 | | Shunter | H. A. Baker | J. Gazley | 201 | Truro |
| " 12 | 6:45 | 199 | Passenger .. | L. E. Proulx..... | Jas. Fohy | 343 | Mile East of St. Madeline..... |
| " 19 | 17:30 | | Special..... | D. Sweeney. | O. Gilker..... | 267 | Gloucester Jct. . . |
| " 23 | 9:20 | 75 | Freight..... | J. C. Gillespie.... | H. McDonald..... | 252 | Frosty Hollow..... |
| Sept. 6 | 18:37 | | Passenger .. | F. Cote..... | O. Halle..... | 379 | Pt. Levis yard..... |
| " 6 | | | | | | | One mile west of Riv. du Loup.... |
| " 13 | 22:45 | | Shunter | | T. McCallum | 201 | Truro yard |
| " 20 | 16:25 | 20 | Passenger .. | G. C. Keys | H. Thompson..... | 415 | West River..... |
| " 21 | 18:10 | 84 | " | John Coffey | R. Bulmer..... | | Moncton Station... |
| " 21 | 21:00 | | | | | | Montmagny Bridge. |
| " 22 | 20:45 | 15 | Freight..... | W. P. Smith..... | R. Simpson. | 222 | Greenville |
| " 23 | 9:30 | | Shunter | | S. Watson..... | 266 | Moncton yard |
| " 27 | | | " | | J. Kelly | 201 | Truro yard |
| Oct. 3 | 16:25 | | Special. | N. Margeson..... | C. Stockall | 26 | Moirs' Mills (Bedford) |
| " 9 | 16:30 | | Ballast train | J. Harvey | D. J. Wood | 213 | New Mills |
| " 11 | 15:01 | | Passenger .. | Geo. Wathem..... | G. Cote | 407 | St. Pierre..... |
| " 13 | 16:00 | | Shunter | | Jno. Cameron..... | 10 | North Sydney..... |
| " 14 | 13:10 | | Special..... | E. K. O'Brien | W. H. McKinnon. | 263 | Riversdale .. |
| " 21 | 24:30 | 15 | Freight..... | H. B. Gordon..... | L. Bradshaw | 222 | Sackville |
| " 26 | 7:20 | 304 | Passenger .. | R. Henry..... | J. Cameron..... | 205 | Chatham Jct |
| " 27 | 22:02 | 199 | " | A. Aubin..... | Geo. Lamonth..... | 348 | Rimouski |
| " 28 | | | Freight..... | C. D. Philips | | | Rockingham |
| " 31 | 1:30 | | Special..... | T. F. Melanson... | A. R. Price. | 229 | Sackville..... |
| Nov. 4 | 12:30 | | Freight special. | A. R. Gordon..... | H. Cummings | 366 | Public Crossing east of Trenton .. |
| " 4 | 19:30 | | Shunter | | J. S. Mitchell..... | 287 | Stellarton yard |
| " 9 | 23:00 | 15 | Freight..... | A. Lockhart..... | L. Bradshaw | 267 | Springhill Jct. yard. |
| " 9 | 19:40 | 102 | Mixed..... | J. McLellan | G. Gallivan..... | 293 | Scotch Lake..... |
| " 13 | 19:40 | | Shunter | R. Redmond..... | M. Flavin .. | 405 | North St., Halifax.. |
| " 13 | 19:30 | 150 | Passenger .. | R. W. Orchard | J. Cameron | 322 | Milnikik Siding... |
| " 17 | 1:50 | | Shunter | | T. Matheson | 311 | Campbellton yard.. |
| " 16 | 19:20 | 15 | Freight..... | H. B. Gordon..... | L. Bradshaw | 336 | Londonderry..... |

SESSIONAL PAPER No. 20

Continued.

the Year ended March 31, 1912.

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict. |
|-------------------------|--------------------------------|---|-------------------------------|-----------------------------------|
| Wm. Mills | Passenger | Steps of car on which he was standing, torn off | Head injured. | |
| Wm. McPherson.... | " | Struck by engine | Foot cut off. | |
| — Bouche..... | Brakeman | While coupling cars | Hand smashed | |
| Wm. Leithead..... | " | While hanging on side of car, struck by a projection from station | Badly injured. | |
| A. H. McKenzie.... | Foreman shunter... | Attempted to get on moving cars | Ruptured | |
| Philius Lussier.... | Neither | Struck by train while crossing tracks | Slightly injured. ... | |
| M. Arseneau | Brakeman | Slipped and fell while unloading freight | Leg injured | |
| — Casey | Neither | Attempting to get on cars, fell under wheels | Foot cut off. | |
| P. Gandreault | " | Struck by train while walking on track | Badly injured. | |
| Paul Rousseau | " | Found dead on track | Fatal | Accidental. |
| A. Purcell | Brakeman | Struck by switch target | Slightly injured | |
| Jos. Terris | Neither | Falling from moving train | Injured about head | |
| John Mash | Passenger | Fell from train | Badly injured. | |
| Jules Asselin | Neither | Found on track dead | Fatal | No blame attached to railway. |
| Lionel Rushton | Passenger | Fell from train while under influence of liquor | " | Accidental. |
| Mrs. McIntyre | Neither | Struck by engine while crossing tracks | Slightly injured. ... | |
| Susan Langille..... | " | Struck by engine while walking on track | " | |
| Walter Oaks | Sectionman | Struck by train while removing trolley from track | Fatal | Train crew exonerated from blame |
| M. J. Barthe.. .. | Brakeman | Fell from train | Right leg cut off. .. | |
| A. Vezina | Passenger | Foot caught between cars | Badly bruised. | |
| Matthew Hare..... | Neither | Fell under wheels of car while under influence of liquor | Foot crushed | |
| D. E. Johnson | Brakeman | Fell from train | Arm badly crushed .. | |
| Chas. McDonald.... | Neither | Struck by train | Foot " | |
| Herbert Malone.... | Brakeman | Got caught between cars | Fatal | No inquest. |
| Antoine Rioux | Passenger | Fell from train | Right arm badly injured | |
| C. D. Philips | Conductor | Lever of semaphore struck him in face | Face badly bruised .. | |
| Frank Melanson.... | Brakeman (not on duty) | Collision | Fatal | Train crew at fault. |
| Grant Murray..... | Neither | Struck by train while crossing track | " | Railway and employees exonerated. |
| Jos. McGillivray.... | " | " " " " | Leg broken. | |
| Jas. P. McKay..... | Yardman | On attempting to get on engine missed footing | Slightly injured. ... | |
| Abel Comeau | Neither | Trying to board moving train | Foot badly jammed .. | |
| Andrew McKinnon.. | " | Supposed to have been struck by train | Fatal | Accidental. |
| Frank Bell | Shunter | Fell off box car | Hip injured. | |
| Geo. V. Randolph .. | Passenger | Fell from train | Slightly injured. ... | |
| J. Bourque | Yardman | Fell under wheels of car | Right arm cut off. .. | |
| Mrs. Buchanan..... | Neither | Trying to catch train, stepped through culvert | Leg broken | |

3 GEORGE V., A. 1913
INTERCOLONIAL RAILWAY—
STATEMENT of Casualties for

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|---------|--------------|---------------|-----------------------|--------------------|----------------------------|----------------|--|
| 1911 | | | | | | | |
| Nov. 18 | 22.00 | | Shunter | R. G. Duff | C. Cool | 370 | West of Charlo |
| Dec. 3 | | | | | | | Amherst. |
| " 14 | 16.40 | | Special | A. Gauvreau | H. Gingras | 165 | Nicolet |
| " 19 | 6.57 | 78 | Passenger | A. Calder | J. Campbell | 161 | East River Bridge (New Glasgow). |
| " 19 | 16.30 | | Shunter | | A. McGrath | 288 | Richmond yard |
| " 20 | 20.30 | 26 | Passenger | J. A. Hughes | Geo. Kantley | 335 | Onslow |
| " 21 | | 17 | " | | | | Halifax Depot |
| " 25 | | | | | | | East of George's River Bridge. |
| " 27 | | 34 | Passenger | | | | Campbellton |
| 1912. | | | | | | | |
| Jan. 4 | 24.15 | 66 | " | D. A. MacFarlane | H. Patriquin | 172 | Pictou |
| " 4 | 12.30 | | Special | W. J. Ellis | T. Hennessey | 277 | Fairview |
| " 9 | 12.40 | | Wing plow special. | J. F. Doyle | G. M. Wilson | 306 | Campbellton |
| " 11 | 14.10 | 25 | Passenger | Jas. Daley | T. McBeath | 333 | Humphreys Crossing. |
| " 13 | 19.00 | | Special | R. Jefferson | J. E. Stronach | 615 | Springhill Junction yard. |
| " 13 | 14.45 | | Freight | W. Lacombe | A. Rouleau | 60 | Public Crossing West of St. Romuald. |
| " .. | 17.00 | | Shunter | | A. Cook | | Moncton yard |
| " 16 | 18.00 | | Light eng. | | A. McGrath T. Stockall. | 1081 821 | Willow Park (Halifax). |
| " 23 | 17.30 | | Plow Special | R. Begin | W. J. Atkinson | 87 | Chaudière Curve |
| " 23 | 11.00 | | " | H. Murray | H. Phinney | 1045 | Truro yard |
| Feb. 3 | 16.10 | | Shunter | M. Wilson | R. C. Colpitts | 23 | Calhouns Mills |
| " 10 | 17.00 | | " | | N. Henry | | Campbellton |
| " 12 | 19.00 | | " | | J. Daine | 815 | North Street (Halifax). |
| " 14 | 17.10 | 33 | Passenger | J. A. Bouchard | R. McNeil | 432 | East of Public Crossing, St. Hyacinthe |
| " 17 | 9.15 | | Shunter | | A. Dunbar | 820 | Pirate Harbour |
| " 19 | 11.40 | 148 | Mixed | S. Dussault | J. Bruce | 141 | Carmel |
| " 23 | 19.00 | | | | | | Truro |
| " 24 | 9.00 | | Shunter | | T. Henry | 812 | Campbellton |
| " 28 | 16.40 | | " | | J. McDermott | 1124 | Moncton yard |
| " 29 | 16.20 | | Special | W. Paradis | F. Welling | 806 | " |
| Mar. 6 | | | Shunter | R. G. Duff | J. Bruce | 87 | Drummondville |
| " 9 | 12.54 | 34 | Passenger | H. B. Brand | F. Cain | 119 | Jacquet River |
| " 12 | 9.00 | | Shunter | | O. Bourgeois | 412 | Maccan |
| " 16 | 14.15 | | Mail Special | J. W. A. Pilon | W. F. Smallwood | 811 | Moncton yard |
| " 19 | 22.30 | | Shunter | | E. Roy | 619 | Near Yanaska |
| " 19 | 19.37 | 134 | Passenger | J. B. Crockett | G. Begin | 443 | Bridge |
| " 21 | 9.00 | | Freight | E. A. Smith | J. Matheson | 812 | Campbellton |
| " 25 | 9.30 | | | | G. B. Storey | 605 | Norton |
| " 25 | 9.30 | | | | W. Megarity | 17 | Petitcodiac |
| " 25 | 9.30 | | | | Fred Wright (Hostler) | 607 | St. John yard |

SESSIONAL PAPER No. 20

Continued.

the Year ended March 31, 1912.

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict. |
|-------------------------|--------------------------------|---|-----------------------------------|-----------------------------------|
| W. Payne..... | Brakeman | Fell from tender of engine.... | Arm broken | No blame to railway or employees. |
| Wm. Bugley..... | Neither..... | Supposed to have been struck by train. | Fatal..... | |
| G. A. Bonneau | Brakeman | Jumped from moving train.. | Slightly injured... | " |
| Daniel McIntyre.... | Neither..... | Found on track dead..... | Fatal | |
| John Hibbitts | Shunter | Fell from cars..... | Slightly injured... | " |
| Richard MacLeod.... | Dining Car Cook.... | Fell from train | Fatal | |
| Peter Avery | Neither..... | " | Badly injured.... | " |
| Edward Fortune | " | Found on track dead..... | Fatal | |
| Robert Butler..... | Car repairer | While uncoupling cars..... | Left hand badly smashed. | |
| A. McLellan..... | Neither..... | Fell between freight shed platform and engine | Slightly injured... | No inquest. |
| John Shea | " | Found under train dead.... | Fatal | |
| S. Turner..... | Trackman..... | Caught between plow and wing. | Shoulder and collar bones broken. | Railway negligent. |
| T. Hebert | Neither..... | Struck by train while crossing tracks. | Fatal | |
| Percy LeBlanc..... | Brakeman..... | Hand caught between draw bars. | Hand smashed.... | " |
| A. Brilliant..... | Neither..... | Struck by train while crossing track. | Seriously injured.. | |
| S. C. Tuttle | Yardman..... | Knocked from a car by coming in contact with a post too close to track. | Fatal | Railway authorities at fault. |
| L. Mullins..... | " | Collision. | " | |
| Arthur Lilly..... | Neither..... | " | " | No inquest. |
| J. Robichaud | " | " | Leg cut off..... | |
| J. Brochu | " | Struck by train while walking on track. | Badly injured.... | |
| Murray Hanes..... | Brakeman..... | Caught between draw bars.... | " | " |
| Herman Rafuse..... | " | Foot caught between steps of engine and platform. | Foot jammed | |
| Dennis Sweeney..... | Conductor..... | Thrown against door of van .. | Collar bone broken | " |
| R. H. McEachan.... | Shunter | Got caught between cars. | Head jammed | |
| Albert Lefebvre.... | Neither..... | Struck by train while walking on track. | Fatal | Accidental. |
| C. G. Ryan..... | Yardman..... | While coupling cars..... | Thumb crushed... | " |
| Wm. Lemieux | Brakeman | Fell from car | Foot injured..... | |
| J. J. Fielding..... | Lanplighter..... | Blown off semaphore..... | Slightly injured... | " |
| J. E. Litalien..... | Yardman..... | While coupling cars..... | Right hand crushed | |
| S. A. Steeves..... | Brakeman..... | Engines collided | Slightly injured... | " |
| Wm. Hoey..... | Fireman..... | " | " | |
| S. Malouin..... | Car foreman | Car fell on him | Fatal | Accidental. |
| Paul Allard..... | Brakeman..... | Jumped from moving train.. | Slightly injured... | |
| Charles Porter | Passenger..... | Attempted to get on moving train. | Left arm cut off... | |
| G. W. Crossman.... | Brakeman..... | Foot caught between draw bars | Badly smashed.... | " |
| E. Roy..... | Driver..... | Engines left rail | Badly injured.... | |
| J. A. Talbot..... | Fireman..... | " | " | " |
| W. R. Gilker..... | Yardman..... | Got caught between..... | Slightly injured... | |
| Miss Campbell..... | Passenger..... | Fell on alighting from train.. | Bone in leg broken | " |
| Earl Wright..... | Neither..... | Struck by train while crossing track. | Badly injured.... | |
| Thos. Jones..... | " | " | Slightly injured... | No inquest. |
| Fred Arnold..... | " | Fell under wheels of engine.. | Fatal | |

3 GEORGE V., A. 1913

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,

MONCTON, N.B., May 27, 1912.

To Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the maintenance of the Windsor Branch railway for the year ending March 31, 1912.

TRACK.

During the year 11,569 feet of 56-lb. and 58-lb. rails were taken out of track and the same quantity of 67-lb. relaid.

TIES.

During the year 10,809 ordinary ties and 10 sets of switch ties were renewed.

SEMAPHORES AND SWITCHES.

Necessary repairs were made to all switches and all semaphores along the line.

FENCES.

Necessary repairs were made to existing fences on the branch.

WHARVES AND TRESTLES.

Necessary repairs were made to all wharves and trestles on line.

BRIDGES AND TRESTLES.

During the year the following bridges and culverts were repaired on the branch:—

Big Brook, bridge; Jordan, bridge; St. Croix, bridge; Stillwater, culvert.

BUILDINGS AND PLATFORMS.

During the year the following buildings and platforms were repaired on line:—

Beaver Bank, platform; Ellershouse, station; Mount Uniacke, platform; New Port, station; Windsor, engine house, station and platform.

Necessary repairs were made to hand-cars, trollies; and the track on the Windsor Branch, with the bridges and structures, has been kept in good repair during the year.

Yours truly,
T. C. BURPEE.

SESSIONAL PAPER No. 20

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE Account. Year ended March 31, 1912.

| Expenditure. | \$ cts. | Earnings. | \$ cts. |
|--|-----------|--------------------------|-----------|
| Maintenance of way and structures..... | 33,854 05 | Passengers earnings..... | 16,573 00 |
| Balance..... | 39,322 55 | Freight earnings..... | 55,451 76 |
| | | Mail earnings | 1,151 84 |
| | 73,176 60 | | 73,176 60 |

E. and O. E.
MONCTON, N.B.S. L. SHANNON,
Comptroller and Treasurer.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Structures. Year ended March 31, 1912.

| | \$ cts. |
|---|-----------|
| Superintendence | 3,548 19 |
| Ballast..... | 10 00 |
| Ties | 2,299 79 |
| Rails..... | 1,999 27 |
| Other track material..... | 1,372 01 |
| Roadway and track..... | 10,938 57 |
| Removal of snow, sand and ice..... | 808 89 |
| Bridges, trestles and culverts..... | 10,008 66 |
| Grade crossings, fences, cattle guards and signs..... | 919 22 |
| Signals and interlocking plants..... | 17 70 |
| Buildings, fixtures and grounds..... | 1,376 46 |
| Docks and wharves..... | 169 90 |
| Railway tools and supplies..... | 225 30 |
| Stationery and printing..... | 22 66 |
| Other expenses..... | 137 43 |
| | 33,854 05 |

E. and O. E.
MONCTON, N.B.S. L. SHANNON,
Comptroller and Treasurer.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL Balance. Year ended March 31, 1912.

| DR. | \$ cts. | CR. | \$ cts. |
|----------------------------|------------|--------------------------|-----------|
| To stores department. | 113,293 11 | By Dominion account..... | 13,293 11 |

E. and O. E.
MONCTON, N.B.S. L. SHANNON,
Comptroller and Treasurer.

No. 4.—WINDSOR BRANCH RAILWAY.

STATEMENT OF MONTHLY RECEIPTS—ONE-THIRD EARNINGS.

| Months. | Passenger Earnings. | Freight Earnings. | Mail Earnings. | Totals. |
|-----------------|------------------------|----------------------|-------------------|-----------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1911— | | | | |
| April | 954 97 | 2,426 73 | 95 68 | 3,477 38 |
| May | 996 75 | 2,254 66 | 95 68 | 3,347 09 |
| June | 1,323 84 | 2,158 91 | 95 68 | 3,578 43 |
| July | 1,772 87 | 1,987 88 | 96 90 | 3,857 65 |
| August | 2,445 97 | 2,700 95 | 96 91 | 5,243 83 |
| September | 2,495 63 | 7,781 92 | 96 91 | 10,374 46 |
| October | 1,478 82 | 9,109 73 | 95 68 | 10,684 23 |
| November | 1,392 92 | 7,663 11 | 95 68 | 9,151 71 |
| December | 1,353 94 | 5,793 51 | 95 68 | 7,243 13 |
| 1912— | | | | |
| January | 762 57 | 4,989 10 | 95 68 | 5,847 35 |
| February | 744 29 | 5,018 99 | 95 68 | 5,858 96 |
| March | 850 43 | 3,566 27 | 95 68 | 4,512 38 |
| | 16,573 00 | 55,451 76 | 1,151 84 | 73,176 60 |

E. and O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,

MONCTON, N.B., June 14, 1912.

DEAR SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1912.

BRANCH LINE HARMONY TO ELMIRA.

The contractors completed their work in connection with this branch line, excepting about 5 miles of tracklaying and some minor culverts. These will be completed in 1912-13.

The ballasting of the line is being done by the railway, and about $3\frac{1}{2}$ miles completed.

A passenger station was erected at Elmira.

TO INCREASE ACCOMMODATION AT SUMMERSIDE.

The railway wharf was widened 10 feet and a freight shed erected on the old wharf.

A hinged lifting gangway was built in the wharf to facilitate the handling of freight to and from the steamers.

BRANCH LINE O'LEARY TO WEST POINT.

A location survey was made, plans, specifications and estimates prepared for this branch line 13.2 miles. Tenders were asked and contract awarded and afterwards cancelled. Expropriation plans for the right-of-way were deposited of record in the registrar's office for the county.

BRANCH LINE FROM KENSINGTON TO STANLEY BRIDGE VIA LONG RIVER AND CLIFTON.

Location survey plans, specifications and estimates were prepared for this branch line. Part of the line from Clifton bridge to Stanley bridge, 3.84 miles, was advertised for tender. Expropriation plans for the right-of-way were deposited of record in the registrar's office for the county.

EXTENSION TO FREIGHT SHED ON WHARF AT SOURIS.

This appropriation was to cover the cost of work done in the previous year.

ADDITION TO STATION AT TIGNISH.

The old baggage-room was converted into a men's waiting-room. The old waiting-room converted into an office for the agent and ticket office, and the old ticket office made into a ladies' waiting-room.

A new baggage-room was built.

ROLLING STOCK.

Fifteen 30-ton Hart-Otis convertible cars for handling coal and one oil tank car were constructed in the railway shops at Charlottetown.

I have the honour to be, sir,

Your obedient servant,

WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
Asst. Chairman, G.R.M. Board,
Moncton, N.B.

3 GEORGE V., A. 1913

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., May 11, 1912.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island railway, for the fiscal year ended March 31, 1912.

I also enclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper:—

- No. 1. Capital.
 2. Revenue.
 3. Maintenance of way and structures.
 4. Maintenance of equipment.
 5. Traffic expenses.
 6. Transportation expenses.
 7. General expenses.
 8. General stores.
 9. General balance.
 10. Statement of averages.
 Statement of receipts.
 Passenger statement.
 Freight statement.
 Descriptive statement of freight transported.
- A. Statement showing the number of locomotives and the various classes of cars.
 B. Statement showing the mileage made, and the coal, oil and waste consumed by locomotives.

The mileage of the railway in operation during the year was the same as last year, 267.5 miles.

CAPITAL ACCOUNT.

The expenditure to March 31, 1911, was \$8,559,685.47.

The additions during the year were as follows:—

| | | |
|--|----------------|------------|
| Branch line, Harmony to Elmira | \$89,413 36 | |
| Rolling stock | 19,823 11 | |
| Extension to freight shed on wharf at Souris | 1,812 93 | |
| Increased accommodation, Summerside | 9,217 00 | |
| Addition to station at Tignish | 990 24 | |
| Branch line, O'Leary to West Point | 2,676 74 | |
| Branch line, Kensington to Stanley | 3,508 53 | |
| Original construction | 600 00 | |
| | | <hr/> |
| | | 128,041 91 |
| Making the total on March 31, 1912 | \$8,687,727 38 | |

Rolling stock.—Fifteen 30-ton Hart-Otis convertible cars for handling coal and one oil tank car were constructed in the railway works at Charlottetown.

Extension to freight shed on wharf at Souris.—This work was done last year, and an amount sufficient to meet the cost of it was voted this year.

SESSIONAL PAPER No. 20

Increased accommodation, Summerside.—An extension was built to the railway wharf, which was done by contract. The Chief Engineer will be able to explain more fully in regard to this work. An addition was also built to freight shed on the wharf.

Addition to station at Tignish.—This consists of a baggage-room and a ladies' waiting-room.

Original construction.—This amount was voted for the purpose of paying for a portion of the railway right-of-way within the city of Charlottetown, owned by the late Lady Wood, which was not previously settled for.

All other expenditures on capital account for the current year will be more fully explained by the Chief Engineer in his report.

REVENUE ACCOUNT.

The revenue, which has shown a steady increase for some years, was the largest in the history of the road, thus indicating continued general prosperity throughout the province.

The gross earnings and working expenses for the year compare as follows:—

| | |
|---------------------------|---------------|
| Gross earnings. | \$ 367,203 39 |
| Working expenses. | 449,962 91 |
| Difference. | \$ 82,759 52 |

The gross earnings compare with the previous year as follows:—

| | |
|---------------------|---------------|
| In 1910-11. | \$ 337,419 55 |
| 1911-12. | 367,203 39 |
| Increase. | \$ 29,783 84 |

The earnings from passenger traffic compare as follows:—

| | |
|---------------------|---------------|
| In 1910-11. | \$ 142,563 41 |
| 1911-12. | 153,284 42 |
| Increase. | \$ 10,721 01 |

The earnings from freight traffic compare as follows:—

| | |
|---------------------|---------------|
| In 1910-11. | \$ 158,841 61 |
| 1911-12. | 176,861 68 |
| Increase. | \$ 18,020 07 |

The earnings from mails and sundries compare as follows:—

| | |
|---------------------|--------------|
| In 1910-11. | \$ 36,074 53 |
| 1911-12. | 37,057 29 |
| Increase. | \$ 982 76 |

The number of passengers carried compare as follows:—

| | |
|---------------------|---------|
| | Number. |
| In 1910-11. | 356,761 |
| 1911-12. | 388,076 |
| Increase. | 31,315 |

3 GEORGE V., A. 1913

The weight of freight carried compares as follows:—

| | Tons. |
|----------------------|---------|
| In 1910-11.. | 108,263 |
| 1911-12.. | 120,218 |
| Increase.. | 11,955 |

WORKING EXPENSES.

The working expenses compare with the previous year as follows:—

| | |
|----------------------|---------------|
| In 1910-11.. | \$ 424,104 00 |
| 1911-12.. | 449,962 91 |
| Increase.. | \$ 25,858 91 |

The averages compare with the previous year as follows:—

Per Mile run by Locomotives.

| | Cents. |
|----------------------|--------|
| In 1910-11.. | 93 81 |
| 1911-12.. | 103 84 |

Per Mile run by Trains.

| | Cents. |
|----------------------|--------|
| In 1910-11.. | 127 86 |
| 1911-12.. | 127 43 |

Expenditure per Mile of Railway.

| | |
|----------------------|-------------|
| In 1910-11.. | \$ 1,588 40 |
| 1911-12.. | 1,685 25 |

TRACK.

38,100 railway ties in main line track, 907 ties in sidings, 40 sets switch ties, and 32 head-blocks and frames were renewed.

1,200 feet 50-lb. steel rails were laid in yard at Tignish to replace iron rails.

Fifty-six pound steel rails were laid in the following places:—90 feet and a new frog in main line at Kensington to replace rails in bad order; 360 feet and three new frogs in main line at Charlottetown to replace 50-lb. rails and worn out frogs; 60 feet and a new frog in main line at St. Teresa to replace worn rails; 500 feet in main line on Vernon Branch to replace mixed rails; 24 feet in main line at Wood Island to replace worn rails; and 100 feet on main line at Murray Harbour to replace bad rails.

12 hand-cars were rebuilt, and 12 track levels and lifting boards made.

SIDINGS.

At Alberton 400 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Wellington 288 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Summerside 532 feet of 50-lb. steel rails were laid on siding to replace iron rails, and a new siding, 893 feet in length, was laid with 50-lb. rails, new switch gear, and a frog, on Holman's wharf.

At Cape Traverse 380 feet of new siding, of 50-lb. steel rails, a new frog, and switch gear, was put in at Silliker's Crossing, near Cape Traverse.

At New Zealand 528 feet of 50-lb. steel rails were laid on siding to replace iron rails.

SESSIONAL PAPER No. 20

At St. Charles 240 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Five Houses 364 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At lot 40, Starch Factory, 600 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Douglas 332 feet of 50-lb. steel rails were laid on siding to replace iron rails.

FENCING.

42,023 feet new Page wire fence was erected on cedar posts. 3,180 feet permanent snow-fence, and 101 panels portable snow-fence were built. A large quantity of temporary snow-fence was erected with brush and other material.

All fences were repaired where necessary.

BALLASTING.

1,244 cars ballast, containing 11,196 cubic yards, were used on track, making 10 $\frac{1}{10}$ miles track ballasted.

265 cars of cinders, containing 1,935 cubic yards, were used, making 2 $\frac{1}{2}$ miles track ballasted.

BRIDGES.

At Charlottetown the Hillsborough bridge had all its piers repaired and pointed, and a new hardwood covering 4-inch plank was put down between the rails.

At Cardigan a new covering of 20 hard pine ties was placed on Scrimgeor's bridge.

At St. Peter's and Midgell the stone-work of bridges was repaired and pointed.

At Pine Brook the stone-work of bridge was repaired and pointed, and iron-work scraped and painted.

At Naufrage, O'Leary, Kelvin, Freetown, Bradalbane, Hunter River, Loyalist, and Milton the iron-work of bridges was scraped and painted.

At Ellerslie 4 hard pine ties were put on covering of bridge.

At Northam 24 hard pine ties were placed on covering of bridge.

At Emerald two bridges had their iron-work scraped and painted.

CULVERTS.

At Freetown a new concrete pipe culvert, 28 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Charlottetown 3 new iron pipe culverts and three new wooden culverts were put in to replace old culverts worn out.

At St. Peter's a new iron pipe culvert was put in.

At Suffolk a new concrete pipe culvert, 16 feet long, 18 inches in diameter, was put in, replacing a wooden culvert.

27 wooden culverts were rebuilt with hemlock and other timber.

All stone culverts received repairs where necessary.

33 cattle-guards were rebuilt with hemlock timber, hard pine stringers, and hemlock mud sills.

WHARVES AND BREASTWORKS.

At Summerside the wharf was repaired and a new covering placed on it. Breast-work was repaired.

At Georgetown the wharf received new stringers and was repaired where necessary.

At Souris new fenders were placed on wharf, and the wharf was repaired.

BUILDINGS AND PLATFORMS.

Tignish.—Station and dwelling were painted outside. Engine-house, freight-house, and section tool-house were repaired.

Alberton.—Section tool-house, and doors and locks of station were repaired.

Elmsdale.—Doors and windows of station were repaired.

Piusville.—Doors and windows of station were repaired.

Bloomfield.—Repairs were made to station doors and windows and roof of station. Flue in agent's dwelling was repaired.

Howlan.—A new station, containing freight-room and waiting-room, was built. This building is 16 feet x 26 feet.

O'Leary.—Station platform and roof of office were repaired.

Coleman.—Doors and windows of station were repaired.

Portage.—Freight-house doors were repaired.

Port Hill.—A new station platform was built. Agent's dwelling, and station doors and windows were repaired.

Richmond.—A new station platform was provided.

Miscouche.—Doors and windows of station, and station platform were repaired.

Summerside.—Part of the coal shed on the wharf was rebuilt, and light repairs made to all buildings. A new ice-house was built, and repairs made to track scales.

Kensington.—Station doors and windows were repaired.

Traveller's Rest.—A new station, 11 x 25 feet, was built.

New Annan.—A new station, 11 x 25 feet, was built.

Emerald.—Doors and windows of station were repaired, also flue in Agent's house.

Bradalbane.—Station doors and windows and roof of freight-house were repaired. New storm doors were placed on Agent's dwelling. Station and dwelling were painted outside two coats of paint.

Fredericton.—A new stock-pen was built.

Freetown.—Agent's dwelling, station platform and station-house were repaired.

North Wiltshire.—A new stock-pen was built. Station and station platform received light repairs.

Royalty Junction.—A new Agent's dwelling was built, which was painted both inside and outside with one coat of paint.

Charlottetown.—New store building was sheathed inside, and the interior otherwise completed, and the interior and exterior of new work was painted. Roof of freight-shed on wharf and roof of Power-house were repaired, and light repairs made to all other buildings at Charlottetown.

Souris.—Engine-house received general repairs, as the roof of this building was carried away twice by storms. Windows and doors of station and dwelling were repaired. A new stock-pen was erected on the wharf, and a new covering on track scales.

Bear River.—Station-house and Agent's dwelling were repaired.

Harmony.—Doors and windows and locks of station were repaired.

St. Peter's.—The stock-pen was rebuilt.

Marie.—A new station platform, 80 feet long, was provided.

St. Andrew's.—Station was repaired.

Mt. Stewart.—A new station with baggage-room, freight-sheds, and Agent's dwelling combined was built to replace the old station, which was destroyed by fire. This building was completed by our track carpenters. It was painted two coats of paint outside, and oil finished and varnished inside. New Fairbanks scales were placed in freight-room.

Scotchfort.—A new station, 16 x 26 feet, was built, containing waiting-room and freight-room, to replace station destroyed by fire.

SESSIONAL PAPER No. 20

Tracadie.—Station doors and windows were repaired.

Bedford.—A new station platform, 90 feet long, was laid.

York.—A new storm door was placed on the waiting-room, and necessary repairs made to doors and windows of station.

Peake's.—A new cattle-loader was erected. Station was repaired.

Cardigan.—The office and waiting-room were sheathed, and new hardwood floors laid in each. Two new doors for waiting-room and office, a new telegraph table for office, and a new counter across the office were provided. The old flue was taken down and rebuilt.

Georgetown.—Station platform was repaired.

Montague.—A new station platform, 150 feet long, was built. Windows and doors, and locks of station were repaired. Water tank was set up.

All other buildings along the line of railway were repaired where necessary.

Several sign-boards were renewed at stations along the line, and a large number of crossing sign-boards repainted.

STORES.

| | |
|--|--------------|
| The value of stores purchased was. | \$121,811 65 |
| The value of stores used was. | 132,621 92 |
| The value of material sold was. | 3,902 88 |
| The value of stores on hand at the end of the year was:— | |
| Miscellaneous. | \$ 34,925 53 |
| Fuel. | 14,215 40 |
| Roadway and bridge material. | 14,407 63 |
| | <hr/> |
| | \$63,548 56 |

GENERAL.

The rolling stock, roadbed and buildings have all received careful attention, and are in a state of efficiency.

I enclose a return of casualties which occurred during the year.

I have the honour to be, sir,

Your obedient servant,

H. McEWEN.

Superintendent.

D. POTTINGER, Esq., I.S.O.,

Assistant Chairman, Government Railways Managing Board.
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT,

CHARLOTTETOWN, P.E.I., April 11, 1912.

G. A. SHARP, Esq.,

Superintendent, P.E.I. Ry.

SIR,—I beg to submit for your information the following statement of the operation of the Mechanical Department for the year ended March 31, 1912.

The following is a summary of the principal work performed:—

3 GEORGE V., A. 1913

LOCOMOTIVES.

Twelve locomotives received thorough repairs. Eight locomotives received side and main rod brasses. All the motion and running gear thoroughly examined, staybolts in boilers thoroughly examined, and six hundred and forty new staybolts put in boilers.

Twelve locomotives received specific repairs.

Eight locomotives received new pistons and twelve, piston rods. Four tender tanks and four tender frames were largely rebuilt. Eight fireboxes were patched. Eight crossheads were made and seventeen were tinned and planed.

The following new parts were supplied:—

Sixteen truck boxes, eleven driving boxes, seventeen pops, three whistles, twenty-four pop valves, twenty-four valve stems, twenty-three slide valves, three hundred and thirty-six sets metallic packing, fourteen cylinder cocks, six blow-off cocks, thirty-six punches, nine smoke stacks, four tube expanders, one hundred truck straps, four truck bolsters, thirty-four brass valve spindles, eight valve yokes, sixteen check valves, eleven bell ringers, four crank pins, nine taps, thirteen injector spindles, three steam pipes, two throttle glands, two driving axles and one bracket.

One hoisting engine fitted out and thirteen injectors repaired.

One hundred and ninety-two engine oil boxes, fourteen piston rod oil cups, four slush boxes, eight slide blocks, fifty brake levers, sixty brake jaws, two hundred and seventy-five brake pins and one hundred and fifty brake bolts were bored and fitted out. Thirty-eight sets driving wheels, twenty-eight sets engine truck wheels, one hundred and nine sets steel wheels, and eighty-three new axles were turned off. One hundred and twenty-four sets wheels were pressed on axles. Three hundred and twenty-five new tubes and one thousand, six hundred and ninety-eight tubes were welded and put in boilers. Sixty-seven thousand, six hundred and seventy-four pounds of iron and four thousand, six hundred and one pounds of steel were forged; four thousand, seven hundred and eighty-six pounds of nuts were tapped, and a great deal of running repairs too numerous to mention.

CAR DEPARTMENT.

Fifteen Hart-Otis convertible dump carts were built and charged to capital. Four flat cars and four engine cabs were rebuilt and charged to renewals.

The following received heavy repairs:—

Twenty-one first-class cars, fourteen second-class cars, nineteen postal and baggage cars, ninety-four box cars, forty-one flat cars, four stock cars, two flangers, one van, and one painters' car.

The following received light repairs:—

Fifty-one first-class cars, twenty-five second-class cars, fifty-one box cars, sixty-nine flat cars, twenty-four postal and baggage cars, one van, eight snow ploughs, and four flangers.

Two cars were resheathed and one postal and baggage car was changed to a second-class car.

Eighty-three oil boxes, ninety-three sashes, eleven brake beams, four hundred and seventy-five car castings, one hundred and forty car frictions, twenty-eight sets car housings, one hundred brake hanger hooks, eleven buffers, sixty links, twenty doors, and eight sets of passengers car trucks were made. Eighty-three sets wheels and fourteen new roofs were put on cars.

BRASS FOUNDRY.

Output.—13,874 pounds of brass castings.

SESSIONAL PAPER No. 20

COPPER SHOP.

Eighteen headlights, two headlight cases, five copper pipes, four elevator and feed pipes, fourteen discharge pipes, six injector pipes, six oil pipes, twenty station lamps, thirteen trainmen's lamps, four passenger car lamps, seventeen switch lamps, six lamps for road department, eight engine lamps, three semaphore lamps, eleven water glass shields, forty-eight engine oil cans, forty-nine station oil cans, and sixteen water cans were repaired.

Eighty-eight engine truck funnels, four sand pipes, twenty-four wire joints for steam chests, four hand rails, fourteen water glass shields, nine smoke stacks, one sprinkler, one galvanized iron tank for boiler shop, thirty-two overflow pipes, and two snow excluders were made.

Lead lined forty car bearings.

Seven driving boxes, twenty sets truck boxes, twenty-five crossheads, and six truck boxes were babitted.

Four crossheads, seven sets rod brasses and one ice-box were tinned.

Nine copper pipes softened and examined.

Repaired lagging on three boilers, and piped from injector to ashpan in three engines.

PAINT SHOP.

Nine locomotives were painted and varnished.

Fifteen Hart-Otis dump cars were painted. Six first-class cars were painted, eight cleaned, and twelve varnished: three postal and baggage cars were painted, eight cleaned, and eight varnished; two second-class cars were painted, five cleaned, and five varnished; one hundred and thirty-nine box cars were painted, and one hundred and thirty-six box car roofs were painted; forty-eight flat cars, three snow-ploughs, fifteen hand-cars, seven water coolers, three sets sashes, fourteen track levels, fifty-three water cans, fifteen tender houses, four seats, and thirty sashes were painted. Six sets outside sashes varnished, five desks filled and varnished, fourteen track levels lettered. Iron work under roof of Charlottetown station scraped and painted. Ticket office, and waiting-room, Cardigan station, painted.

Fifty-one sashes glazed, twenty-eight sign boards lettered; four lounges, three rooms, and four tool boxes stained and varnished. Thirty-eight box cars relettered and three hundred and ten panes of glass put in buildings.

ROAD AND TRAFFIC DEPARTMENT.

Forty loading platforms, one coal hoist platform, two freight trucks, four hand-cars, three cattle loaders, six sheep loaders, one baggage truck, six coal boxes, four tool boxes, two storage boxes, one semaphore box, twelve sign boards, two bill boards, three grindstone stands, twelve track levels, ten switch targets, two ladders, four hundred stakes, eight doors, six seats, four desks and one desk top, thirty-four clay bars, eighty chisels, two hundred and fifty rail braces, one hundred and sixty-five picks, six wrenches, ten posthole diggers, seventy-five plough links, fifty-six switch links, fourteen switch headers, six switch cranks, twenty-four frogs, sixty-nine pairs fish plates, twelve gate hinges, one blind switch grade, and three tables for train service were made.

Six hand-cars were rebuilt. Three hand-trucks, fifteen freight-trucks, two baggage-trucks, two hand-cars, four cash boxes, six coal boxes, four tanks, one turntable, seven trollies, and three doors were repaired.

Two tank boilers received new tubes, stay bolts and fireboxes. All tank boilers repaired.

3 GEORGE V., A. 1913

Boiler of steam shovel patched, two new locking jacks and the machinery thoroughly repaired.

New crane for Charlottetown boiler shop and three ventilators put in Charlottetown coal shed.

I am pleased to say our rolling stock has been kept in a high state of efficiency.

I have the honour to be, sir,

Your obedient servant.

W. S. POOLE,

Mechanical Superintendent.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of locomotives and the various classes of cars and other Rolling Stock, on March 31, 1912.

| | Classification of Cars. | | | | | | | | | | | | | | | | | Locomotives. | | |
|--|-------------------------|------------|---------------------------|---------------------|------------------------------|----------|----------|-------|--------------|--------------------|---------|---------------|-----------------------------|-------|-----------|--------|---------------|--------------|-----------|--------|
| | 1st class. | 2nd class. | Combined 2nd and baggage. | Postal and smoking. | Combined postal and baggage. | Baggage. | Pay car. | Vans. | Box-freight. | Refrigerator cars. | St. ck. | Oil tank car. | Hart-Otis convertible cars. | Coal. | Platform. | Total. | Snow ploughs. | | Flangers. | Total. | Steam shovel. |
| On hand, serviceable, March 31, 1911..... | 23 | 9 | 5 | 4 | 3 | 4 | 1 | 3 | 310 | 3 | 21 | ..... | ..... | 22 | 138 | 546 | 9 | 9 | 18 | 1 |
| Condemned, April 1, 1911..... | ..... | 3 | 2 | ..... | 1 | 2 | ..... | 1 | 3 | ..... | ..... | ..... | ..... | ..... | 9 | 21 | 1 | ..... | 1 | ..... |
| Total equipment, April 1, 1911..... | 23 | 12 | 7 | 4 | 4 | 6 | 1 | 4 | 313 | 3 | 21 | ..... | ..... | 22 | 147 | 567 | 10 | 9 | 19 | 1 |
| Built during the year and charged to Capital..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 15 | ..... | ..... | 16 | ..... | ..... | ..... | ..... |
| Transferred as follows:— | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| From Combined Postal and Baggage to 2nd Class..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| From Pay Car to 2nd Class..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| From Coal to Stock..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | ..... | ..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... |
| From Coal to Box..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 3 | ..... | ..... | ..... | ..... | ..... |
| Total..... | 23 | 14 | 7 | 4 | 3 | 6 | 0 | 4 | 313 | 3 | 28 | 1 | 15 | 12 | 150 | 583 | 10 | 9 | 19 | 1 |
| Condemned, April 1, 1911..... | ..... | 3 | 2 | ..... | 1 | 2 | ..... | 1 | 3 | ..... | ..... | ..... | ..... | ..... | 9 | 21 | 1 | ..... | 1 | ..... |
| Condemned during the year..... | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 9 | ..... | ..... | ..... | ..... |
| Total condemned..... | 9 | 4 | 2 | ..... | 1 | 2 | ..... | 1 | 7 | ..... | ..... | ..... | ..... | ..... | ..... | 30 | 1 | ..... | 1 | ..... |
| Less rebuilt during the year..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 4 | ..... | ..... | ..... |
| To be rebuilt or purchased..... | 4 | 4 | 2 | ..... | 1 | 2 | ..... | 1 | 7 | ..... | ..... | ..... | ..... | ..... | 5 | 26 | 1 | ..... | 1 | ..... |
| Add serviceable and re-pairing..... | 22 | 19 | 10 | 5 | 4 | 4 | ..... | 3 | 306 | 3 | 28 | 1 | 15 | 12 | 145 | 557 | 9 | 9 | 18 | 1 |
| Total equipment, March 31, 1912..... | 31 | 23 | 14 | 7 | 4 | 6 | ..... | 4 | 313 | 3 | 28 | 1 | 15 | 12 | 156 | 583 | 10 | 9 | 19 | 1 |

S. F. HODGSON,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Mileage and Coal, Oil and Waste consumed by Locomotives for the year ended March 31, 1912.

| | Locomotive Mileage. | Consumption. | | | | Average Consumption per 100 Miles. | | | |
|-----------------|---------------------|---------------|---------------------|----------------------|------------------|------------------------------------|---------------------|----------------------|------------------|
| | | Tons of Coal. | Pints of Valve Oil. | Pints of Engine Oil. | Pounds of Waste. | Pounds of Coal. | Pints of Valve Oil. | Pints of Engine Oil. | Pounds of Waste. |
| 1911. | | | | | | | | | |
| April | 27,708 | 743 | 320 | 672 | 561 | 6,007 | 1·15 | 2·42 | 2·02 |
| May | 35,750 | 1,042 | 416 | 908 | 733 | 6,529 | 1·16 | 2·54 | 2·05 |
| June | 35,742 | 954 | 424 | 996 | 674 | 5,979 | 1·15 | 2·78 | 1·88 |
| July | 40,772 | 1,045 | 520 | 1,252 | 879 | 5,741 | 1·27 | 3·07 | 2·15 |
| August | 42,779 | 1,056 | 624 | 1,248 | 808 | 5,529 | 1·46 | 2·91 | 1·89 |
| September | 44,248 | 1,138 | 596 | 1,248 | 743 | 5,761 | 1·34 | 2·82 | 1·67 |
| October | 41,272 | 1,224 | 604 | 1,282 | 656 | 6,643 | 1·46 | 3·10 | 1·58 |
| November | 40,743 | 1,192 | 656 | 1,228 | 647 | 6,553 | 1·61 | 3·01 | 1·58 |
| December | 37,006 | 1,102 | 400 | 916 | 676 | 6,670 | 1·08 | 2·47 | 1·82 |
| 1912. | | | | | | | | | |
| January | 34,222 | 1,034 | 512 | 1,048 | 676 | 6,768 | 1·49 | 3·06 | 1·97 |
| February | 34,049 | 1,070 | 600 | 1,048 | 653 | 7,039 | 1·76 | 3·07 | 1·91 |
| March | 36,220 | 1,156 | 516 | 1,072 | 563 | 7,149 | 1·42 | 2·96 | 1·55 |
| Totals | 450,511 | 12,756 | 6,188 | 12,918 | 8,269 | 6,342 | 1·37 | 2·86 | 1·83 |

S. F. HODGSON,
Mechanical Accountant.

SESSIONAL PAPER No. 20

No. 1.—PRINCE EDWARD ISLAND RAILWAY.
CAPITAL ACCOUNT—TWELVE MONTHS ENDED MARCH 31, 1912.

| 1911. Mar. 31.. | Dr. | 1911. Mar. 31.. | Cr. | \$ cts. |
|--------------------|---|--------------------|----------------------------|-----------------|
| | | | | |
| 1912. Mar. 31.. | To cost of P. E. I. Railway to date..... | 1911. Mar. 31.. | By Dominion of Canada..... | \$ 8,559,685 47 |
| | To Branch Line, Harmony to Elmira..... \$ 89,413 36 | 1912. Mar. 31.. | By Dominion of Canada..... | 128,041 91 |
| | Rolling Stock..... 19,823 11 | | | |
| | Inc. Accommodation, Summerside..... 9,217 00 | | | |
| | Branch Line, Kensington to Stanley..... 3,508 53 | | | |
| | Extension to West Point..... 2,676 74 | | | |
| | Extension to Freight Shed on Wharf at Souris..... 1,812 93 | | | |
| | Addition to Station at Tignish..... 990 24 | | | |
| | Original Construction..... 600 00 | | | |
| | | | | 128,041 91 |
| | | | | 8,687,727 38 |

E. & O. E.

W. T. HUGGAN,
Accountant and Auditor.

3 GEORGE V., A. 1913

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT—12 MONTHS ENDED MARCH 31, 1912.

| EXPENDITURE. | \$ cts. | EARNINGS. | \$ cts. |
|---------------------------------------|------------|------------------------|------------|
| Maintenance of way and structures.... | 115,416 03 | Passenger..... | 153,284 42 |
| Maintenance of equipment. | 88,598 64 | Freight | 176,861 68 |
| Traffic expenses. | 1,107 33 | Mails and express..... | 26,471 40 |
| Transportation expenses | 229,647 01 | Miscellaneous | 10,585 89 |
| General expenses .. | 15,193 90 | | |
| | | | 367,203 39 |
| | | Balance | 82,759 52 |
| | 449,962 91 | | 449,962 91 |

E. & O. E.
CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES—12 MONTHS ENDED MARCH 31, 1912.

| | \$ cts. |
|--|------------|
| 1. Superintendence..... | 3,287 43 |
| 2. Ballast..... | 5,508 72 |
| 3. Ties | 13,716 01 |
| 4. Rails | 370 31 |
| 5. Other track material. | 2,834 36 |
| 6. Roadway and track. | 59,819 67 |
| 7. Removal of snow and ice..... | 8,994 01 |
| 9. Bridges, trestles and culverts..... | 1,200 85 |
| 11. Grade crossings, fences, cattle guards and signs.. | 6,990 57 |
| 12. Snow and sand fences, and snow sheds | 853 29 |
| 13. Signals and interlocking plants..... | 53 27 |
| 14. Telegraph and telephone lines..... | 528 33 |
| 16. Buildings, fixtures and grounds..... | 7,694 28 |
| 17. Docks and wharves | 1,358 93 |
| 18. Roadway tools and supplies..... | 1,926 76 |
| 20. Work equipment, renewals..... | |
| 23. Stationery and printing..... | 269 24 |
| 25. Other expenses..... | 10 00 |
| | 115,416 03 |

E. & O. E.
CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF EQUIPMENT—12 MONTHS ENDED MARCH 31, 1912.

| | \$ | cts. |
|--------------------------------------|--------|------|
| No. 28. Superintendence | 7,225 | 08 |
| 29. Steam locomotives, repairs .. | 34,666 | 08 |
| 35. Passenger train cars, repairs .. | 13,684 | 42 |
| 36. " " " renewals | | |
| 38. Freight " " repairs | 14,595 | 98 |
| 39. " " " renewals | 1,349 | 82 |
| 47. Shop machinery and tools | 3,598 | 51 |
| 49. Injuries to persons | 92 | 52 |
| 50. Stationery and printing | 252 | 59 |
| 52. Other expenses | 7,199 | 63 |
| 54. Work equipment, repairs .. | 934 | 01 |
| | 88,598 | 64 |

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

TRAFFIC EXPENSES—12 MONTHS ENDED MARCH 31, 1912.

| | \$ | cts. |
|-----------------------------------|-------|------|
| No 57. Superintendence | 36 | 50 |
| 58. Outside agencies | 136 | 62 |
| 59. Advertising | 924 | 71 |
| 60. Stationery and printing | 7 | 50 |
| 65. Other expenses | 2 | 00 |
| | 1,107 | 33 |

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

3 GEORGE V., A. 1913

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

TRANSPORTATION EXPENSES—12 MONTHS ENDED MARCH 31, 1912.

| | \$ | cts. |
|---|---------|------|
| No. 66 Superintendence..... | 6,124 | 92 |
| 67 Despatching trains..... | 2,992 | 66 |
| 68 Station employees..... | 52,921 | 11 |
| 72 Station supplies and expenses..... | 5,862 | 19 |
| 73 Yardmasters and their clerks..... | 2,480 | 14 |
| 74 Yard conductors and brakemen..... | 2,591 | 44 |
| 76 Yard supplies and expenses..... | 20 | 67 |
| 77 Yard enginemmen..... | 5,232 | 28 |
| 78 Enginehouse expenses, yard..... | 1,456 | 57 |
| 79 Fuel for yard locomotives..... | 3,511 | 01 |
| 80 Water for yard locomotives..... | 60 | 00 |
| 81 Lubricants for yard locomotives..... | 116 | 34 |
| 82 Other supplies for yard locomotives..... | 100 | 81 |
| 86 Road enginemmen..... | 26,612 | 87 |
| 87 Enginehouse expenses, road..... | 12,884 | 37 |
| 88 Fuel for road locomotives..... | 42,553 | 82 |
| 89 Water for road locomotives..... | 2,032 | 89 |
| 90 Lubricants for road locomotives..... | 974 | 27 |
| 91 Other supplies for road locomotives..... | 994 | 45 |
| 94 Road trainmen..... | 37,104 | 95 |
| 95 Train supplies and expenses..... | 7,041 | 29 |
| 96 Interlockers, block, and other signals, operation..... | 28 | |
| 98 Draw bridge operation..... | 653 | 64 |
| 99 Clearing wrecks..... | 64 | 54 |
| 100 Telegraph and telephone, operation..... | 7,975 | 73 |
| 101 Operating floating equipment..... | 205 | 64 |
| 103 Stationery and printing..... | 6,004 | 18 |
| 105 Other expenses..... | 42 | 12 |
| 106 Loss and damage, freight..... | 374 | 50 |
| 107 Loss and damage, baggage..... | 2 | 75 |
| 108 Damage to property..... | 587 | 18 |
| 109 Damage to stock on right of way..... | 49 | 00 |
| 110 Injuries to persons..... | 18 | 40 |
| | 229,647 | 01 |

E. & O. E.,
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL EXPENSES—12 MONTHS ENDED MARCH 31, 1912.

| | \$ | cts. |
|---|--------|------|
| No. 113 Salaries and expenses of General Officers..... | 1,603 | 75 |
| 114 Salaries and expenses of clerks and attendants..... | 7,111 | 42 |
| 115 General office supplies and expenses..... | 478 | 76 |
| 116 Law expenses..... | 52 | 25 |
| 118 Relief Department expenses..... | 5,037 | 56 |
| 120 Stationery and printing..... | 687 | 27 |
| 121 Other expenses..... | 222 | 89 |
| | 15,193 | 90 |

E. & O. E.,
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL STORES ACCOUNT—12 MONTHS ENDED MARCH 31, 1912.

| 1911. | Dr. | \$ cts. | \$ cts. |
|---------------|---|------------|------------|
| March 31... | To Balance brought forward..... | | 61,067 05 |
| 1912. | | | |
| March 31..... | To Purchases during the year..... | 121,811 65 | |
| | Charges from other departments..... | 6,122 77 | |
| | Labour..... | 4,463 30 | |
| | Pay rolls..... | 6,668 59 | |
| | | | 139,066 31 |
| 1912. | Cr. | | 200,073 36 |
| March 31..... | By Issues during the year..... | | 136,524 80 |
| | Balance .. { Ordinary stores, including stationery..... | 34,925 53 | 63,548 56 |
| | { Fuel..... | 14,215 40 | |
| | { Roadway and bridge material..... | 14,407 63 | |

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE—12 MONTHS ENDED MARCH 31, 1912.

| Dr. | \$ cts. | Cr. | \$ cts. |
|-------------------------------------|-----------|--------------------------------|-----------|
| General stores..... | 63,548 56 | Dominion account..... | 93,624 70 |
| Post Office Department..... | 16,209 88 | Starr Manufacturing Co..... | 1,241 60 |
| Road and equipment, (Suspense)..... | 8,334 71 | Canadian Car & Foundry Co..... | 690 69 |
| Station agents..... | 3,866 02 | Rhodes, Curry & Co..... | 390 00 |
| Cash..... | 3,540 04 | Bruce Stewart & Co..... | 255 07 |
| Galena Signal Oil Co..... | 251 06 | John Simon .. | 114 38 |
| Intercolonial Railway..... | 82 77 | Unclaimed wages..... | 29 88 |
| Militia Department... | 73 62 | | |
| Rents.... | 51 87 | | |
| Judge Weatherbie .. | 30 00 | | |
| Imperial Oil Co .. | 20 45 | | |
| Grand Trunk Ry. | 2 50 | | |
| Suspense account..... | 334 84 | | |
| | 96,346 32 | | 96,346 32 |

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

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No. 10 — PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF AVERAGES. Year ended March 31, 1912.

| | | |
|---|-----------|-----------|
| Mileage of railway..... | | 267 |
| Engine mileage..... | | 433,311 |
| Total train mileage..... | | 353,116 |
| Total car mileage..... | | 2,272,881 |
| Ratio of earnings to gross earnings :— | | |
| Passenger..... | Per cent | 41·74 |
| Freight | " | 48·17 |
| Mails and express..... | " | 10·09 |
| Gross earnings per mile of railway..... | Dollars. | 1,375 26 |
| " " engine mile..... | Cents. | 84·74 |
| " " train mileage..... | " | 103·99 |
| " " car mileage..... | " | 16·16 |
| Ratio of expenses to gross earnings :— | | |
| Maintenance of way and structures..... | Per cent. | 31·43 |
| Maintenance of equipment | " | 24·13 |
| Traffic expenses..... | " | 0·30 |
| Transportation expenses..... | " | 62·54 |
| General expenses..... | " | 4·14 |
| Expenses per train mile :— | | |
| Maintenance of way and structures..... | Cents. | 32 70 |
| Maintenance of equipment..... | " | 25·09 |
| Traffic expenses | " | 0·31 |
| Transportation expenses..... | " | 65·03 |
| General expenses..... | " | 4·30 |
| Expenses per mile of railway :— | | |
| Maintenance of way and structures..... | Dollars | 432 27 |
| Maintenance of equipment..... | " | 331 83 |
| Traffic expenses..... | " | 4 15 |
| Transportation expenses..... | " | 860 10 |
| General expenses..... | " | 56 90 |
| Locomotive and car repairs, per locomotive and car :— | | |
| Locomotives | Dollars. | 1,575 73 |
| Passenger cars..... | " | 327 79 |
| Freight cars..... | " | 28 62 |

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CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,

Accountant and Auditor

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PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF RECEIPTS.

| Months. | Passenger Traffic. | Freight Traffic. | Mails and Express. | Total. |
|----------------|-----------------------|---------------------|-----------------------|------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1911. | | | | |
| April..... | 9,535 13 | 11,479 90 | 2,253 24 | 23,268 27 |
| May..... | 9,149 81 | 18,289 72 | 1,805 14 | 29,244 67 |
| June..... | 11,176 80 | 15,628 20 | 1,940 31 | 28,745 31 |
| July..... | 17,582 40 | 14,750 99 | 1,961 91 | 34,295 30 |
| August..... | 22,277 86 | 12,540 83 | 1,960 15 | 36,778 84 |
| September..... | 20,582 55 | 13,414 86 | 1,858 77 | 35,856 18 |
| October..... | 13,624 32 | 22,839 42 | 1,921 64 | 38,385 38 |
| November..... | 11,454 66 | 21,871 55 | 1,964 20 | 35,290 41 |
| December..... | 12,104 84 | 13,892 60 | 2,055 91 | 28,053 35 |
| 1912. | | | | |
| January..... | 9,152 74 | 8,683 63 | 3,170 51 | 21,006 88 |
| February..... | 6,981 36 | 9,549 73 | 8,042 35 | 24,573 44 |
| March..... | 9,661 95 | 13,920 25 | 8,123 16 | 31,705 36 |
| 1911-12..... | 153,284 42 | 176,861 68 | 37,057 29 | 367,203 39 |
| 1910-1911..... | 142,503 41 | 158,841 61 | 36,074 53 | 337,419 55 |

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W. T. HUGGAN,

Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

PASSENGER STATEMENT.

| Months. | Local. | | Through. | | Total. | |
|----------------|---------|-----------|----------|-----------|---------|-----------|
| | Number. | Mileage. | Number. | Mileage. | Number. | Mileage. |
| 1911. | | | | | | |
| April..... | 27,588 | 538,051 | 105 | 5,206 | 27,693 | 543,257 |
| May..... | 25,881 | 454,245 | 735 | 33,582 | 26,616 | 487,827 |
| June..... | 26,581 | 548,378 | 1,481 | 72,062 | 28,062 | 620,440 |
| July..... | 44,397 | 1,061,644 | 2,704 | 162,639 | 47,101 | 1,224,283 |
| August..... | 38,104 | 784,319 | 5,855 | 268,417 | 43,959 | 1,052,736 |
| September..... | 45,218 | 1,159,431 | 3,219 | 163,648 | 48,437 | 1,323,079 |
| October..... | 28,703 | 630,548 | 3,086 | 180,823 | 31,789 | 811,371 |
| November..... | 28,502 | 562,746 | 1,875 | 87,517 | 30,377 | 650,263 |
| December..... | 37,550 | 689,798 | 780 | 38,164 | 38,330 | 727,962 |
| 1912. | | | | | | |
| January..... | 23,185 | 475,320 | 922 | 43,826 | 24,107 | 519,146 |
| February..... | 16,169 | 382,466 | 230 | 11,669 | 16,399 | 394,075 |
| March..... | 24,045 | 522,010 | 561 | 28,588 | 24,606 | 550,598 |
| 1911-12..... | 366,523 | 7,808,956 | 21,553 | 1,096,081 | 388,076 | 8,905,037 |
| 1910-11..... | 336,445 | 7,004,672 | 20,316 | 964,334 | 356,761 | 7,969,006 |

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CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,

Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

FREIGHT STATEMENT.

| Months. | 1911-12. | | 1910-11. | |
|----------------|----------|-----------|----------|-----------|
| | Tons. | Mileage. | Tons. | Mileage. |
| April..... | 7,066 | 253,279 | 8,064 | 268,607 |
| May..... | 12,235 | 448,504 | 9,446 | 353,189 |
| June..... | 11,033 | 383,041 | 11,740 | 395,025 |
| July..... | 9,609 | 346,961 | 8,045 | 286,353 |
| August..... | 7,936 | 300,511 | 6,851 | 264,498 |
| September..... | 9,479 | 315,157 | 8,408 | 289,810 |
| October..... | 16,476 | 591,483 | 11,600 | 360,402 |
| November..... | 14,727 | 588,829 | 14,071 | 469,391 |
| December..... | 8,684 | 387,231 | 9,549 | 335,657 |
| January..... | 5,360 | 253,817 | 4,379 | 162,383 |
| February..... | 7,436 | 295,254 | 7,436 | 260,938 |
| March..... | 10,177 | 454,714 | 8,674 | 331,810 |
| | 120,218 | 4,618,781 | 108,263 | 3,778,063 |

E. & O. E.

CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

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PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE STATEMENT of Freight transported, 12 Months ended March 31, 1912.

| Products of : | Commodity. | Tons. |
|------------------|---|---------|
| Agriculture..... | Grain..... | 15,680 |
| | Flour..... | 3,573 |
| | Other mill products..... | 1,920 |
| | Hay..... | 5,268 |
| | Tobacco..... | 132 |
| | Cotton..... | 48 |
| | Fruit and vegetables..... | 10,551 |
| Animals..... | Live stock..... | 3,382 |
| | Dressed meats..... | 2,803 |
| | Other packing house products..... | 2,727 |
| | Poultry, game and fish..... | 4,255 |
| | Wool..... | 47 |
| | Hides and leather..... | 623 |
| Mines..... | Anthracite..... | 725 |
| | Bituminous | 11,621 |
| | Stone, sand and other like articles..... | 3,632 |
| Lumber..... | Lumber | 13,111 |
| Manufactures .. | Petroleum | 1,351 |
| | Sugar | 1,271 |
| | Naval | 12 |
| | Iron, pig and bloom | 205 |
| | Other castings and machinery..... | 621 |
| | Iron and steel rails..... | 487 |
| | Bar and sheet metal..... | 259 |
| | Cement, brick and lime..... | 2,612 |
| | Agricultural implements..... | 618 |
| | Wagons, carriages, tools, &c | 273 |
| Miscellaneous... | Wines, liquors, beers | 325 |
| | Household goods and furniture..... | 499 |
| | Other commodities not mentioned above | 31,587 |
| | Total weight..... | 120,218 |

E. & O. E.

W. T. HUGGAN,
Accountant and Auditor.

3 GEORGE V., A. 1913

PRINCE EDWARD ISLAND RAILWAY.

DETAILS of Accidents for the period ending March 31, 1912.

| Date. | Name, Address and Occupation of Persons. | Place of Accident. | Cause. | Nature and Extent of Injury. |
|----------|---|--------------------|---|--|
| 1911. | | | | |
| April 3. | John Ferguson, section foreman, Morell. | Morell. | Hand car jumped track and he was thrown to ground. | Broken ribs. |
| " 15. | John J. McKenzie, section foreman, St. Peter's. | St. Peter's. | While stepping off moving train slipped on icy platform and fell. | Broken wrist. |
| June 19. | Mrs. A. Howatt, Summerside. | Cape Traverse. | While getting aboard train impact of cars threw her violently forward against hand rail of car. | Badly shaken up and leg injured. |
| " 26. | Alfred E. McLean, section man, Port Hill. | Port Hill. | While lining track bars lipped. | Rupture. |
| July 3. | Frank Dorsey, cleaner, Charlottetown. | Charlottetown. | While working in erecting shop, broke small bone in wrist. | Wrist injured. |
| " 9. | Joseph Millman, engine driver, Charlottetown. | Souris. | Slipped while alighting from engine. | Sprained ankle. |
| " 28. | John Moore, section man, Lot 40. | Lot 40. | Hand car derailed throwing men off. | Broken rib. |
| " 29. | D. W. Swan, track carpenter, Charlottetown. | Souris. | While assisting to take lorry off track foot caught under rail. | Ankle fractured. |
| Aug. 17. | James A. Hickey, fireman, Charlottetown. | Charlottetown. | While working at engine. | Injured kneecap. |
| " 26. | Mrs. Herbert Mason, Clifton Farm, Lot 48. | " | Thrown from carriage near Hillsborough Bridge. Horse became frightened by engine and ran away. | Head cut, ribs and ankles bruised, and one ankle sprained, shoulder bruised, ear cut and partly torn away from head, left arm injured. |
| Oct. 6. | Peter Oliver, pit man, Charlottetown. | " | While working at turntable slipped. | Injured leg. |
| Nov. 9. | Owen Corr, labourer, Emerald. | Emerald. | While assisting at platform plank fell on foot, bruising toes. | Injured foot. |
| " 21. | Major M. Galbraith, blacksmiths' helper, Charlottetown. | Charlottetown. | Chisel flew while working in boiler. | Injured leg. |
| Dec. 9. | Arthur C. Clark, freight porter, Charlottetown. | " | Stepped on a board, while lifting a plank, which tilted. | Fractured ankle. |
| " 17. | Wm. Bell, cleaner, Charlottetown. | " | While working at engine had arm scalded. | Arm injured. |
| " 20. | Joseph Dorton, labourer, Charlottetown. | " | While going through railway yard tripped on piece plank and fell. | Broken ribs. |
| 1912. | | | | |
| Jan. 10. | Harold Moore, cleaner, Charlottetown. | Charlottetown. | While stepping from engine broke bone in ankle. | Injured ankle. |
| " 13. | Bartholomew Paquet, fireman, Charlottetown. | Souris. | Strained his back while working around engine in Round House. | Back injured. |
| " 25. | William Ramsay, farmer, Hamilton. P. E. I. | Kensington. | Struck by train while driving over railway crossing. | Badly mangled and internally injured. Died about ten minutes after accident. |

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| | | | | |
|-----------|---|------------------|---|-----------------------|
| 1.. | Robert McWilliams, fireman, Charlottetown..... | Charlottetown... | While stepping into engine hurt knee cap..... | Injured knee..... |
| 12.. | Wm. Munroe, cleaner, Charlottetown..... | " | Got hurt with bar while shaking fire in engine... | Injury to side. . . . |
| March 8.. | James Herrell, boiler washer, Charlottetown..... | " | Fell in Round House while working at an engine.. | Broken ankle. |
| " 22.. | Geo. H. Douglas, blacksmiths' helper, Charlottetown.... | " | Was handling a piece of boiler plate..... | Injured wrist. |

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PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during period ended March 31st, 1912.

| Cause of Accident. | PASSENGERS. | | EMPLOYEES. | | OTHERS. | | Total. | |
|--|-------------|----------|------------|----------|---------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Fell from cars or engine. | | | | 4 | ..... | ..... | ..... | 4 |
| 2. Jumping on or off trains while in motion. | | 1 | ..... | 1 | ..... | ..... | ..... | 2 |
| 3. At work on or near the track making up trains. | | | | | | | | |
| 4. Putting arms or heads out of windows. | | | | | | | | |
| 5. Coupling cars. | | | | | | | | |
| 6. Collisions or by trains thrown from track | | | | | | | | |
| 7. Struck by engines or cars on highway crossings. | | | | | 1 | ..... | 1 | ..... |
| 8. Walking, standing, lying, sitting or being on track. | | | | | | | | |
| 9. Explosions. | | | | | | | | |
| 10. Striking bridges. | | | | 15 | ..... | 1 | ..... | 16 |
| 11. Other causes. | | | | | | | | |
| Total. | | 1 | ..... | 20 | 1 | 1 | 1 | 22 |

CHARLOTTETOWN, P.E.I.

May 14th, 1911.

SESSIONAL PAPER No. 20

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS
EMPLOYEES' PROVIDENT FUND.

FIFTH ANNUAL REPORT.

MONCTON, N.B., May 30, 1912.

To the Honourable FRANK COCHRANE,
Minister of Railways and Canals, Ottawa.

By instruction of the Board, we beg to submit for your information, the following report of the operations of the Provident Fund, for the fiscal year ended March 31, 1912.

The personnel of the Provident Fund Board for that year was as follows:—

D. POTTINGER, Assistant Chairman, Government Railways Managing Board,
Chairman, Moncton, N.B.

W. A. DUBÈ, Superintendent I.C.R., Lévis, Que.

T. C. BURPEE, Engineer of Maintenance, I.C.R., Moncton, N.B.

Jas. W. NAIRN, Engineman, I.C.R., Truro, N.S.

WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Truro, N.S.

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 March 31, 1912:—

| | |
|--|---------------|
| Balance at the credit of the fund on March 31, 1911.. . . . | \$ 273,480 01 |
| The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were.. . . . | \$ 81,119 81 |
| The contributions made by the railways of an equal amount, during the same period, were.. . . . | 81,119 81 |
| | <hr/> |
| Amount received for refunds, &c.. . . . | 162,239 62 |
| Interest accrued (at three per cent).. . . . | 1,482 08 |
| | <hr/> |
| | \$ 444,482 08 |

The expenditures were—

| | |
|--|---------------|
| For retiring allowances.. . . . | \$ 125,131 32 |
| For contributions refunded in cases of deceased employees. | 2,390 20 |
| For contributions refunded which were deducted in error. | 307 96 |
| For contributions refunded to discharged employees.. . . | 457 91 |
| Medical examinations for probationers entering service.. | 2,104 00 |
| “ “ for employees retiring from service. | 78 00 |
| For election expenses.. . . . | 491 28 |
| For salaries and travelling expenses, secretary's office.. | 3,586 84 |
| For Board members.. . . . | 117 48 |
| For stationery, printing, postage, &c., &c.. . . . | 582 38 |
| | <hr/> |
| | \$ 135,247 37 |

| | |
|---|---------------|
| Balance to credit of the fund on March 31, 1912.. | \$ 309,234 71 |
|---|---------------|

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

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for retiring allowances in each year. The average amount of the retiring allowance 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 month y paid in March. | Balance at credit of Fund. |
|------------------|---------------------------------|----------------------------------|----------------------------------|--------------------------------|--------------------------------------|--------------------------------|----------------------------|
| | \$ cts. | \$ cts. | | | \$ cts. | \$ cts. | \$ cts. |
| 1907-8 | 82,707 74 | 82,707 74 | 142 | 11 | 23,923 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 | 69,949 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 |

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, were. \$162,239 62

And that the expenditures were. 135,247 37

Surplus of contributions over expenditures. 26,992 25

The gross surplus, including interest, to the credit of the fund

on March 31, 1912, was. \$309,234 71

On March 11, 1912, Mr. Donald McDonald, Superintendent, I.C.R., Lévis, was appointed a member of the Board by the minister, in the room and stead of Mr. W. A. Dube, who had ceased to be a member.

The Act provides that two members of the Provident Fund shall be elected annually, and it was therefore necessary in January, 1912, to arrange for the election of these two members to serve the year ending March 31, 1913.

Notice calling for the nomination of candidates was accordingly posted as required by the rule, and the election was held in February, 1912.

The two members elected were:—

WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Truro, N.S.

W. MILLEDGE THOMPSON, Conductor, I.C.R., Moncton, N.B.

The personnel of the Board as at present constituted, is as follows:—

D. POTTINGER, Assistant Chairman, Government Railways Managing Board, Chairman, Moncton, N.B.

| | |
|--|---------------------------------|
| T. C. BURPEE, Engineer of Maintenance, I.C.R., Moncton, N.B. | } Appointed by the Minister. |
| D. McDONALD, Superintendent, I.C.R., Lévis, Que. | |
| WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Truro, N.S. | } Elected by the Employees. |
| W. MILLEDGE THOMPSON, Conductor, I.C.R., Moncton, N.B. | |

D. POTTINGER,

Chairman.

W. C. PAVER,

Secretary.

PART IV

Report of the Government Chief Engineer of the Western
Division of the National Transcontinental Railway

MR. COLLINGWOOD SCHREIBER, C.M.G.

Office of the General Consulting Engineer to the Government and Chief Engineer of the Western Division of the National Transcontinental Railway.

OTTAWA, April 23, 1912.

The Honourable
Frank Cochrane,
Minister of Railways and Canals,
Ottawa, Ontario.

SIR,—I have the honour to present my annual report on the works of construction on the western division of the National Transcontinental Railway for the fiscal year ended March 31, 1912.

Inasmuch as you are not probably familiar with the history of this road, I may explain:—

The western division extends from the western limit of the Winnipeg terminals, on the east bank of the Assiniboine river to the city of Prince Rupert, the Pacific coast terminus, a distance of 1,747 miles. This for construction purposes is divided into two sections, viz.:—

The one designated 'The Prairie Section' extends from the western boundary of the Winnipeg terminals to the east bank of Wolf creek, a distance of 915 miles.

The other—'Mountain Section'—extends from the east bank of Wolf creek to the city of Prince Rupert, the Pacific coast terminus, a distance of 830 miles.

The statutes call for a through line of railway from the city of Moncton, New Brunswick, to the navigable waters of the Pacific ocean.

The western division was to be laid out, constructed and equipped to a standard not inferior to the main line of the Grand Trunk Railway between Montreal and Toronto, so far as may be practicable in the case of a newly constructed line of railway, but should not be obliged to construct a double track.

In aid of the construction of the 'Prairie Section' the government guaranteed bonds to the extent of 75 per cent of the cost of construction not to exceed \$13,000 per mile, and of the 'Mountain Section' 75 per cent of the cost of construction.

GENERAL.

The grades and curves are much more favourable to the economical handling of the traffic than those on the section of the Grand Trunk Railway between Montreal and Toronto, a very important consideration. However, as regards the structural works, I was at issue with the Grand Trunk Pacific Railway Company. I contended that wherever the structures to be built are within 10 or 12 miles of a railway in operation they should be of a permanent character whereas, the Grand Trunk Pacific Railway Company contended it was an unreasonable interpretation of the 'standard,' and insisted that they should be composed of timber. To avoid delaying the work, an Order in Council was passed, leaving the matter to be settled by arbitration or otherwise upon certain conditions later on. So far as I am aware, no such settlement of the question has been made. This only applies to the 'Prairie Section' east of Saskatoon, and inasmuch as these timber structures are built, and as they will be good for several years to come, I would suggest that they be left undisturbed for the present.

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PRAIRIE SECTION—915 MILES.

Whilst this section of road is not yet completed according to contract, it is so far advanced towards completion as to be safe for operation, and regular traffic trains have run successfully over this section throughout the entire year, and this has been a great boom to the travelling public, as well as to the settlers throughout the district traversed by the road.

No effort has been made by the Grand Trunk Pacific Railway Company to complete the work during the last fiscal year, as will be observed when I state that the work executed during the year was:—

- 2.45 miles of tracklaying.
- 117,500 cubic yards of ballasting.
- 44,920 cubic yards of grading in widening embankments to specification width.
- 10,263 rods of fencing.
- 53 Small way station buildings.
- 67 Latrines.
- 41 Tool houses.
- 11 Stock yards.
- 7 Loading platforms.
- 5 Wells.
- 28 Mail cranes.
- 1 Interlocking plant at crossing of Prince Albert branch of the Canadian Northern Railway.
- 1 Carpenter shop.
- 2 Ice houses.
- 1 Coal shed.

The question of the 'standard' as regards structures on this section, as I have stated above, has never been disposed of, but assuming the Company to have been correct in their view, viz:—that all structures should be of timber as built, excepting those over rivers, is accepted, and that the agreements entered into with the Canadian Northern Railway Company for the 6 miles of road immediately west of the Winnipeg Terminals, and the 7 miles of main line through the City of Edmonton are accepted by the Government and acceptance ratified by parliament, I estimate the cost to complete by the 1st of July, 1912, to be \$2,650,000, of which sum \$1,500,000 is for interest.

For the traffic and maintenance of the 'Prairie Section' the following mentioned conveniences have been provided:—

- 142 Stations or stopping places for trains.
- 114 Way station houses (combined passenger and freight).
- 5 Divisional Station houses (combined passenger and freight).
- 3 Freight houses.
- 132 Grain elevators.
- 35 Water services.
- 6 Round houses.
- 1 Car repair shop.
- 129 Tool houses.
- 18 Store houses.
- 114 Latrines.
- 98 Loading platforms.
- 44 Stock yards.
- 4 Coaling sheds.
- 3 Machine shops.

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55 Section houses.

84 Bunk houses.

3 Blacksmith shops.

There are yet 4 coaling plants to be provided.

The bridges and other works of construction have been maintained at cost of construction.

The maximum grade against the east bound traffic is $\frac{1}{10}$ of one per cent, and against the westbound traffic $\frac{1}{10}$ of one per cent. The sharpest curve being 6° and the alignment is good.

‘ MOUNTAIN SECTION ’ 830 MILES.

The works of construction have not been very vigorously prosecuted during the year.

From Wolf creek westerly for a distance of 158 miles to the first crossing of the Fraser River, with the exception of the forming of solid embankments where temporary trestles or pile bridges have been erected, the work is practically completed, sufficiently so at any rate to enable the track to be laid over the whole of this distance. On the first 100 miles a first lift of ballast has been placed under the ties. The end of the track is at the 158th mile, and likely to be so until May or June next.

Several steel bridge superstructures remain yet to be erected, the concrete substructures of which are in course of being built. The only steel structures so far erected on the 158 miles are the bridges over Wolf creek, McLeod river and Athabaska river.

The following buildings have been erected:—

2 Divisional station houses.

15 Way station houses.

4 Water stations.

2 Coaling plants.

3 Bunk houses.

15 Latrines.

2 Round houses.

1 Machine shop.

1 Section house.

1 Car shop.

18 Tool houses.

1 Freight house.

From the 158th mile to the 180th mile—at Tete Jaune Cache—the grading is very heavy. The work is being rushed, with the view to so far completing the grading and bridging as to enable the track to be laid over it by June next; there are about 1,600 men employed on this section of the work.

West of this point, 180th mile to the 620th mile, the work of grading is merely being opened up, but considerable work has been done in clearing the right of way. From the 620th mile to the 645th mile, about 30 p.c. of the grading is done. From the 645th mile to the 668th mile (crossing of the Skeena River) the grading is practically completed, excepting the 2,000 foot tunnel, the heading of which is through, but about 1,200 feet benching yet remains to be done.

The piling for the wooden trestle bridges is well advanced, and the concrete pedestals for the steel trestles are completed.

From the 668th mile (crossing of the Skeena river) to the 732nd mile, the grading, tunnelling and timber bridges are completed and the track is laid and public

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traffic is conducted thereon. The building of the substructure of the steel bridge over the Skeena river has been a much heavier undertaking than was anticipated would be the case. The two concrete abutments and three out of the five piers are completed. In building the two piers in the river, the pneumatic process had to be adopted, and this work is well advanced. The heavy ice has greatly impeded progress, but it is hoped these piers will both be completed early in April when the erection of the steel superstructure will be at once proceeded with.

From the 732nd mile westward to Prince Rupert—830th mile—the grading and tunnelling is completed, the track is laid, a first lift of ballast is put under the ties, and public traffic trains are operated thereon.

The superstructures of the steel bridges, excepting that over the Zanardi rapids, are not yet erected, but the concrete substructures will shortly be ready to receive them.

The following buildings have been erected:—

- 1 bunk house.
- 1 headquarters.
- 11 station houses.
- 1 messroom.
- 11 section houses.
- 1 office.
- 1 engine-house (2 stalls).
- 1 dwelling house.
- 2 warehouses.
- 14 tool houses.
- 1 workshop.
- 1 mechanical storehouse.
- 11 latrines.

The sidings are laid in at all stations and considerable siding accommodation has been provided in the terminal yard at Prince Rupert.

A two-wire telegraph line has been erected from the 731st mile to the 830th mile, and a large quantity of telegraph material is on hand to extend the line towards Wolf creek.

No less than 13 tunnels occur between the 619th mile and the 830th mile (Prince Rupert), their aggregate length being 8,886 feet. Many of the tunnels are driven through treacherous ground; these are temporarily lined with timber, but before the road can be accepted as completed, they will have to be lined with concrete or masonry.

GENERAL.

In so far as the work has advanced, I believe it to be substantial and well done. The structures over rivers are composed of concrete substructures and steel superstructures; the culverts and the pile and trestle bridges over small streams are of timber. The 10 wooden snow-sheds already built have an average length of 2,850 feet. The tunnel snow-shed through solid rock has a length of 1,400 feet.

The unsettled state of the labour market has greatly interfered with the progress of the work. However, men appear to be more plentiful at the present time, but they are restless, and will not settle down to work for any lengthened time.

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EXPENDITURES.

| | |
|--|-----------------------|
| The expenditure on 'Prairie section' up to March 31, 1912. | \$34,507,334 29 |
| The expenditure on the 'Mountain section' up to March 31, 1912. | 33,689,315 76 |
| Total. | <hr/> \$68,196,650 05 |

The expenditure on the 'Prairie section' appears to be less than it was. The reason is that certain rolling stock, the value of which was included in the previous year's expenditure, has been transferred from the 'Prairie' to the 'Mountain section.'

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

BOARD OF ENGINEERS, QUEBEC BRIDGE,

MONTREAL, April 20, 1912.

SIR,—I beg to report progress of work on the reconstruction of the Quebec bridge for the fiscal year ending March 31, 1912, as follows:—

Masonry.—Considerable progress was made on the contract for masonry during the past year. The caissons for the north pier were sunk to their final position at elevation 20.0, or about 50 feet 0 inches below the level of the river and 81 feet 0 inches below extreme high water. Two courses of granite masonry were laid on the concrete foundations before winter set in and work closed down for the season. This pier will be finished during the coming summer.

The caisson for the south main pier was placed in position during the past summer and preparations are being made to sink it the coming season. A portion of the plant used for the sinking of the north main pier has been removed to the south side and additional plant added for the operations on this side of the river. All the old masonry has been demolished, the granite facing of which will be used in the new piers. While the work on the main piers is going on, work will also be started on the shore piers, the entire remaining work being thus carried on simultaneously during the whole season.

Removal of Debris.—All the work embraced in this contract was completed during the past summer and the steel removed entirely from the bridge site.

Removal of Old Unused Steel.—During the past winter a contract has been signed with Mr. R. W. Mayer, of St. John, for the removal of all unused steel originally intended for the old bridge. This steel is at present stored at Belair on the north shore, Chaudière junction on the south shore, as well as on the actual bridge site. It is the intention to start moving this steel early in the present season.

Superstructure.—During the past year the contract for the superstructure has been awarded to the St. Lawrence Bridge Company, of Montreal. During this time, this company has had a large staff at work making the necessary calculations and details of construction and erection. This work has progressed to such a stage that it is expected that during the present year a good start will be made on the actual fabrication of the bridge members. About 1,000 tons required for the anchorages is now being manufactured and will be erected in place within the next few months.

The new shops of the St. Lawrence Bridge Company, required for the handling and manufacture of the heavy members of the bridge, are now being erected at Rockfield, near the works of the Dominion Bridge Company, and it is expected that the plant will be in running order before the end of the year.

Tests.—During the past year, the St. Lawrence Bridge Company have made a considerable number of tests under the supervision of the Board of Engineers. This work comprises tests on various details of construction as well as a number of typical tension and compression members that will enter into the design of the bridge. The results of these tests will furnish the Board with much useful information.

All of which is respectfully submitted.

C. N. MONSARRAT,

Chairman and Chief Engineer.

Honourable FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa.

PART VI

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT

AND

Reports of Canal Superintending Engineers and Superintendents
and Chief Engineer, Hudson Bay Railway,

FOR THE YEAR 1911-12

Ernest Marceau, Superintending Engineer, Quebec Canals.

W. A. Stewart, Superintendent, Ontario-St. Lawrence Canals.

C. D. Sargent, Resident Engineer, Ontario-St. Lawrence Canals.

J. L. Weller, Superintending Engineer, Welland Canal.

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

F. B. Fripp, Engineer-in-Charge, Sault Ste. Marie Canal.

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

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

J. H. McClellan, Superintendent, Trent Canal.

C. D. Sargent, Engineer-in-Charge, St. Peter's Canal.

J. Armstrong, Chief Engineer, Hudson Bay Railway.

OFFICE OF THE CHIEF ENGINEER.

OTTAWA, ONT., September 12, 1912.

SIR,—I have the honour to submit my annual report for the fiscal year ending 31st March, 1912.

Attached hereto will be found the annual reports of the Superintending Engineers of the several canals, the Resident Engineer of the Ontario-St. Lawrence canals, the Engineer in Charge of Improvements at Sault Ste. Marie, the Superintendents of the Ontario St. Lawrence and Trent canals, and the Chief Engineer of the Hudson Bay railway.

The report of the Chief Engineer of the Intercolonial railway and of the Prince Edward Island railway upon the expenditures upon these lines chargeable to Capital has been addressed to the Assistant Chairman of the Government Railways Managing Board, and will be found elsewhere in this volume. The circumstance that engineers in direct charge of works chargeable to Capital report to and receive instructions from the Managing Board renders effective control by the Chief Engineer of the Department of Railways and Canals impossible; and diminishes the value of the advice which he is called upon to give to the Department Head.

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 48 locks and 1,155 miles of river and lake waters, or a total of 1,229 miles, the minimum depth of water being 14 feet. From Montreal to Duluth, at the south west 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. with details of the several works. At Port Arthur and at Fort William (about six miles apart), the Canadian Pacific railway gives connection westward and with the south at Fort William. A line of railway has been built from Fort William by the Grand Trunk Pacific railway to give communication with the Transcontinental railway and over that road from Winnipeg.

On this through route the approaches to the canals and the channels through 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. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine canals, they are well lighted throughout with electricity and are electrically operated. The Farians Point canal is lighted with acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches from the through route. In operation, however, these canals serve a distinct traffic of a more local nature. Isolated from these above mentioned systems, the navigation of the Richelieu river and Lake Champlain is effected by the St. Ours lock and the Chambly canal; while, in the far east, the Bras d'Or lakes of Cape Breton are made accessible from the Atlantic by the St. Peter's canal.

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

The work executed during the past year has been almost wholly of the nature of improvements and repairs to existing works, the exception being in the case of the Trent canal where the construction of an extension of the present system to an outlet on Lake Ontario is in progress.

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LACHINE CANAL.

On the Lachine canal the principal items of work have been the continuation of the rebuilding of the slope and vertical walls with concrete in the reach above Cote St. Paul lock, near Rockfield; improvements to upper entrance pier at Lachine; the widening of the canal and providing wharf accommodation at Cote St. Paul and St. Henri (completed in July, 1911); the completion of construction of a rolling lift bridge at Cote St. Paul over the entrance to the side timber basin belonging to the St. Paul Hydraulic and Land Company; the excavation for the foundation of a bascule bridge to be erected over the canal at the foot of Simplex street, St. Pierre aux Liens; and the paving of certain street, wharf and shed space together with the construction of some concrete walls in the St. Gabriel reach.

SOULANGES CANAL.

On the Soulanges canal the work of removing projections from the slopes and lining the latter with concrete was continued. A contract was also let for the construction of an extension of the guard pier into Lake St. Francis, which will facilitate the entry of the canal by vessels during stormy weather. The widening of the channel necessitated by these works is to be done by our dredging fleet and was partially completed last season, but no progress was made under the contract.

The construction of boulder protection for the clay shores of Lake St. Francis has been continued during the year; and the macadamizing of the Hungry Bay dyke road was completed.

CORNWALL CANAL.

On the Cornwall canal the work of improving the upper entrance to lock No. 17 was completed. This consisted of the construction of cribwork and concrete approach wall and the widening of the canal bottom by dredging. A great improvement to the approach of this lock for down-bound vessels has resulted.

The upper entrance to lock No. 19 was improved by the extension of the north approach wall.

WILLIAMSBURG CANALS.

A long entrance pier is being constructed below the Farrans Point lock, which will enable vessels to navigate the treacherous eddy at this point in safety while upbound.

At Morrisburg (Rapide Plat canal) the lower entrance of lock 24 is being improved by the straightening of the channel.

An approach wall is being constructed above lock 28 (Galops canal) which will greatly improve the entrance to this lock.

Some dredging was done in the Rapide Plat canal to restore canal grade by the removal of high spots.

MURRAY CANAL.

On the Murray canal, the dredging of certain high areas was carried on.

WELLAND CANAL.

The following improvements were completed during the year:—the widening of the canal near Welland, and the construction of a turning basin at Thorold. Messrs. Hogan & Macdonnell did not quite complete their contract, entered into in 1900, for improving the Port Colborne entrance.

The widening of the deep water channel along the west pier at Port Colborne, and an extension of the mooring dock west of the government elevator, were commenced.

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PORT COLBORNE ELEVATOR.

The government elevator handled 7,000,000 bushels of grain, an increase of 4,000,000 bushels over the previous season; and its net earnings were over \$20,000. Foundations for a two million bushel elevator were constructed when the present elevator was built, and the business now offering justifies the provision of the storage capacity as originally contemplated.

WELLAND SHIP CANAL.

The surveys for the new ship canal, which have been under way for some years, were completed.

SAULT STE. MARIE CANAL.

The rebuilding of the north pier at the upper entrance, which consisted of the removal of the old pier about 500 feet in length and the construction of a concrete pier of the same length, and which was commenced in 1909, was completed.

The extension of the north pier, 300 feet westerly to the north entrance pier, was commenced, and about 42 per cent of the work was done.

About 400 feet of the timber top of the lower north pier was rebuilt, and during the coming season the remaining 700 feet will be undertaken. This work is being executed under 'Repairs' vote.

The traffic statistics of both the Canadian and American canals show a decrease over last year. The freight tonnage through the Canadian canal amounted to 30,953,455 tons, a decrease of 15 per cent; passengers numbered 38,566, an increase of 14.75 per cent; and the registered tonnage totalled 19,331,966 tons, a decrease of 17 per cent.

RIDEAU CANAL.

Through navigation was not maintained throughout the whole season once more on this canal, due to the spring freshet being so light that Rideau lake (the main source of water supply for the canal from Smith's Falls to Ottawa) did not fill up to within seven or eight inches of its normal spring height; and the reservoirs at Bobs lake and Wolfe lake did not fill up to normal height. The heavier draught boats could only ply between Ottawa and Smith's Falls, on the eastern end, and between Kingston and Oliver's Ferry, on the western end, at the close of September.

The Superintending Engineer made an examination of the lakes tributary to Rideau lake with a view of conserving their waters by means of dams at their outlets so as to feed Rideau lakes in low water, but his conclusion is that the quantity of water that could be stored by this means would not raise the water of Rideau lake more than about two inches and would be quite out of proportion to the cost of carrying this scheme into effect.

Under agreement with the Department, the City of Ottawa is constructing a high level concrete bridge over the canal at Bank street, Ottawa, thus rendering unnecessary the swing bridge formerly maintained at this point.

TRENT CANAL.

On the Trent canal, upon which new construction is in progress, the extent under operation remains the same as in the previous year, namely 160 miles, extending from Lake Simcoe to Healey Falls, a point sixteen miles below the village of Hastings. The water was satisfactorily maintained at a uniform height throughout the year.

A considerable amount of repairs and improvements were executed upon the completed portion of the canal. Some dredging has been done between Lakefield and Young's Point and in the Scugog river; also in Sturgeon lake and at the Kirkfield lift-lock. A number of new wharfs were built, and a concrete dock is under construction at Peterborough.

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An electric lighting system was installed at the Peterborough hydraulic lift-lock, which enables boats to be locked through at night.

The construction of the new dam at Burleigh Falls is 83 per cent completed, and should be finished during the coming summer.

The new canal across the narrow peninsula between Cameron and Balsam lakes at Rosedale has been in commission since 1910. There still remains some dredging in the Gull river to be done by the contractor, which will probably be completed by midsummer.

The work of water conservation through the dams on the various tributary streams acquired from the Ontario government has been considerable. Concrete dams were built at Twelve-mile lake and White lake; and new timber dams were erected at Trout lake and Squaw river.

ONTARIO-RICE LAKE DIVISION.

The construction of the Ontario-Rice Lake division is dealt with in an interesting and comprehensive report of the Superintending Engineer, which will be found in the appendices hereto.

This division, which extends from Trenton, on Lake Ontario, to Rice lake, is 56½ miles in length and is divided for construction purposes into seven sections, all of which are under contract. It follows the River Trent and will comprise 9½ miles of canal, 13 miles of subaqueous channel, and 34 miles of deep river. The total rise between low water level on Lake Ontario and normal navigation level on Rice lake is 369 feet, to be overcome by 18 locks. The river and canal levels will be controlled by 14 dams, and 18 bridges are required, all of which, except one, will be swing or bascule spans. Up to end of fiscal year, 10 locks, 7 dams, and 11 bridges have been built. The locks are concrete, with 8 feet 4 inches of water on the sills; they are 175 feet long between the hollow quoins and 33 feet wide, accommodating barges of 1,000 tons, about 150 feet long and 30 feet beam, drawing 8 feet of water. The work involved requires the removal of about 1,500,000 cubic yards of earth, 1,250,000 cubic yards of rock, loose and solid, and the building of about 400,000 cubic yards of concrete. The approximate is set down at \$6,750,000, of which the estimated value of the seven contracts for the seven sections totals \$5,100,000 on which there has been expended for work done and material delivered up to March 31, 1912, the sum of \$2,869,753.30, or about 57 per cent of the estimated value at contract rates of the seven contracts. Details of the work done will be found in the above mentioned report of the Superintending Engineer.

HOLLAND RIVER DIVISION.

The government decided to abandon further work on this division, and accepted a surrender of the York Construction Company's contract on December 31, 1911. A special agreement was entered into with the York Construction Company for the execution of certain unavoidable work required before operations could be finally abandoned, and this work will be completed early in the coming summer.

LAKE SIMCOE-GEORGIAN BAY DIVISION.

A thorough survey of the Severn river is under way with a view to preparing plans and specifications for canalizing the river to the same dimensions as the Ontario-Rice Lake division.

HYDROGRAPHIC SURVEYS.

Surveys are being carried on intermittently with the object of making a complete and reliable set of charts of the chain of lakes which form part of the Trent navigation. So far, very little of the field work has been plotted.

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ST. PETER'S CANAL.

A contract was let for the construction of a new lock, 300 feet long and 48 feet wide, and a new entrance at the Atlantic end. Only preliminary organization had been done at the end of the fiscal year. The existing entrance will be used during the new construction and there will be no interference with navigation. Mr. Sargent's report contains an interesting resumé of the history and utility of this canal.

HUDSON BAY RAILWAY.

The construction of this railway was further advanced by the letting of a contract to Mr. J. D. McArthur, in August, 1911, for the first section of 185 miles from The Pas to Thicket Portage. The contractor has made a start at clearing and grading; more particularly on the first 70 miles.

Plans and profiles are in preparation for the purpose of calling tenders for the construction of a second section of about 65 miles from Thicket Portage to Split Lake junction.

The contract for the substructure of the bridge over the Saskatchewan river at The Pas has been completed. The fabrication of the superstructure has proceeded very slowly, and it is unlikely that the erection will be completed before the fall of 1912. The bridge will consist of four fixed spans of 147 feet in length, and a swing span of 262 feet in length, with roadways for highway traffic bracketted out from either side.

The report of the Chief Engineer deals at length with preliminary location surveys, for lines to Port Nelson and Port Churchill, and, as the location stands at present, the actual distance from The Pas to Port Nelson is 418 miles and to Fort Churchill via the east side of Split lake 498 miles. Chief Engineer Armstrong states that terminal room can be had at Port Nelson for all the railroads in Canada, while at Fort Churchill the room for terminals convenient to possible dock sites is not satisfactory. He presents some interesting figures showing that the cost of operation would be less if the Nelson route be adopted.

DARTMOUTH BRANCH LINE.

Surveys were made for a branch line of railway from Dartmouth, in the county of Halifax, via Musquodoboit harbour and the valley of the Musquodoboit to Deans, in the same county, a distance of 73 miles, and the contract for construction was awarded to Messrs. M. P. & J. T. Davis. Very little work had been done up to the end of the fiscal year.

GUYSBOROUGH TO COUNTRY HARBOUR TERMINAL.

Surveys were made for a line of railway from Guysborough to Sunny Brae through Country Harbour Crossroads to deep water of Country Harbour. The construction of this line has not been proceeded with.

NORTHUMBERLAND STRAITS CAR FERRY.

Professor A. K. Kirkpatrick, C.E., of Queen's University, was engaged in February, 1912, to undertake a study of the Northumberland straits and means of access thereto on either side in regard to the establishment of the most suitable route for a car ferry between Prince Edward Island and the mainland.

In addition to the supervision of the works of construction and operation, numerous investigations of a technical nature have engaged the attention of the members of this branch. These investigations arise from damage claims, the submis-

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sion of plans affecting property or interests of this department, applications for leases, and railway inspections for subsidy and guarantee bond purposes, &c.

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.

QUEBEC CANALS.

SUPERINTENDING ENGINEER'S OFFICE, QUEBEC CANALS.
MONTREAL, May 23, 1912.

W. A. BOWDEN, Esq.,
Chief Engineer Railways & Canals,
Ottawa.

SIR,—I beg to hand you herewith my Annual Report upon the works under my charge for the fiscal year expired on the 31st March, 1912.

The Canals of the Province of Quebec comprise the Lachine and Soulanges Canals on the St. Lawrence route, the Ste. Anne, Carillon & Grenville Canals on the Ottawa route and the St. Ours and Chambly Canals on the Richelieu river.

During the last season, navigation has been carried on without a single interruption on all of the canals in my division. Traffic increased considerably on the Lachine and Soulanges Canals and was also very brisk on the Richelieu River canals.

CANAL STORES.

The position of Inspector of Canal stores in this division, rendered vacant by the death of the late Mr. P. B. Benoit, which occurred on November 10th 1910, was filled on the 13th of January last, by the appointment of Mr. P. A. Jodoin, who had occupied the position of Superintendent of the Chambly canal since 1905. Mr. J. E. Robitaille was appointed to succeed Mr. Jodoin.

LACHINE CANAL.

Length $8\frac{1}{2}$ miles; total rise 45 feet. This canal is provided with a duplicate set of five locks. The old ones 200 x 45 with 9 ft. of water on the sills and the new ones 270 x 45 ft. with 14 ft. of water on the sills.

Owing to the numerous factories on the lower section of this canal, it was, some years ago, found necessary to rebuild old locks Nos. 1 & 2, of the same dimensions as those termed new locks, viz:—270' x 45' x 14. There are therefore ample facilities for the larger type of vessels using the canals to handle the traffic in the reaches between the Harbour and lock No. 3. The smaller locks are principally used by market boats.

REPAIRS AND RENEWALS.

The principal items of work performed under the above head during the year were as follows:—

All the seven swing and nine stationary bridges on the canal were cleaned by the sand blast process and painted, the work being done in a very satisfactory manner by the Canadian Sand Blast Company.

Ninety five cast iron mooring posts were placed at various points along the line superseding wooden posts.

The Little River St. Pierre, from Rockfield to its outlet opposite the city water works, was cleaned on three different occasions during the Spring and Summer.

The top of the wooden pier below old lock No. 4, Cote St. Paul, was taken down to the water line and rebuilt with concrete, the total length of wall constructed being 400 ft.

Concrete sidewalks were laid as follows:—

At the south end of Brewster's bridge, 75 feet long by 5 feet wide.

East of the Cote St. Paul power house, 100 feet long by 5 feet wide.

At the south end of the Lachine swing bridge, 150 feet long by 5 feet wide.

Permanent iron fences with posts set in concrete were erected at the following places:—at the Mill streets shops along Riverside street; at the south end of Wellington bridge; around the head race of regulating weir No. 3 (St. Gabriel); around the tail race of regulating weir No. 4 (Cote St. Paul) and around the old and new supply weirs at Lachine.

The following accidents occurred during the year:—On the 26th July, 1911, the propeller "Simla", owned by the Calvin Company, ran into Cote St. Paul swing bridge throwing it off its pivot and causing serious damage to the underwork. The cost of the repairs was paid by the owners. Navigation was not interrupted.

On the 15th July, 1911, the steamer *Glengarry* sank in Wellington Basin. The water had to be lowered in the reach on the following Sunday, in order to float the vessel.

Forty extra life preservers with ropes and poles were placed at various points along the canal and seventy-five additional safety ladders built into the canal walls.

CAPITAL.

Vertical concrete walls.—This work was continued by the contractors, Messrs Haney, Quinlan & Robertson, and consisted largely of laying concrete under water on the north and south slopes of the canal, near Rockfield, and on both sides of the south pier in the upper entrance. The main portion of the latter was completed (about 2,500 feet) and some 500 feet of the top covering also laid as well as the steel covering to protect the ice breaker.

This work will be entirely completed during the season of 1912.

Widening and wharf accommodation at St. Henri and Cote St. Paul.—This work was completed by the Canadian General Development Company, in July last. The final estimate of it will be forwarded to you in a few days.

The Scherzer roller lift bridge over the entrance to the side timber basin belonging to the St. Paul Hydraulic and Land Company, at Cote St. Paul, was also completed and tested. It is working satisfactorily.

Bridge at Rockfield.—This bridge is to be erected at the foot of Simplex street, St. Pierre aux Liens. The contract for the substructure was awarded to Messrs. Haney, Quinlan & Robertson last fall. The excavation only had been done at the end of last season; the concrete work will be completed early this year.

A Strauss bascule bridge has been adopted here, the contract for which has been awarded to the Dominion Bridge Company.

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INCOME.

Concrete walls, St. Gabriel reach, paving, &c.—This work was executed under contract by Messrs. Haney, Quinlan & Robertson and satisfactorily completed during last year.

The paving of Oak and Riverside streets, of the space between St. Gabriel sheds Nos. 1 and 2 and of the shed on the north side of basin No. 1, foot of McGill street, is a decided improvement and greatly facilitates the heavy traffic at those points.

DREDGING.

The dredging fleet came out of winter quarters on May 1, 1911, and from that date to June 1, was engaged doing some cleaning first in the Lachine canal, then in front of the wharf at the foot of the Beauharnois canal.

On June 1, the dredging in connection with the protection works at the head of the Soulanges canal upper entrance was commenced and kept up until July 19 following, when the dredge was sent down to the reach in the Soulanges canal between locks No. 3 and 4, where a good deal of work was done in trimming the south slope for concrete lining. On August 8, work was resumed at the head of the Soulanges canal and, on October 10, the fleet left for the Lachine canal. From the 12th of that month to November 24, when it went into winter quarters, it was engaged cleaning at several points in the canal.

REPAIRS TO VESSELS.

The dredging fleet consists of the tug *Frank Perew*, one steam dredge, one steam derrick, two dump scows, thirteen scows and a floating storehouse. Most of these vessels had to undergo pretty extensive repairs last winter. The hulls of the dredge and derricks, which are pretty old, were completely overhauled and many parts of the machinery in them were removed or altered. At the opening of the season the whole fleet was in a good state of efficiency.

SOULANGES CANAL.

Length, 14 miles; 5 locks 270 x 45 feet; 15 feet of water on the sills.

REPAIRS AND RENEWALS.

Locks.—The stoney sluices of locks Nos. 2 and 3 were taken out of the pits during the winter, the tracks and rollers, which were considerably worn out, were renewed. The sluices of the other locks will also have to be overhauled next year.

All the lock and bridge houses were painted during last summer.

Cast-iron mooring posts.—A number of the mooring posts along the long reach between locks Nos. 4 and 5, which had been lifted out of place by vessels' lines, were dug out and the concrete blocks in which they are set up reinforced.

Fences.—The renewing of the canal fences which was commenced in 1910-11, was continued last year. A section 3 miles in length, on the south side, was thus renewed and a considerable length of the fence on the north side temporarily repaired.

Shops.—Besides the usual work done here for the Soulanges canal, the machine shop was busy in March last, turning out machinery for the electric operation of the St. Ours lock gates and sluices.

Regulating basin No. 2.—A dangerous leak in the north bank of this basin had been giving a good deal of trouble for a couple of years. During last summer, a temporary dam was built at the entrance and the water taken out. Then a trench 10 feet deep and about 75 feet long, was cut at the foot of the slope down to the solid

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rock and a concrete wall built so as to cut off the leak. The water was readmitted into the basin at the end of March last, and at the time of writing no further leak has been noticed.

CAPITAL.

Protection of work at upper entrance.—On October 26, 1911, a contract was signed by Messrs. Haney, Quinlan & Robertson for the construction of an extension, 1,200 feet in length, into Lake St. Francis, of the guard pier here and a breakwater, 600 feet in length, some distance above the end of this extension.

The widening of the channel necessitated by these works is to be done by our dredging fleet. From June 1 to the middle of October last, dredge No. 2 was engaged here, with occasional interruptions, the dredge being called away several times for emergency work. The material removed from the channel during the season amounted to 8,000 cubic yards.

Up to the end of the season the contractors had not begun operations on the pier and breakwater.

Stopping leaks and trimming slopes.—This work, which consists of removing projections from the slopes and lining the latter with concrete, was continued through last summer by Messrs. Haney, Quinlan & Robertson, under their contract, dated December 12, 1908. A section 5,525 feet in length was done from the middle of May to the month of October last. The total quantity of concrete laid was 17,125 cubic yards.

New machinery.—The steel gate lifting scow was provided with a centrifugal pump driven by a 10 horse-power electric motor, and a small power lathe and a few working tools have been added to the equipment of the shops at Cascade point.

Shelter for linemen.—A small building, similar to those erected on the locks, was built at a point half way between locks Nos. 4 and 5 for the use of the patrolmen and linemen, together with a shed for the sheltering of their horses.

Mooring posts.—Thirteen cast-iron mooring posts, set in concrete, were laid on the north bank of the canal above and below the St. Emmanuel and River Rouge bridges.

Wharf at power-house.—The old wooden wharf at the power-house, which had to be removed to permit the lining of the canal slope at that point, was replaced by a concrete structure 50 feet long by a width of 24 feet on top and 10 feet high on the canal side. Boats drawing 8 feet of water can be moored at that wharf.

STE. ANNE'S LOCK.

Length, $\frac{1}{2}$ mile; one lock 200 x 45 feet, 9 feet of water on the sills. Old lock still available, 200 x 45 feet, with 6 feet of water on the sills. Total rise, 3 feet.

REPAIRS.

No work of importance was performed here during the year, except the rebuilding of the abutments of a bridge over a slip across the north bank of the lower entrance and of the eastern end of the wall on the north side of that entrance. The new structure which is of concrete is about 50 feet long and 10 feet high.

CARILLON AND GRENVILLE CANALS.

Carillon canal.—Length, $\frac{3}{4}$ mile; two locks 200 x 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 x 45 feet, with 9 feet of water on the sills; total rise, $43\frac{3}{4}$ feet.

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REPAIRS AND RENEWALS.

Besides keeping the structures in good repair little was done here under the above head during the last fiscal year. The principal items of work performed were as follows:—Rebuilding three pairs of lock gates, rebuilding one scow and filling in front of waste weir No. 5.

ST. OURS LOCK.

Length $\frac{1}{2}$ mile; one lock 200 x 45, 7 feet of water on the sills; rise 5 feet.

The Overseer of this lock, Mr. O. Laventure, was recently replaced by Mr. Alfred Coderre.

REPAIRS AND RENEWALS.

Under this head there is nothing to record except the maintaining of the structures in good repair.

INCOME.

Electrical equipment.—Electrical machinery for the operation of the lock gates and sluices was designed during the year. It was expected that the whole would be in working order for the opening of navigation, but owing to the difficulty in procuring the appliances required and especially in having them delivered by the railway companies, the work will not be completed before the middle of June next.

Movable dam.—During last Summer, steel frames and timber stop logs were placed on the crest of the dam here, in such a manner that both can be removed at will. Their purpose is to keep the level of the section of the Richelieu river between St. Ours and the foot of the Chambly canal about two feet above low-water mark.

The experience of last season was entirely satisfactory, the level of the river was kept up as intended during the period of low water and, in a couple of days at the end of November, a few men removed both stop logs and steel frames without any difficulty.

While this movable dam was being erected a concrete fish ladder was built into the dam in accordance with plans furnished by the Department of Marine & Fisheries.

Boom piers.—Four of the old cribwork boom piers on the east side of the lower entrance were removed and rebuilt with concrete laid on pile foundations. Although not completed they were brought to a height sufficient to hold the booms safely during the season of navigation this year and will be completed next Fall.

CHAMBLY CANAL.

Length 12 miles; 9 locks 118 x 22½ feet, 6 feet of water on the sills; total rise 74 feet.

As stated above, Mr. J. E. Robitaille has been lately appointed superintendent of this canal in place of Mr. P. A. Jodoin, transferred to the Canal stores inspectorship.

REPAIRS AND RENEWALS.

The chief items of work performed under this head during the year, were the renewal of the bottom of lock No. 6 the old planking was removed and replaced with concrete; the rebuilding of the abutment of the bridge above lock No. 2, the replacing of a number of old timber culverts on the road along the west side of the canal by vitrified clay pipes of suitable dimensions, the building of a shed 100' x 20' for the storing of canal appliances, such as derricks, road roller, heavy timber &c.

INCOME.

Under the head of Income, I have to report the rebuilding of the house of the keeper of bridge No. 3 and the taking down and reconstructing of the approaches of bridges No. 2 & 5; stone masonry was here substituted for the old timber approaches.

The remodelling of the canal lighting system and its extension from lock No. 2 to St. Johns, for which an appropriation had been provided at the Session of 1910-11, has engaged my attention during the last year. It had been expected that the work would be completed before the end of the last fiscal year but owing to serious delays on the part of manufacturers of electrical apparatus, the new system is not yet in working order at the time of writing. Under the advice of Mr. John Murphy, Electrical Engineer for the Department, it has been decided to adopt incandescent lamps instead of arc lamps as generally used on canals.

The electric station is now completed except for the installation of the switch-board which has not yet been received.

The power used here is supplied free of charge by the Montreal Light, Heat & Power Company, from their Chambly plant. This requires some explanation.

In the Spring of 1908, the Chambly Canal power house was carried away during the spring floods. The unprecedented rise of the Richelieu river at that point that year and consequently the destroying of the canal power house, were due to the existence of the Montreal Light, Heat & Power Company's dam some distance below.

After negotiations which occupied several months I succeeded in securing from the company the payment of \$1,000 in cash, a transformer and 75 H.P. motor and the undertaking to supply in perpetuity to the Chambly Canal, for the loss of its power house, electrical energy equal to 75 h.p.

Under a subsequent agreement, dated the 9th of April 1912, power is to be supplied at the rate of 100 h.p. during the season of navigation and 40 h.p. during the winter months.

This power, it is expected, will be sufficient for the lighting of the canal from one end to the other. If necessary, however, a turbine can be installed in the new station completed last year, provision having been made for the purpose.

Wharf at St. Johns.—The old cribwork facing the St. Johns wharf was removed from a point opposite St. George street to the south end of the new wharf, a distance of 247 feet, and rebuilt in concrete. The work was done by day's labour. The filling behind the concrete wall was done with material dredged out of the canal entrance by the Chambly canal dredge.

Road along the west side of the canal.—An additional section of this road, 10,470 feet in length, was macadamized during the summer and fall of 1911. The metal for the road was supplied, under contract, by Mr. David Brault and Mr. Narcise Lord and the spreading and rolling of it, was done by day's labour under the supervision of the Superintendent and Engineer in charge of the canal.

New tugs.—Two new tugs, one of which is intended for the handling of vessels at lock No. 2, Lachine canal, and the other for service in connection with the dredging fleet, were designed during the year. The building of the hulls, &c., was begun late in January last and a contract for the boilers, engines, &c., awarded to the Doty Engine Company, of Goderich, Ont. The hulls were completed about April 1 last, but owing to the failure of the Doty Company in delivering the machinery in the time specified, the vessels could not be completed before the opening of navigation.

Hungry Bay dyke road.—The macadamizing of this road was completed early last fall, Mr. A. Cossette supplying, under contract, the crushed stone required, and the preparing of the roadbed, laying, watering and rolling of the metal being done by day's labour. At the time of writing, the whole length of the Hungry Bay dyke road, from Knight's Point to the division line of the counties of Beauharnois and Huntingdon, is in first class condition.

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Lake St. Francis, protection of shores.—The work undertaken some years ago for the protection of both shores of Lake St. Francis against erosion was continued during the last fiscal year. On the south side of the lake, a new section of dry stone wall, 2,927 feet in length, was built during the winter months and a similar wall, 2,422 feet long, was added to the work done in previous years, on the north shore.

Surveys and inspection.—The survey of the Soulanges canal reserve lands, undertaken three years ago, was completed last fall. The plotting of the work is now pretty well advanced.

BEAUHARNOIS CANAL.

Bridge across the Lost Channel.—This bridge is located near the town of St. Timothy and was built by the department about fifteen years ago. The whole of the flooring was renewed last year and the steel chords, &c., painted. The iron pipe fences at each end were also reset and painted.

The works under the head of capital and income on the Lachine canal, are under the immediate supervision of Lt.-Col. H. R. Lordly, C.E., and Mr. L. S. Pariseau, C.E., is in charge of the same class of work on the other canals in this division.

I have pleasure in stating that both of them have discharged the duties entrusted to them during the year in a manner creditable to themselves and very satisfactory to me.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,

Supt. Engr. 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 lower entrance and new Lock No. 5 at upper entrance during the fiscal year ending March 31, 1912.

| Months. | New Lock No. 1, Lower Sill. | | | | New Lock No. 5, Upper Sill | | | |
|-----------------|-----------------------------|-----|---------|-----|----------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| | ft. | in. | ft. | in. | ft. | in. | ft. | in. |
| 1911. | | | | | | | | |
| April | 34 | 8 | 18 | 1 | 18 | 0 | 14 | 9 |
| May | 20 | 3 | 17 | 7 | 18 | 3 | 17 | 4 |
| June | 18 | 8 | 16 | 6 | 17 | 6 | 15 | 11 |
| July | 16 | 4 | 14 | 4 | 15 | 11 | 14 | 11 |
| August | 14 | 4 | 13 | 9 | 14 | 10 | 14 | 5 |
| September | 14 | 4 | 13 | 0 | 14 | 5 | 14 | 2 |
| October | 13 | 0 | 12 | 2 | 14 | 2 | 14 | 0 |
| November | 13 | 5 | 12 | 0 | 14 | 8 | 14 | 0 |
| December | 15 | 4 | 13 | 4 | 15 | 4 | 14 | 2 |
| 1912. | | | | | | | | |
| January | 33 | 0 | 15 | 0 | 15 | 9 | 14 | 9 |
| February | 28 | 8 | 23 | 8 | 15 | 4 | 13 | 3 |
| March | 25 | 10 | 23 | 0 | 14 | 9 | 13 | 7 |

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sill of Lock No. 1 at lower entrance and Lock No. 5 at upper entrance during the fiscal year ending March 31, 1912.

| Months. | Lock No. 1, Lower Sill. | | | | Lock No. 5, Upper Sill. | | | |
|-----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| | ft. | in. | ft. | in. | ft. | in. | ft. | in. |
| 1911. | | | | | | | | |
| April | 23 | 4 | 18 | 5 | 17 | 4 | 16 | 6 |
| May | 19 | 9 | 18 | 9 | 16 | 8 | 16 | 3 |
| June | 18 | 8 | 18 | 0 | 16 | 5 | 16 | 1 |
| July | 17 | 9 | 16 | 9 | 16 | 4 | 16 | 1 |
| August | 16 | 9 | 16 | 2 | 16 | 0 | 15 | 8 |
| September | 16 | 2 | 15 | 8 | 15 | 9 | 15 | 6 |
| October | 16 | 0 | 15 | 8 | 15 | 8 | 15 | 5 |
| November | 16 | 4 | 16 | 1 | 15 | 8 | 15 | 5 |
| December | 17 | 1 | 16 | 4 | 16 | 2 | 15 | 6 |
| 1912. | | | | | | | | |
| January | 19 | 2 | 17 | 1 | 16 | 7 | 15 | 7 |
| February | 24 | 5 | 18 | 3 | 16 | 2 | 15 | 2 |
| March | 24 | 3 | 20 | 3 | 16 | 0 | 15 | 4 |

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CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 9 at lower entrance and Lock No. 1 at upper entrance during the fiscal year ending March 31, 1912.

| Months. | Lock No. 9, Lower Sill. | | | | Lock No. 1, Upper Sill. | | | |
|----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1911. | ft. | in. | ft. | in. | ft. | in. | ft. | in. |
| April..... | 20 | 11 | 12 | 5 | 11 | 7 | 8 | 11 |
| May..... | 17 | 2 | 12 | 8 | 11 | 10 | 9 | 9 |
| June..... | 12 | 9 | 10 | 3 | 9 | 10 | 8 | 5 |
| July..... | 10 | 6 | 8 | 6 | 7 | 8 | 8 | 6 |
| August..... | 8 | 7 | 7 | 6 | 7 | 11 | 6 | 11 |
| September..... | 9 | 5 | 7 | 5 | 7 | 11 | 6 | 9 |
| October..... | 9 | 8 | 7 | 5 | 8 | 1 | 6 | 7 |
| November..... | 10 | 6 | 9 | 5 | 9 | 1 | 7 | 1 |
| December..... | 12 | 10 | 9 | 1 | 9 | 11 | 7 | 10 |
| 1912. | | | | | | | | |
| January..... | 12 | 2 | 10 | 0 | 9 | 2 | 8 | 4 |
| February..... | 10 | 9 | 9 | 2 | 8 | 7 | 8 | 2 |
| March..... | 12 | 9 | 9 | 5 | 9 | 3 | 8 | 4 |

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, 1912.

| Months. | Lock No. 1, Lower Sill. | | | | Lock No. 1, Upper Sill. | | | |
|----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1911. | ft. | in. | ft. | in. | ft. | in. | ft. | in. |
| April..... | 21 | 1 | 10 | 4 | 17 | 0 | 9 | 10 |
| May..... | 15 | 7 | 12 | 1 | 13 | 7 | 10 | 9 |
| June..... | 12 | 2 | 9 | 1 | 10 | 9 | 9 | 1 |
| July..... | 9 | 2 | 7 | 2 | 9 | 2 | 8 | 2 |
| August..... | 7 | 6 | 6 | 5 | 8 | 2 | 7 | 7 |
| September..... | 6 | 4 | 5 | 8 | 9 | 2 | 7 | 4 |
| October..... | 5 | 11 | 5 | 2 | 9 | 10 | 9 | 1 |
| November..... | 6 | 9 | 5 | 0 | 11 | 0 | 9 | 7 |
| December..... | 9 | 11 | 6 | 7 | 10 | 2 | 8 | 3 |
| 1912. | | | | | | | | |
| January..... | 12 | 4 | 9 | 7 | 9 | 6 | 8 | 9 |
| February..... | 11 | 9 | 10 | 9 | 8 | 9 | 8 | 0 |
| March..... | 12 | 4 | 10 | 10 | 9 | 8 | 8 | 3 |

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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, 1912.

| Months. | Lock No. 1, Lower Sill. | | | | Lock No. 2, Upper Sill. | | | |
|----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1911. | ft. | in. | ft. | in. | ft. | in. | ft. | in. |
| April..... | 17 | 3 | 11 | 10 | 15 | 10 | 10 | 11 |
| May..... | 18 | 8 | 16 | 3 | 18 | 8 | 16 | 3 |
| June..... | 17 | 1 | 14 | 6 | 17 | 3 | 14 | 3 |
| July..... | 14 | 6 | 12 | 1 | 14 | 2 | 11 | 5 |
| August..... | 12 | 4 | 11 | 6 | 11 | 11 | 10 | 9 |
| September..... | 11 | 7 | 11 | 0 | 10 | 10 | 10 | 4 |
| October..... | 11 | 0 | 10 | 8 | 10 | 4 | 9 | 10 |
| November..... | 12 | 1 | 10 | 9 | 11 | 7 | 10 | 1 |
| December..... | 13 | 6 | 12 | 2 | 15 | 0 | 11 | 2 |
| 1912. | | | | | | | | |
| January..... | 14 | 6 | 13 | 1 | 20 | 9 | 11 | 10 |
| February..... | 14 | 1 | 12 | 10 | 15 | 2 | 11 | 3 |
| March..... | 13 | 9 | 12 | 7 | 12 | 6 | 10 | 8 |

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, 1912.

| Months. | Lock No. 3, Lower Sill. | | | | Lock No. 7, Upper Sill. | | | |
|----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1911. | ft. | in. | ft. | in. | ft. | in. | ft. | in. |
| April..... | 20 | 6 | 17 | 1 | 16 | 6 | 10 | 2 |
| May..... | 23 | 5 | 20 | 2 | 20 | 3 | 17 | 6 |
| June..... | 21 | 8 | 17 | 5 | 18 | 6 | 15 | 0 |
| July..... | 17 | 6 | 13 | 11 | 14 | 10 | 11 | 3 |
| August..... | 14 | 4 | 13 | 3 | 11 | 11 | 10 | 7 |
| September..... | 13 | 2 | 12 | 6 | 10 | 7 | 9 | 7 |
| October..... | 12 | 6 | 12 | 3 | 9 | 7 | 9 | 2 |
| November..... | 14 | 0 | 12 | 6 | 11 | 8 | 9 | 6 |
| December..... | 17 | 0 | 13 | 10 | 13 | 3 | 11 | 2 |
| 1912. | | | | | | | | |
| January..... | 23 | 6 | 17 | 11 | 12 | 10 | 11 | 0 |
| February..... | 24 | 7 | 22 | 7 | 10 | 10 | 10 | 3 |
| March..... | 26 | 4 | 15 | 11 | 10 | 4 | 9 | 11 |

SESSIONAL PAPER No. 20

ST. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Anne's Lock at the lower and upper entrances during the fiscal year ending 31 March, 1912.

| Months. | Lock No. 1, Lower Sill. | | | | Lock No. 1, Upper Sill. | | | |
|-----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| | ft. | in. | ft. | in. | ft. | in. | ft. | in. |
| 1911. | | | | | | | | |
| April | 13 | 8 | 10 | 7 | 15 | 11 | 10 | 10 |
| May | 13 | 9 | 12 | 4 | 16 | 8 | 14 | 7 |
| June | 12 | 8 | 11 | 4 | 15 | 5 | 12 | 2 |
| July | 11 | 3 | 10 | 0 | 13 | 0 | 10 | 10 |
| August | 10 | 0 | 9 | 6 | 11 | 3 | 10 | 5 |
| September | 9 | 6 | 9 | 1 | 10 | 5 | 9 | 11 |
| October | 9 | 4 | 8 | 11 | 9 | 10 | 9 | 7 |
| November | 9 | 8 | 8 | 10 | 10 | 11 | 9 | 9 |
| December | 11 | 0 | 9 | 3 | 12 | 6 | 10 | 11 |
| 1912. | | | | | | | | |
| January | 11 | 6 | 10 | 4 | 12 | 4 | 11 | 2 |
| February | 10 | 11 | 9 | 8 | 12 | 0 | 11 | 0 |
| March | 10 | 10 | 9 | 10 | 12 | 0 | 11 | 0 |

STATEMENT showing the dates of closing and opening of the Quebec Canals for season 1911-12.

| | Opening. | Closing. |
|------------------------|-----------------|--------------------|
| Lachine Canal | May 1, 1911. | December 3, 1911. |
| Soulanges Canal | " 1 " | " 3 " |
| Chambly Canal | " 1 " | November 30, 1911. |
| St. Ours Lock | April 26, 1911. | " 30 " |
| C. & G. Canals | May 1, 1911. | " 30 " |
| Ste. Anne's Lock | April 28, 1911. | " 30 " |

3 GEORGE V., A. 1913

April 1, 1912.

SIR,—I have the honour to submit herewith the annual report on the maintenance and operation of the Ontario-St. Lawrence canals for the year ending March 31, 1912.

THE CORNWALL CANAL

was opened for navigation May 1 and closed December 6, and was operated throughout the season without serious damage and without prolonged delay to navigation.

The upper gates at lock No. 18 were wrecked by a steamer on May 10, but there are spare gates on hand and a pair was stepped, and navigation resumed within 10 hours. This was the most serious accident, and the longest delay to navigation during the season.

The water was let out of the lower reaches of the canal on April 3, but the ice was still heavy and this made repair work difficult. A particular instance of thick ice was at lock No. 17 weir where it had to be cleared away before the work of concreting could begin. A portion of the apron had been undermined and had raised last year, when temporary repairs were made. The work of laying a completed concrete floor was done while the water was out of the canal.

The gates in the lower end of old lock No. 17 were broken up, the loose mitre sill taken up, and the decayed portions of the bottom of the lock within the space of the gate recesses taken out, and both floor and mitre sill re-made in concrete, as also was the mitre sill apron. Then, after the water came into the canal again a new pair of gates was stepped. A cut-off wall of concrete was built across the lower end of this lock, and an open culvert about 320 feet long to carry the waste water through to the upper end of the next lock, all while the water was out of the canal. Later in the season a retaining wall was built along the southern side of the basin between old locks No. 17 and No. 16 at a distance of 55 feet from the centre line, and back-filled with earth; and then concrete ship's ways were built on the berme thus formed, to be used for repairing lock gates, scows, &c. Ways were also put in the bottom level for the use of deeper draught vessels. A similar wall was begun on the northern side at an equal distance from the centre line but the end of the season came before it was finished. It is intended to complete this wall and the backfill during the coming season. When this work is completed the repairing basin will have a total area of fully 200 feet by 320 feet, and will be capable of accommodating any vessel (light) that navigates the river.

An additional waste-weir was built at lock No. 17, and the displaced stones on the breast wall of the first weir were replaced, and concrete added to bring the breast wall up to normal water level for that reach of canal. In order to facilitate unwatering to the bottom of the valves at this weir in future years, a permanent dam, three feet high, was put in at the head of the raceway.

The concrete culverts at Clowe's creek, Robertson's creek and Mille Roches creek, provided for by a special vote, were built during the time the water was out of the canal; and the pipe railing put on these, and on Sand bridge, later in the season. Then the four culverts were formally handed over to the municipality of the township of Cornwall for future maintenance.

The spongy bank on the south side of the canal in the immediate vicinity of Robertson's culvert was reinforced with an earth-fill about 500 feet in length to a width on top of about 55 feet; and the culvert itself extended towards the south end to provide for the increased width of bank.

All the usual ordinary repairs to lock-gates, riprap, back ditches, &c., were done.

Spare gates for locks No. 19 and No. 20 were rebuilt and were stepped in the upper end of each lock. This completes furnishing the new locks with the improved hanging gear on the plates. The gates taken out were rebuilt for spares.

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Seven new automatic emergency gates for the bye-pass at the guard-gates have been built and are ready to be placed in position during the early part of the coming season. They are made of oak timbers reinforced with steel I beams.

The Cornwall bridge was struck by a tug, and considerable damage done, though the bridge was not out of commission for more than two hours. The repairs were made by the canal staff.

The two-story addition to the office provides much-needed room for the work. A new coal storehouse was built of reinforced concrete, and the timber shed was raised 6 feet and set on concrete pillars. This building work was all done by the canal staff.

A new machine shop, 30 x 50, built by J. J. Fallon under contract, is ready for occupation, and as soon as the spring rush of work is over the machinery will be moved into it.

A derrick scow, 24 x 70 x 7, was built for the Cornwall canal, and a similar one for the Williamsburg canals. These are built of B.C. fir; and are equipped with a steam hoist.

A working scow, 16 x 55 x 5, for the Murray canal, is under way, and almost completed. It will be taken to the canal as soon as navigation opens. These scows were built by the canal staff.

During the latter part of this season of navigation, and of the previous season as well, there has been constant complaint of low water. The dredging recently done in the upper reach of the canal had improved conditions somewhat; but it is necessary to face the problem of still further improvement in the supply of a greater depth of water in this head reach of the canal.

Satisfactory progress has been made in late years in improving the entrance to the locks. Work is now under way for improving the lower entrance of lock No. 15. The wooden superstructure of the north lower pier at locks No. 19 and 20, will require soon to be replaced with concrete. New piers are needed at lock No. 21, on the north side, which will complete this class of work.

THE WILLIAMSBURG CANALS

were opened for navigation May 1, and closed December 7, having been operated throughout the season without serious damage, and without prolonged delay to navigation.

On May 3 the lower gates in the lift-lock at the head of the Galops canal were wrecked, and the lock was ready for operation again in 24 hours. During this time all vessels used the canal to make the down trip, instead of going out into the river through the lift-lock. The damaged gates were rebuilt for spares, and, as is usual, the cost was charged against the vessel that did the damage.

At the close of the previous season this same pair of gates had been taken out and rebuilt, and had been replaced in position only a few days when they were wrecked. The gates from the upper end of this same lock were taken out at the end of the present season to be rebuilt and will be replaced in the lock before the opening of navigation.

A pair of spare gates that had been on hand for the old lock at Iroquois, now forming a tail-race for the waste weir, were rebuilt to fit old lock No. 26, at Cardinal, and stepped in the lower end there, as an additional safeguard against leakage. At the same time a bridge was built across this lock to give access to the concrete wharf on the river side, which had just been completed by the canal staff.

The concrete bridge over Flagg's creek, at the head of the Rapide Plat canal, was completed.

The walls of Lock No. 25 required very extensive pointing, which was done in the spring before the opening of navigation.

3 GEORGE V., A. 1913

At lock No. 25, there were put in 24 iron snubbing posts, set in a base of concrete; at lock No. 28, 5 were put in; and 50 were got ready for lock No. 22.

A railing of iron pipe was erected along the sidewalk between the bridge and the weir at Iroquois.

Extensive repairs were made to the riprap; the outer end of the south lower entrance pier was rebuilt; and very extensive work was done in filling the cribs of the wharf at the north lower entrance to the old lock; all on the Iroquois section of the Galops canal.

THE MURRAY CANAL

was opened to navigation on April 19 and closed December 4.

All the structures on this canal are in an excellent state of repair. The ditches are carefully watched and opened up in good season so that there has been no overflow across the banks for some years. Any broken spots in the riprap are at once patched, so that the earth banks are always well protected. And the bridges and houses are kept well painted and repaired.

The shops and the storehouse was moved from the Brighton bridge to a location on the canal lands near the wharf at the Smithfield bridge, and put under one roof. It now makes an attractive one-story building, 25 feet x 50 feet x 12 feet posts, clapboarded, with metal roof, all neatly finished and painted.

I have to draw attention again to the need for greater depth of water in the canal. The traffic continues to increase, and vessel owners are insistent in their demands for a depth of water that will permit loading to St. Lawrence canals draft.

Appended are statements of fines and damages, and water levels.

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

W. A. STEWART,
Superintendent.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ontario.

SESSIONAL PAPER No. 20

Record of highest and lowest levels of water on the 'Ontario St. Lawrence Canals' for year ending March 31, 1912.

| Months. | CORNWALL CANAL. | | | FARRAN POINT CANAL. | | | RAPIDE PLAT CANAL. | | | GALOPS CANAL. | | | LIFT LOCK. | | MURRAY CANAL. | |
|----------|-----------------|------|----------|---------------------|------|----------------|--------------------|------|----------|---------------|------|----------|------------|------|---------------|--|
| | Lock 15. | | Lock 21. | Lower Lock 22. | | Upper Lock 22. | Lock 23. | | Lock 24. | Lock 25. | | Lock 27. | Lock 28. | | | |
| | High. | Low. | | High. | Low. | | High. | Low. | | High. | Low. | | High. | Low. | | |
| 1911. | Pds. | | Pds. | Pds. | | Pds. | Pds. | | Pds. | Pds. | | Pds. | Pds. | | Pds. | |
| | 21.7 | 15.2 | 15.7 | 17.7 | 16.6 | 18.0 | 16.8 | 16.0 | 16.5 | 19.3 | 18.1 | 15.8 | 16.7 | 15.1 | 12.9 | |
| | 15.4 | 15.0 | 15.8 | 18.0 | 17.0 | 18.7 | 17.8 | 16.5 | 16.9 | 20.5 | 19.1 | 16.0 | 16.8 | 15.6 | 13.0 | |
| | 15.2 | 15.0 | 15.8 | 17.6 | 17.0 | 18.2 | 17.4 | 16.5 | 16.8 | 20.0 | 19.2 | 16.2 | 16.8 | 15.9 | 13.1 | |
| | 15.1 | 14.8 | 16.6 | 18.8 | 16.9 | 19.2 | 17.4 | 16.5 | 18.2 | 19.6 | 19.1 | 16.8 | 17.9 | 15.8 | 13.0 | |
| | 14.9 | 14.6 | 15.4 | 17.5 | 16.4 | 17.9 | 16.6 | 15.8 | 16.2 | 19.3 | 18.2 | 15.8 | 16.0 | 15.0 | 12.7 | |
| | 14.7 | 14.3 | 15.2 | 17.0 | 16.0 | 17.5 | 16.2 | 15.1 | 16.0 | 18.9 | 17.8 | 15.4 | 15.6 | 14.6 | 12.4 | |
| | 14.7 | 14.1 | 15.2 | 16.9 | 15.8 | 17.2 | 16.1 | 15.0 | 16.0 | 19.1 | 17.5 | 15.7 | 16.0 | 14.4 | 12.1 | |
| | 14.6 | 14.0 | 15.7 | 17.3 | 15.8 | 17.7 | 16.0 | 15.1 | 16.2 | 19.5 | 17.5 | 15.8 | 16.2 | 14.3 | 12.0 | |
| | 15.6 | 14.3 | 15.5 | 17.6 | 16.0 | 17.9 | 16.3 | 15.0 | 16.0 | 19.0 | 17.1 | 16.4 | 16.4 | 14.4 | 12.5 | |
| | 1912. | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| January. | 26.3 | 14.6 | 16.0 | 18.2 | 16.2 | 18.6 | 16.5 | 17.2 | 15.0 | 16.8 | 20.4 | 16.1 | 16.1 | 16.9 | 14.0 | |
| | 25.1 | 22.2 | 15.0 | 19.0 | 15.9 | 19.9 | 16.3 | 16.5 | 14.5 | 14.7 | 17.3 | 18.4 | 11.8 | 13.0 | 12.3 | |
| | 25.0 | 21.7 | 15.8 | 18.2 | 16.6 | 19.4 | 16.7 | 15.0 | 14.2 | 16.3 | 17.7 | 16.6 | 14.2 | 13.4 | 12.6 | |

STATEMENT of fines and damages in connection with 'Ontario St. Lawrence Canals' during season of 1911.
CORNWALL CANAL.

| Lock. | Date. | Name of Vessel. | Damage. | Fine. | Name of Owner. | Remarks. |
|-------|---------|-----------------|----------|---------|------------------------------|----------|
| | 1911. | | \$ cts. | \$ cts. | | |
| 17 | May 7 | H. M. Pellatt. | | 25 00 | Can. Lake & Ocean Nav. Co. | Paid. |
| | " 6 | Scow and Barge. | | 75 00 | Fallon Bros. | " |
| 21 | " 10 | Simla. | 10 50 | | Calvin Co. | " |
| 15 | " 14 | Barge Cornwall. | 5 37 | | Montreal Transportation Co. | " |
| " | " 20 | Hedra. | | 5 00 | Ogdensburg Coal & Towing Co. | " |
| 21 | " 28 | Muskoka. | 3 91 | | Montreal Transportation Co. | " |
| 17 | July 5 | Simla. | | 10 00 | Calvin Co. | " |
| 20 | " 10 | Waccanaw. | 25 00 | | J. L. Grosvalte. | " |
| 18 | May 20 | Nicaragua. | 1,017 19 | | Ogdensburg Coal & Towing Co. | " |
| | Oct. 5 | Edwards. | | 25 00 | Ottawa Transportation Co. | " |
| " | " 12 | Onward. | | 5 00 | Capt. Cline. | " |
| 21 | Aug. 26 | Bangor. | 10 29 | | Montreal Transportation Co. | " |
| | July 10 | Raleigh. | 416 54 | | Henry Wineman. | " |

WILLIAMSBURG CANALS.

| | | | | | | |
|----|---------|----------------|--------|-------|-----------------------------|-------|
| 24 | June 17 | Hilda. | | 50 00 | Carbary Son & Co. | Paid. |
| 25 | July 9 | Keystorm. | 40 00 | | Keystone Transportation Co. | " |
| 28 | May 3 | R. T. Holcomb. | 611 41 | | Edwardsburg Starch Co. | " |

SESSIONAL PAPER No. 20

DEPARTMENT OF RAILWAYS AND CANALS,

ONTARIO—ST. LAWRENCE CANALS,
RESIDENT ENGINEER'S OFFICE,

CORNWALL, April 1, 1912.

SIR,—I have the honour to submit herewith my annual report on the works under my direction for the fiscal year ending March 31, 1912.

CORNWALL CANAL.

Improving Upper Entrance to Lock 17.—The contract for this work, which is described in my last annual report, was awarded to Messrs. Fallon Bros., of Cornwall, on June 1, 1910.

Work was immediately commenced and carried on without interruption till the close of the season of 1910.

The water was drawn out of the canal on April 4, 1911, when work on this contract was immediately resumed and by May 1, when navigation opened, the whole of the concrete in the approach wall at the head of the lock had been brought well above the level of water. The head race to the supplementary waste weir was also completed.

The work of filling behind walls, constructing tail race to weir and completing the dredging in canal above lock was immediately commenced and the whole of the work embraced in this contract was finally completed in December, 1911.

The work done has greatly improved the approach to this lock for boats downward bound, while by the construction of the supplementary waste weir no difficulty is experienced in regulating the water in the level above the lock when the mills at the foot of the canal are closed down. The final estimate for this work has been paid.

Improving Upper Entrance to Lock No. 19.—This work, the contract for which was awarded to Messrs. Fallon Bros., of Cornwall, on May 30, 1911, comprises the extension of the short approach wall on the north side of the upper entrance to this lock for a distance of 200 feet. The work consists of a line of cribwork surmounted by concrete walls filled between with stone and covered with a concrete floor.

Work on this contract was commenced on July 6 and finally completed on December 6. The final estimate for this work has been paid.

The culvert under the canal at Robertson's creek a short distance below lock No. 20 was extended 30 feet and the high bank at this point, which has for some years been in a leaky condition, was reinforced with a heavy earth embankment.

Seven new valves for the guard weir above lock No. 20 have been constructed and will be placed in position as soon as possible after the opening of navigation.

An addition to the canal office, 17 ft. x 42 ft., was built last season, and completed in a satisfactory manner by day labour.

The increased accommodation thus afforded was very much needed.

A contract was entered into with Mr. J. J. Fallon on August 23, 1911, for the construction of an iron working shop 32 x 53 ft. Work was commenced on this contract in August and the building was completed in December. The final estimate for this work has been paid.

A reinforced concrete coal shed, 23 ft. x 64 ft., was also constructed near the head of old lock No. 17. The work was done by day labour.

Extensive improvements were made to the repairing basin between old locks No. 16 and No. 17. While the canal was unwatered in April, 1911, the old mitre sill and a portion of the platform at the foot of old lock No. 17 were removed, foundations cleaned out, and a new concrete mitre sill and platform put down. A concrete

cut-off wall was constructed at the end of the lock foundation and a concrete culvert was built from the foot of old lock No. 17 to the head of old lock No. 16 along the centre of the repairing basin to carry the leakage. The bottom of the basin was graded and concrete ways built on the south side of this culvert for the use of boats making repairs. A concrete retaining wall, 8 feet high, was constructed along the front of the high level berme from lock No. 17 to lock No. 16, the high level berme was properly graded throughout and concrete ways laid down over the whole area.

On the north side of the basin a concrete retaining wall, 6 feet high, has been constructed for about $\frac{2}{3}$ of the length of the basin, and the grading of the high level berme partially completed.

All of this work, which should be completed this season, will when finally completed, as designed, double the previous capacity of the basin.

A contract was entered into with the Randolph MacDonald Co., Limited, in August, 1910, for certain necessary dredging at different points in the canal and was partially completed during the season of 1910. Work was resumed on this contract on May 11, 1911, and completed on June 9 in a satisfactory manner. High areas in the canal were removed in the vicinity of the upper dam below lock No. 21, and also below locks No. 18 and 19, the head race to the large waste weir at the lower dam was deepened as well as the intake to the weir at lock No. 19. The approaches to the docks at Mille Roche and Moulinette were also widened and deepened.

FARRAN POINT CANAL.

A contract was entered into with The Randolph MacDonald Co. Ltd., on May 22nd, 1911, for improving the lower entrance to this canal which is extremely difficult of approach by vessels, owing to the very strong and variable cross currents in the river. The work as designed comprises the extension of the north entrance pier for a distance of 1140 feet, consisting of a line of heavy cribwork surmounted by concrete walls filled between with stone. The replacing of the top of the present timber pier with concrete walls is also provided for.

The work was commenced on June 17th and vigorously carried on till the close of navigation with the result that the dredging for crib seats was completed, all of the cribs were placed in position and partially filled with stone, and a number of concrete blocks constructed ready for placing in walls.

The remainder of the stone filling was placed in cribs during the winter. Work will be resumed on this contract as soon as the weather will permit and will be carried to completion this season.

RAPIDE PLAT CANAL.

A contract was entered into with Messrs. Fallon Bros. on July 3rd, 1911, for the removal of certain high areas throughout this canal. Work was immediately started and carried to completion on October 29th. All of the known high areas were covered by the dredge and the bottom of this canal is now in very fair condition.

The channel was also slightly widened around the sharp curve at the west end of the village of Morrisburg. The final estimate for this work has been prepared and sent to the department.

Tenders were invited for the work of improving the lower entrance to lock No. 24 on April 15th, 1911.

The result proving unsatisfactory to the department, tenders were again called for on May 19th and the contract for this work was awarded to Messrs. Roger Miller & Sons on September 2nd.

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The work as designed comprises the widening and straightening of the canal immediately below the lock, and the construction of a timber and concrete approach wall on the north side of the lower entrance.

Work on this contract was commenced on Sept. 28th and carried on without interruption till Jan. 17th, 1912, when it being found impossible, owing to the severity of the weather, to continue, the work was closed down for the season.

Owing to the delay in awarding this contract the amount of work performed last season fell far short of what was anticipated. Half of the cribs were placed in position and filled with stone, and a good start has been made on the excavation. All of the timber for cribwork has been delivered, and, as soon as the weather will permit, operations will be resumed and the work will be carried on with a view to bringing it as near to completion within the specified time as possible.

A survey was made last season for the purpose of improving the upper entrance to this canal and adapting it to the use of boats passing down the river. A general plan of the proposed improvement together with an approximate estimate of cost has been prepared and sent to the department.

The question of making the upper entrance to this canal possible for downward bound boats demands immediate attention.

During the months of October and November last year, vessels were forced to lighter to 13 feet in order to pass down the river through the Rapide Plat opposite this canal, while it is not safe and well nigh impossible for boats of the larger class to enter the canal from above, as the entrance is at present.

GALOPS CANAL.

A contract was entered into with the Randolph MacDonald Co. Ltd., for improving the upper entrance to lock No. 28, the lock used by downward boats to overcome the Galops rapids.

Work on this contract was immediately commenced and carried on with fair progress till Dec. 12th when operations were suspended for the season.

The work as designed comprises the construction of a timber and concrete approach wall, 725 feet long, on the south side of the upper entrance to this lock, as well as the dredging necessary to prepare seat for same.

Two hundred and forty feet of the cribwork has been completed and concrete blocks, forming the lower part of the concrete wall, placed in position, for the same distance.

The cribs in position have also been filled behind with earth.

Work on this contract will be resumed as early as possible and it is expected will be completed within the specified time.

A concrete superstructure was placed on the old river dock at Cardinal, and a bridge was erected across old lock No. 26 to give access to the dock. The work was done by day labour.

MURRAY CANAL.

A contract having been awarded to Mr. W. E. Phin for the removal by dredging of certain high areas in the bottom of this canal, work was commenced on August 9 and carried on without interruption till November 16, when it was stopped for the season.

Payment for this work was made by the hour for the plant employed and the work was diligently prosecuted and carried on in a very satisfactory manner by the contractor.

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There still remains to be removed certain high areas at the entrances to the canal and for this purpose a sum of \$9,000 has been included in the estimates for 1912-13.

A survey is now in progress with a view to ascertaining the extent and cost of the work necessary to give a navigable depth of 14 feet in this canal at low water stage in Lake Ontario. As originally designed and built, this canal provided for a depth of 11 feet only at the low water stage of Lake Ontario.

The large increase in traffic through this canal during the past three years, and the increasing number of vessels of the larger class using this waterway would seem to warrant the deepening of this canal to provide a navigable depth of 14 feet at low water stage in Lake Ontario.

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

C. D. SARGENT,
Resident Engineer.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ontario.

WELLAND CANAL,

SUPERINTENDING ENGINEER'S OFFICE,
ST. CATHARINES, May 3, 1912.

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending March 31, 1912.

NAVIGATION SEASON.

The canal opened for navigation on April 15, and closed December 15, 1911.

ACCIDENTS.

On Thursday, July 20, 1911, a Grand Trunk engine of the heaviest class, after taking water at the tank at Port Colborne, proceeded westward at 10.45 p.m., when the swing-bridge was open, and fell with the tender into the canal, blocking the channel to navigation. The company's wrecking outfit was brought promptly to the scene and the tender removed on Friday morning. Though the cranes were powerful enough to lift the engine, the chains and other lifting apparatus proved too light, and on Saturday Mr. Hogan's dredge was brought into service and succeeded in pulling the engine down stream and clear of the channel. Navigation was resumed at 2 a.m. Sunday.

Another serious accident occurred during the year, when the steamer *Keywest*, bound up on August 20, 1911, carried away three gates in lock No. 21. Repairs were carried out quickly, spare gates being stepped, and navigation resumed in twenty-four hours.

IMPROVEMENTS—NEW CANAL.

Mr. J. E. Russell completed his contract for widening the canal near Welland. This effects a much needed improvement.

R. D. Weddell & Company completed their contract for the construction of a turning basin at Thorold.

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This will enable vessels not wishing to proceed through the canal to be turned at this point.

PORT COLBORNE.

Messrs. Hogan & Macdonnell have not quite completed their contract, entered into in 1900, which covered the bulk of the improvements done at Port Colborne.

Good progress was made by M. J. Hogan in the contract entered into late in the year 1911, for widening the deep-water channel along the west pier and extending the mooring dock west of the government elevator.

The government elevator did a good business, handling 7,000,000 bushels of grain. The receipts for handling paid all operating and repair expenses for the year and left a net surplus of over \$20,000. The storage facilities proved inadequate to the business offering, and an appropriation has been granted to increase the storage capacity to 2,000,000 bushels, instead of 800,000 as at present. The foundations for this extension to the elevator were constructed when the elevator was built, and the enlargement will be done during the coming year.

REPAIRS—NEW CANAL.

Ordinary repairs to the structures on the new canal were carried out during the year. Lock No. 18 was unwatered in March, 1912, and the foundation of the upper recess, which had been undermined, repaired in concrete.

REPAIRS—OLD CANAL.

The water was drawn off the old canal for ten days at the beginning of April, 1911, and repairs made to the under-water structures.

Ordinary repairs were carried out during the year.

During October, 1911, a serious washout in the bank of hydraulic race No. 3, leading to the Hedley Shaw Milling Co.'s mill, occurred. The canal repair staff effected temporary repairs speedily, in order to permit the other mills on the raceways to resume operations. The cost was borne by the company, who are arranging to strengthen this bank and prevent the recurrence of similar accidents in the future.

WELLAND CANAL FEEDER.

Ordinary repairs were made and the back ditches in several places were cleaned out.

The single-track swing bridge above the lock at Dunnville was replaced by the double-track bridge, which formerly crossed the new canal at Welland; the substructure being rebuilt and the bridge adapted to suit the requirements. Owing to the large amount of highway traffic this was a much needed improvement. A reinforced concrete highway bridge was built across the Welland raceway at Jane street, Welland.

GENERAL.

The water in lakes Erie and Ontario was fairly up to normal all summer, but Lake Erie became low towards the end of the navigation season.

Mr. Wm. Aikens was superannuated on August 1, 1911.

The following superannuated employees died during the year:—

John Steffens, on October 19, 1911.

George Hannah, on December 25, 1911.

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Horton Plunstell, on January 17, 1912.

John Paxton, on January 26, 1912.

Attached is a statement of moneys collected for damages caused to canal property by different vessels; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

J. L. WELLER,

Superintending Engineer.

To W. A. BOWDEN, Esq.,

Chief Engineer,

Department of Railways and Canals,
Ottawa, Ont.

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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, 1912.

| Months. | Lower Sill. | | Months. | Lower Still. | |
|----------------|-------------|---------|---------------|--------------|---------|
| | Highest. | Lowest. | | Highest. | Lowest. |
| 1911. | Ft. In. | Ft. In. | 1911. | Ft. In. | Ft. In. |
| April..... | 15 6 | 14 10 | November..... | 14 6 | 14 3 |
| May..... | 15 7 | 15 4 | December..... | 14 3 | 14 9 |
| June..... | 15 9 | 15 5 | 1912. | | |
| July..... | 15 7 | 15 3 | January..... | 14 9 | 14 6 |
| August..... | 15 5 | 15 1 | February..... | 14 9 | 14 5 |
| September..... | 15 1 | 14 9 | March..... | 15 1 | 14 8 |
| October..... | 15 0 | 14 6 | | | |

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the Upper Mitre Sill,
Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending
March 31, 1912.

| Months. | Upper Sill. | | Months. | Upper Sill. | |
|----------------|-------------|---------|---------------|-------------|---------|
| | Highest. | Lowest. | | Highest. | Lowest. |
| 1911. | Ft. In. | Ft. In. | 1911. | Ft. In. | Ft. In. |
| April..... | 15 0 | 13 0 | November..... | 16 2 | 12 3 |
| May..... | 16 5 | 13 8 | December..... | 17 11 | 12 11 |
| June..... | 15 7 | 13 11 | 1912. | | |
| July..... | 16 9 | 13 11 | January..... | 15 11 | 13 1 |
| August..... | 14 9 | 12 11 | February..... | 13 7 | 10 11 |
| September..... | 14 8 | 13 6 | March..... | 14 0 | 12 6 |
| October..... | 14 7 | 12 11 | | | |

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WELLAND CANAL.

STATEMENT of damages to Welland Canal Property during the fiscal year ending March 31, 1912, and amount paid on account of said damages.

| Date of Damage. | Name of Vessel. | Amount of Damage. | Amount Paid. | Date Paid. | Where Paid. |
|-----------------|------------------------------|-------------------|--------------|--------------|-----------------|
| 1911. | | \$ cts. | \$ cts. | 1911. | |
| April 26.... | Steamer "Midland Queen"..... | 71 13 | 71 13 | June 28.... | Port Dalhousie. |
| " 30.... | " "Keywest"..... | 12 38 | 12 38 | " 28.... | " |
| May 19.... | Brg. "Ceylon"..... | 15 05 | 15 05 | Sept. 21.... | " |
| " 28.... | Tug. "Minitago"..... | 35 21 | 35 21 | Aug. 12.... | " |
| June 3.... | Str. "Turret Court"..... | 16 25 | 16 25 | Sept. 11.... | " |
| " 23.... | " "Keystorm"..... | 105 75 | 105 75 | Nov. 13.... | " |
| July 3.... | " "J. R. Langdon"..... | 38 55 | 38 55 | Sept. 11.... | " |
| " 29.... | " "Columbia"..... | 25 75 | 25 75 | " 19.... | " |
| Aug. 6.... | " "Raleigh"..... | 28 98 | 28 98 | Aug. 15.... | " |
| " 8.... | Tug "T. C. Lutz"..... | 17 30 | 17 30 | Sept. 11.... | " |
| " 18.... | Str. "Turret Court"..... | 32 96 | | | |
| " 19.... | " "D. A. Gordon"..... | 16 15 | 16 15 | | " |
| " 20.... | " "Keywest"..... | 6,967 33 | 6,967 33 | Aug. 22.... | " |
| Sept. 2.... | " "Wocomaw"..... | 26 50 | 26 50 | Jan. 31-12.. | " |
| " 7.... | Tug "Argosy"..... | 31 15 | 31 15 | Nov. 13-11.. | " |
| Oct. 23.... | Str. "Keywest"..... | 164 18 | 164 18 | | " |
| " 24.... | S. O. Co. Barge 121..... | 25 00 | 25 00 | Oct. 28-11.. | " |
| " 30.... | Str. "Toiler"..... | 18 90 | | | |

SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

SAULT STE. MARIE, ONT., April 19, 1912.

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, 1912.

The canal was opened for traffic on April 22, 1911, and was closed on December 13, having been in operation for two hundred and thirty-five days.

The traffic passing this point through the Canadian and United States canals, shows a decrease over last year. The freight tonnage amounted to 53,477,216 tons, a decrease of 14.25 per cent, the passengers number 79,591, an increase of 12 per cent, and the registered tonnage of vessels amounted to 41,653,488, a decrease of 16.5 per cent.

While there has been a falling off of 16.5 per cent in the total registered tonnage of both canals, the Canadian registered tonnage, through both canals, has increased by 171,336 tons or 5.5 per cent.

The freight tonnage through the Canadian canal amounted to 30,953,455 tons, a decrease of 15 per cent; the passengers number 38,566, an increase of 14.75 per cent, and the registered tonnage amounted to 19,331,966, a decrease of 17 per cent.

ACCIDENTS.

There were no accidents of such a nature as to seriously interfere with navigation.

On May 12, 1911, while the steamer *E. Y. Townsend* was entering the lock, up-bound, the suction from her wheel drew the north lower guard gate away from the wall.

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The gate was fastened to the lock wall by a bolt attached to the bridge, and when the gate was drawn away from the wall the bridge lifted, and parted from the gate. The lifting of the bridge was apparently caused by the omission of a bolt on the face of the gate during construction.

On June 19 the steamer *Hamonic* collided with the lock wall, breaking the coping.

On August 8, while the steamer *Isaac L. Ellwood* lay tied up to the eastern end of the upper south pier, the steamer *Kaministiquia*, upbound, took a sheer to port and collided with the *Ellwood* doing damage to the bows of both vessels.

No satisfactory explanation was given as to the cause of the accident, but it was likely caused by the suction between the south entrance wall and the stern of the *Kaministiquia*. When the latter left the entrance wall the suction would cease to act causing the vessel to sheer to port.

On September 8, the steamer *Newona* collided with the lower south wooden pier doing slight damage.

On October 17, at 4.30 a.m., while the steamer *Emperor*, 525 feet long, was locking down, the lockmaster signalled to turn on the water at the upper gates for the purpose of flooding the vessel out of the lock. before the captain was on board, mistaking another man for the captain. The vessel started ahead with the flood before her lines were let go, breaking her lines, breaking the forward chock and carrying away about fifty feet of her railing. The vessel might have been stopped without further damage, had she not dropped her anchor in the lock, with the result that the anchor went through the bottom of the vessel, and caused her to settle on the bottom after she had passed out of the lock.

After lightering a portion of her cargo the *Emperor* proceeded on her way to Port Colborne.

On October 23, the steamer *Caribou* broke all four blades off her wheel on an old gate which had been standing against the end of the lower north pier, and which had fallen over.

REPAIRS.

The work of rebuilding the timber top of the lower north pier, was in progress during the latter part of last season, and about four hundred feet in length was completed. There still remains about seven hundred feet in length, of this pier, to be built, and this work will be done during the coming season.

The repairs to the wickets of the movable dam, which had been damaged by the accident of June 9, 1909, were completed and the dam is now in good condition and ready for service.

The usual cleaning, painting and repair work in connection with the lock, buildings and machinery was performed at the close of navigation last season and during the present spring.

The usual work of looking after the grounds was performed during last season, some trees were planted and a portion of the driveway through the grounds was improved by making a roadbed of cinders.

IMPROVEMENTS.

The improvements to the power house which were approaching completion at the close of the last fiscal year were finally completed by the installing of the new governor and the placing of a reinforced concrete cover over the top of the reservoir which forms the opening in the penstock.

These improvements to the power house have given entire satisfaction in the working of the machinery.

A new shed 24 feet by 75 feet was erected close to the shops for the purpose of storing lumber, iron and other supplies.

3 GEORGE V., A. 1913

The work of rebuilding the upper north pier for five hundred feet in length was completed; and this pier will be used for the first time during the coming season.

The work of extending this pier an additional three hundred feet, is under way and will be completed during the coming season.

The usual statements are attached showing the traffic passing this point through the Canadian and American canals.

I have the honour to be, sir,

Your obedient servant,

W. A. BOWDEN, Esq.,

Chief Engineer,

Department of Railways and Canals,
Ottawa, Ont.

J. W. LEB. ROSS,

Superintending Engineer.

REPORT of Traffic passing Sault Ste. Marie through 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 Vessels. | Number of Passengers. |
|-----------|---------------------------------|--------------------------------------|------------------------------|--------------------------------------|--|--|-----------------------------|
| | | | | Mills. | \$ | p. c. | |
| 1855..... | 193 | 106,296 | 14,503 | ..... | ..... | ..... | 4,270 |
| 1860..... | 916 | 403,657 | 153,721 | ..... | ..... | ..... | 9,230 |
| 1865..... | 997 | 409,062 | 181,638 | ..... | ..... | ..... | 19,777 |
| 1870..... | 1,828 | 690,826 | 539,883 | ..... | ..... | ..... | 17,153 |
| 1875..... | 2,023 | 1,259,534 | 833,465 | ..... | ..... | ..... | 19,685 |
| 1880..... | 3,503 | 1,734,890 | 1,321,906 | ..... | ..... | ..... | 25,766 |
| 1885..... | 5,380 | 3,035,987 | 3,256,628 | ..... | ..... | ..... | 36,147 |
| 1890..... | 10,557 | 8,454,435 | 9,041,213 | 1 3 | 102,214,948 | 3 5 | 24,856 |
| 1891..... | 10,191 | 8,400,685 | 8,888,759 | 1 35 | 128,178,208 | 4 0 | 26,190 |
| 1892..... | 12,580 | 10,647,203 | 11,214,333 | 1 31 | 135,117,267 | 3 8 | 25,896 |
| 1893..... | 12,008 | 8,949,754 | 10,796,572 | 1 1 | 145,436,957 | 4 1 | 18,869 |
| 1894..... | 14,491 | 13,110,366 | 13,195,860 | 0 99 | 143,114,503 | 3 5 | 27,236 |
| 1895..... | 17,956 | 16,806,781 | 15,062,580 | 1 14 | 159,575,129 | 3 75 | 31,656 |
| 1896..... | 18,615 | 17,249,418 | 16,239,071 | 1 0 | 195,146,842 | 3 0 | 37,066 |
| 1897..... | 17,171 | 17,619,923 | 18,982,755 | 0 83 | 218,237,927 | 3 0 | 40,213 |
| 1898..... | 17,761 | 18,622,764 | 21,234,634 | 0 79 | 233,069,739 | 2 2 | 43,426 |
| 1899..... | 20,255 | 21,958,347 | 25,255,810 | 1 5 | 281,864,750 | 3 1 | 49,082 |
| 1900..... | 19,452 | 22,315,834 | 25,643,073 | 1 18 | 267,011,959 | 3 0 | 58,555 |
| 1901..... | 20,041 | 24,626,976 | 28,403,065 | 0 99 | 289,904,865 | 4 0 | 59, 63 |
| 1902..... | 26,659 | 31,955,582 | 35,961,146 | 0 89 | 358,306,300 | 4 0 | 59,377 |
| 1903..... | 18,5 6 | 27,736,444 | 34,674,437 | 0 92 | 349,405,014 | 6 0 | 55,1 5 |
| 1904..... | 16,120 | 24,364,138 | 31,546,106 | 0 81 | 334,502,686 | 6 0 | 37,695 |
| 1905..... | 21,679 | 36,617,699 | 44,270,680 | 0 85 | 416,965,484 | 5 0 | 54,204 |
| 1906..... | 22,155 | 41,098,324 | 51,751,080 | 0 84 | 537,463,454 | 5 0 | 63,033 |
| 1907..... | 20,437 | 44,087,974 | 58,217,214 | 0 80 | 569,830,188 | 5 0 | 62,758 |
| 1908..... | 15,181 | 31,091,730 | 41,390,557 | 0 69 | 470,141,318 | 7 0 | 53,287 |
| 1909..... | 19,204 | 46,751,717 | 57,895,149 | 0 79 | 626,104,173 | 6 0 | 59,948 |
| 1910..... | 20,899 | 49,856,123 | 62,363,218 | 0 74 | 654,110,844 | 6 0 | 66,933 |
| 1911..... | 18,673 | 41,653,488 | 53,477,216 | 0 67 | 595,019,844 | 6 0 | 79,951 |

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SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT Since Opening of Lock September 9, 1895.

| | Season. | Increase or decrease over previous season. | Season. | Increase or decrease over previous season. | Season. | Increase or decrease over previous season. |
|-----------------------------|-------------------------|--|-------------------------|--|-------------------------|--|
| | 1895 | | 1896 | | 1897 | |
| Period Open..... | { Sept. 9. Dec. 6. | | { May 7. Dec. 10. | | { April 21. Dec. 14. | |
| Canad. Regist. Tonnage... | 125,240 | | 586,571 | 461,331 | 398,343 | -188,228 |
| U. S. 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 m. | | 984 h. 22 m. | 771 h. 55 m. | 684 h. 11 m. | -300h. 11m. |
| Average Time Lockage.... | 18·26 min. | | 18·42 m. | | 13·97 m. | |
| | 1898 | | 1899 | | 1900 | |
| Period Open..... | { April 11. Dec. 9. | | { April 26. Dec. 20. | | { April 23. Dec. 16. | |
| Canad. Regist. Tonnage... | 403,331 | 4,988 | 561,759 | 158,428 | 579,528 | 17,769 |
| U. S. Registered Tonnage... | 2,354,606 | -1,051,412 | 2,388,441 | 33,835 | 1,616,139 | -772,302 |
| Total Tonnage..... | 2,757,937 | -1,046,424 | 2,950,200 | 192,263 | 2,195,667 | -754,533 |
| Lockages..... | 2,520 | -456 | 2,610 | 90 | 2,205 | -405 |
| Vessel Passages..... | 3,712 | -664 | 3,820 | 108 | 3,163 | -657 |
| Time Passing Lock.. | 609 h. 30 m. | -74 h. 40 m. | 643 h. 16 m. | 33 h. 46 m. | 541 h. 24 m. | -101h. 52m. |
| Average Time Lockage.... | 14·51 m. | | 14·78 m. | | 14·75 m. | |
| | 1901 | | 1902 | | 1903 | |
| Period Open..... | { April 20. Dec. 21. | | { April 1. Dec. 20. | | { April 2. Dec. 13. | |
| Canad. Regist. Tonnage... | 776,331 | 196,803 | 1,336,087 | 589,756 | 1,616,385 | 250,298 |
| U. S. Registered Tonnage... | 1,672,631 | 56,492 | 3,238,069 | 1,565,438 | 3,145,020 | -93,049 |
| Total Tonnage..... | 2,448,962 | 253,295 | 4,604,156 | 2,155,194 | 4,761,405 | 157,249 |
| Lockages..... | 2,906 | 701 | 3,418 | 512 | 3,242 | -176 |
| Vessel Passages..... | 4,243 | 1,080 | 5,169 | 926 | 4,418 | -751 |
| Time Pa-sing Lock..... | 724 h. 38 m. | 183 h. 14 m. | 925 h. 57 m. | 201 h. 19 m. | 883 h. 10 m. | -42 h. 47 m. |
| Average Time Lockage.... | 14·96 m. | | 16·25 m. | | 16·34 m. | |

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SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT Since Opening of Lock September 9, 1895.

| | Season. | Increase or decrease over previous season. | Season. | Increase or decrease over previous season. | Season. | Increase or decrease over previous season. |
|---------------------------|-------------------------|--|-------------------------|--|-------------------------|--|
| | 1904 | | 1905 | | 1906 | |
| Period Open..... | { April 30. Dec. 26. | | { April 10. Dec. 20 | | { April 10. Dec. 20. | |
| Canad. Regist. Tonnage... | 1,557,335 | —59,050 | 1,799,336 | 242,001 | 1,959,186 | 159,850 |
| U. S. Registered Tonnage. | 2,637,090 | 471,930 | 3,739,224 | 1,066,134 | 4,399,990 | 660,766 |
| Total Tonnage..... | 4,230,425 | 530,980 | 5,538,560 | 1,308,135 | 6,359,176 | 820,616 |
| Lockages..... | 3,012 | —230 | 4,031 | 1,019 | 4,152 | 121 |
| Vessel Passages..... | 4,092 | —326 | 5,853 | 1,761 | 5,913 | 60 |
| Time Passing Lock..... | 811 h. 28 m. | —71 h. 42 m. | 1060 h. 38 m. | 249 h. 10 m. | 1131 h. 23 m. | 70 h. 24 m. |
| Average Time Lockage... | 16.16 m. | | 15.79 m. | | 16.35 m. | |
| | 1907 | | 1908 | | 1909 | |
| Period Open..... | { April 22. Dec. 15. | | { April 21. Dec. 15. | | { April 21. Dec. 16. | |
| Canad. Regist. Tonnage... | 2,288,349 | 329,143 | 2,556,552 | 268,203 | 2,912,586 | 356,034 |
| U. S. Registered Tonnage. | 9,887,633 | 5,487,643 | 7,038,389 | —2,849,244 | 14,899,562 | 7,861,173 |
| Total Tonnage..... | 12,175,982 | 5,816,786 | 9,594,941 | —2,581,041 | 17,812,148 | 8,217,207 |
| Lockages..... | 4,596 | 444 | 3,667 | —929 | 5,046 | 1,379 |
| Vessel Passages..... | 6,153 | 240 | 5,344 | —809 | 6,420 | 1,076 |
| Time Passing Lock..... | 1378 h. 58 m. | 247 h. 35 m. | 1258 h. 50 m. | —120h. 08 m. | 1853 h. 45 m. | 594 h. 55 m. |
| Average Time Lockage... | 18.10 m. | | 20.60 m. | | 17.31 m. | |
| | 1910 | | 1911 | | | |
| Period Open..... | { April 12. Dec. 15. | | { April 22. Dec. 13. | | | |
| Canad. Regist. Tonnage... | 3,122,068 | 209,482 | 3,089,863 | —32,205 | | |
| U. S. Registered Tonnage. | 20,227,083 | 5,327,521 | 16,242,103 | —3,984,980 | | |
| Total Tonnage..... | 23,349,151 | 5,537,003 | 19,331,966 | —4,017,185 | | |
| Lockages..... | 6,110 | 1,064 | 5,229 | —881 | | |
| Vessel Passages..... | 8,285 | 1,865 | 6,802 | —1,483 | | |
| Time Passing Lock..... | 2327 h. 40 m. | 473 h. 55 m. | 1704 h. 25 m. | —623 h. 15 m. | | |
| Average Time Lockage... | 22.86 m. | | 19.55 m. | | | |

NOTE—While the Canadian registered tonnage for 1911 shows a decrease of 32,205 tons, through the Canadian lock, there is in reality an increase of 171,336 tons when both the Canadian and U. S. canals are taken into consideration, as a large number of Canadian vessels went through the U. S. Canal.

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SAULT STE. MARIE CANAL.

ENGINEER'S OFFICE,

SAULT STE. MARIE, ONT., April 22, 1912.

DEAR SIR,—I have the honour to submit my annual report on the improvements in progress to the entrances of the Sault Ste. Marie canal, for the fiscal year ending March 31, 1912.

REBUILDING OF THE NORTH PIER AT THE UPPER ENTRANCE.

A contract was entered into with Mr. J. J. Collins, on September 18, 1909, and was brought to a satisfactory completion on September 20, 1911. The work embraced in the contract consisted in the removal of the old pier, about 500 feet in length, and the construction of a concrete pier of similar length, on a line and continuous with the north entrance wall from its western end.

Backfilling of suitable material, chiefly rock, was provided at the shore end of the pier, and it will be necessary to extend this work along the full length of the pier this coming season.

EXTENSION OF NORTH PIER AT THE UPPER ENTRANCE.

A contract was entered into with Mr. John F. Boyd, on July 20, 1911, for the construction of a pier 300 feet in length, forming an extension westerly to the north entrance pier. Work was started on this contract September 5, 1911, but slow progress was made owing to the difficulty in obtaining timber at the time the contract was awarded and the lateness of the season in starting work. The total value of work done and material delivered amounted to \$16,040.50, or about 42 per cent of the value of the contract. The work accomplished consisted in the framing of two cribs 100 feet in length, and the sinking in place and filling with stone one of the framed cribs.

WIDENING LOWER ENTRANCE.

It is proposed to widen the channelway at the lower entrance during the coming season to provide additional width at a narrow locality in the channel where the boats leaving and entering the lock find difficulty in passing with safety.

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

F. B. FRIPP,
Engineer in charge.

W. A. BOWDEN, Esq.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ontario.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, April 1, 1912.

SIR,—I have the honour to submit herewith my report on the Rideau canal for the fiscal year ending March 31, 1912.

Navigation opened at Ottawa on May 7, 1911.

Navigation opened at Kingston Mills on May 1, 1911.

Navigation closed at Ottawa on November 29, 1911.

Navigation closed at Kingston Mills on November 24, 1911.

It will be observed that for the first time for a great number of years, navigation did not open at Ottawa on May 1, there being a delay of one week in this respect, the reason for which was that the Department of Public Works requested us to delay admitting the water into the canal for one week in order to permit the contractors for the new plaza in this city to complete the coffer-dams for unwatering the foundations for the concrete arches which span the canal.

Last year's freshet commenced about April 6; but on account of the light snow-fall, it did not amount to anything in volume; and it was passed through the various waste weirs throughout the canal, without material damage being done—in fact so light was the freshet that Rideau lake (the main source of water supply for this canal from Smith's Falls to Ottawa) did not fill up to within seven or eight inches of its normal spring height.

Also our reservoirs at Bob's lake and at Wolfe lake did not fill up to normal height, the former being fifteen inches and the latter five inches below normal after the freshet had subsided.

For these reasons, coupled with the fact that last summer was again unusually dry, through navigation was again suspended above Smith's Falls at the end of September, the lighter draught boats being able to pass through as usual, but the heavier ones being compelled to ply between Ottawa and Smith's Falls only, on the eastern end, and from Kingston to Olivers Ferry on the western end of the canal.

I had an examination made last summer, of the lakes tributary to Rideau lake, with a view to storing the water therein contained, by means of dams at their outlets, so as to feed Rideau lake in low water; but there are only two that could be so utilized; and they are both so small as to render this scarcely worth while, when the cost of acquiring the necessary rights, construction of dams, maintenance, and salaries of caretakers are taken into consideration.

The two lakes referred to are as follows:—

Bass lake, flowing into Rideau lake on its south side, near Olivers ferry; and which is only about one and a quarter square miles in extent, and which could hold back four feet of water.

Black lake, flowing into Rideau lake on its north side, about half-way between Olivers ferry and the Narrows lock, is about two square miles in extent; and could hold back four feet of water; so that the total reserve from these two lakes would amount to about three and a quarter square miles of water four feet deep.

However, as Rideau lake is about sixty square miles in area, this would only add a little over two inches of water to its depth; which is quite out of proportion to the cost of carrying this scheme into effect.

It must also be remembered that these two lakes are situated at some distance from Rideau lake, so that the creeks leading from them to Rideau lake, would have to be straightened and deepened:—all of which materially add to the cost of the work.

I am again glad to be able to report a very substantial increase in the number of lockages throughout the canal:—particularly at Poonamalie lock station, through which 4,658 boats passed last year, an increase of more than 900 over the previous year.

Also in the vicinity of Ottawa the number of boats locking totalled 3,743 last year—an increase of 876 over the year before.

The principal works and repairs executed along the line of the canal during the past fiscal year are as follows:—

OTTAWA LOCK STATION (8 Locks and 1 Basin).

Considerable repairing was done to about 500 feet of the wharf on the west side of the basin—two to three courses of unsound timber being taken out and replaced with new timber, and the whole replanked with 3-inch plank. A new set of 7

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stoplogs of Douglas fir 34' x 13" x 16" was furnished for the river lock. Portions of the roadways round the basin wharves, were repaired and macadamized.

The water in the Ottawa river, the eastern entrance to the canal, fell for one day (October 29), to 5 feet 7 inches on the sill; but this was occasioned by a heavy southwest wind, and it rose again next day to 5 feet 9 inches; and this latter level is really the lowest for the year.

Some difficulty was occasioned to boats entering the lower lock, on account of low water towards the end of the season; and in addition to this the bottom of the lock itself is covered with an accumulation of sawdust and debris from the river; so that considerable lightering of cargoes had to be resorted to by boats coming up from the river into the basin. It must, however, be borne in mind that these boats are usually loaded down to 7 feet, whereas the official draught of water in the Rideau canal is 5 feet.

An attempt was made last January to pump out the river lock for the purpose of cleaning out the above mentioned debris therein, and for this purpose the stoplogs were put in, and the wing walls sheeted all round, and clay placed in front thereof. An eight-inch centrifugal pump mounted on a scow, then attempted to pump the lock; and although there was only a depth of 9 feet 6 inches on the sill at the time, the water in the lock could not be lowered more than 2 feet 6 inches. I sent divers down to try and locate the leaks, and they reported that the masonry pavement between the wing walls was broken outside the stoplogs; so as it was too late in the season to attempt building a long coffer-dam entirely outside the wing walls, the attempt to pump the lock was abandoned. I propose to try and clean out the bottom of the lock next summer by means of divers.

The cause of the break in the pavement has, I consider, been occasioned by the rush of water from the sluices when emptying the lock (these sluices being in the lower portion of the gates themselves), and is the result of 80 years service. Later on it may be necessary to build a coffer dam and pump the lock for the purpose of repairing this pavement, but there is no immediate danger to navigation from this source.

The roadway down the east side of the locks has been closed by the construction of the new Chateau Laurier, and the upper portions of lock No. 8 have, to a certain extent, been constricted by the building of the new Plaza; but as far as navigation is concerned, no injury has been occasioned; and when these works are completed, the appearance of the locks will be very largely improved.

A number of circular life buoys were purchased last summer for this canal, and were to have been placed at the locks and round the basin, as well as at all the other lock stations; but they were not delivered until after navigation had closed; but will be placed throughout the canal this year.

OTTAWA EAST BRIDGE.

Sundry small repairs were made to the bridge and its approaches; and the roof of the bridge house was re-shingled.

BANK STREET BRIDGE.

A new high level concrete bridge is in process of construction at this point, the work being done by the corporation of the city of Ottawa, and this Department contributing \$80,000 towards the cost of the same. The old steel swing span has been loaned to the city for the contractors for the new bridge to utilize on temporary piers, to maintain a crossing until the new structure is completed. The Department, therefore, now have no bridge at this point, and the bridge-house is advertised for sale and removal.

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CONCESSION STREET BRIDGE.

Sundry small repairs were made to the bridge railing, and the approaches.

HARTWELLS LOCK STATION (2 Locks).

The rebuilding of the lower masonry wing wall on the east side of the lower lock was completed in April last, and the upper lock chamber was grouted. Some more stone lining was placed along the edge of the tow-path road. The lower wing wall on the west side of the lower lock is now being taken down, and will be rebuilt before navigation opens next month.

HOGSBACK LOCK STATION (2 Locks, 1 Swing Bridge).

A considerable quantity of clay was placed in front of the dam, and some stone was placed on edge of tow-path road. A new boom was framed and placed between the ice-breaker piers above the bulkhead, for a distance of over 400 feet. Considerable repairs were made to the cribwork piers and also to the flooring of both bulkheads, and some new stop-logs were purchased for the channel opening in the waste-water channel. Sundry small repairs were also made to the station in general.

BLACK RAPIDS LOCK STATION (1 Lock).

The roof of the lock-house was reshingled. Small repairs were made to the dam, and some stone was placed therein. The much vexed question of the occupation of the canal reserve land has at length been definitely settled, by a fence being built round the same, by order of the Department; and all the canal reserve at this station is now under the charge of the lockmaster.

LONG ISLAND LOCK STATION (3 Locks, 1 Bridge).

Four piers were rebuilt at the White Horse shoal dam, and also one above Manotick bulkhead. Sundry small repairs were made to the station in general.

MANOTICK BRIDGE.

The entire bridge was replanked with 3-inch plank, and sundry small repairs made.

WELLINGTON BRIDGE.

The entire steelwork of all the fixed spans was cleaned by pneumatic sand-blast, and afterwards painted with Esco steel covering. This was the first bridge on this canal to be so treated; and this method of removing all corrosion, scale, old paint, &c., from the steel, by means of a sand-blast is, I consider, by far the best way to clean a steel bridge before painting, as every portion is cleaned.

BECKETTS LANDING BRIDGE.

The steelwork of the fixed spans of this bridge was also sand-blasted and painted with Esco steel paint. A small building at the end of the bridge was purchased for storing tools, &c.

BURRITTS RAPIDS LOCK STATION (1 Lock).

Some stone walling was built along the north side of the upper cut, in continuation to that built last year. Sundry small repairs were made to the station in general.

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BURRITTS RAPIDS BRIDGE.

The bridge-keeper's house was reshingled, and small repairs made to the bridge and approaches. Some new fencing was erected in the vicinity of the bridge.

NICHOLSONS LOCK STATION (2 Locks, 1 Bridge).

Sundry small repairs were made to the station in general.

. CLOWES LOCK STATION (1 Lock).

The lock was pumped out and thoroughly grouted with Portland cement, and the upper mitre sill was repaired. A new stable was built for the lockmaster to replace the old one which had fallen into decay. A quantity of clay and gravel was placed above the dam, which will be repaired next winter. Sundry small repairs were made to the station in general.

MERRICKVILLE LOCK STATION (3 Locks, 2 Basins, 2 Bridges).

One pair of new lock gates was framed, and will be hung in position this month. One bridge was replanked, and sundry small repairs were made to the station in general.

KILMARNOCK LOCK STATION (1 Lock, 2 Bridges).

Small repairs were made to the back dam. A new approach was built to the swing bridge across the lock. Portion of the dry stone walling on the south side of the upper cut was rebuilt, and sundry small repairs were made to the station generally.

EDMONDS LOCK STATION (1 Lock).

The lower wing walls, piers, and gate recesses of the lock were taken down and rebuilt, the lock having been pumped for this purpose. A new frame storehouse was built to replace the old one. Some new fencing was erected round the canal reserve, and sundry small repairs made to the station in general.

OLD SLYS LOCK STATION (2 Locks, 1 Bridge).

Extensive repairs were made here last winter, the upper portion of the lock having been taken down and rebuilt. This also included a new masonry sill. The work was rendered somewhat difficult owing to the fact that the water could not be run off the upper level, without destroying the power at the Smith's Falls Electric Company's power-house; and as this meant putting the town in darkness for a month at least, the water was kept up to navigation level by means of a coffer dam above the locks, the company contributing portion of the cost of the same.

The old swing bridge was taken down and a new one framed; and the lay by piers at the head of the lock were rebuilt, having been wrecked by ice last spring. Sundry other small repairs were made to the station in general.

SMITH'S FALLS COMBINED LOCK STATION (3 Locks, 1 Basin, 2 Bridges).

The lower wing walls and gate recesses of the lower lock were taken down and rebuilt. The lower sill was also concreted and repaired. A coffer dam was built below the lock and the lock was pumped in order to carry out the above repairs. The swing bridge over the upper lock and the bridge below the basin, were replanked. One pair

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of lock gates was renewed. The lock labourer's house and the storehouse were both painted. Additional filling was placed in the southern portion of the basin; and will be again continued next summer. Sundry small repairs were made to the station generally.

SMITH'S FALLS DETACHED LOCK STATION (1 Lock, 2 Bridges).

The old storehouse was taken down and a new one erected. Repairs were made to the rest piers of the swing bridge below the lock. A five-foot concrete sidewalk was built on the west side of the crossing, from the Lombardy road to the fixed bridge across the by wash; and an iron pipe railing erected thereon.

I have had a survey made of the Lower Cut below the lock with a view to having a concrete wall built along the south side of the same, a distance of about 1,000 feet. This will have the effect of materially checking the great waste of water that flows through the seams of the rock, and which flows underground and emerges as a creek on the side of the Lombardy road.

POONAMALIE LOCK STATION (1 Lock).

The flashboards furnished for the dam (mentioned in my last annual report) were not placed in position last spring, as the water in Rideau lake only raised to the bare level of the crest of the dam; and consequently the flashboards were not required to hold back the water. As stated above, I regret to have to again report that Rideau lake fell so low as to suspend through navigation by the end of September; and the reasons for this I have also mentioned.

The north bank of the upper cut was raised and strengthened. One new pair of lock gates was placed in the lock, and sundry small repairs were made to the station in general.

BEVERIDGES LOCK STATION (2 Locks, 1 Bridge).

Repairs were made to the dam, and a considerable quantity of loose rock and boulders was removed from the basin between the locks. A long stretch of cribwork on the east side below the lower lock in Rideau lake, was rebuilt down to low water mark. Small repairs were made to the sluices and to the station generally.

PERTH BRANCH (1 Basin, 4 Bridges).

All four bridges in the town were sand blasted and painted with Esco steel covering.

New 3-inch flooring was laid on Gore street bridge and on Craig street bridge; and portion of the wharf in the basin was also replanked. Repairs were also made to portions of the rest piers of the bridges, the old timber being taken down to low water mark. This work is not yet completed, owing to the failure of Mr. Wm. Allen, of Perth, to deliver the timber as soon as he had agreed to do. This delay, however, will not seriously affect the security of the piers, which will be completed as soon as possible. Small repairs were made to the tow path roads and banks of the canal generally.

BOB'S LAKE RESERVOIR DAM.

No repairs were made to this dam.

OLIVERS FERRY BRIDGE.

No repairs were made to this bridge.

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THE NARROWS LOCK STATION (1 Lock, 1 Bridge).

The approaches on each side of the swing bridge across the lock, were taken down and rebuilt. One hundred cubic yards of gravel were placed on the dam, and sundry small repairs were made to the station in general.

WOLF LAKE RESERVOIR DAM.

The west side of the cribwork breakwater was extended 150 feet out into the lake, and the sand which had drifted in between the eastern and western sides, was excavated to a depth of two feet below the sill of the dam, the effect of which will be that we can now draw off fully two feet more water from the lake than heretofore. The creek below the dam requires to be cleaned out also, and will be attended to later on.

NEWBORO LOCK STATION (1 Lock, 1 Bridge).

One pair of lock gates was renewed. The high level bridge across the canal was re-covered with 3-inch plank, and sundry small repairs were made to the station in general.

CHAFFEY'S LOCK STATION (1 Lock, 1 Bridge).

The new wharf at the head of the lock was completed and filled with stone. The lock labourer's house was raised, and a cellar wall built thereunder. The bridge across the by wash was re-covered with 3-inch plank, and sundry small repairs were made to the station in general.

DAVIS' LOCK STATION (1 Lock).

One new sluice frame was framed and placed in the lock walls, and sundry small repairs were made to the station in general.

JONES' FALLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Four new swing beams were framed and placed in the lock gates and two new sluice frames were placed in the locks, together with four new cast-iron flange valves. A considerable quantity of clay was placed on top of the Big Dam, to fill up holes that appear in the same from time to time. Four new chain blocks were placed on the locks. The lower recess, and the bottom of the chamber of the upper lock were concreted and repaired, and repairs were also made to the upper sill itself. General repairs were made to the masonry of the upper locks, and to the station generally.

MORTON DAM.

Sundry small repairs were made to the dam.

BRASS' POINT BRIDGE.

Small repairs were made to the bridge keeper's house, and to the bridge in general.

BREWERS UPPER MILLS LOCK STATION (2 Locks, 1 Basin, 1 Bridge).

One pair of lock gates and one new sluice frame were renewed, and repairs made to some of the other sluices. The middle sill between the two locks, together with the piers and manholes were grouted with Portland cement, the bottom of one of the latter being filled up with concrete. The storehouse was raised, and a stone wall and new sills placed under the same. Two new brick chimneys were built on the lock-house, and sundry small repairs were made to the station in general.

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BREWERS LOWER MILLS LOCK STATION (1 Lock, 1 Bridge).

Sundry small repairs were made to the station in general.

KINGSTON MILLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Two pairs of lock gates were renewed, and repairs were made to the sluices of the locks. A long cribwork pier was built above the upper lock, to enable vessels waiting for the locks to tie up, a long needed improvement. A small pier was also built below the lower lock, as a landing stage for gasoline launches and other small craft. The long bridge over the by wash was replanked, and the apron of the upper lock was also replanked and repaired. A new porch was built to the lockmaster's house, and a new roof built over the annex to the block house—the cost thereof being deducted from the security deposit furnished by Messrs. Fallon Bros., who had the contract for the same.

The road from the by wash to the block house, over the curved stone dam was raised and graded with stone and gravel—the work having been done by contract. Stone was also furnished by contract for the filling of the new lay by piers, and also for the embankments.

GENERAL.

The usual spring repairs, consisting of pointing and grouting the lock masonry; painting of lock gates, &c., &c., were executed by the lock labourers during the month of April.

The heavy dimension stone required for the masonry repairs, was taken out of our leased quarry near Westport, and delivered during navigation along the canal to its destination, by our own tug and scows, as well as by private boats. I may say that we had difficulty in procuring the necessary stone for our work last year, on account of the quarry running out. We moved to another quarry, but it could not furnish heavy enough beds; and we consequently had to divide some of the courses of stone in our lock walls, instead of building them uniform, on account of being unable to get out heavy enough courses of stone in the quarry.

The materials required for the year, such as cement, timber of all kinds, paint, oil, hardware, &c., &c., were purchased for us by the purchasing agent of the department.

DREDGING PLANT.

The dredge *Rideau* was employed for two weeks last summer in removing the rock at the entrance to the harbour at Westport, which rock was blasted ready for dredging the previous season. She then returned to the cut at Saw Log Bay above the Town of Smith's Falls. This cut is now finished; but having been made through drowned land, it will probably have to be cleaned out from time to time, as old logs and roots are liable to be washed from the banks into the channel. The dredge also dug out a channel above the detached lock at Smith's Falls; and was then towed down to Hartwells locks where she wintered, and where considerable repairs to the timber work of the hull were made.

The tug *Loretta* was employed as usual last season in buoying out the shoals, towing scows, delivering stone, timber, cement, paint, oil, &c., along the canal; and also on her annual inspection work. Her steam steering engine was re-modelled last winter, and gave much better satisfaction than formerly.

One of our large flat scows 75 feet x 25 feet, is now having a new deck laid, and will be ready for navigation, and when the season opens the dredge, tug and four scows will be in excellent condition for work.

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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 Station respectively :—

| Ottawa, Lock No. 1. | | | | Kingston Mills, Lock No. 47. | | | |
|---------------------|-------|-------------------|------|------------------------------|------|------------------|------|
| Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1911 | | | | | | | |
| ft. | in. | ft. | in. | ft. | in. | ft. | in. |
| Apr. 30..... | 15 2 | Apr. 1-3..... | 7 10 | Apr. 24-31 | 7 7 | Apr. 1-2..... | 7 2 |
| May 10-11 | 20 8 | May 1..... | 16 0 | May 20-25..... | 7 9 | May 1-7..... | 7 7 |
| June 1 | 17 11 | June 30..... | 13 4 | June 10-23..... | 7 11 | June 1..... | 7 8 |
| July 1-2..... | 13 2 | July 30-31. | 8 1 | July 26-31..... | 7 11 | July 5-6..... | 7 9 |
| Aug. 15..... | 8 8 | Aug. 29-31 | 7 5 | Aug. 1-6..... | 7 10 | Aug. 7-13..... | 7 9 |
| Sept. 1-2..... | 7 1 | Sept. 28-30 | 6 0 | Sept. 1-2..... | 7 10 | Sept. 29-30..... | 7 0 |
| Oct. 31..... | 6 1 | Oct. 29..... | 5 7 | Oct. 1-19..... | 7 0 | Oct. 20-31..... | 6 11 |
| Nov. 30..... | 8 5 | Nov. 2-5..... | 6 0 | Nov. 26-30..... | 7 0 | Nov. 3-21..... | 6 10 |
| Dec. 31. | 10 10 | Dec. 1..... | 8 5 | Dec. 1-2..... | 7 0 | Dec. 11-17..... | 6 10 |
| 1912 | | | | | | | |
| Jan. 1-2..... | 11 0 | Jan. 29-31..... | 9 0 | Jan. 22-31..... | 7 0 | Jan. 1-11..... | 6 10 |
| Feb. 1..... | 8 11 | Feb. 16-18..... | 7 11 | Feb. 1-17..... | 7 0 | Feb. 23-29..... | 6 10 |
| Mar. 18-25..... | 8 3 | Mar. 1..... | 7 11 | Mar. 31..... | 7 5 | Mar. 1 | 6 10 |

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

A. T. PHILLIPS, *M. Can. Soc. C.E.*
Superintending Engineer.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

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TRENT CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

PETERBOROUGH, April 16, 1912.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1912, 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 fifty-six and a half miles, a detailed description of which was given in my annual report for 1910.

For construction purposes the division has been divided into seven sections, or contracts; all of which are under contract. The estimated value of these seven contracts as revised to date is about \$5,100,000, on which there was expended for work done and materials delivered up to March 31, 1912, the sum of \$2,869,753.30, or about 57 per cent of the estimated value of the seven contracts at their respective contract rates.

There are on the division 18 locks, 14 dams and 18 bridges. Locks 1, 2, 3, 5, 6, 7, 10, 13, 14 and 18 are built and 4, 11, 12, 16 and 17 are each 50 per cent finished. Dams 2, 3, 5, 6, 7, 11 and 12 are built and 1, 4, 9 and 13 are each 50 per cent or more finished. Eleven bridges are finished and in commission, and three more are under construction.

Section No. 1.—This section extends from Trenton to Glen Miller, a distance of about four and one-half miles, on which length of the river there are three locks, three dams and five bridges.

A contract for the work was entered into with Messrs. Larkin and Sangster on March 10, 1908. The total value of work done and materials delivered up to March 31, 1912, amounted to \$905,135.71, or about 86 per cent of the value of the contract.

The principal items of work done are 245,327 cubic yards earth, 12,160 cubic yards loose rock, 222,156 cubic yards solid rock, and 68,909 cubic yards concrete.

Locks 1, 2 and 3 are finished, and also dams 2 and 3. Dam No. 1 is 80 per cent built and will be finished early this summer. The entrance piers of the locks, together with the short canals leading into and out of them are finished. The submarine channel connecting the lower end of the canal leading into Lock No. 1, and the mouth of the river is about 33 per cent dredged, and 62 per cent of the balance has been drilled and blasted. The dredging of this channel which consists of rock excavation has been sub-let by the contractors to Mr. Robert Weddell who intends completing it this season. A drill boat resumed work for the season on March 14.

The Sidney Electric Power Co. have completed their hydro-electric development at the west end of Dam 2. The equipment consists of four double runner vertical shaft turbines of 1,400 H.P. maximum. The alternating current generators are of the vertical shaft umbrella type, having a normal rated capacity of 750 K.W. at 80 per cent power factor or 937.5 K.V.A. In connection with this plant the company have built close to it a large transformer building, which is to be used as the distributing point for all power generated between Trenton and Frankford. The current is stepped up from 6,600 volts delivered from the power houses, to 44,000 volts for

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transmission to various parts of the country by 3,000 K.V.A. 3 phase transformers. This plant began operation on September 1, 1911.

Under a deed dated June 5, 1911, the Town of Trenton transferred to the Crown the swing span in the west end of the highway bridge crossing the mouth of the Trent river in the Town of Trenton. This swing bridge is now owned and operated by this department. It consists of a small truss span, and provides two 51 feet clear openings for navigation. The west abutment and pivot pier are stone masonry. The east pier is a crib block. The structure as a whole is not in first-class condition, and a new bridge will probably have to be built here a few years hence, providing a greater clear width of opening for navigation.

The Canadian Northern Railway crosses the Trent river about 2,000 feet above its mouth, by a bridge consisting of eight 65 feet deck plate girder spans, and a swing span which provides two 70 feet clear openings for navigation. The bridge was built by the railway company who finished the structure on July 12, 1911, and placed it in commission about August 1, 1911.

The substructure of the Gilmour siding bridge at Lock No. 1 is built up to water level, but cannot be finished until the type of the superstructure is definitely decided upon.

The main line of the Grand Trunk Railway crosses the canal below Lock No. 1 by a high level bridge, built by the railway company under an agreement dated June 9, 1909. The bridge was finished and placed in commission on July 2, 1910. It is designed for three tracks and provides a clear head room of 27 feet at a stage of high water in Lake Ontario.

One of the fixed spans at the east end of the Glen Miller highway bridge has been taken out, and a swing span built in its place, which was opened for traffic at the end of February, 1909.

It is very probable that all the work remaining to be done on this section will be completed this season.

Section No. 2.—This section extends from Glen Miller to Frankford, a distance of about four and a half miles, on which stretch of the river there are three locks, three dams and one bridge.

A contract for the work was entered into with Messrs. Dennon & Rogers on May 30, 1908. The total value of work done and materials delivered up to March 31, 1912, amounted to \$370,873.70, or about 51 per cent of the value of the contract.

The principal items of work done are 82,481 cubic yards earth, 12,976 cubic yards loose rock, 80,988 cubic yards solid rock, and 44,234 cubic yards concrete.

Locks 5 and 6 are built, and also dams 5 and 6, except the platform across the top of the piers of dam 5. Lock and dam 4 are each 40 per cent built. Both of these structures should be finished early this fall. The upper and lower entrance piers of locks 5 and 6 are built and their entrance channels are partly excavated. There is 90 per cent of the rock excavation on the section above water taken out, but only 21 per cent of the rock under water; the greater part of the latter yet to be done lies in the river channel above Dam No. 6.

The County of Hastings rebuilt last year the Frankford highway bridge across the Trent river. The new bridge consists of a concrete substructure supporting five through truss 100 feet spans with a concrete floor which was manufactured and erected by the Ontario Bridge Co., Ltd., Toronto. It is connected by an earth embankment with the swing bridge built across the canal in the spring of 1910. The embankment connecting these bridges, and the east approach of the canal bridge were sufficiently made up last fall to permit the bridges being opened for traffic on November 18.

The Sidney Electric Power Co. are constructing a hydro-electric power plant in rear of the west end of Dam No. 5, for the complete development of the power at this point. They hope to have the plant running by midsummer. The current will

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be delivered under low voltage to their large transformer station at dam 2, where it will be stepped up for transmission to various parts of the country.

Work on this section is proceeding slowly, and it will take the contractors at least two years with a well equipped and organized force to complete their contract.

Section No. 3.—This section extends from Frankford to a point three miles west of Glen Ross, a distance of seven and a half miles. At Glen Ross there are a lock, a dam and two bridges.

A contract for the work was entered into with the Canadian General Development Co., Ltd., on April 24, 1908. The total value of work done and materials delivered up to March 31, 1912, amounted to \$181,042.32, or about 63 per cent of the value of the contract.

Lock and Dam Nos. 7 at Glen Ross, and the short canal above and below the lock are finished. The bridges across the Canal above the lock for the Frankford highway, and the Central Ontario Railway are also finished and in use. The C.O. Ry. bridge was placed in commission on April 29, 1909.

The whole of the work on this section is finished with the exception of the dredging in the river, on which no work has yet been done, as the contractors have no dredging fleet on the ground, and are waiting until they can bring one up the canal from Lake Ontario.

Section No. 4.—This section extends from Adam's Landing, a point three miles west of Glen Ross, to Campbellford, a distance of about fourteen miles. There are between Bradley Bay and Campbellford five locks, three dams, four bridges, and about one mile of concrete retaining wall, for enclosing the river through the Town of Campbellford, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson, on June 22, 1910. The total value of work done and materials delivered up to March 31, 1912, amounted to \$425,252.74, or about 32 per cent of the value of the contract.

The principal items of work done are 131,130 cubic yards earth, 2,200 cubic yards loose rock, 93,430 cubic yards solid rock, and 45,860 cubic yards concrete.

Lock 10 is built, and 61% of the concrete in Locks 11 and 12 is built, and the balance will be laid early this summer. Dam No. 9 is 35 per cent built, but will not be finished until all work in connection with dam 8 is completed. Considerable difficulty was experienced in connection with the construction of this dam last summer, due to the unforeseen depth at which the surface of the solid rock was found at the centre of the river for a distance of about 75 feet, measured along the axis of the dam. In order to take care of the water in this hole, about 25 feet deep, the contractors had to increase their pumping capacity very considerably over what they originally anticipated would be required to unwater the foundation, which troubles prevented the completion of the dam last season. The concrete wall connecting the back of the dam with the head of Meyers island is finished.

The supply weir for power below dam 9 is built, together with the concrete wall connecting it and the east end of the dam.

The supply weir for power at the head of lock 12, the upper entrance piers of the lock, and the retaining wall connecting them to the weir are finished.

The concrete culvert under the canal, a short distance above lock 12, is built and in commission, together with about half a mile of sewer pipe laid along the gravel road, which sewer discharges into the culvert.

The piers for the highway bridge across the head of lock 12 are built, and the superstructure of the bridge is 90 per cent erected.

The substructure for the bridge of the Northumberland Paper Mills railway siding is built, but as the contract for the superstructure has not yet been let, a wooden trestle has been erected across the canal close to the south end of the piers for temporarily carrying the siding across the canal. The diversion was completed last winter, and traffic diverted about February 1.

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The concrete core walls in the embankments forming the canal prism above lock 12 are 90 per cent built, and about 70 per cent of the excavation for the prism has been taken out.

Trout creek was diverted on August 3, 1911, through the aqueduct built for this purpose north of the Grand Trunk railway, and the bridges over its ends for the crossings of the gravel road and Balaclava street were finished in December last.

During this season all work in connection with locks 10, 11 and 12, and the short canals above them will be finished. Lock 9 and dam 8 will also be built, for the construction of which 27,000 barrels of cement were delivered on the ground during the winter. Part of the river walls between the Grand Trunk railway and highway bridges in the town of Campbellford, together with the substructure of the Bascule span in the highway bridge will also be built, provided the old Campbellford dam is removed early this summer. The contractors have about \$80,000 worth of plant on the section and are preparing to do a very large amount of work this year. It will take two seasons to complete the structures on this section, and three to finish the excavation.

Section No. 5.—This section extends from Campbellford to Crow bay, a distance of three miles. On this section are two locks, two dams, and about half a mile of concrete wall for enclosing the river through Campbellford.

A contract for the work was entered into with Messrs. Brown & Aylmer on September 28, 1907. The contract was amended May 30, 1911, so as to include the construction of the river walls. The total value of work done and materials delivered up to March 31, 1912, amounted to \$500,466.86, or about 74 per cent of the value of the contract.

The principal items of work done are 110,980 cubic yards earth, 26,310 cubic yards loose rock, 44,770 cubic yards solid rock, and 51,695 cubic yards concrete.

Locks 13 and 14, and dams 11 and 12 are built, and about 65 per cent of the river walls. The excavation of the channel leading down from Crow bay to lock 14 is finished. It has been swept and found satisfactory. On July 5 last the contractors locked their dredging fleet down through the lock, and continued dredging for the balance of the season, in its lower entrance. As the gates of the lock are not built, the contractors erected on the lower mitre sills temporary gates composed of gate timbers piled one on the other. For the upper gates, stop-log timbers placed in the gains at the head of the lock were used. While the lock was full we tested the operation of the 4 feet by 5 feet waggon valve under a head of 23 feet, a description of which was given in my annual report for 1910. Two men could raise the valve the first 8 inches, at which point of its travel the load was too much for them. Four men could easily operate the valves. The maximum dynamometer reading for the lower right valve was 140 pounds, applied at 4 feet radius. Considering the valves had been in place nearly two years and not in use, they worked very satisfactorily.

The Seymour Power & Electric Company's plant at dam 11, and the Campbellford Municipal plant at dam 12, were in continuous operation throughout the year.

No work has yet been done in the river channel between the Campbellford highway bridge and lock 13. It will take at least two seasons to complete the dredging on this section.

Section No. 6.—This section extends from the lower end of Crow bay to 1,000 feet west of Heeley Falls bridge, a distance of about three miles. There are three locks, one dam, and one bridge on the section, together with a large quantity of earth and rock excavation. The short canal at this point is located on the west side of the river and is designed to overcome the 76 feet rise between Crow bay and the fourteen miles of river reach between Heeley Falls and Hastings.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson, on May 23, 1910. The total value of work done and materials delivered up to

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March 31, 1912, amounted to \$262,596.87, or about 50 per cent of the value of the contract.

The principal items of work done are 24,650 cubic yards earth, 20,400 cubic yards loose rock, 85,470 cubic yards solid rock, and 33,089 cubic yards concrete.

Locks 16 and 17 are 60 per cent built and dam 13 70 per cent. The retaining wall connecting the locks and dam is also about 50 per cent built. The substructure of the swing span that is being placed in the east end of the Heeley Falls highway bridge is finished, and the superstructure which is delivered on the ground will be erected early this summer. The canal connecting locks 16 and 15, and the foundation for the latter is partly excavated.

The Eastern Power Company, Ltd., who are operating under lease No. 18,527 granted to the Northumberland-Durham Power Company, have let a contract for the construction of a power-house, &c., for the full development of the hydro-electric power at this point, which will be ready for operation on completion of the works of section No. 6.

It is probable that all the concrete work on the section will be finished this season, but the completion of the excavation will run into the summer of 1913.

Section No. 7.—This section extends from Heeley Falls to Rice lake, a distance of about nineteen and a quarter miles. The principal works consist of a large quantity of earth and rock dredging in the river, the construction of a new lock and dam at Hastings, and a new and longer swing span at Trent Bridge, and new guide piers for the Grand Trunk Railway bridge at Hastings.

A contract for the work was entered into with the Randolph Macdonald Co., Ltd., on January 4, 1909. The total value of work done and materials delivered up to March 31, 1912, amounted to \$224,385.10, or about 52 per cent of the value of the contract.

The principal items of work done are 17,718 cubic yards earth, 16,703 cubic yards loose rock, 37,050 cubic yards solid rock, and 12,089 cubic yards concrete.

The new lock was placed in commission on March 30, 1911, and used all last season. The dam is about 50 per cent built, and will probably be finished early this fall. After working the whole of last season trying to unwater the foundation for the north half of the dam, the contractors succeeded in building three sluices at the north end, and the four sluices across Fowld's raceway on the south shore. The chief cause of their trouble was using the old dam as part of the cofferdam, enclosing the site of the new structure, which proved a complete failure, after wasting five months trying to stop the leaks through and under it.

The pivot pier and abutments for the new swing span at Trent Bridge are built, and the superstructure completed. The bridge was placed in commission on June 5, 1911. The guide piers will probably be built this season.

The new guide pier for the Grand Trunk Railway bridge is built, and is a great improvement to navigation at this point.

The 30 per cent of the excavation on the section taken out to date has chiefly been done between Hastings and Rice lake, on which section of the river 90 per cent of the excavation is finished. The dredging fleet now comprises two dipper dredges, two drill boats, two tugs, and several dump scows, which plant will take at least three years to finish the work.

BURLEIGH FALLS DAM.

A contract for the new dam, a description of which was given in my report for 1910 was entered into with Messrs. Bishop & Buchanan on December 14, 1909. The total value of work done and materials delivered up to March 31, 1912, amounted to \$48,746.20, or about 83 per cent of the value of the contract.

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The concrete work is finished, except the breast wall of two sluices, and the platform over five sluices. The whole of the works embraced in the contract will be completed early this summer.

LINDSAY SECTION.

The construction of the lock, dam and substructure of the Wellington street highway bridge, embraced in Messrs. J. Ritchie & Co.'s contract, was completed in September 1910, at a cost of \$42,099.41. The new lock was placed in commission in July, 1910.

The Hamilton Bridge Co.'s contract for the superstructure of the bridge, which is a 'Strauss' bascule a description of which was given in last year's report, was finished last summer at a cost, including electrical equipment, of \$17,550.75. It was placed in commission for vehicular traffic on April 27, 1911, and its mechanical and electrical operation throughout the whole of the past season was very satisfactory.

ROSEDALE SECTION.

The works on this section consist of a canal across the narrow peninsula between Cameron and Balsam lakes, a lock, dam and dredging in the Gull river between its confluence with the canal and deep water in Balsam lake. The improvements are being built to the same dimensions as the Ontario-Rice lake division of the canal.

A contract for the work was entered into with the Randolph Macdonald Co., Ltd., on February 24, 1908. The total value of work done and materials delivered up to March 31, 1912, amounted to \$249,987.85, or about 90 per cent of the value of the contract.

The lock and dam are built, and have been in use since 1910. The whole of the works embraced in the contract are practically finished except the dredging which will probably be completed by midsummer, when the company's dredging fleet will be taken down to Section No. 7, Ontario-Rice lake division.

HOLLAND RIVER DIVISION.

This division is divided into two sections. Section No. 1 extends from Cook's bay, Lake Simcoe, to Holland Landing on the east branch of the Holland river, a distance of eight and one-half miles. Section No. 2 extends from Holland Landing to Newmarket, a distance of four and one-third miles. The whole of Section No. 1 is on the Lake Simcoe level, and the total rise between Holland Landing and Newmarket is forty-three feet which will be overcome by three locks.

Section No. 1.—A contract for the construction of this section was entered into with the Lake Simcoe Dredging Co. on August 30, 1906. They abandoned the work in the fall of 1907, and it was taken out of their hands in May, 1908, since which date no work has been done on the section, other than some clearing of the right-of-way which the department did last fall by day's labour.

Section No. 2.—A contract for the construction of this section which consists of three locks, three dams, four highway bridges, one dock, and a large quantity of earth excavation, stone protection lining, &c., was entered into with Mr. John Riley on February 12, 1908, and assigned by him to Messrs. Russell, Dill and Lothian on February 19, 1908, and by them to the York Construction Co., Ltd., on April 3, 1908. The total approximate value of work done and materials delivered up to December 31, 1911, amounted to \$522,675.54, or about 83 per cent of the value of the contract.

The three locks and dams are built, and also the Green lane, Concession road and Yonge street bridges, which are in commission. The Newmarket basin and dock walls are built, and about 81 per cent of the excavation on the section has been taken

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out. The material yet to take out is chiefly on the Lake Simcoe level, below lock No. 1.

The Government in December last decided to abandon further work on the Holland River division, and accordingly accepted the surrender of the York Construction Company's contract on December 31, 1911, and the execution by them, under a special agreement, of certain unavoidable work in connection with the road approaches to the Second Concession and Yonge street bridges, which work is approaching completion. A final estimate of the work done under the original contract is now being prepared.

QUEENSVILLE ROAD BRIDGE.

This bridge crosses the east branch of the Holland river about two miles north of Bradford road, Holland Landing. The structure was fully completed in June, 1908, and has been in commission since August, 1907.

BRIDGES.

A contract was entered into with the Hamilton Bridge Works Company, Ltd., on October 10, 1908, for the manufacture of six highway swing-bridges, and one railway swing-bridge.

This contract was completed last December, at a total cost of \$73,160.

The Glen Miller bridge was placed in commission at the end of February, 1909.

The Frankford bridge was completed in June, 1910, but was not placed in commission until November 18, 1911.

The Glen Ross highway bridge was finished and placed in commission in April, 1909.

The Central Ontario railway bridge at Glen Ross was finished and placed in commission on April 29, 1909.

The Green Lane bridge, Holland River division, was placed in commission in March, 1909.

The Second Concession bridge across the head of lock No. 2, Holland River division, was placed in commission on October 23, 1911.

The Yonge street bridge across the head of lock No. 1, was placed in commission on February 28, 1911.

On April 6, 1910, a contract was entered into with the Hamilton Bridge Works Co., Ltd., for the manufacture and erection of a 'Strauss' Bascule highway bridge, at Wellington street, Lindsay, Ont., which was placed in commission on April 27, 1911. The mechanical and electrical operation of the bridge during the past season was very satisfactory. The electrical equipment was manufactured and installed by the Canadian General Electric Co., Ltd.

On October 24, 1910, a contract was entered into with the Cleveland Bridge and Engineering Company, Ltd., for the manufacture and erection of highway swing-bridges at Heeley Falls and Trent Bridge, Ontario-Rice Lake division.

The swing span at Trent Bridge was placed in commission on June 5, 1911.

The span for Heeley Falls bridge is delivered on the ground, and will be erected early this summer.

On June 30, 1911, a contract was entered into with the Hamilton Bridge Works Company, Ltd., for the manufacture and erection of a 'Strauss' highway bascule bridge over the canal at Bridge street, Campbellford, Ont. The bridge will be a single leaf of the Heel trunnion type, consisting of a 108 feet through truss movable span, and a 25 feet tower span carrying the counterweight. It is now being manufactured and will be probably be erected this summer. It will be electrically operated.

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A contract was entered into on August 4, 1911, with the Dickson Bridge Works Company, Ltd., Campbellford, Ont., for the manufacture and erection of a highway swing span across the head of lock No. 12, Ontario-Rice Lake division. The steel is manufactured and erected in place and the bridge will be finished early this summer.

VALVES FOR LOCKS.

Wagon valves.—A contract for the manufacture and erection of the wagon valves required for the new locks, and regulating culverts of the canal, was entered into with the Dominion Bridge Company, Ltd., on October 5, 1908, since which date the valves for locks 1, 2, 3, 5, 6, 7, 10, 13, 14 and 18 of the Ontario-Rice Lake division, and those for the Rosedale lock, have been installed. The valve frames for lock No. 4 are in place and those for lock No. 9 and the regulating culvert at this point are delivered on the ground as are also those for the regulating culvert at lock No. 17. All the metal for the remaining valves and frames is fabricated and stored in the company's yards at Montreal, ready for shipping. A description of these valves was given in my report for 1910.

Cylindrical valves.—On April 6, 1911, a contract was entered into with the Wm. Hamilton Company, Ltd., for the supply and erection of the cylindrical valves for flight locks 11 and 12 (Ranney Falls), and flight locks 16 and 17 (Heeley Falls), Ontario-Rice Lake division.

These valves are now manufactured and stored in the company's yards at Peterboro, and will be delivered and erected in the locks this summer.

LOCK GATE OPERATING MACHINES.

A contract was entered into with Mr. Herbert B. Collier on May 7, 1909, for the supply and delivery of operating machines, anchorage fittings and pivots required for the lock gates of the new locks along the canal. These machines are being manufactured by the Wm. Hamilton Company, Peterboro.

The operating machines, anchorage fittings and pivots for the Rosedale and Lindsay locks, and locks 1, 2, 3, 5, 6, 7, 10, 13, 14 and 18, Ontario-Rice Lake division, and locks 1, 2 and 3, Holland River division, have been installed, and all the material for the remaining locks of the Ontario-Rice Lake division has been delivered on the ground.

EMERGENCY STOP-LOG APPARATUS FOR HEAD OF LOCKS.

On April 5, 1911, a contract was entered into with the Dominion Bridge Company, Ltd., for the supply, delivery and erection of seven sets of emergency steel stop-logs and bridges. They are now partly manufactured and will be erected this summer at the head of locks 6, 7, 12, 14, 17 and 18, of the Ontario-Rice Lake division, and also at the Rosedale lock. The steel gains for these logs are now erected in place at all the above locks, except No. 17.

GENERAL.

Cement.—About 154,000 barrels of Portland cement were delivered on the canal the past year, under contracts with the Canada Cement Company and the Alfred Rogers, Ltd.

Lock gates.—Plans and specifications are in course of preparation for the lock gates required for seventeen locks of the Ontario-Rice Lake division.

Lake surveys.—No charts of the chain of lakes which form part of the Trent navigation have ever been made, and with the object of making a complete and

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reliable set of charts for these inland waters, hydrographic surveys of the lakes were begun four years ago, and have since been intermittently carried on. Only a small amount of work was done last year. The field work covering Rice, Lovesick, Cameron and Balsam lakes has been finished, and a large amount of work done on the surveys of the Otonabee river, Sturgeon lake and the Scugog river, but very little of all this field work has been plotted.

Severn river.—In accordance with instructions received last December, a very thorough survey of the Severn river is being made, with the object of preparing plans and specifications for the work of canalizing the river to the same dimensions as the Ontario-Rice Lake division. The work was begun early in January, under Mr. E. B. Jost, since which date a large amount of field work has been done between Matchedash bay and Ragged rapids.

I am, sir,
Your obedient servant,

ALEX. J. GRANT,
Superintending Engineer.

TRENT CANAL.

SUPERINTENDENT'S OFFICE,

PETERBOROUGH, April 24, 1912.

SIR,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the fiscal year, from April 1, 1911, to March 31, 1912.

The extent of the canal completed is the same as last year, namely, 160 miles.

OPENING AND CLOSING OF NAVIGATION.

| | Opened. | Closed. |
|---|-----------|--------------|
| Peterborough-Hastings division. | April 15. | December 16. |
| Peterborough-Lakefield division. | May 1. | November 11. |
| Lakefield-Fenelon Falls division. | April 20. | November 21. |
| Balsam lake-Lake Simcoe division. | May 15. | November 1. |

PETERBOROUGH LIFT-LOCK OPENED.

The Peterborough hydraulic lift-lock was operated on May 9.

HEALEY FALLS TO BOBCAYGEON.

The following work was performed during the year on the Healey Falls to Bobcaygeon division:—

Kylie's Landing.—A splendid new dock was built at Kylie's landing, in the interests of shipping and navigation.

Hastings swing-bridge.—Considerable repairs were done to the Hastings swing-bridge.

Dummitt's Landing dock, Rice Lake.—Considerable repair was done to Dummitt's landing dock, Rice lake.

Smithsons dock, Otonabee River.—Some general repairs were done to Smithson's dock, Otonabee river.

Otonabee River.—The navigation channel on the Otonabee river was buoyed out,

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making it navigable for the largest steamers on the Trent waterway, and facilitating shipping to a great extent.

Campbelltown dock, Otonabee River.—A new dock was built at Campbelltown landing, at a cost of \$1,300.

Otonabee River.—A considerable amount of dredging was done on the Otonabee river, at Yankee Bonnet, at a cost of \$4,373.17.

Peterborough dock, at Peterborough.—A splendid new \$20,000 dock is in the course of construction. This will be a great improvement to shipping and the tourist trade along the Trent canal.

Peterborough flood-dam.—Considerable repairs were done to the Peterborough flood-dam.

Peterborough hydraulic lift-lock.—A new electric lighting system was installed at the Peterborough hydraulic lift-lock at a cost of \$4,490.30. This greatly improves the appearance of the lock and makes it possible to lock the boats through after dark. Two new lockhouses were also built for the lockmasters and the assistant lock master, at a cost of about \$3,000 each. Considerable work was required on the banks of the hydraulic lift-lock, Peterborough. A puddle core was put in the canal bank above the lift-lock on the west side, 175 feet in length and 13 feet deep, about 40 feet above the concrete work to the north. This was to protect the banks. Another core was put in on the east side under the wing wall, 40 feet long and 13 feet deep. This prevents the water from leaking through under the stairs of the lock. About 500 shade trees were planted on the banks of the canal, between the lift-lock and Nassau. This will greatly improve the appearance of this important waterway. The steel structure on the lift-lock was repainted.

Booms, slides and dams.—The platforms on the dams between Peterborough and Lakefield, viz., Nassau dam, dams No. 5, No. 4, No. 3, No. 2, and Lakefield dam, were replanked.

Painting.—The lock gates of Nos. 5, 4, 3, 2 and Lakefield were repainted as well as the lockhouses between Peterborough lift-lock and Lakefield.

Dredging.—Considerable dredging was done between Lakefield and Young's point—at Lakefield dock, and Henderson's narrows, to a depth of 9 feet.

Booms and slides.—About four miles of booms between Lakefield and Young's point, dividing steamboat channel from log channel, were repaired and replaced.

Young's Point.—The gas plant was overhauled at Young's point.

Stoney Lake.—The buoys in Stoney lake were repainted and replaced.

Mt. Julian dock at Mt. Julian Landing.—A new dock was built at Mt. Julian. This is a crib dock, filled with stone and gravel.

South Beach dock, Clear Lake.—A new dock was built at South Beach, Clear lake.

Young's Point.—A new concrete pier at lower entrance to Young's point locks was built.

Chemong Lake.—A substantial new landing pier was built at Selwyn, at a cost of about \$1,300.

Buckhorn.—Three new reinforced concrete piers were built at this point, two at entrance to lower reach, and one at entrance to the upper reach.

Plant.—The entire plant was kept in good repair. A new scow, No. 13, 75 feet in length with 17-foot beam, was built.

Bobcaygeon.—The lockhouse at this point was repainted and papered.

BOBCAYGEON TO BALSAM LAKE.

The following work on the division extending from Bobcaygeon to Balsam lake was carried on during the year.

Dredging.—Considerable dredging was done in the Scugog river, which lasted for about three months. The work consisted of rock excavation, starting up at the new lock, Lindsay street, and extending down below Wellington street bridge, about 5 feet of rock taken out, making a 9-foot channel.

Scugog River.—Ten new Siche gas plants were installed in the lighthouses on the river. Buoys, defining the navigation channel, were repainted. The swing-bridges at Lindsay street and the Lindsay street south, or Ops bridge, were repainted and replanked.

Navigation channel between Lindsay and Port Perry.—Sixty-six new buoys were placed in the river, defining the navigation channel.

Sturgeon Lake.—Considerable dredging was done in Sturgeon lake. Twelve new buoys were placed at the entrance leading into the river at Fenelon Falls, and the entrance of the old Lindsay river leading into Sturgeon lake, enabling the steamboat men to define the channel.

Fenelon Falls.—The swing bridge at the lock was replanked and the lockgates repainted, as well as the lockmasters' houses, which were also papered, and other minor repairs were done at this point.

Rosedale.—The lockmaster's house was repainted and papered.

BALSAM LAKE TO LAKE SIMCOE.

The following work on the division extending from Balsam lake to Lake Simcoe, a distance of 18 miles, was carried on during the year:—

Balsam Lake.—The buoys on Balsam lake and in the canal between Balsam lake and Kirkfield lift-lock were repainted and replaced.

Kirkfield lift lock.—Considerable dredging was done at the Kirkfield lift lock consisting of rock excavation at a cost of \$8,000. The walls in the upper reach of the Kirkfield lift lock were repaired with the new cement gun at a cost of about \$2,000. The steel structural work was cleaned and repainted by the Canadian Sand Blast Company, at a cost of about \$3,000. The lockmaster and assistant lockmaster's houses were repainted and papered. The steel bridges at Balsover and the Boundary road were repainted. Considerable riprapping was done to the banks along the canal at this point.

RESERVOIR WATERS.—GULL RIVER.

Twelve-mile Lake dam.—A new concrete dam at Twelve-mile Lake, lots 9 and 10, concession 9, Township of Minden. This dam is 132 feet long with two 25 feet sluice ways with reinforced concrete platforms. A natural dam of rock was blasted out and the outlet between Twelve-mile lake and Mountain lake was lowered 4 feet. This dam was built to raise the water 3 feet on Twelve-mile lake giving a control of 7 feet of water on an area of 4,000 acres which it is apparent makes it very valuable as a reservoir.

Trout lake.—A timber dam 95 feet long, 12 feet wide and 9 feet high was built on Trout lake, in the Township of Sherbourne. A fill of earth or embankment 96 feet long, 20 feet wide at toe, and 10 feet wide at the top was built at the end of the timber dam.

Hawk lake.—General repairs were made at the Government house at Hawk lake, and considerable cleaning up and other repairs were done at this point. The slide at dam No. 2, Hawk river, was extended 60 feet.

Redstone dam.—The old wooden dam on the main outlet was gravelled and general repairs were made.

Crooked Lake dam.—Township of Harbourn. A new set of stoplogs was put in at this dam.

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BURNT RIVER.

Drag Lake dam.—Erected a new platform on this dam and made general repairs to the dam.

White Lake dam, Township of Galway.—A new concrete dam 250 feet long, 9 feet high with a 14 feet sluice way was built on the site of the old timber dam at this point. A new concrete slide 25 feet long with a concrete road bridge was built over the slide on what is known as White lake road as the slide crosses the road.

Swamp Lake dam Township of Galway.—This dam was gravelled, new stoplogs put in and general repairs made.

Big Bear Lake dam, Township of Glamorgan.—A new platform was erected on the dam.

Grace Lake dam, Township of Monmouth.—Minor repairs were made to the dam at this point.

MISSISSAUGUA CREEK.

Gull Lake dam, Township of Harvey.—A set of new stoplogs were put in at this dam.

Scott's dam.—Considerable repairs were done at this dam.

SQUAW RIVER.

Squaw River dam.—A substantial new timber dam was built on Squaw river, lot 10, concession 4. Township of Cavendish. The dam is 20 feet high, 150 feet long, and will be very valuable as a reservoir.

DEER BAY CREEK.

Cox's Lake dam, Township of Burleigh.—This dam was rebuilt.

Compass Lake dam.—This dam is situated on Deer bay waters, in the Township of Burleigh and was rebuilt.

Crane Lake dam.—The dam was rebuilt and considerable repairs made to the slide.

Eel's Lake dam.—General repairs were made to the dam at this point.

The reservoir dams have proved of splendid assistance as feeders in keeping the water at a uniform flow throughout the entire year, and there were little or no complaints from navigation, lumbermen or power companies.

I am, sir,

Your obedient servant,

J. H. McCLELLAN,
Superintendent.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa.

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ONTARIO—ST. LAWRENCE CANALS.

RESIDENT ENGINEER'S OFFICE,
CORNWALL, April 1, 1912.

SIR,—I have the honour to submit herewith my annual report on the St. Peter's canal for the fiscal year ending March 31, 1912.

The St. Peter's canal is about 2,600 feet long and connects the Bras d'Or lakes with St. Peter's bay on the southeast coast of the Island of Cape Breton. It has one tidal lock 200 feet x 48 feet with 18 feet of water on the sills at low tide. The lift into the lake at low water spring tides is 4 feet and from the lake into St. Peter's bay at high water spring tides is 4 feet, the extreme rise and fall of tide being 8 feet. There is no lift at half tide. The lock is equipped with four pairs of gates.

The canal was opened for navigation on May 1, 1911, and closed January 11, 1912.

During the season of navigation 1,253 vessels were passed through the canal. In addition to these a considerable number of small craft (principally fishing boats measuring from 7 to 10 tons burthen) were passed through. No record was kept of these owing to the fact that they are not registered.

REPAIRS.

Some repairs were made to segment plates and toe rollers of gates by diver.

The circle of the swing bridge was repaired and levelled and necessary repairs were made to the floor.

Eight warping posts were placed in position along the canal.

The whole of the canal works are in such a dilapidated condition that only sufficient repairs are attempted to enable (with care and constant watching) the canal to be operated until the new lock is ready for operation.

IMPROVEMENTS.

Acting under your instructions I went to St. Peter's in September, 1910, and made an inspection of this canal.

I found the whole of the works in a very bad state of repair, lock walls badly worn and crumbled, gates broken and some of them well nigh impossible to swing, lock bottom leaking badly, bridge piers cracked and the wooden swing bridge showing considerable decay.

My report of the condition of the canal together with an estimate of the cost of rebuilding lock and putting the whole canal in a state of efficiency was sent you on September 28, 1910. The work then contemplated would necessitate the closing of the canal for a period of probably 1½ years.

As an alternative I suggested that an entirely new lock be built, and the south or Atlantic end of the canal, which is very tortuous, be straightened.

A survey was made during the season of 1911 with this end in view, and an estimate of cost prepared, after which it was decided by the department to adopt the latter plan.

Plans and specifications were at once prepared and on August 18, 1911, tenders were invited for the construction of a new lock, 300 feet long and 48 feet wide, and a new entrance at the Atlantic end of the canal.

A contract for this work was entered into with Mr. W. H. Weller, of St. Catharines, on November 17, 1911.

Owing to the lateness of the season it was deemed impracticable by the contractor to commence operations before the spring of 1912.

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The contractor now has some of his plant on the ground and is making preparations for an immediate start and promises to carry on the work as speedily as possible.

The improvements as designed consist of a new lock, 48 feet wide, 300 feet long, between gates opening in the same direction. The lock will have a rock bottom, and it and the walls (about 400 feet in length on each side of the entrance) will be built of concrete.

I am indebted to Mr. John Morrison, an old resident of St. Peter's, for the following brief history of the canal, which may be of interest.

In 1854, Commissioners were appointed by the Nova Scotia government to construct a canal through the narrow neck of land separating the Bras d'Or lakes from St. Peter's bay on the Atlantic ocean. The work dragged along till Confederation, when it was taken over by the Dominion government, and tenders were at once invited for the completion of the work. The original design was carried out and in 1869 the canal was opened for navigation with a depth of 13 feet of water on the mitre sills of the lock at low tide. The bottom width of the prism of canal was 26 feet.

It was seen at once that the canal was altogether too small to handle the traffic offering, and accordingly in 1872 the government decided to include the canal in their general scheme for the enlargement of the Canadian canals.

Surveys were made in 1872-3, and in 1875 a contract was let for the enlargement of the canal and lock to the following dimensions, viz.: Lock, 200 feet x 48 feet, with 18 feet of water on the mitre sills at low tide and a width in prism of canal of 48 feet.

To permit this work to be done the canal was closed to navigation from June, 1876, to October, 1880.

In December, 1894, the canal was again closed to navigation to permit of the renewal of the lock gates and to make repairs to the lock bottom. The earth slopes throughout the canal were also flattened and the canal was again opened to navigation in November, 1895.

The canal is a very important factor in the general coasting trade of the provinces of Nova Scotia and Prince Edward Island. A large part of the coal shipped from Sydney to the maritime province ports passes through the canal. A considerable trade in limestone is carried on between the quarries in the Bras D'Or lakes and Charlottetown, and a large quantity of farm produce is also carried through the canal from Prince Edward Island to points on the Bras D'Or lakes and Sydney.

At one time there was a large trade in gypsum from the lakes to the United States, but owing to the size of vessels engaged in this trade being limited to the size of the canal it was not profitable, and has of late years practically ceased. Those interested in this trade hope to revive it when the larger lock is ready for use.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT.

Resident Engineer,

Ontario-St. Lawrence Canals.

W. A. BOWDEN, Esq., C.E.,

Chief Engineer, Department of Railways and Canals,
Ottawa, Canada.

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HUDSON BAY RAILWAY.

WINNIPEG, MAN., April 19, 1912.

Mr. W. A. BOWDEN,
Chief Engineer, Department of Railways and Canals,
Ottawa.

DEAR SIR,—I beg to report as follows on the work on the Hudson Bay railway during the last fiscal year.

The preliminary location has been completed to Port Nelson by Engineer Gordon, and further information obtained relative to alternative routes to Churchill, details of which are given in my report presented to you, dated January 9, 1912.

Since making that report a good crossing of Nelson river has been located at Kettle river, about mileage 320.

A revision of the location has been completed from The Pas to mileage 250, a short distance from the crossing of Nelson river at Manitou rapids, approximately at the first junction point of the Churchill and Nelson routes.

In a few weeks we will have the plans and profiles in condition to let another contract if desired from Thicket Portage to mileage 250, a distance of approximately 65 miles.

The contractors for the first 185 miles have made a start at grading and clearing, and have supplies on the ground now to complete ready for track the first 70 miles.

The contract for the substructure of The Pas bridge was completed by MacKenzie, Mann & Company on March 22.

I regret that the Canada Foundry Company have not made better progress on the superstructure of this bridge. Unless better progress is made from now on it is likely a serious check will be given to the work ahead this fall.

Yours truly,

J. ARMSTRONG,
Chief Engineer.

HUDSON BAY RAILWAY,

WINNIPEG, MAN., January 9, 1912.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa.

DEAR SIR,—I beg to submit the following résumé of the work on the Hudson Bay railway since my published report dated September 8, 1909.

The routes referred to in the above mentioned report have been worked out in detail with revisions, and other suggested routes as well.

The location may now be said to be completed with the exception of some local revisions, some of which are now under way, and also the proposed line from the neighbourhood of Kettle river to Churchill.

The line proposed along the easterly side of Setting lake and the Grass river waters, to rejoin the Churchill line at Big lake about mileage 295 of the Churchill

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route, when run proved somewhat of a disappointment, although some improvement over the original line run on the westerly side of these waters. One of the principal drawbacks we found was the heavy bridging encountered at the crossings of the Grass river, the Burntwood river, and the Narrows of Assean lake, these three crossings totalling approximately \$750,000. Of the original line somewhat heavy work was met with between miles 120 and 300. On the new line via Thicket Portage this work was lightened somewhat, and reduced from 180 miles to about 130 miles. While the above work was in progress the work on the Nelson route across the same strip of rough country disclosed a much lighter and shorter piece of heavy work, this line confining the heavy work between miles 170 and 235, a distance of about 65 miles, and crossing Nelson river at Manitou rapids. A line was run from this route towards Churchill designed to join about the 240th mile, crossing Nelson river a second time immediately east of Split lake, where a good crossing of Nelson river was obtained about 1,000 feet in length. The bridging on this route although involving two crossings of Nelson river is estimated to cost about \$500,000 or \$250,000 less than the route to the west of Split lake. The balance of the line has everything in its favour over the western line in curvature, grades, and cost of work. This line has not yet been extended to Churchill, but from reports of Mr. J. B. Tyrrel and other explorers it seems probable this line should be kept further east than the original line along the dotted projection shown on the accompanying map. It seems probable that lighter work will be met with here and grades so much better that they will more than offset the added 15 or 20 miles of distance.

With a given tonnage to handle, the train mileage will probably be less via the long line than via the shorter line owing to the greater tonnage which can be handled per train.

The line from Manitou rapids to Port Nelson was found to be very favourable, the grades, curvature and cost will all be very light. The line was run to the eastern side of Port Nelson. An investigation is under way at the present time looking for the most feasible crossing of the Nelson river in case the north side is chosen. A line will be as easily built on the north side of the river as on the south side with the exception of another crossing of Nelson river and a crossing of Limestone river. It is expected that a report may be made on this portion of the line before the end of March coming. From this crossing of Nelson river at Kettle river a projection has been made to Churchill, but is only to be used in case Port Nelson is chosen as the terminus now, and some years hence a desire to also utilize Churchill may best be served by turning off the Nelson route at the point indicated. In case Churchill is chosen now, undoubtedly the line to follow is the one crossing Nelson river just east of Split lake.

The portion of the line located between The Pas and mile 120 has proven the most difficult portion to give a decisive opinion upon as to the best location. Work on this portion has been continuous and though considerable improvements have been made from time to time they have been entirely of a local nature. I do not think the final location in any place is a mile from the first preliminary line.

In July, 1910, Mr. T. Turnbull was engaged to take a trip to Port Nelson particularly to look into the most suitable site for the proposed town. His report indicates that the north site is the better from a landscape point of view but that from a utility standpoint there is practically no difference. The question to be settled is whether the extra cost of harbour works on the south side is as great or greater than the extra cost to the railway of crossing the Nelson and Limestone rivers to reach the north side. As noted above, information as to this will be available before the end of March.

As to railway terminals, the ground on either side is well suited for such works, both as to area available and situation with regard to docks, &c.

Terminal room can be had at Port Nelson for all the roads in Canada if necessary.

At Fort Churchill the room for terminals at all convenient to possible dock sites is not satisfactory. The west side of the harbour is entirely out of the question and the area on the east side very inadequate if any considerable development is required.

The location as it stands at present leaves the distance to Port Nelson as 418 miles and to Fort Churchill via the east side of Split lake as 498 miles. It is altogether likely that further changes or revisions may be made from time to time, but will be entirely of a local nature and will not materially affect these distances.

The theoretical air line distance from The Pas to Port Nelson is 412 miles and the chained location distance 418 or 1.5 per cent over the air line.

Comparison of routes.

For the purpose of the comparison of routes it is assumed that traffic for 3,000 trains per year will eventually develop, divided into 1,800 trains running towards the Bay and assuming a lighter tonnage from the Bay the trains have been set at 1,200 making the total of 3,000 trains. The above assumes grades of four-tenths of one per cent both ways. On the first line to Churchill it was found necessary to adopt six-tenths grades against south bound traffic in order to get reasonable work over the 150 miles division next to Churchill, thus reducing the tonnage per train by about one-third, converting the south bound 1,200 trains into 1,600 or an additional 400 trains over 150 miles equal to 60,000 extra train miles per year. On the route via the east side of Split lake the whole 3,000 trains will have to pass over 20 additional miles equal to 60,000 train miles per year leaving the two lines equal as far as train mileage is concerned, but leaving in favour of the eastern route a cheaper line to construct and the generally more satisfactory operating conditions over a line with easier gradients.

Comparing the Churchill route and the Nelson route it can now be taken that grades, curvature and cost of construction per mile will be approximately the same over both routes, and need not be taken into consideration, leaving the question of distance the only one to be considered.

In the report of 1909 attention was called to the problem of building across the 75 miles of tundra into Churchill and the probable difficulty that will be met with during the winter months with snow. No engineers have yet been met with who have had sufficient experience with this class of material to be able to give a reliable opinion on this question, such advice as has been tendered has been given by those who have no knowledge of the subject whatever. Some engineers have been met with who have had experience with very short stretches of similar material and its behaviour was precisely as feared. While short stretches of 1,000 feet or even a mile may be overcome easily, a continuous stretch of 75 miles is a more difficult problem.

The additional distance of eighty miles to Churchill is sufficiently great to make it necessary to add another train division to the line thus directly affecting all the items which go to make up the cost of running a train a mile, viz., track maintenance, repairs to rolling stock, train wages, fuel, cost of maintaining and operating terminals, structures &c., hence it will be necessary in comparing the routes to use the full cost per train mile which would not be necessary if the distance were small enough to be measured in feet or a very few miles.

In the following comparison the cost per train mile used is \$1.75 made up of cost of operation put at about \$1.30 per train per mile, a charge lower than given by either the Department of Railways and Canals or the Interstate Commerce Commission. To this has been added 45 cents per train mile to include the interest on the cost of construction and equipment. In other words for every train run a mile over the road \$1.75 will have to be collected from the public in order to pay all charges. The annual statement of the Canadian Northern railway issued in

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December, 1910, gives the operating expenses per freight train mile as \$1.50 to which has to be added fixed charges which will make their total charges more than \$1.75. The gross earnings per freight train mile are given as \$2.59 and for all trains slightly over \$2 per train mile. In other words for every train the Canadian Northern ran a mile, more than \$2 was collected from the public and in the case of freight \$2.59. The figures for the Canadian Pacific railway and other roads are not at hand just now but are not very much different from the above.

Thus you will see that if expenses are held to \$1.75 per train mile it probably means the lowest rates in Canada to the public.

On the basis of 3,000 trains per year the following then appears to be the minimum which it will be necessary to collect from the public:—

Churchill Route.

| Distance. | Trains. | Train miles. | At \$1.75 per train mile. |
|----------------------|---------|--------------|---------------------------|
| 500 miles.. . . . | 3,000 | 1,500,000 | \$2,625,000 |
| <i>Nelson Route.</i> | | | |
| 420 miles.. . . . | 3,000 | 1,260,000 | 2,205,000 |

| | |
|-----------------------------------|------------|
| In favour of Nelson route.. . . . | \$ 420,000 |
|-----------------------------------|------------|

From the railway end of the problem it is apparent that a minimum of \$420,000 per year will be saved to Western Canada by the selection of Port Nelson as a terminus. If the charge of \$1.75 per train mile is found too low or the traffic is greater than 3,000 trains per year the difference in favour of the Nelson route will be found still greater.

Another way to illustrate is as follows:—

| | |
|--|-------------|
| Cost of operating railway to Churchill per year.. . . . | \$2,625,000 |
| Assume cost of terminal development at \$10,000,000 at 4 per cent.. . . . | 400,000 |
| Total cost of the route to the public per year.. . . . | \$3,025,000 |
| Cost of operating railway to Nelson per year.. . . . | \$2,205,000 |
| Assume cost of terminal development at \$20,000,000 at 4 per cent.. . . . | 800,000 |
| Total cost to the public per year.. . . . | \$3,005,000 |

I do not know what the final results of the Naval Service investigation of Port Nelson show, but they must have found a very bad place if the above figures are overcome.

(Signed) JOHN ARMSTRONG.

PART VII

CANALS

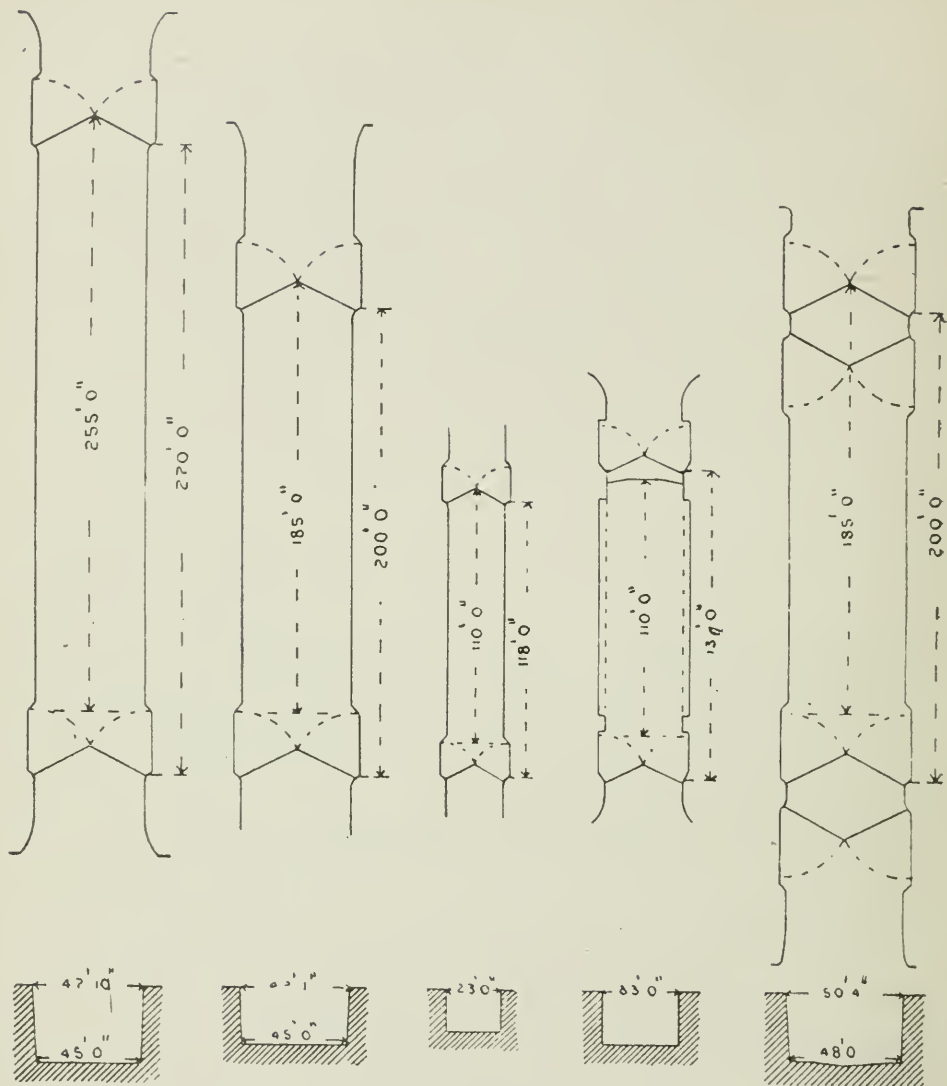
Diagrams showing dimensions of smallest lock on each canal, &c.

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.

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Plans and Sections showing Dimensions of the Smallest Lock on each



Lachine

St Anne,
St Ours,
Carillon,
& Grenville.

Chambly

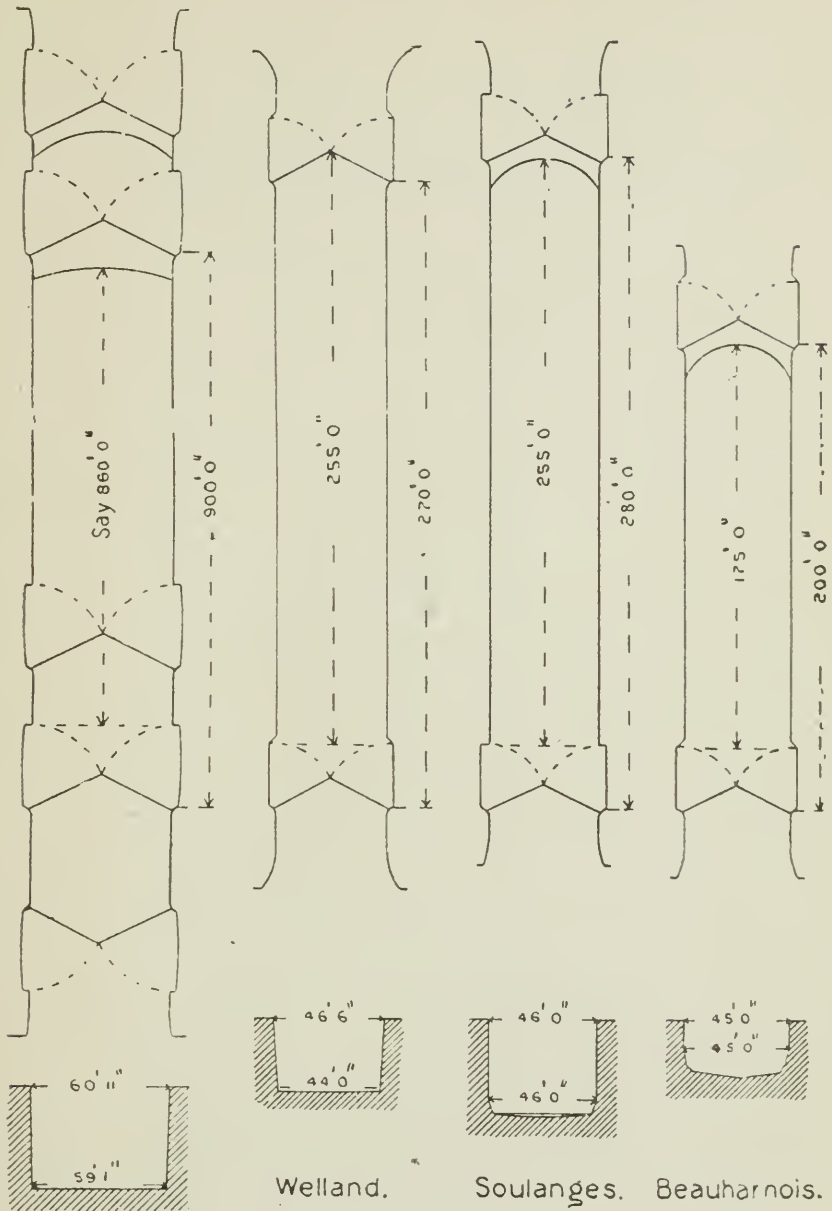
Rideau

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.

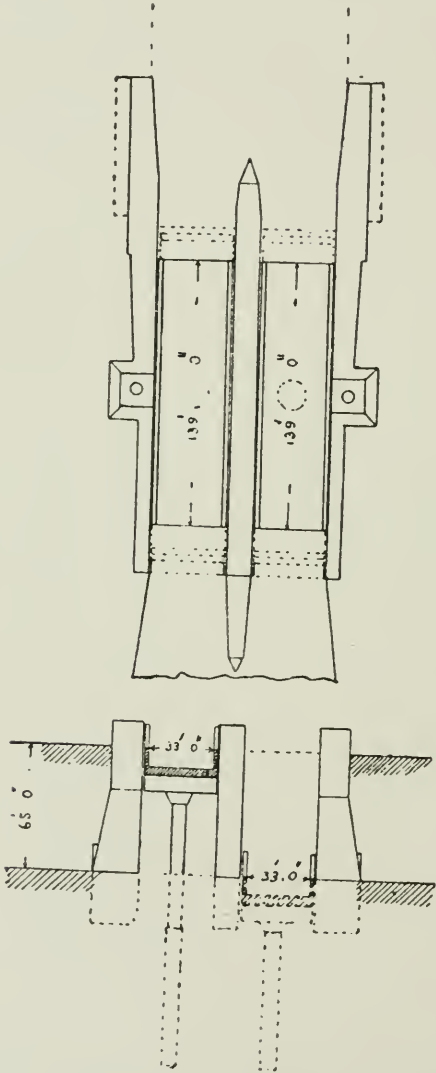


Sault Ste. Marie.

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. | 11¼ |
| River St. Lawrence. | 5 |
| 4. Farrans Point canal. | 1¼ |
| River St. Lawrence. | 9½ |
| 5. Rapide Plat canal. | 3¾ |
| River St. Lawrence. | 4½ |
| 6. Galops canal. | 7⅓ |
| River St. Lawrence and Lake Ontario. | 228 |
| 7. Welland canal. | 26¾ |
| Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c. | 574 |
| 8. Sault Ste. Marie canal. | 1¼ |
| 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. | ⅛ |
| 4. Richelieu river, St. Ours lock, to Chambly canal. | 32 |
| 5. Chambly canal. | 12 |
| 6. Chambly canal to boundary line. | 23 |
| Total. | 127⅛ |

Third.—Montreal to Ottawa.

| | Statute Miles. |
|--|----------------|
| 1. Lachine canal. | 8½ |
| 2. Lake St. Louis. | 15 |
| St. Anne's lock at outlet of Ottawa river. | ⅛ |
| Lake of Two Mountains and Ottawa river. | 27 |
| 3. Carillon canal. | ¾ |
| Ottawa river. | 6¼ |
| 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. | 126 $\frac{1}{4}$ |
| Perth Branch,—Rideau lake to Perth. | 7 |
| Total. | 133 $\frac{1}{4}$ |

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. | $\frac{1}{2}$ |

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), 553 $\frac{1}{4}$ 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, 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 wharfs.

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 of lockage.. . . . | 45 feet. |
| Depth of water on sills, at two locks.. . . . | 18 " |
| Depth of water on sills, at three locks.. . . . | 14 " |
| Average width of new canal.. . . . | 150 " |

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

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 of 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 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 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. | 1¼ 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 rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

| | |
|---|------------------------|
| Length of canal.. . . . | 3 $\frac{2}{3}$ 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, 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 $\frac{1}{3}$ 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. |
| Depth 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.

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.. . . . | <div><div><div>1 (tidal) 230 x 45</div><div>1 lock 200 x 45</div><div>1 lock 270 x 45</div><div>24 locks 150 x 26½</div></div><div>}</div><div>270 feet x 45 feet.</div></div> | |
| Total rise or lockage.. . . . | 326¾ feet. | 326¾ feet. |
| Depth of water on sills.. . . . | 10¼ " | 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 by 26½ feet. | |
| Total lockage from the canal at Welland down to River Welland.. . . . | 10 feet. | |
| Depth of water on sills.. . . . | 9 feet 10 inches. | |

GRAND RIVER FEEDER.

| | |
|------------------------------------|---|
| Length of canal.. . . . | 21 miles. |
| Number of locks.. . . . | 2 |
| Dimensions of locks.. . . . | <div><div>1 of 150 by 26½ ft.</div><div>1 of 300 by { 45 ft. lower.</div><div>28 ft. upper.</div></div> |
| Total rise or lockage.. . . . | 10 feet. |
| Depth of water on sills.. . . . | 9 " |
| Navigable depth of channel.. . . . | 6 " only. |

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, $11\frac{1}{4}$ 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..... | 4 | 51 |
| From Carillon to Grenville Canal..... | 6½ | 57 |
| The Grenville Canal..... | 5½ | 63 |
| From the Grenville Canal to entrance of Rideau Navigation..... | 56 | 119 |
| Rideau Navigation ending at Kingston..... | 126½ | 245 |
| " Perth Branch, from Rideau Lake to Perth | 7 | 195 |

STE. ANNE'S LOCK.

| | New Lock. | Old Lock. |
|----------------------------|----------------|----------------|
| Length of canal..... | 1 1/8 mile. | 1 1/8 mile. |
| Number of locks..... | 1 | 1 |
| Dimensions of locks..... | 200 x 45 feet. | 190 x 45 feet. |
| Total rise of lockage..... | 3 " | 3 " |
| Depth on sills..... | 9 " | 6 " |

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

THE CARILLON CANAL.

| | |
|--|----------------|
| Length of canal..... | 3 1/4 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 " |

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

RIDEAU NAVIGATION.

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

| | |
|---|---|
| Length of navigation. | 126 $\frac{1}{4}$ miles. |
| Number of locks from Ottawa to Kingston. | { 33 ascending. 14 descending. |
| Total lockage. 457 $\frac{1}{2}$ | { 292 $\frac{1}{4}$ rise and 165 $\frac{1}{4}$ 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. |

PERTH BRANCH.

| | |
|---|----------------------------------|
| 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. | { 40 " in rock. 60 " in clay. |

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

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

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

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

1. The summit level, supplied by the Wolf 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 Opinicon.

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

All these waters on the descending level, supplemented by those of 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.

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

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the St. Ours lock to the basin at 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, 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. | Interme- diate 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 AND DAM.

| | |
|---------------------------------------|----------------------|
| Length..... | $\frac{1}{8}$ mile. |
| Number of locks..... | 1 |
| Dimensions of lock..... | 200 feet by 45 feet. |
| Total rise or lockage..... | 5 feet. |
| Depth of water on sills..... | 7 “ |
| 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 “ |
| Lifts locks Nos. 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 “ |

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.

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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 the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

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

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

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

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 155 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe. The route from Lake Simcoe to Georgian bay, Lake Huron has not yet been determined.

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 Seugog, 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 Quinte, 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.

PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice Lake to Peterborough, 32 miles.

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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 has 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 Bridgeworth, about 8 miles, and in the Pigeon river from Pigeon lake to Omemee, 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 timber 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.

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

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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.

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.

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..... | 134 150 | 33 | 6 | 23 |
| | { Upper Lower | | | |
| 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..... | 134 150 | 33 | 6 | 24 |
| | { Upper Lower | | | |
| 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 |

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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.. . . . | 15 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.
Earnings, 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 1910 and 1911.
Dates of opening and closing of canals for the season of 1911.

INTERCOLONIAL RAILWAY.

The Intercolonial 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, 1912, was 1,468.15 miles.

The following are the through distances:—

| | Miles. |
|---|--------|
| Montreal to Halifax, via Lévis. | 827 |
| “ “ St. John, via Lévis. | 740 |
| “ “ Sydney, via Lévis. | 990 |
| “ “ North Sydney, via Lévis. | 983 |

Freight is carried direct via St. Henri, which would reduce each of the above distances by 3 miles.

MAIN LINE AND BRANCHES.

| | Miles. |
|--|----------|
| Halifax to Truro. | 61.87 |
| Dartmouth Branch. | 12.00 |
| Truro to Moncton. | 123.77 |
| Moncton to St. John. | 89.31 |
| Pointe du Chêne Branch. | 11.98 |
| Moncton to Campbellton. | 185.37 |
| Campbellton to Ste. Flavie. | 105.03 |
| Indiantown Branch. | 21.95 |
| Ste Flavie to Rivière du Loup. | 83.29 |
| Rivière Ouelle Branch. | 6.19 |
| Rivière du Loup to Pointe Lévis. | 115.55 |
| Hadlow to Chaudière Curve. | 5.63 |
| Chaudière to Ste. Rosalie. | 115.53 |
| St. Charles Junction to Chaudière Junction. | 16.73 |
| Nicolet Branch. | 14.70 |
| Dalhousie Branch. | 6.28 |
| Pictou to Oxford Junction. | 69.39 |
| Brown's Point to Stellarton. | 11.90 |
| Junction near New Glasgow to Pictou Landing. | 8.18 |
| Pugwash Junction to Pugwash. | 4.54 |
| Truro to Mulgrave. | 122.30 |
| Mulgrave to Point Tupper (Ferry). | 0.80 |
| Point Tupper to Sydney. | 91.17 |
| North Sydney Junction to Sydney Mines. | 7.07 |
| Fredericton to Loggieville. | 124.80 |
| Ferona Junction to Sunny Brae. | 12.52 |
| | <hr/> |
| | 1,427.85 |

LEASED.

| | | |
|--|-------|----------|
| Length of main line from Pointe Lévis to Hadlow. | 1.48 | |
| Chaudière Curve to Chaudière. | 1.19 | |
| Ste. Rosalie Junction to Montreal. | 37.63 | 40.30 |
| | | <hr/> |
| Total miles. | | 1,468.15 |

FREIGHT BRANCHES OWNED.

| | Miles. |
|---|--------|
| Switch near North street to D.W.T., Halifax.. . . . | 0.85 |
| Halifax Cotton Factory.. . . . | 2.10 |
| Dartmouth Station to end of line.. . . . | 2.12 |
| Sydney Station to wharf.. . . . | 1.06 |
| North Sydney Station to wharf.. . . . | 0.82 |
| Switch near Pictou landing to coal wharf.. . . . | 0.75 |
| Pictou Station to wharf.. . . . | 0.15 |
| Pictou Station to Copper Crown Smelter.. . . . | 0.72 |
| 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 |
| Courtney Bay Branch.. . . . | 2.39 |
| St. John water front extension.. . . . | 0.44 |
| St. John Station to Deep Water Wharf.. . . . | 0.28 |
| Newcastle Wharf Branch.. . . . | 1.75 |
| Halbousie Station to wharf.. . . . | 0.50 |
| Campbellton Wharf Branch.. . . . | 0.43 |
| Rimouski Wharf Branch.. . . . | 2.00 |
| Trois Pistoles Spur.. . . . | 2.38 |
| Rivière du Loup Wharf Branch.. . . . | 4.35 |
| St. Pacôme Spur.. . . . | 1.27 |
| Nicolet Station to wharf.. . . . | 2.08 |
| Carmel Branch, main line to village.. . . . | 1.05 |
| Fort Lawrence Spur.. . . . | 1.18 |
| Wallace Spur.. . . . | 2.00 |
| Petit Rocher Spur to wharf.. . . . | 1.35 |

 35.04

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

| LENGTH OF LINE. | Miles. |
|---|--------|
| Souris to Tignish.. . . . | 166 |
| Mount Stewart to Georgetown.. . . . | 24 |
| Charlottetown to Royalty Junction.. . . . | 5 |
| Emerald Junction to Cape Traverse.. . . . | 13 |
| Alberton to Cascumpee wharf.. . . . | 1 |
| Charlottetown to Murray Harbour.. . . . | 52.3 |
| Montague Junction to Montague.. . . . | 6.2 |

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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, 1912.

| 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 | 1,378,946 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 ... | 1,301 | 3,675,686 21 | 3,738,331 44 | 62,645 43 | ..... | 1,750,761 | 1,603,095 |
| 1899-1900 ... | 1,301 | 4,431,404 69 | 4,552,071 71 | 120,667 02 | ..... | 2,151,208 | 1,029,754 |
| 1900-01 ... | 1,301 | 5,160,404 64 | 4,972,235 87 | ..... | 488,186 77 | 2,111,310 | 2,517,295 |
| 1901-02 ... | 1,301 | 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 | 7,239,982 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 8 | ..... | 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 | 9,268,234 99 | 623,164 66 | ..... | 3,927,240 | 3,122,347 |
| 1910-11 ... | 1,455-13 | 9,595,976 79 | 9,863,783 40 | 267,806 61 | ..... | 4,101,400 | 3,232,895 |
| 1911-12 ... | 1,463-15 | 10,591,035 84 | 10,593,785 84 | 2,750 00 | ..... | 4,536,599 | 3,416,553 |

† 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.

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INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1912.

| 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 40 | 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 | 151,566 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 | 1,142 | 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 02 |
| 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 | *1,147 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 | 453,466 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 | 7,008,300 49 | 568,180 72 | 10,593,785 84 |

*As remeasured in this year. † 1906-07, 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, 1912.

| Year. | Miles en Operation. | Local Freight. | Through Freight. | Total. |
|-----------------|---------------------------|--|---------------------|------------|
| 1876-7 | 714 | The information for these years was destroyed when the general offices in Moncton were 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 | 797,492 | 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 | 1,351,569 | 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 | 1,448 | 3,227,425 | 906,629 | 4,134,054 |
| 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 | 3,085,437 | 1,015,963 | 4,101,400 |
| 1911-12 | 1,468·15 | 3,452,489 | 1,084,110 | 4,536,599 |

* 1906-07, nine months only.

† As remeasured in this year.

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INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from July 1, 1876, to March 31, 1912.

| 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 offices in Moncton were 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 | 159,921 | 944,636 |
| 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 |
| 1890-90. | 971 | 1,112,695 | 91,531 | 1,219,233 |
| 1890-1. | 1,094 | 1,203,814 | 94,490 | 1,298,304 |
| 1891-2. | 1,142 | 1,198,649 | 91,083 | 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 | 1,386,803 | 85,063 | 1,471,866 |
| 1896-7. | 1,145 | 1,416,631 | 85,059 | 1,501,690 |
| 1897-8. | 1,201 | 1,438,590 | 89,854 | 1,528,444 |
| 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. | 1,446 | 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 |

* 1906-07, nine months only. † As remeasured in this year.

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The following table shows the number of Tons of Coal carried over the Intercolonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since July 1, 1876.

| 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 | | 112,332 | 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 | 36,223 | 309,727 | 529,659 |
| 1888-9..... | | 160,026 | 27,923 | 338,538 | 526,487 |
| 1889-90..... | | 164,153 | 25,126 | 366,967 | 554,546 |
| 1890-1..... | | 113,996 | 60,213 | 344,829 | 498,038 |
| 1891-2..... | | 35,447 | 5,918 | 392,441 | 483,806 |
| 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 |

* 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 for shipment since July 1, 1876.

| Year. | Bushels. | | Total. | Year. | Bushels. | | Total. |
|--------------|----------------|---------------|-----------|----------------|----------------|---------------|-----------|
| | Via Chaudière. | Via St. John. | | | Via Chaudière. | Via St. John. | |
| 1876-7..... |  |  | ..... | 1894-5..... | Nli. | Nil. | Nil. |
| 1877-8..... |  |  | ..... | 1895-6..... | " | " | " |
| 1878-9..... |  |  | ..... | 1896-7..... | " | " | " |
| 1879-80..... |  |  | ..... | 1897-8..... | 8,000 | " | 8,000 |
| 1880-1..... |  |  | ..... | 1898-9..... | 30,000 | " | 30,000 |
| 1881-2..... |  |  | ..... | 1899-1900..... | 13,239 | " | 13,239 |
| 1882-3..... | 31,011 | | 31,011 | 1900-1..... | 147 | " | 147 |
| 1883-4..... | 73,389 | | 73,389 | 1901-2..... | Nil. | " | Nil. |
| 1884-5..... | 300,901 | | 300,901 | 1902-3..... | " | " | " |
| 1885-6..... | 389,122 | | 389,122 | 1903-4..... | 147,438 | " | 147,438 |
| 1886-7..... | 575,880 | | 575,880 | 1904-5..... | Nil. | " | Nil. |
| 1887-8..... | 69,021 | | 69,021 | 1905-6..... | *170,000 | | 170,000 |
| 1888-9..... | 129,725 | | 129,725 | 1906-7..... | | | Neant. |
| 1889-90..... | 502,012 | | 502,012 | 1907-8..... | | | " |
| 1890-1..... | 148,803 | 59,543 | 218,337 | 1908-9..... | | | " |
| 1891-2..... | 845,997 | 519,500 | 1,265,497 | 1909-10..... | | | " |
| 1892-3..... | 156,806 | 197,666 | 352,975 | 1910-11..... | *233,839 | 2,000 | 235,839 |
| 1893-4..... | Nil. | 8,026 | 8,026 | 1911-12..... | †122,734 | 1,215,574 | 1,338,308 |

* 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 since July 1, 1876.

| Year. | Barrels. | Year. | Barrels. |
|--------------|-----------|----------------|-----------|
| 1876-7..... | 254,710 | 1894-5..... | 938,351 |
| 1877-8..... | 557,772 | 1895-6..... | 822,097 |
| 1878-9..... | 630,329 | 1896-7..... | 847,701 |
| 1879-80..... | 535,248 | 1897-8..... | 987,701 |
| 1880-1..... | 672,310 | 1898-9..... | 1,157,250 |
| 1881-2..... | 692,095 | 1899-1900..... | 1,234,077 |
| 1882-3..... | 983,916 | 1900-1..... | 1,292,106 |
| 1883-4..... | 817,134 | 1901-2..... | 1,311,707 |
| 1884-5..... | 935,977 | 1902-3..... | 1,521,540 |
| 1885-6..... | 761,127 | 1903-4..... | 1,607,050 |
| 1886-7..... | 763,894 | 1904-5..... | 1,769,480 |
| 1887-8..... | 871,838 | 1905-6..... | 1,882,630 |
| 1888-9..... | 948,514 | 1906-7..... | 1,531,140 |
| 1889-90..... | 1,116,050 | 1907-8..... | 1,528,620 |
| 1890-1..... | 1,013,129 | 1908-9..... | 1,466,920 |
| 1891-2..... | 954,015 | 1909-10..... | 1,608,170 |
| 1892-3..... | 856,913 | 1910-11..... | 1,696,280 |
| 1893-4..... | 944,967 | 1911-12..... | 1,873,640 |

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 | 1894-95..... | 1,036,384 |
| 1877-78..... | 331,170 | 1895-96..... | 1,064,385 |
| 1878-79..... | 302,921 | 1896-97..... | 1,093,499 |
| 1879-80..... | 534,021 | 1897-98..... | 1,551,372 |
| 1880-81..... | 565,678 | 1898-99..... | 2,595,353 |
| 1881-82..... | 560,253 | 1899-1900..... | 2,720,453 |
| 1882-83..... | 1,195,601 | 1900-01..... | 3,535,364 |
| 1883-84..... | 654,673 | 1901-02..... | 2,959,761 |
| 1884-85..... | 734,902 | 1902-03..... | 3,392,252 |
| 1885-86..... | 849,800 | 1903-04..... | 2,788,772 |
| 1886-87..... | 1,018,395 | 1904-05..... | 3,317,910 |
| 1887-88..... | 1,219,035 | 1905-06..... | 2,924,226 |
| 1888-89..... | 1,256,158 | 1906-07..... | 2,231,864 |
| 1889-90..... | 2,610,202 | 1907-08..... | 4,567,245 |
| 1890-91..... | 2,890,921 | 1908-09..... | 4,727,268 |
| 1891-92..... | 3,776,677 | 1909-10..... | 7,074,042 |
| 1892-93..... | 1,514,619 | 1910-11..... | 5,080,848 |
| 1893-94..... | 1,304,684 | 1911-12..... | 5,206,440 |

1906-07, 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 | 1894-95..... | 202,247,269 |
| 1877-78..... | 56,626,547 | 1895-96..... | 226,332,715 |
| 1878-79..... | 55,626,696 | 1896-97..... | 243,355,725 |
| 1879-80..... | 55,462,654 | 1897-98..... | 354,093,816 |
| 1880-81..... | 72,841,388 | 1898-99..... | 306,554,031 |
| 1881-82..... | 78,356,418 | 1899-1900..... | 379,350,074 |
| 1882-83..... | 104,633,417 | 1900-01..... | 396,858,964 |
| 1883-84..... | 131,120,948 | 1901-02..... | 428,051,029 |
| 1884-85..... | 138,493,675 | 1902-03..... | 459,231,589 |
| 1885-86..... | 117,186,512 | 1903-04..... | 465,379,803 |
| 1886-87..... | 161,801,763 | 1904-05..... | 518,434,310 |
| 1887-88..... | 197,755,272 | 1905-06..... | 572,878,600 |
| 1888-89..... | 199,507,777 | 1906-07..... | 452,602,703 |
| 1889-90..... | 210,886,071 | 1907-08..... | 754,759,383 |
| 1890-91..... | 184,188,324 | 1908-09..... | 571,395,101 |
| 1901-92..... | 175,474,340 | 1909-10..... | 677,805,611 |
| 1892-93..... | 181,211,013 | 1910-11..... | 647,327,499 |
| 1893-94..... | 200,507,949 | 1911-12..... | 656,418,588 |

1906-07, nine months only.

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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 | 1894-95..... | 72,106 |
| 1877-78..... | 46,498 | 1895-96..... | 64,051 |
| 1878-79..... | 47,584 | 1896-97..... | 72,082 |
| 1879-80..... | 70,990 | 1897-98..... | 89,301 |
| 1880-81..... | 61,574 | 1898-99..... | 109,821 |
| 1881-82..... | 73,479 | 1899-1900..... | 92,813 |
| 1882-83..... | 68,338 | 1900-01..... | 95,923 |
| 1883-84..... | 60,090 | 1901-02..... | 98,495 |
| 1884-85..... | 70,785 | 1902-03..... | 127,060 |
| 1885-86..... | 74,498 | 1903-04..... | 113,006 |
| 1886-87..... | 82,896 | 1904-05..... | 110,670 |
| 1887-88..... | 98,302 | 1905-06..... | 106,589 |
| 1888-89..... | 85,960 | 1906-07..... | 97,381 |
| 1889-90..... | 80,771 | 1907-08..... | 99,824 |
| 1890-91..... | 95,529 | 1908-09..... | 104,165 |
| 1891-92..... | 87,889 | 1909-10..... | 106,712 |
| 1892-93..... | 93,369 | 1910-11..... | 113,976 |
| 1893-94..... | 79,203 | 1911-12..... | 115,189 |

1906-07, nine months.

TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year since July 1, 1876.

| Year. | Via Ste. Rosalie and from the West. | Via Mon- treal 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..... | | 21,607 | | 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..... | 1,381 | 16,652 | 436 | 110,447 | 128,219 |
| 1907-08..... | 2,440 | 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 |
| 911-12..... | 9,911 | 63,544 | 8,777 | 213,579 | 295,811 |

1906-07, nine months.

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TABLE showing the number of Tons of Raw and Refined Sugar carried over the Inter-colonial railway during each year since July, 1, 1876.

| Year. | RAW SUGAR. | | | | | REFINED SUGAR. | | | | |
|----------------|-------------------|---------------------------|---------------------------|-------------------|--------|-------------------------------|---------------------------|---------------------------|-------------------|--------|
| | Via Ste. Rosalie. | To Montreal for the West. | To St. John for the West. | To Local Stations | Total. | To Ste. Rosalie for the West. | To Montreal for the West. | To St. John for the 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 | | 3,068 | 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 | | 3,988 | 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 | | 14,085 | 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 | 16,594 |
| 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..... | 357 | 875 | | 7,495 | 8,727 | 6,013 | 8,628 | 879 | 29,400 | 44,920 |
| 1904-05..... | 602 | 600 | 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 | 36,507 |
| 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 |

1906-07, nine months only.

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 | 2,354 | ... | 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 |
| 1882-82..... | | 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 | 1,635 | 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 | 63,44 | ... | 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 | ... | 1,953 | 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 | 5,474 |
| 1899-1000..... | | 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 | 2,743 | 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 | 7,084 | 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 |

1906-07, nine months only.

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WINDSOR BRANCH.

This road is operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company), under a lease which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax. The company retains two-thirds of the gross earnings, and the government receives one-third of the gross earnings, for maintaining the way and works.

| Year. | Miles in oper- ation. | One-third gross earnings. | Proportion credited to line Windsor Junction to Halifax. | Proportion credited to the Windsor Branch. | Main- tenance 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 | 30,428 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 |
| 1886-87 | 32 | 32,242 85 | 6,689 30 | 24,553 55 | 24,040 33 | 513 22 | |
| 1887-88 | 32 | 37,313 43 | 8,941 32 | 28,372 11 | 20,856 50 | 7,515 61 | |
| 1889-90 | 32 | 39,544 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 | 9,585 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 | 24,437 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 | 13,605 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 09 | 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 | 33,854 05 | 39,322 55 | |

1906-07, nine months only.

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. | | |
| 1876-76 | 199 | 214,930 43 | 118,060 96 | 96,869 47 | 28,358 | 93,964 |
| 1887-77 | 199 | 228,595 25 | 130,664 92 | 97,930 33 | 41,039 | 93,478 |
| 1877-78 | 199 | 221,599 46 | 135,899 60 | 85,699 89 | 38,668 | 111,428 |
| 1978-79 | 199 | 223,313 12 | 123,855 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 | 46,395 | 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 | 256,092 |
| 1906-07 | 267 | 282,148 50 | 215,534 97 | 67,713 53 | 67,144 | 232,371 |
| 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 |

1906-07, nine months only.

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CANALS.

STATEMENT showing the total cost of construction of the individual Dominion canal works and connecting waters, up to March 31, 1912.

Route from Montreal to Lake Superior.

| — | Original Construction. | Enlargement of Canals. | Improvements to St. Lawrence River and Lakes. | Totals. |
|--|---------------------------|------------------------------|---|---------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Lachine Canal | 2,589,532 85 | 10,352,146 14 | | 12,941,678 99 |
| Lake St. Louis | | | 298,176 11 | 298,176 11 |
| Soulanges Canal | 7,515,623 18 | | | 7,515,623 18 |
| 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 | 5,297,179 48 | | 7,242,804 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 | | 6,118,927 32 | | 6,118,927 32 |
| 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 | 21,209,415 83 | | 28,903,239 86 |
| Sault Ste. Marie Canal | 4,941,557 07 | | | 4,941,557 07 |
| Totals | 28,892,454 37 | 46,026,897 60 | 3,843,996 23 | 78,763,348 20 |

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) | 382,776 46 | | 382,776 46 |
| Total | 580,286 61 | 5,154,798 44 | 5,735,085 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 | 4,085,889 21 | | 4,085,889 21 |
| Tay Canal | 489,599 23 | | 489,599 23 |
| Total | 4,575,488 44 | | 4,575,488 44 |

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Route from St. Johns, P.Q., to Sorel.

| | Original Construction. | Enlargement. | Total. |
|---------------------|---------------------------|--------------|------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Chambly Canal | 637,214 66 | 79,255 76 | 716,470 42 |
| St. Ours Lock | 121,843 93 | 4,306 28 | 126,150 21 |
| Total | 759,058 59 | 83,562 04 | 842,620 63 |

Route from Lake Ontario to Georgian Bay.

| | Original Construction. | Enlargement. | Total. |
|-------------------|---------------------------|--------------|---------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Trent Canal | 11,302,045 89 | ..... | 11,302,045 89 |
| Total | 11,302,045 89 | ..... | 11,302,045 89 |

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 |

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COMPARATIVE STATEMENT of Tons of Freight which passed through the canals in seasons of 1910 and 1911.

| Name of Canal. | Season of 1911. | Season of 1910. | Number of trips of vessels. | |
|-----------------------|-----------------|-----------------|-----------------------------|-----------------|
| | | | Season of 1911. | Season of 1910. |
| | Tons. | Tons. | | |
| Sault Ste. Marie..... | 30,951,709 | 36,395,687 | 6,781 | 7,972 |
| Welland..... | 2,537,629 | 2,326,290 | 2,480 | 2,544 |
| St. Lawrence..... | 3,105,708 | 2,760,752 | 9,923 | 10,220 |
| Chambly..... | 599,829 | 669,299 | 4,008 | 4,219 |
| St. Peter's..... | 75,298 | 85,951 | 1,260 | 1,470 |
| Murray..... | 163,457 | 177,941 | 1,440 | 1,308 |
| Ottawa..... | 320,071 | 385,261 | 2,413 | 2,601 |
| Rideau..... | 172,227 | 134,881 | 3,062 | 2,815 |
| Trent..... | 57,290 | 46,263 | 4,165 | 3,442 |
| St. Andrew's*..... | 47,135 | 8,283 | 423 | 202 |
| Total..... | 38,030,353 | 42,990,608 | 35,955 | 36,799 |

* 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 1911.

| | Navigation Opened 1911. | Navigation Closed 1911. |
|--|-------------------------|-------------------------|
| Lachine..... | May 1..... | December 3 |
| Soulanges..... | " 1..... | " 3 |
| Grenville..... | " 1..... | November 30 |
| Carillon..... | " 1..... | " 30 |
| St. Anne's..... | April 28..... | " 30 |
| Chambly..... | May 1..... | " 30 |
| St. Ours..... | April 26..... | " 28 |
| Cornwall..... | May 1..... | December 6 |
| Williamsburg { Farrans Point..... | " 1..... | " 7 |
| { Rapide Plat..... | " 1..... | " 7 |
| { Galops..... | " 1..... | " 7 |
| Murray..... | April 19..... | " 4 |
| Welland..... | " 15..... | " 15 |
| Sault Ste. Marie..... | " 22..... | " 13 |
| Rideau..... { At Ottawa..... | May 7..... | November 29 |
| { At Kingston Mills..... | " 1..... | " 24 |
| { Lake Simcoe to Fenelon Falls..... | " 15..... | " 1 |
| Trent..... { Fenelon Falls to Lakefield..... | April 20..... | " 21 |
| { Lakefield to Peterborough..... | May 1..... | " 11 |
| { Peterborough to Healey Falls..... | April 15..... | December 16 |
| St. Peter's..... | May 1..... | January 11, 1912. |

PART IX

ACTS AUTHORIZING RAILWAY SUBSIDIES

IN FORCE, UP TO AUGUST 1, 1912

RAILWAY SUBSIDIES

The following are the several railway subsidy acts passed since and including the year 1908. They are effective up to August 1, 1912.

1908

ACT 7-8 EDWARD VII., CAP. 63, 1908.

(Assented to 20th July, 1908.)

1. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

1. To the Kettle River Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point fifty miles up the North Fork and East or West Fork of the North Fork of Kettle river, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 39; not exceeding 50 miles.
2. For a line of railway from Owen Sound, in the province of Ontario, to Meaford, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 18; not exceeding 30 miles.
3. For a line of railway from Sharbot Lake or Bathurst station, in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 7; not exceeding 41 miles.
4. To the Nipigon Railway Company, for the following lines of railway:—
 - (a) from a point at or near Nipigon Station on the line of the Canadian Pacific railway to Nipigon lake; not exceeding 30 miles;

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(b) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding $3\frac{1}{2}$ miles;

(c) from a point on the line of the Nipigon railway at or near the crossing of the Fraser river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding $1\frac{1}{2}$ miles;

(d) from a point on the north shore of Lake Nipigon northerly; not exceeding 45 miles.

the said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 10; not exceeding in all 80 miles.

5. To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of railway:—

(a) from a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay railway: not exceeding 100 miles;

(b) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury; not exceeding 64 miles.

(c) from a point at or near Sudbury, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 1; not exceeding in all 194 miles.

6. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 28; not exceeding 50 miles.

7. For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 24; not exceeding 75 miles.

8. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 1, for 15 miles; not exceeding 16 miles.

9. To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 12; not exceeding 100 miles.

10. To the Matane and Gaspé Railway Company, for a line of railway from a point at or near Ste. Flavie, on the Intercolonial railway, to Matane, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 44, for 30 miles; not exceeding 38 miles.

11. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montfort and Gatineau line with the main line from St. Jerome, not exceeding 15.2 miles; in lieu of the subsidies granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 36; not exceeding in all 45.2 miles.

12. To the Canadian Northern Quebec Railway Company, for a line of railway from, or near, Garneau Junction to Quebec, with a branch to or towards the Quebec bridge, in lieu of the subsidy granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 37, for 70 miles; not exceeding 83 miles.

13. To the Atlantic, Quebec and Western Railway Company, for a line of railway from a point at or near Causapascal, on the Intercolonial railway, to Edmundston, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 160 miles.

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14. For a line of railway from Yamaska to a point in the county of Lotbinière, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 12, not exceeding 70 miles; and for a line of railway from Mount Johnson to St. Gregoire Station, in lieu of the subsidy granted to the United Counties Railway Company by chapter 7 of 1899, section 2, item 16, for one mile, not exceeding $1\frac{1}{2}$ miles; and not exceeding in all $71\frac{1}{2}$ miles.
15. To the International Railway Company of New Brunswick, for a line of railway from the western end of the twenty miles of its railway, as already constructed from Campbellton, to a point on the St. John river between Grand Falls and Edmundston, in lieu of the subsidies granted by chapter 57 of 1903, section 2, items 14 and 59 respectively; not exceeding 90 miles.
16. For a line of railway from Brazil lake, on the Dominion Atlantic railway, to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 8 of 1900, section 2, item 30; not exceeding 11 miles.
17. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 24, for 37 miles; not exceeding 37 miles.
18. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial railway, thence via the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitant's bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 21, for 38 miles; not exceeding in all 50 miles.
19. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness to a point at or near the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, items 3 and 20, respectively; not exceeding in all 80 miles.
20. To the Cape Breton Railway Company, Limited, for a line of railway from Port Hawkesbury or Point Tupper, on the Strait of Canso, Nova Scotia, to St. Peter's, in lieu of the subsidy granted by chapter 7 of 1899, section 2, item 6, for 30 miles; not exceeding 31 miles.
21. For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu in part of the subsidy granted by chapter 43 of 1906, section 1, item 5; not exceeding 80 miles.
22. For a line of railway from a point at or near Deans Settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43 of 1906, section 1, item 5; not exceeding 52 miles.
23. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the said point at or near Melrose to Guysborough, in the county of Guysborough, with branch line to Country Harbour in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43 of 1906, section 1, item 5; not exceeding in all 116 miles.
24. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie de Ha Ha via Laterrière village, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 33, for 20 miles; not exceeding 24 miles.

25. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudiere Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 2, for 45 miles; not exceeding 62 miles.
26. For a line of railway from a point at or near Ste. Agathe des Monts Station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 38; not exceeding 15 miles.
27. For a line of railway from Tusket Wedge to a point on the Halifax Southwestern railway at or near Riverdale Station; not exceeding 8 miles.
28. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater, via Upper Lahave; not exceeding 12 miles.
29. To the Erie, London and Tilsonburg Railway Company, for a line of railway from Port Burwell to London; not exceeding 35 miles.
30. For a line of railway from a point at or near Centreville to Aylesford, or Kingston, or Middleton, on the line of the Dominion Atlantic railway; not exceeding 35 miles.
31. For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Brook; not exceeding 28 miles.
32. To the North Shore Railway Company, Limited (formerly the Beersville Coal and Railway Company), for a line of railway extending its present line from Beersville to Brown's Landing, not exceeding 7 miles; and for a branch line of railway from its main line to Mount Carlyle, not exceeding $2\frac{1}{2}$ miles; not exceeding in all $9\frac{1}{2}$ miles.
33. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental railway; not exceeding 9 miles.
34. To the Vancouver and Lulu Island Railway Company, for a line of railway from Eburn, on its main line, to New Westminster; not exceeding 9.65 miles.
35. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point near French creek to the village of Sandwich, not exceeding 41 miles; and for a line of railway from the village of Sandwich to Campbell river, not exceeding 38 miles; not exceeding in all 79 miles.
36. For a line of railway from Macleod, via Cardston, towards a point on the International Boundary west of range 21; not exceeding 45 miles.
37. To the Southern Central Pacific Railway Company, for a line of railway from a point at or near Cowley, in Alberta, to a point on Highwood river; not exceeding 50 miles.
38. For a line of railway from a point at or near the town of Red Deer to a point on the North Saskatchewan river at or near Rocky Mountain House; not exceeding 70 miles.
39. To the Canadian Pacific Railway Company, for a line of railway from Winnipeg Beach northerly to Gimli, not exceeding $9\frac{1}{2}$ miles; and for a line from Gimli to Riverton, not exceeding 25 miles; not exceeding in all $34\frac{1}{2}$ miles.
40. To the Canadian Pacific Railway Company, for a line of railway from Moosejaw; in a northwesterly direction; not exceeding 123 miles.
41. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell; not exceeding 36 miles.
42. To the Quebec, Montreal and Southern Railway Company, for a line of railway from Noyan Junction to the International boundary, not exceeding 8 miles; and for a line of railway from St. Lambert to St. Constant, not exceeding 15 miles; not exceeding in all 23 miles.
43. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

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- (a) from Valecartier Station to St. Catherine; not exceeding 3.8 miles.
- (b) from Valecartier Station towards Gosford; not exceeding $5\frac{1}{2}$ miles.
- (c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice to La Tuque Falls; not exceeding 5 miles;
- (d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;
- (e) from a point on La Tuque branch to the steamboat landing near La Tuque; not exceeding 1.6 miles; not exceeding in all 20.9 miles;
- 44. To the Quebec and Lake St. John Railway Company, for a line of railway from Herbertville to St. Joseph d'Alma; not exceeding 10 miles.
- 45. To the St. Maurice Valley Railway Company, for a line of railway from Three Rivers to Grand Mere; not exceeding 28 miles.
- 46. For a line of railway from a point on the main line of the Great Northern Railway at or near St. Jerome to Charlemange (Bout de l'Île); not exceeding 22 miles.
- 47. To the North Eastern Railway Company, for a line of railway from a point east of Lake Temiskaming, at or near Ville Marie, easterly; not exceeding 25 miles.
- 48. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury; not exceeding 65 miles.
- 49. For a line of railway from Montreal to a point on the National Transcontinental railway; not exceeding 200 miles.
- 50. To the Quebec Central Railway Company, for an extension of its line of railway from St. George to or towards St. Justine; not exceeding 30 miles.
- 51. To the Maritime Coal, Railway and Power Company, for a line of railway from Chignecto to a point on the Northumberland Straits, not exceeding 25 miles; and from Joggins Mines to a point on the Bay of Fundy, not exceeding 1 mile; not exceeding in all 26 miles.
- 52. For a line of railway from St. Peter's, in the county of Richmond, by the south shore of Bras d'Or lake to Sydney; not exceeding 60 miles.
- 53. To the Nipissing Central Railway Company, for a line of railway from a point on the Temiskaming and Northern Ontario railway, at or near the town of New Liskeard, to a point in the township of Guigues, in the Province of Quebec; not exceeding 13 miles.
- 54. To the Vancouver Island and Eastern Railway Company, for a line of railway from a point on the Esquimalt and Nanaimo railway, near Campbell river towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.
- 55. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.
- 56. For a line of railway around Death Rapid, British Columbia; not exceeding 4 miles.
- 57. To the Pacific Northern and Omineca Railway Company, for a line of railway from Kittimat to the Telkwa river; not exceeding 110 miles.
- 58. For a line of railway from Nicola to a point at or near Penticton; not exceeding 100 miles.
- 59. For a line of railway from Carmi to Penticton; not exceeding 50 miles.
- 60. To the St. Mary and Western Ontario Railway Company, for a line of railway from Woodstock to Exeter; not exceeding 45 miles.
- 61. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point on the Canadian Pacific railway northward towards the National Transcontinental railway; not exceeding 50 miles.
- 62. To the Grand Trunk Pacific Railway Company, for branch lines of railway from the line of the National Transcontinental railway to Port Arthur and Fort William; not exceeding 220 miles.

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63. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the line of the National Transcontinental railway; not exceeding 18 miles.
64. To the Burk's Falls and French River Railway Company, for a line of railway from Burk's Falls to French river; not exceeding 85 miles.
65. To the Thessalon and Northern Railway Company, for a line of railway from Thessalon, northerly; not exceeding 4 miles.
66. To the Canadian Northern Ontario Railway Company, for a line of railway from Sudbury Junction to Hutton Mines; not exceeding 30 miles.
67. To the Esquimalt and Nanaimo Railway Company, for a line of railway from Cowichan bay to Cowichan lake; not exceeding 54 miles.
68. To the Canadian Northern Quebec Railway Company, for a line of railway from Hawkesbury to Ottawa; not exceeding 60 miles.
69. For the following lines of railway:—
 - (a) from Westfield to St. John, not exceeding 14 miles;
 - (b) from Gagetown to Fredericton, not exceeding 40 miles;
 - (c) from a point between Centreville and Woodstock to a point at or near Grand Falls, not exceeding 55 miles.
70. To the Little Nation River Railway Company, for a line of railway from Papi-neauville on the Canadian Pacific railway towards Lake Nominigüe; not exceeding 30 miles.
71. To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville; not exceeding 28 miles.
72. To the Quebec and Lake St. John Railway Company, for a line of railway from Chicoutimi south or southeast; not exceeding 5 miles.

2. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:—

1. Towards the construction and completion of a railway bridge and approaches over the Nicolet river at Nicolet, in lieu of the subsidy granted by chapter 40 of 1907, section 2, \$15,000.
2. To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company), towards the construction and completion of a bridge over the Saskatchewan river connecting Stratheona and Edmonton, 15 per cent upon the amount expended thereon; not exceeding \$100,000.
3. To the Quebec, Montreal and Southern Railway Company, towards the construction and completion of the following railway bridges:—
 - (a) bridge across the Gentilly river, \$15,000;
 - (b) bridge across the Becancour river, \$30,000;
 - (c) bridge across the Richelieu river, \$30,000;
4. To the Atlantic, Quebec and Western Railway Company, towards the construction and completion of the 26 railway bridges on its line of railway from Paspébiac to Gaspé, payable upon the completion of the said line of railway between the said points, \$250,000.
5. To the Interprovincial Railway Bridge Company of New Brunswick, towards the construction and completion of a railway bridge over the Restigouche river from Campbellton to Mission Point, not exceeding \$160,000.
6. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway bridge across Burrard Inlet.

3. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of

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equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a) Upon the completion of the work subsidized; or
- (b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or
- (c) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or
- (d) With respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall if granted by the Governor in Council, be granted to such companies respectively: the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively: all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1908, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the

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lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provide that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railways and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be credited to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

- (a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;
- (b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the companies' contract;
- (c) that in no cases shall the subsidy exceed the sum of \$6,400 per mile.

1909

ACT 8-9 EDWARD VII., CHAP. 35.

(Assented to May 19, 1909).

1. Paragraph 6 of section 2 of chapter 63 of the statutes of 1908 is amended by adding at the end thereof the figures '\$200,000.'

1910

ACT 9-10 EDWARD VII., CHAP. 51.

(Assented to May 4, 1910).

1. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

1. For a line of railway from Tusket Wedge to a point on the Halifax and Southwestern railway at or near Riverdale station, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 27; not exceeding 8 miles.

2. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater via Upper La Have, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 28; not exceeding 12 miles.

3. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 17; not exceeding 37 miles.

4. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial railway, thence by the east side of Lake Ainslee and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and for a line of railway from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitants bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 18; not exceeding in all 50 miles.

5. For a line of railway from a point on the Dominion Atlantic railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 7; not exceeding one mile.

6. For a line of railway from Brazil lake, on the Dominion Atlantic railway to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 16; not exceeding 11 miles.

7. To the Dominion Atlantic Railway Company, for a line of railway from Centreville on the Dominion Atlantic railway, westerly to Weston, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 30; not exceeding 15 miles.

8. For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 21; not exceeding 80 miles.

9. For a line of railway from a point at or near Deans Settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 22; not exceeding 52 miles.

10. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the

said point at or near Melrose to Guysborough, in the county of Guysborough, with a branch line to Country Harbour, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 23; not exceeding in all 116 miles.

11. To the International Railway Company of New Brunswick, for $3\frac{1}{2}$ miles of its railway, being the distance which the subsidy granted by chapter 63 of 1908, section 1, item 15, is short of covering.

12. For a line of railway from Grand Falls to St. John, New Brunswick, in lieu of the subsidies granted by chapter 40 of 1907, section 1, items 2, 3 and 10, respectively, and in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 69; not exceeding 228 miles.

13. For a line of railway from Connors, at the terminus of the Temiscouata railway to a point on the boundary line between New Brunswick and Quebec, at the foot of Beau lake, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 25; not exceeding 18 miles.

14. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 33; not exceeding 9 miles.

15. For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Brook, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 31; not exceeding 28 miles.

16. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Paspebiac to Gaspé, as near the shore as practicable, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 102 miles.

17. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 11, for a line of railway between the points above mentioned; not exceeding 30 miles.

18. For a line of railway from Roberval westward towards James bay, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 9; not exceeding 100 miles.

19. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

- (a) from Valcartier station to St. Catherine, not exceeding 3.8 miles;
- (b) from Valcartier station towards Gosford, not exceeding $5\frac{1}{2}$ miles;
- (c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding 5 miles;
- (d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;
- (e) from a point on the La Tuque branch to the steamboat landing near La Tuque, not exceeding 1.6 miles;
- (f) from Herbertville to St. Joseph d'Alma; not exceeding 10 miles;
- (g) from Chicoutimi south or southeast; not exceeding 5 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, items 43, 44 and 72, respectively; not exceeding 35.9 miles.

20. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudière Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 25; not exceeding 62 miles.

21. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 41; not exceeding 36 miles.

22. To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 71; not exceeding 28 miles.

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23. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence river at or near Quebec: not exceeding 30 miles; in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 19; not exceeding in all 80 miles.

24. For a line of railway from Joliette to or near Lake Manuan, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 9; not exceeding 60 miles.

25. For a line of railway from St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 11; not exceeding 170 miles.

26. For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary, in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

27. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie des Ha Ha via Laterrière village, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 24; not exceeding 24 miles.

28. To the St. Mary's and Western Ontario Railway Company, for a line of railway from Embro to Exeter, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 60; not exceeding 36 miles.

29. To the Manitoulin and North Shore Railway Company for the following lines of railway:—

(a) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay railway; not exceeding 76 miles;

(b) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury; not exceeding 88 miles;

(c) from a point at or near Sudbury, northerly, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 51; not exceeding in all 194 miles.

30. To the Algoma Central and Hudson Bay Railway Company for the following lines of railway:—

(a) from Sault Ste. Marie to a point on the Canadian Pacific railway between White river and Dalton stations in the district of Algoma, not exceeding 200 miles;

(b) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific railway, not exceeding 25 miles;

(c) from a point on the Canadian Pacific railway, northerly, towards the National Transcontinental railway, not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 2, and chapter 63 of 1908, section 1, item 61; not exceeding in all 275 miles.

31. To the Bracebridge and Trading Lake Railway Company, for a line of railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 8; not exceeding 16 miles.

32. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 63 for 18 miles; not exceeding 22 miles.

33. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 48; not exceeding 65 miles.

34. To the Nipigon Railway Company for the following lines of railway:—

- (a) from a point at or near Nipigon station on the line of the Canadian Pacific railway to Nipigon lake; not exceeding 30 miles;
- (b) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding $3\frac{1}{2}$ miles;
- (c) from a point on the line of the Nipigon railway at or near the crossing of the French river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding $1\frac{1}{2}$ miles;
- (d) from a point on the north shore of Lake Nipigon, northerly; not exceeding 45 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 4; not exceeding in all 80 miles.

35. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 6; not exceeding 50 miles.

36. For a line of railway from Sharbot Lake or Bathurst station, in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 3; not exceeding 41 miles.

37. To the Erie, London and Tilsonburg Railway Company, for a line of railway from Port Burwell to London, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 29; not exceeding 35 miles.

38. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden lake to Bancroft, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 41; not exceeding 51 miles.

39. To the Kingston, Smith's Falls and Ottawa Railway Company, for a line of railway from Kingston to Ottawa, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 19; not exceeding 101 miles.

40. To the Pacific Northern and Omineca Railway Company, for a line of railway from Edmonton, northwesterly, to or towards the Peace river, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 51; not exceeding 110 miles.

41. To the Southern Central Pacific Railway Company, for the following lines of railway:—

- (a) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, northeasterly; not exceeding 10 miles;
- (b) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, southwesterly; not exceeding 40 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 37; not exceeding in all 50 miles.

42. To the Kettle River Valley Railway Company, for the following lines of railway:—

- (a) from Midway to a junction near Merritt with the Nicola, Kamloops and Similkameen railway; not exceeding 250 miles;
- (b) from a point on the company's line of railway near Coldwater river to a point on the Fraser river; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 18, and chapter 63 of 1908, section 1, items 58 and 59, respectively; not exceeding in all 300 miles.

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43. To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary via Windermere and Fort Steele, thence crossing the Crow's Nest Pass railway, at or near Elko; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 31; not exceeding 186 miles.

44. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point on its main line of railway, at or near Duncan's to Cowichan lake, in lieu of the subsidy granted by chapter 68 of 1908, section 1, item 67; not exceeding 24 miles.

45. For a line of railway from Montreal to a point on the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 49; not exceeding 200 miles.

46. To the Little Nation River Railway Company, for a line of railway from Papineauville, on the Canadian Pacific railway, towards Lake Nomining, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 70; not exceeding 30 miles.

2. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals, nor the cost of right-of-way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made, or caused to be made, an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of construction of such railway.

3. The subsidies hereby authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a) Upon completion of the work subsidized; or

(b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(c) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(d) With respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1910, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications, approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council,

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is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

6. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation of men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

7. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

8. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

9. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent,

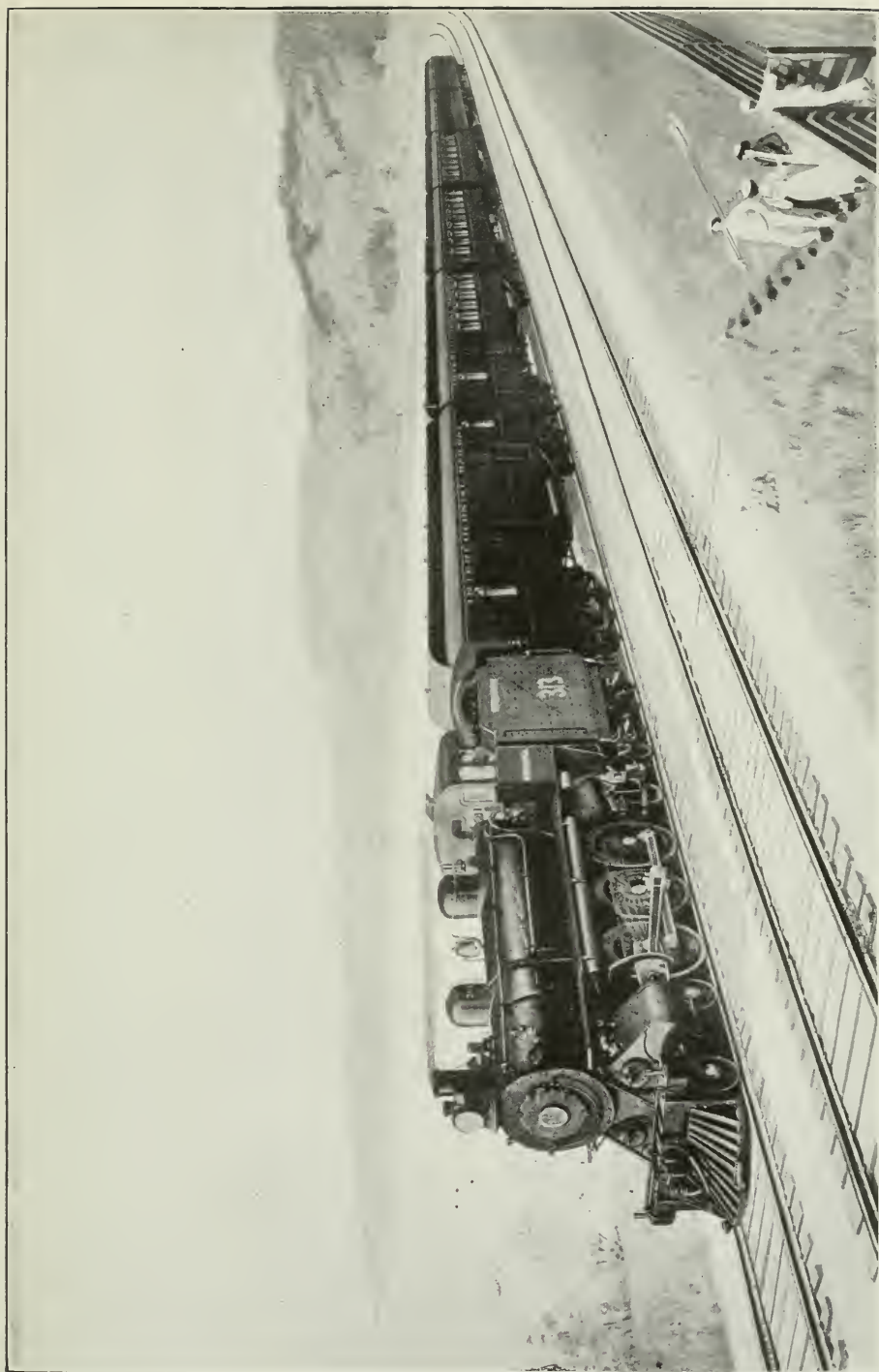
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shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

- (a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;
- (b) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;
- (c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

1911

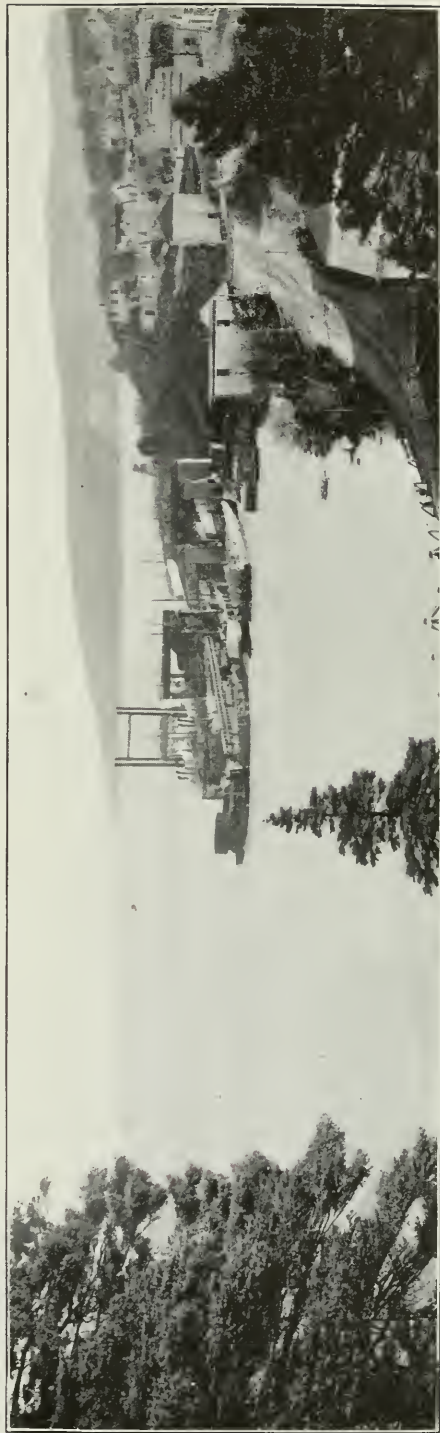
No subsidies were authorized.



Intercolonial Railway.—“Ocean Limited.”



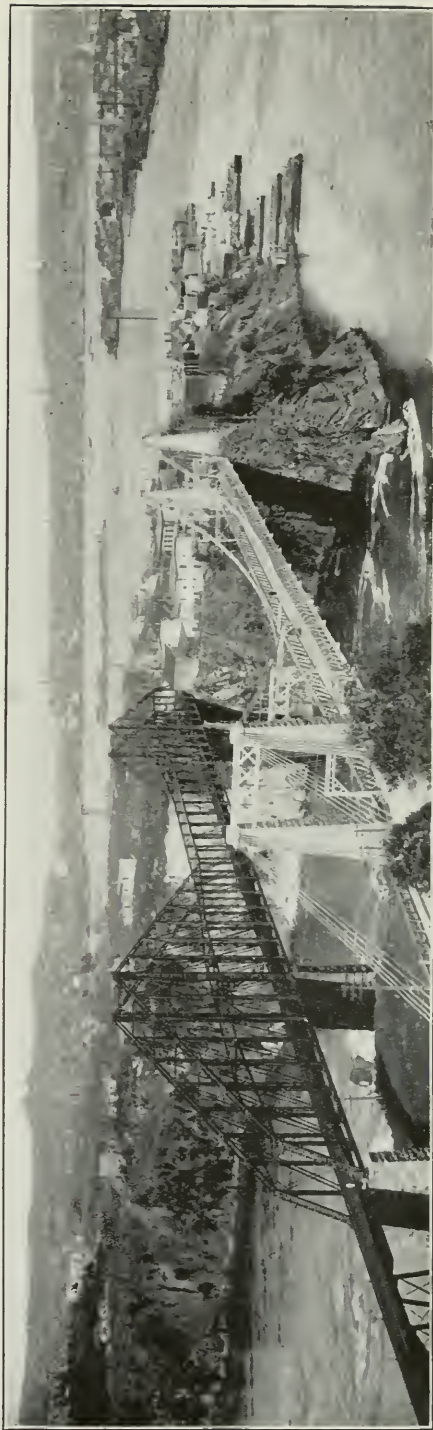
Intercolonial Railway.—Sydney, C.B.



Intercolonial Railway ; car ferry ; plying between Mulgrave and Point Tupper, Cap Breton.—Mulgrave, N.S.



Intercolonial Railway :—Halifax from Citadel.



Intercolonial Railway Reversing Falls, St. John. Tide coming in.



Intercolonial Railway. — The Matapedia Valley.



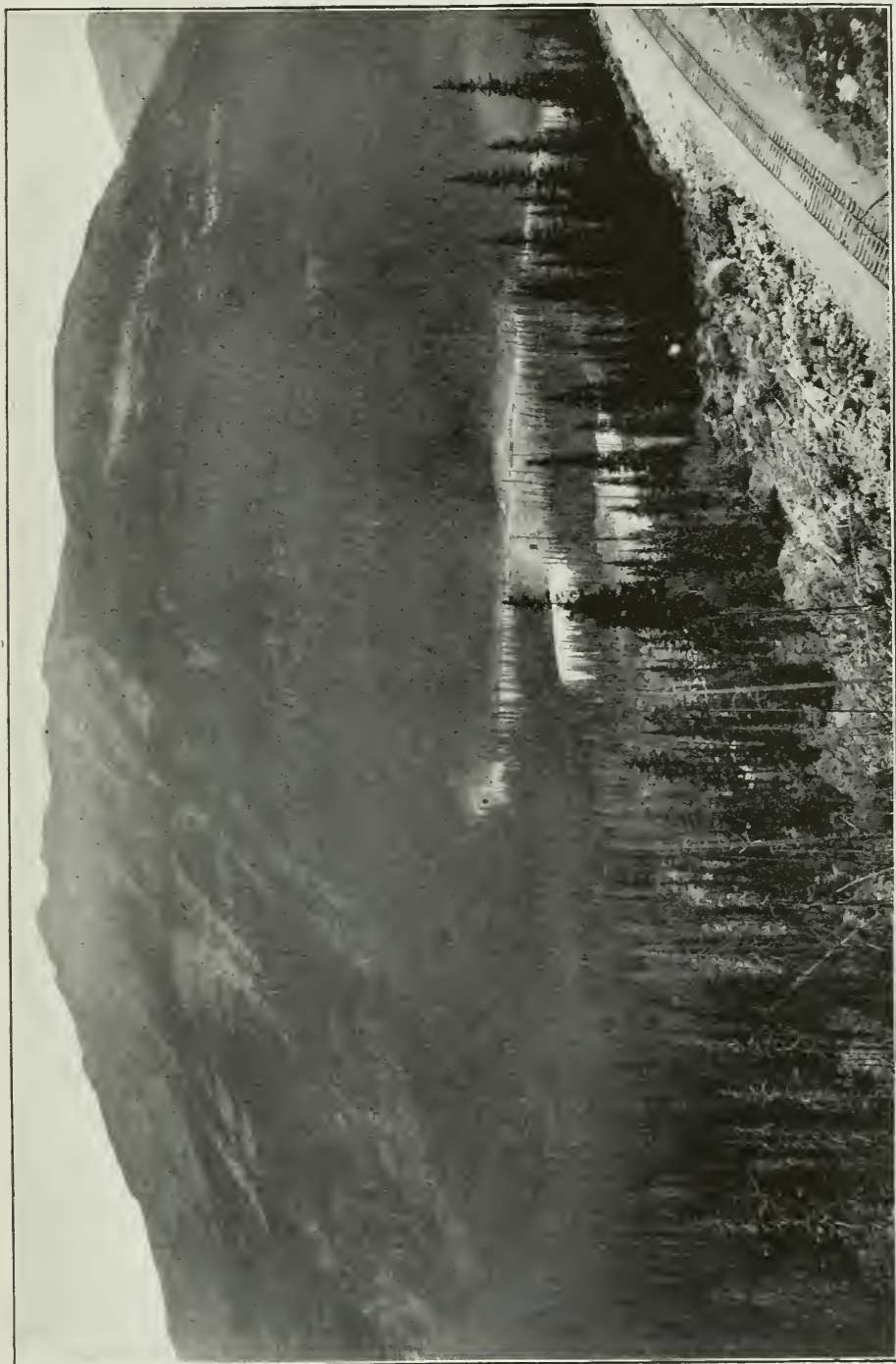
Prince Edward Island Railway. — Charlottetown, P.E.I.



The "Flare " of a Gas Well at Moncton, N.B.



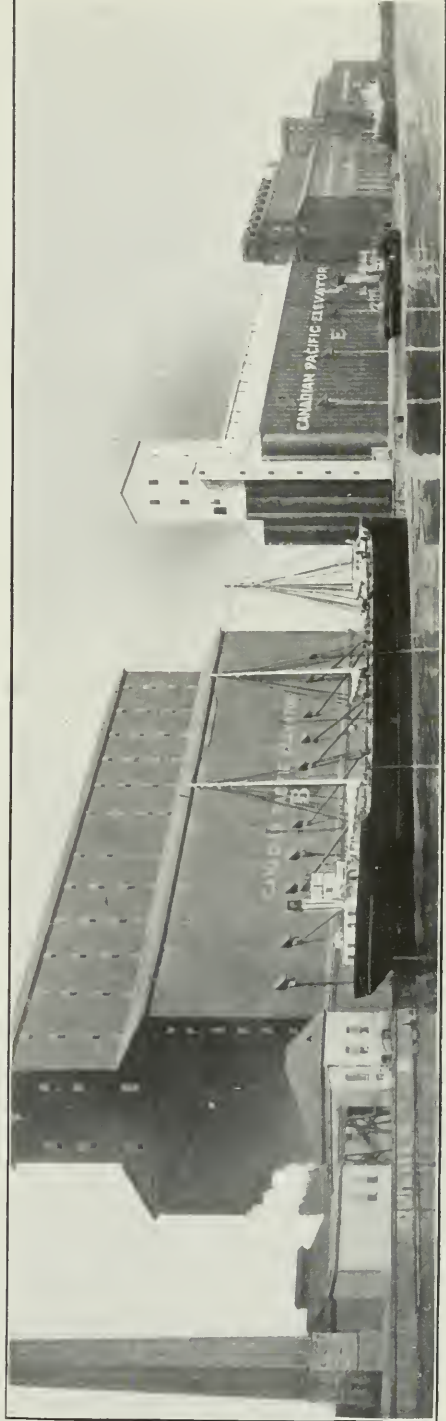
"Sir Donald" Selkirk Range, B.C. As seen from C.P.R. Co., hotel at Glacier.



Canadian Pacific Railway.—General view of spiral tunnels near Field, B.C., Canadian Rockies. "The improved way".



Canadian Pacific Railway : Old method of ascending Kicking Horse Pass ; grade 5½ per cent near Field, B.C., Canadian Rockies. This heavy grade has been successfully removed by the spiral tunnels.



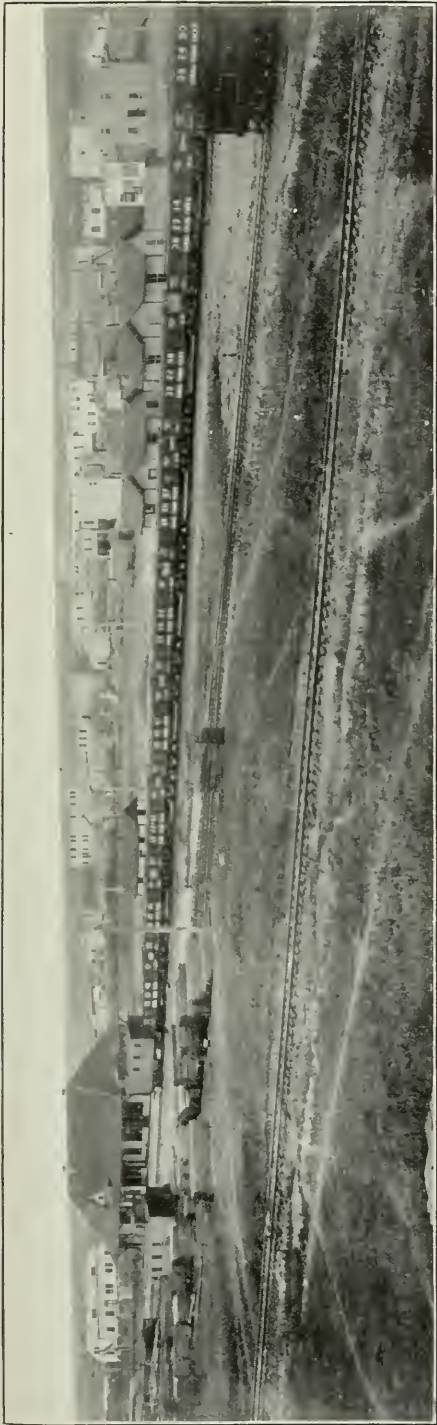
Canadian Pacific Railway, Grain Elevators, Fort William, Lake Superior. Capacity : B. 1,250,000 bushels ; E. 2,000,000 bushels ; A. 1,250,000 bushels ; C. 1,500,000 bushels.



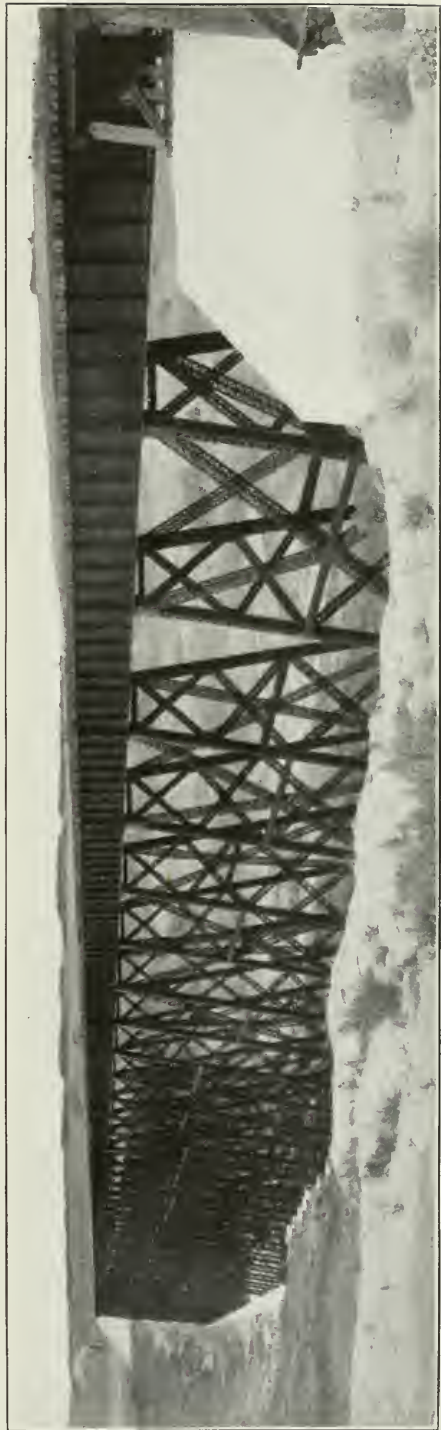
Transcontinental Railway.—Bridge Construction.



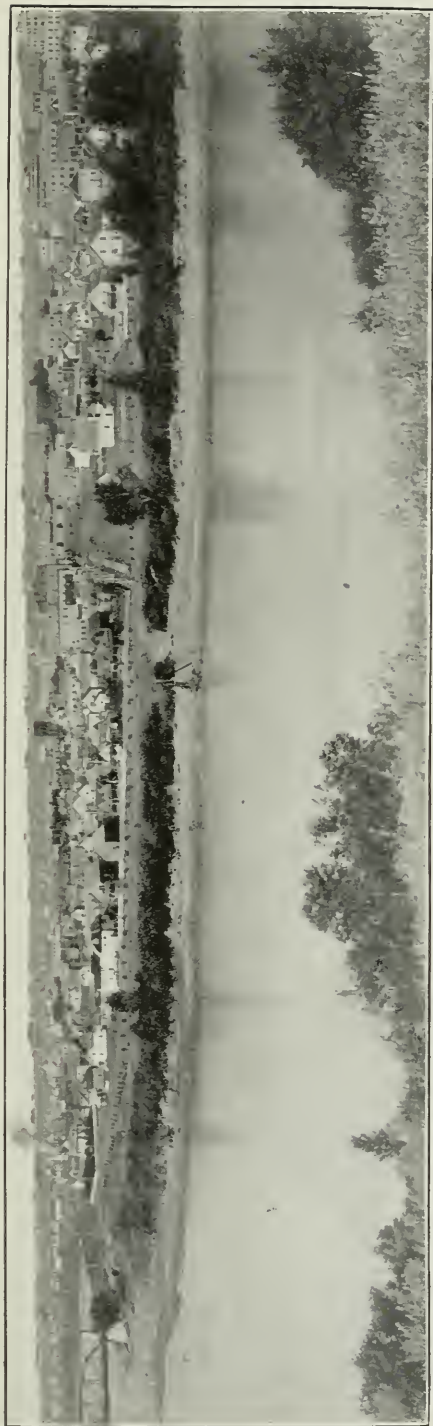
Transcontinental Railway Shops. Transcona (East of Winnipeg)—Locomotive shop.



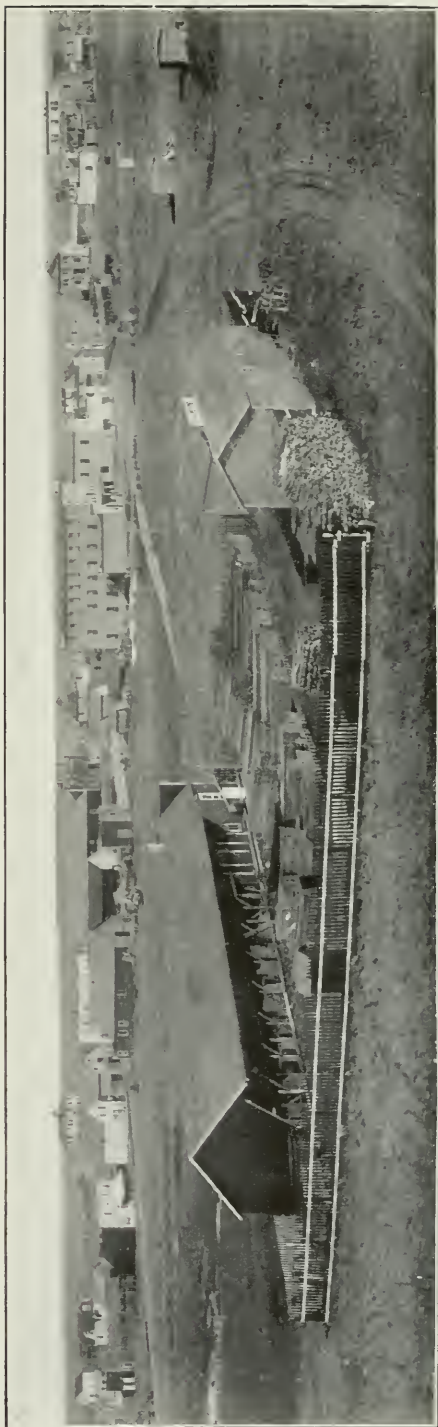
Wainwright, Alta. Grand Trunk Pacific Railway.



Grand Trunk Pacific Railway. Battle River Bridge, near Wainwright, Alta.



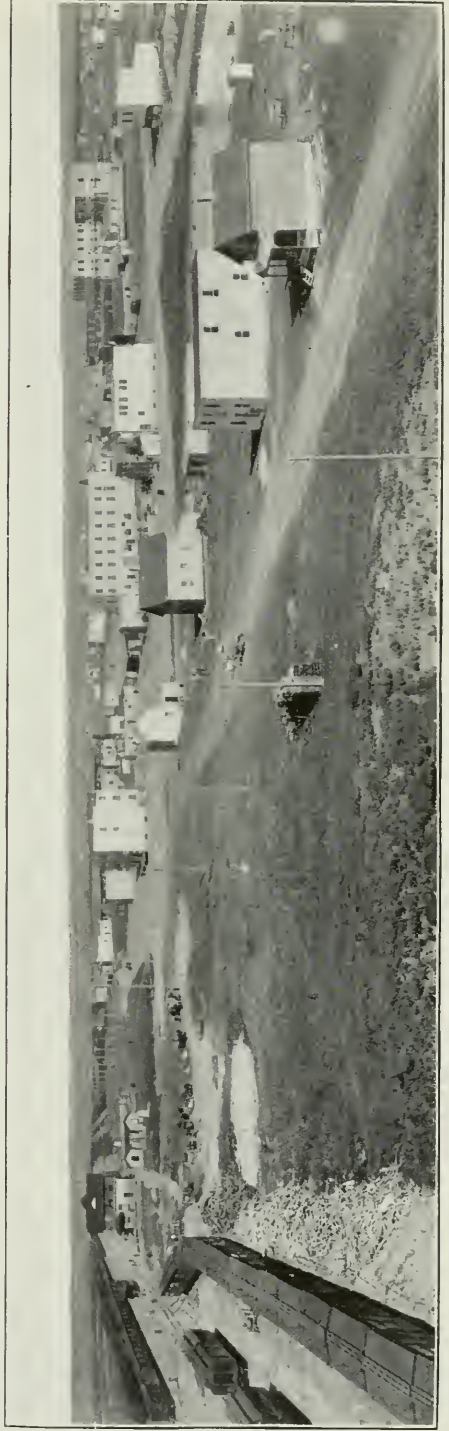
Saskatoon, Sask. Grand Trunk Pacific Railway.



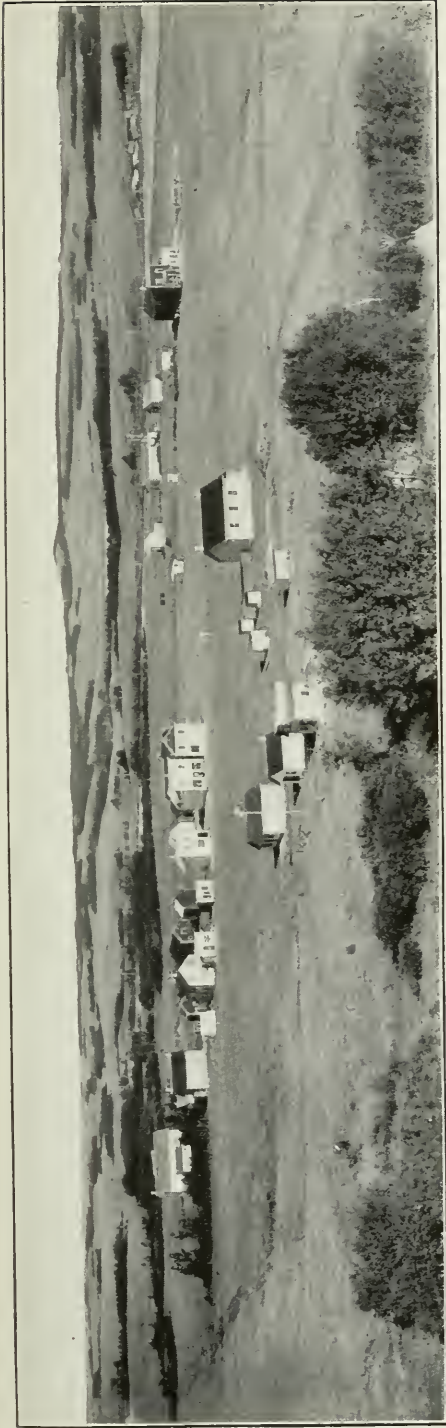
Nokomis, Sask. Grand Trunk Pacific Railway.



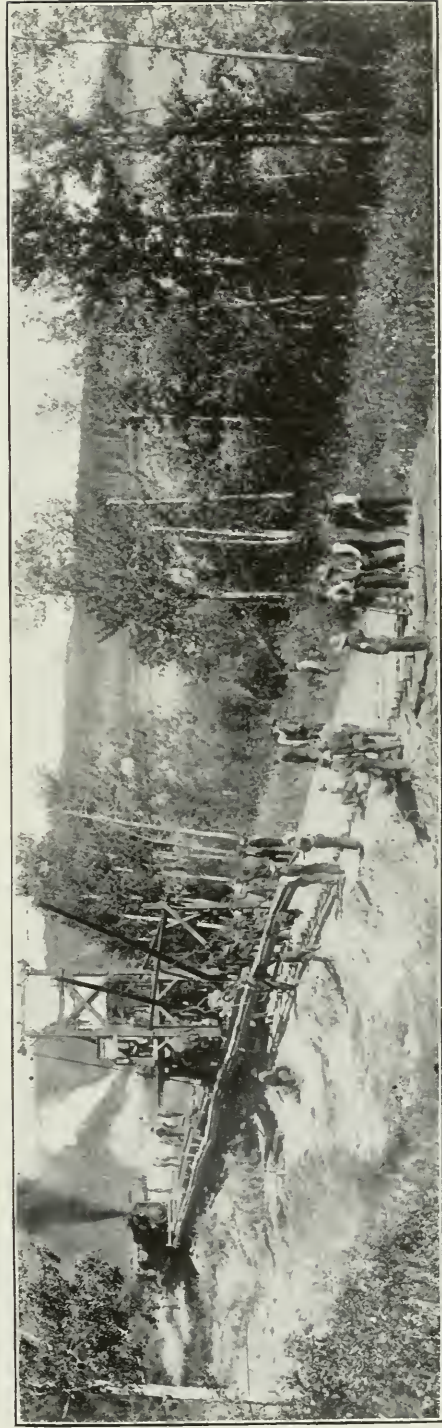
Watrous, Sask., 1909, Grand Trunk Pacific Railway.



Melville, Sask., 1909, Grand Trunk Pacific Railway.



Punichy, Sask. Grand Trunk Pacific Railway.



Building the Grand Trunk Pacific Railway, West of Edmonton, Alta. Showing track laying machine at work.



Grand Trunk Pacific Railway.—Turning First Sod at Fort William, Ont



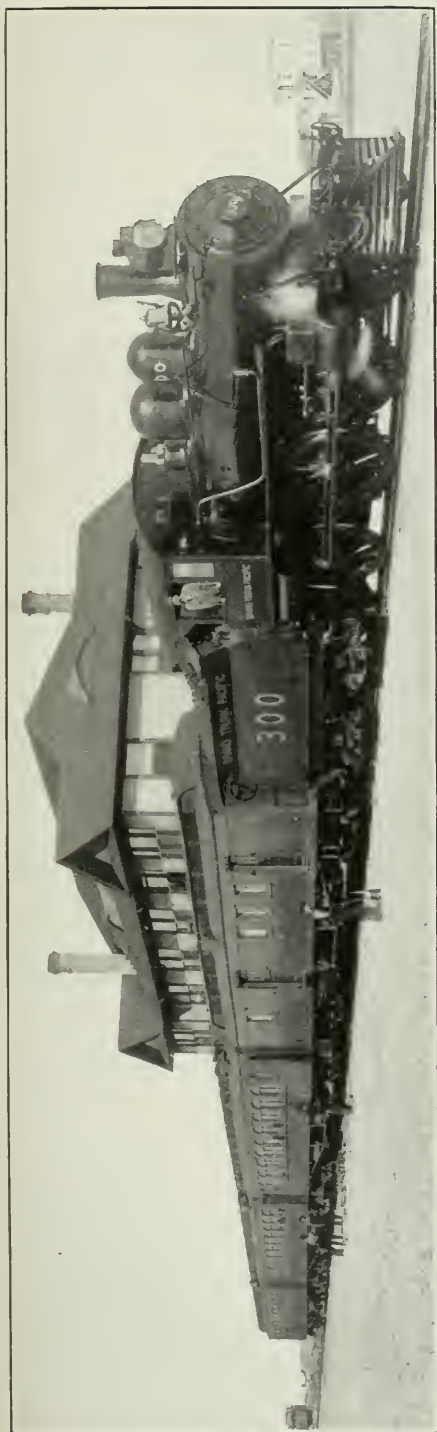
First Cut at Prince Rupert, B.C. Grand Trunk Pacific Railway.



Grand Trunk Pacific Railway. Prince Rupert, B.C., 1907.



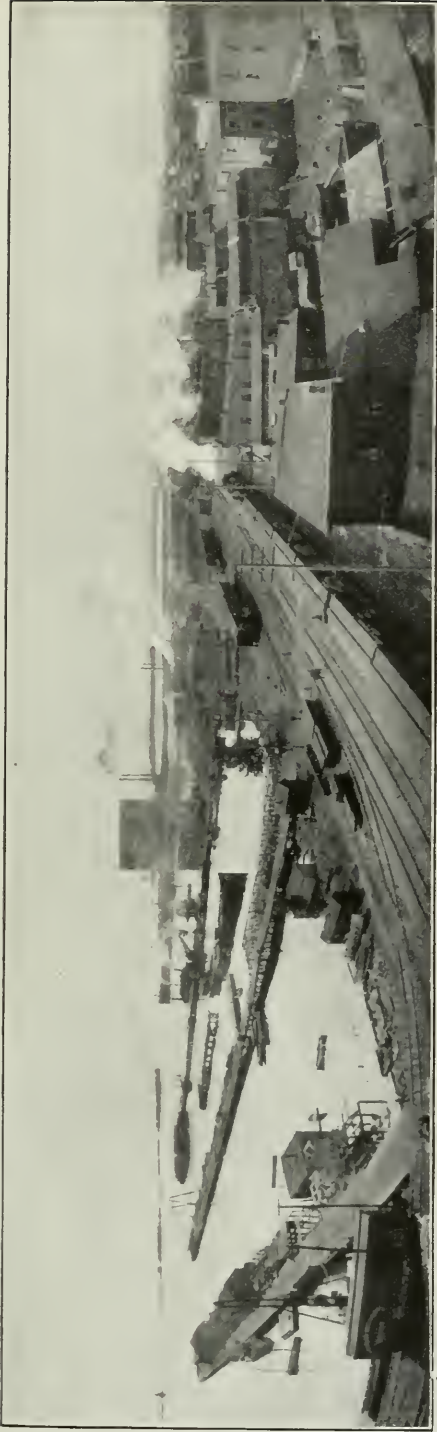
Grenville Street, Vancouver, B.C., (1911).



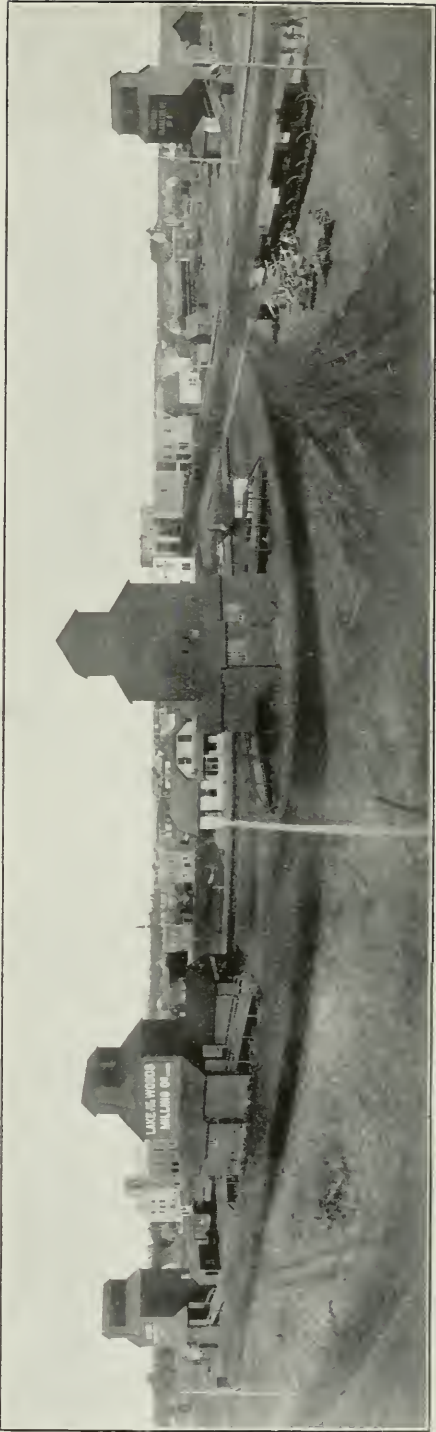
Grand Trunk Pacific Standard Train, Rivers, Man.



Port Arthur, Lake Superior.



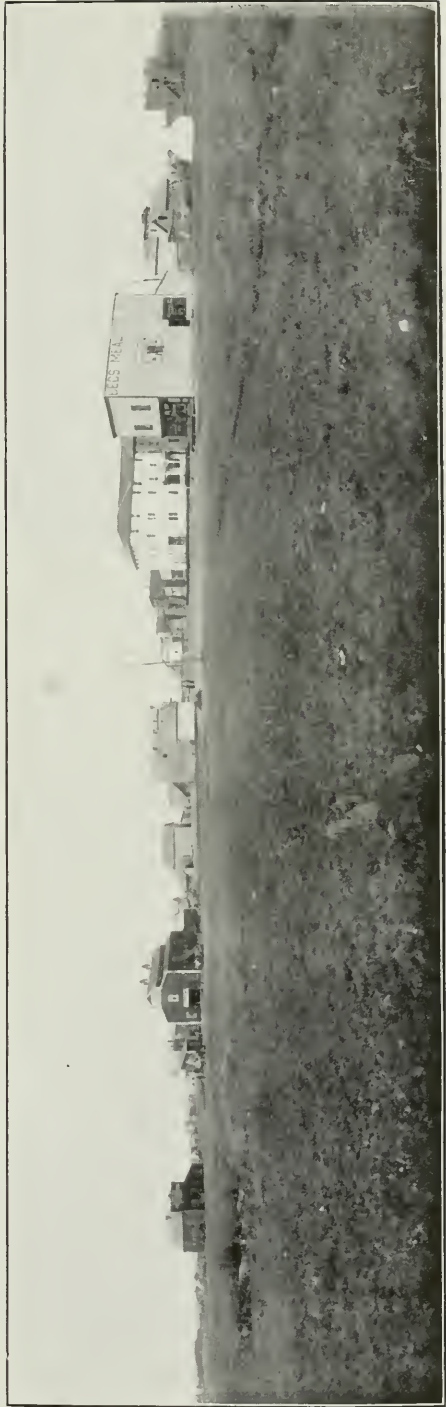
The water front, Port Arthur, Lake Superior.



Dauphin, Man. The first terminus of the Canadian Northern Railway. In 1896 there were only two log huts at Dauphin. Approximate Population in 1911, 4,000.



Pithus Point, Rainy Lake, Canadian Northern Railway.



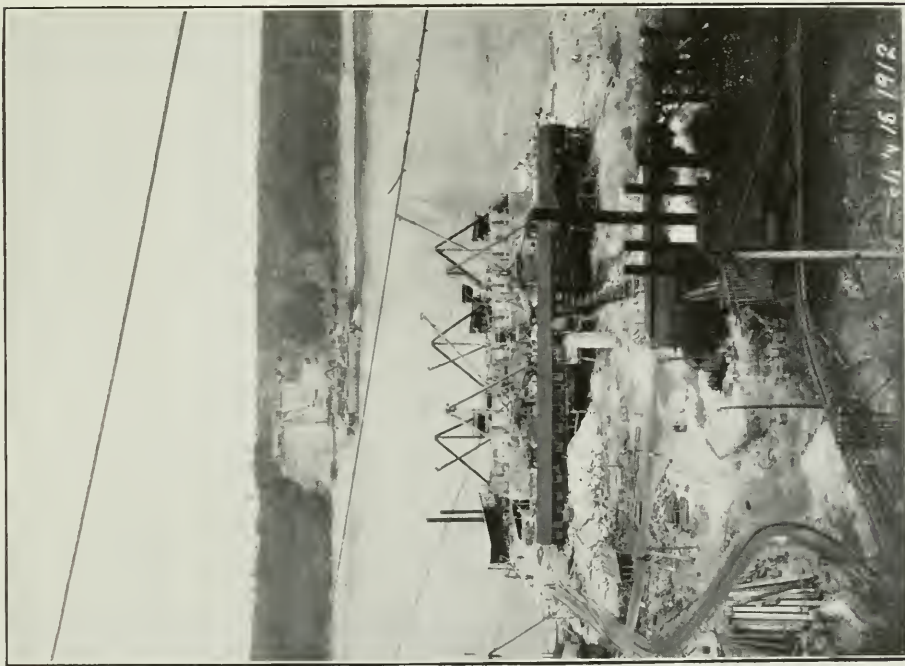
This was bare prairie two years previously when the C.N.R. first reached the site.



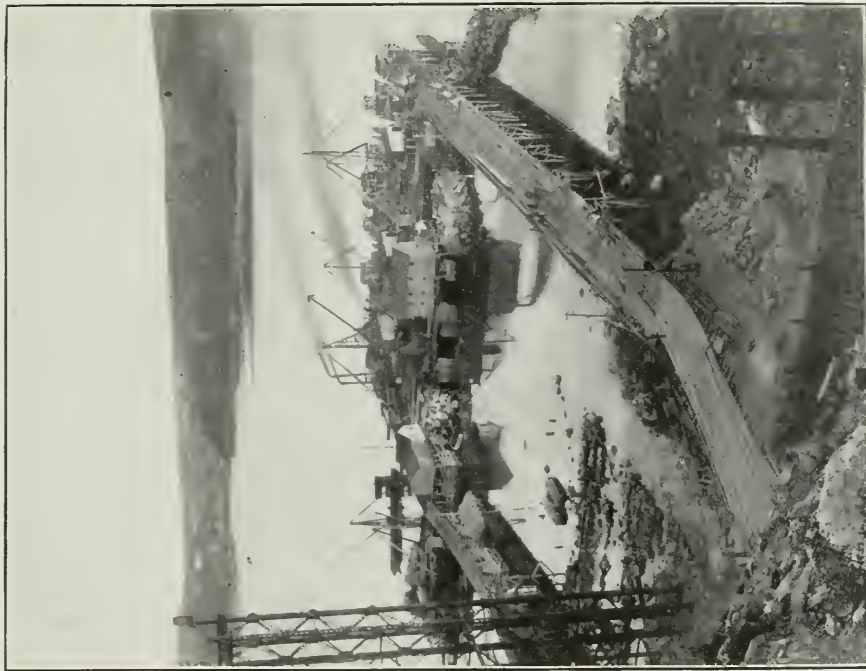
Hudson Bay Railway.—Nelson river below Kettle Rapids.



Hudson Bay Railway.—Poplar Narrows, Cormorant Lake.



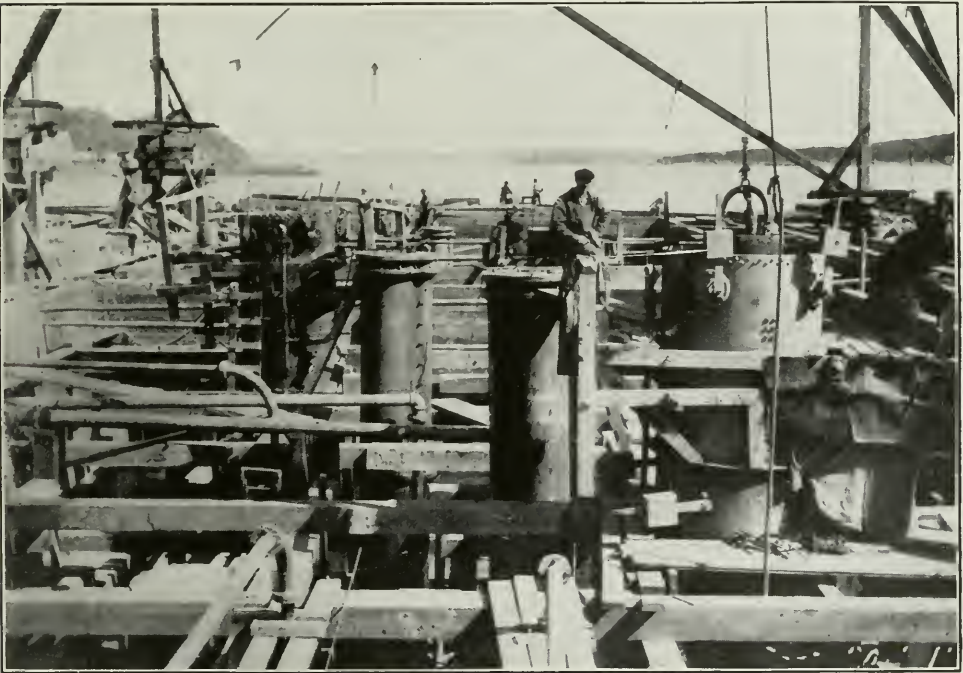
Quebec Bridge.—View of plant on south shore with view of north plant on far side of river.



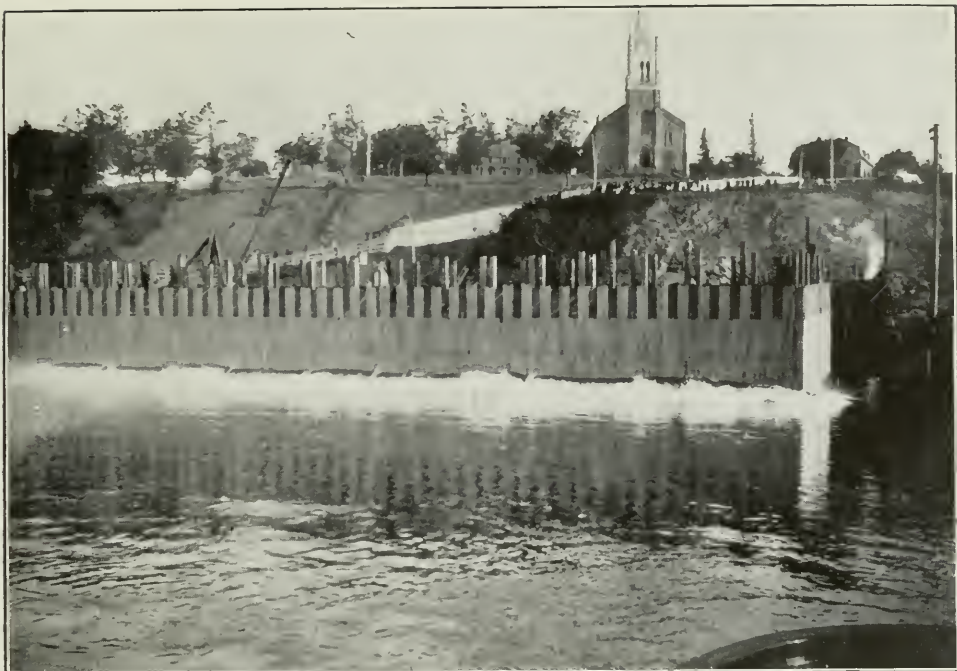
Quebec Bridge.—View from the cliff showing plant in connection with sinking of north main pier caisson.



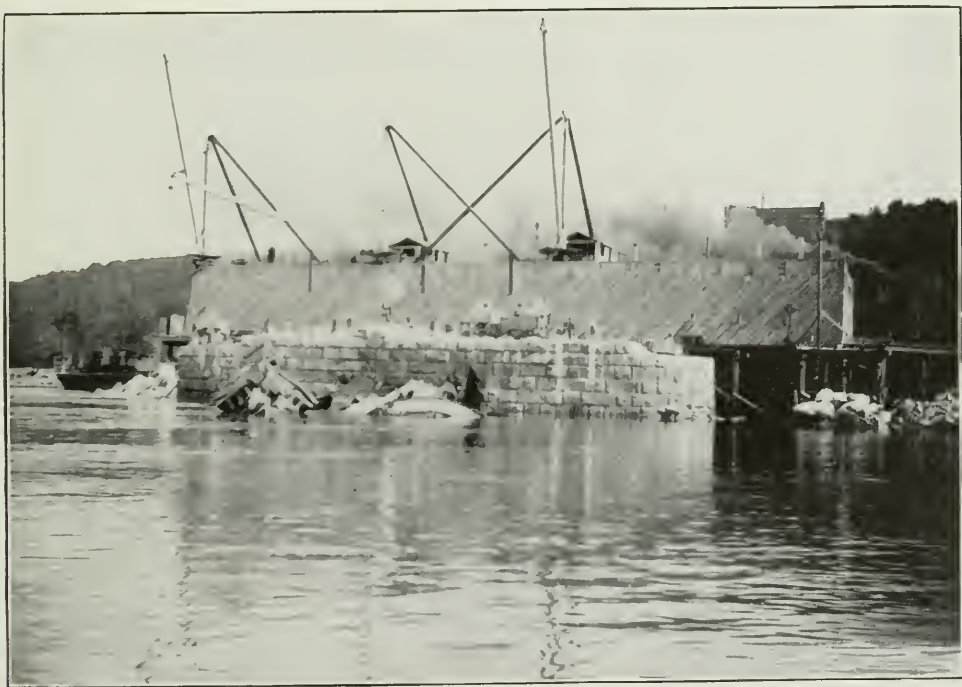
View of north shore showing Boiler, Compressor and Concrete Mining plants. Quebec Bridge in course of construction over River St. Lawrence.



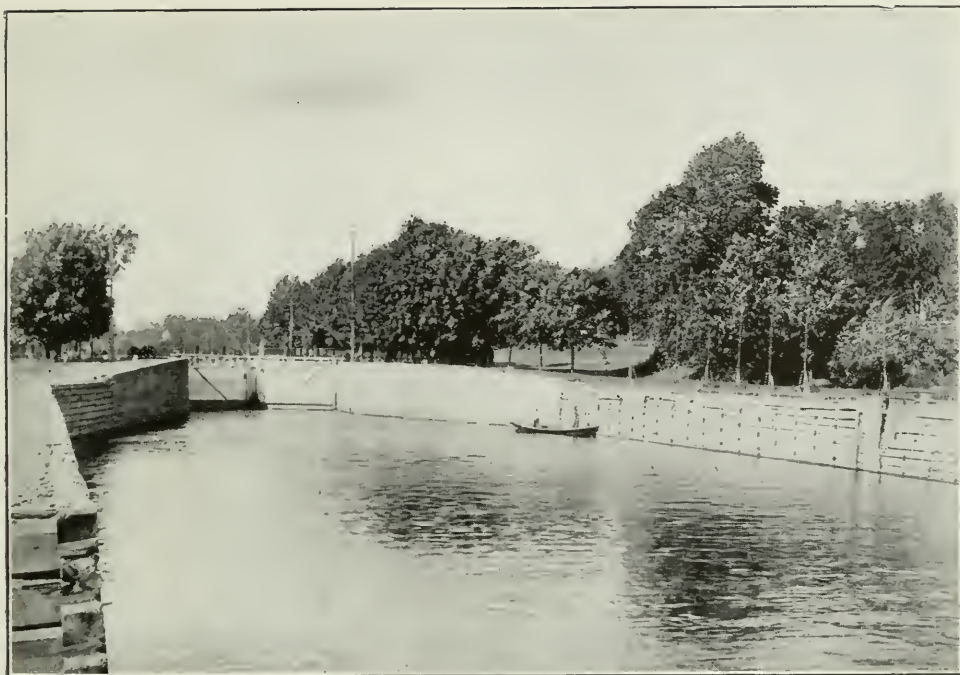
Quebec Bridge.—The two caissons for the north main pier in course of sinking. The smaller shafts are ladder air shafts through which the men descend to the working chamber, down under the caisson. The larger shafts are material air shafts through which the excavated material is taken out. The steel bucket is just emerging from one of these shafts.



Quebec Bridge.—Launching the large caisson for south main pier. In this view it is just striking the water. The caisson is 180'-0 long and 55'-0 wide.



Quebec Bridge.—Caisson for south main pier, which was floated into position behind the old south main pier. The old pier is being demolished in the foreground.



Carillon Canal. Lower entrance to Lock No. 1, looking west.



Old Lachine Canal with Hudson's Bay Port on south bank, looking east.



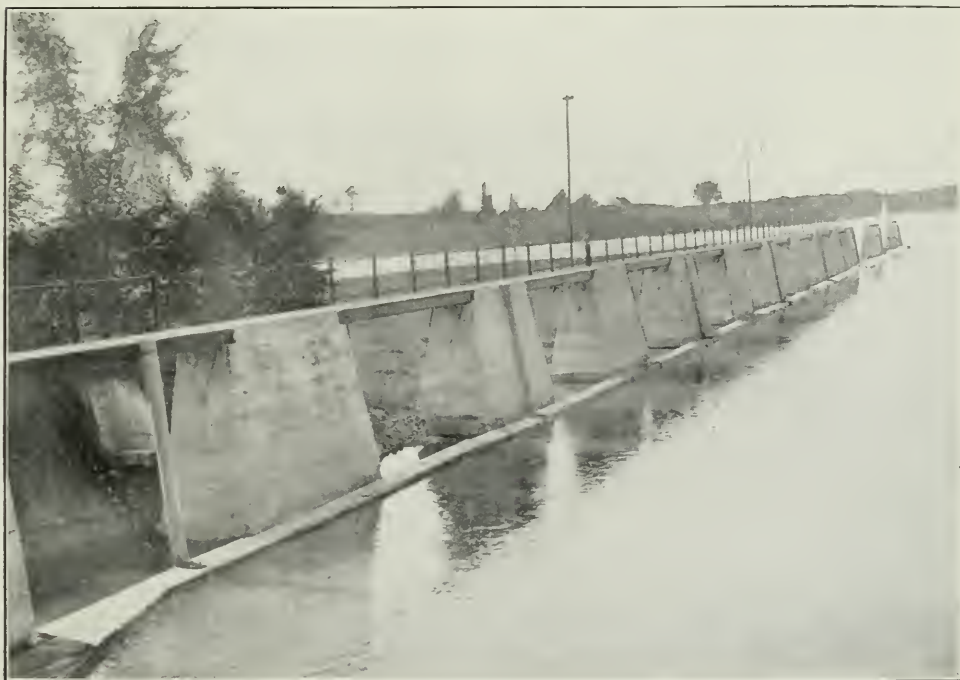
Lachine Canal from Cote St. Paul Lock, looking east.



Lachine Canal North Lock looking east from Black's Bridge, Montreal.



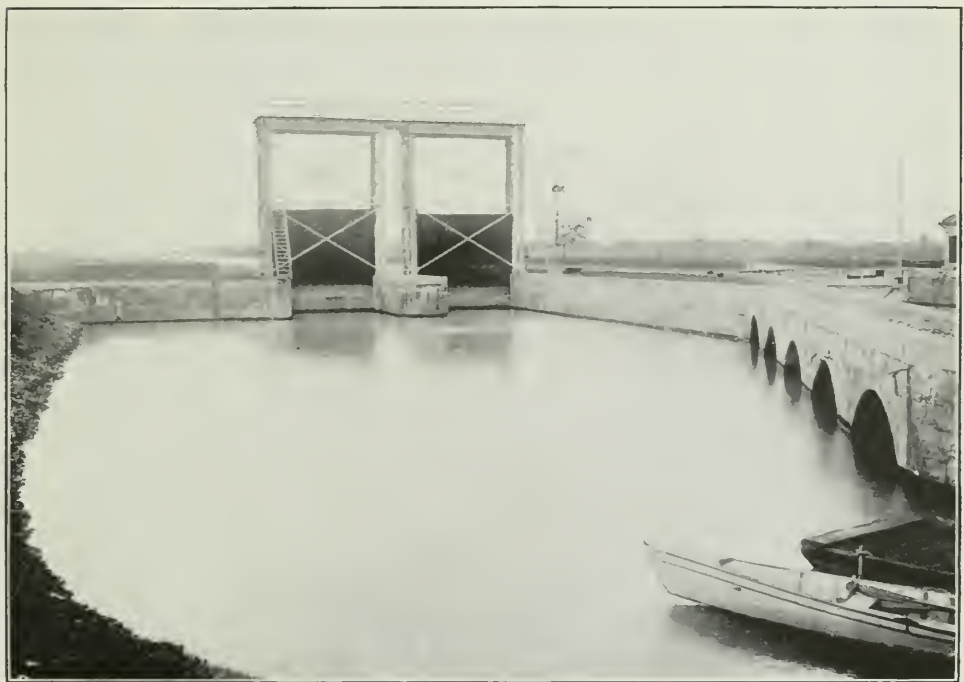
St. Ours Lock, P.Q. Showing Old Mill Looking East.



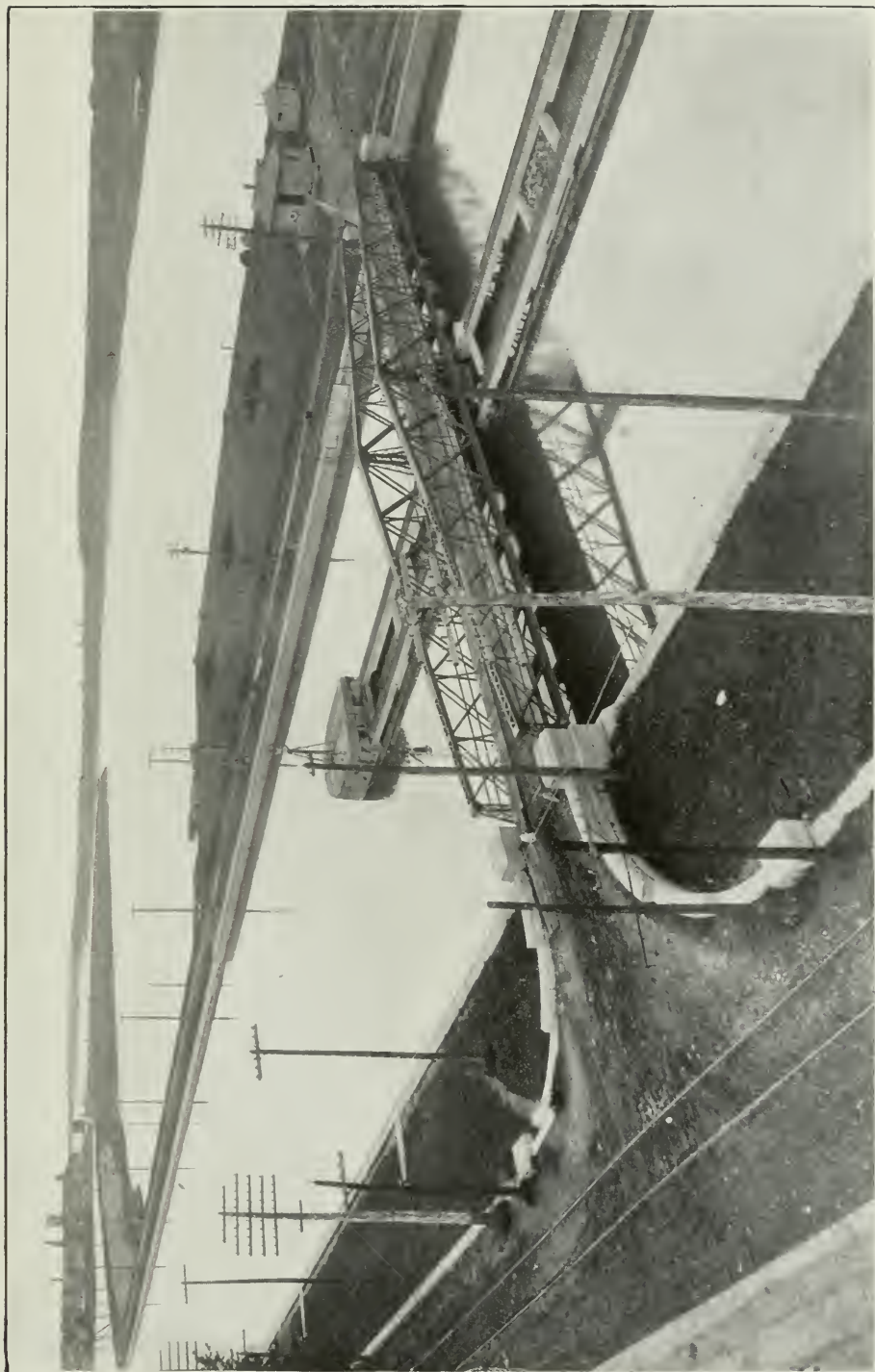
St. Ours Lock, P.Q. Concrete pier below lock (looking west).



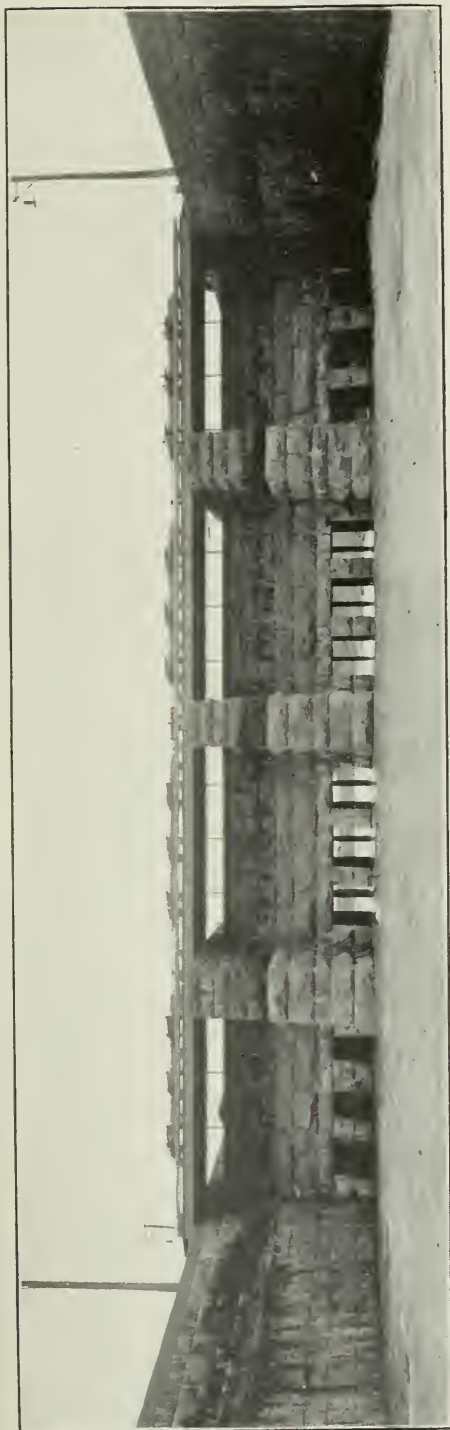
Soulanges Canal at Guard Gate Lock No. 4. View of Canal from top of large Stony Sluice.



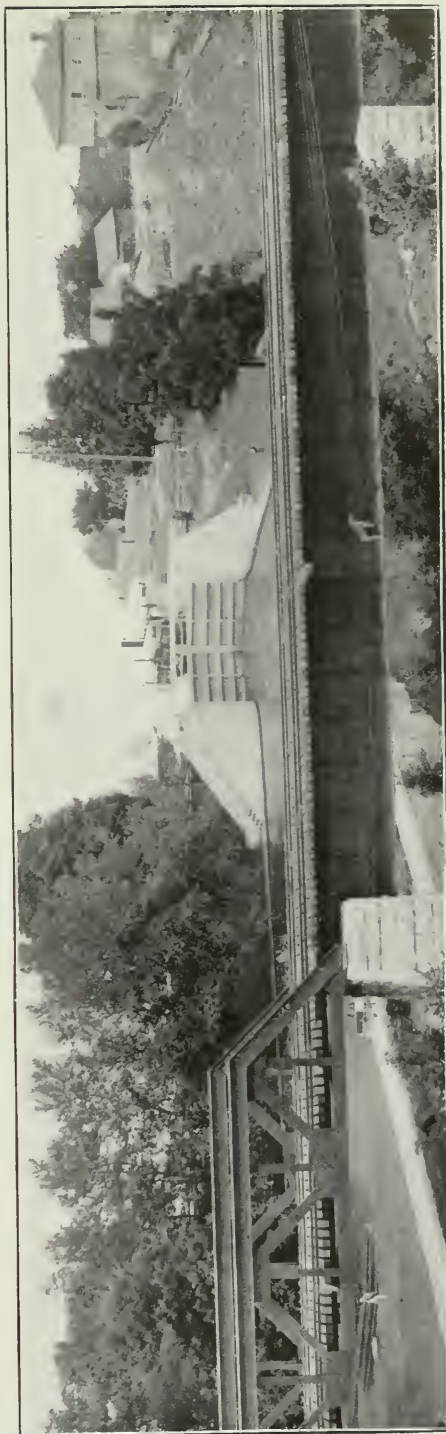
Soulanges Canal Sluice Gates Looking east.



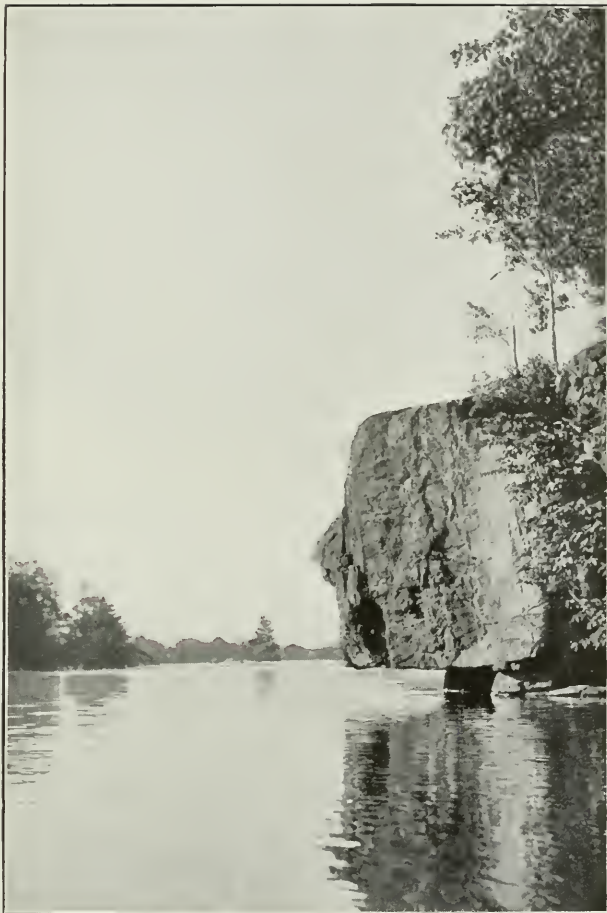
Cornwall Canal. Swing Bridge, Cornwall : looking east.



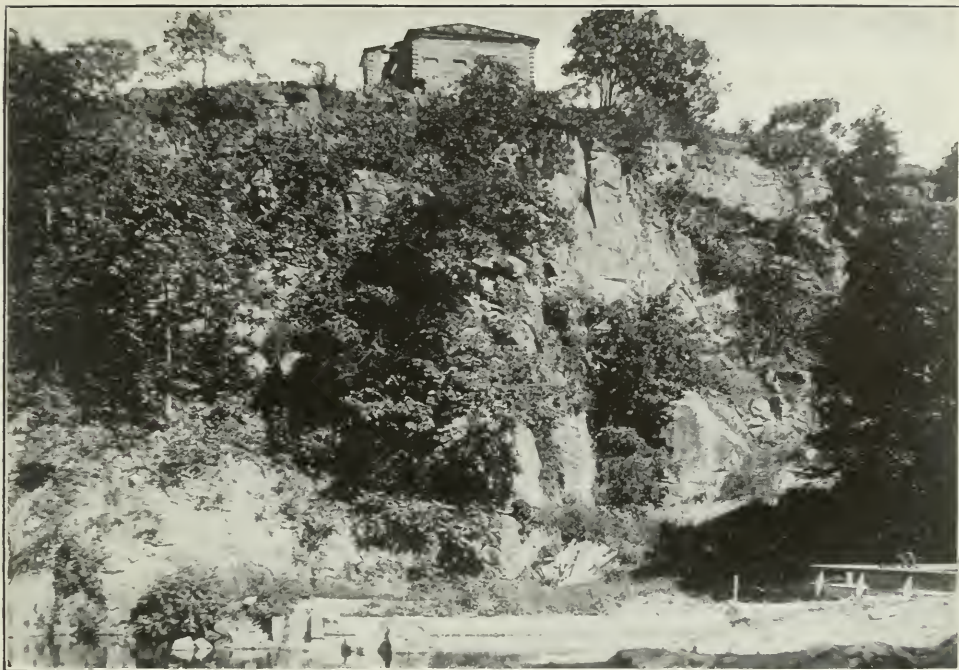
Lock 19, Cornwall Canal. Supply Weir from lower Side.



Rideau Canal. Kingston Mills Lock Station, showing main line of Grand Trunk Railway crossing over locks.



Rideau Canal. The "Iron Duke" or "Wellington's Nose", Cranberry Lake.



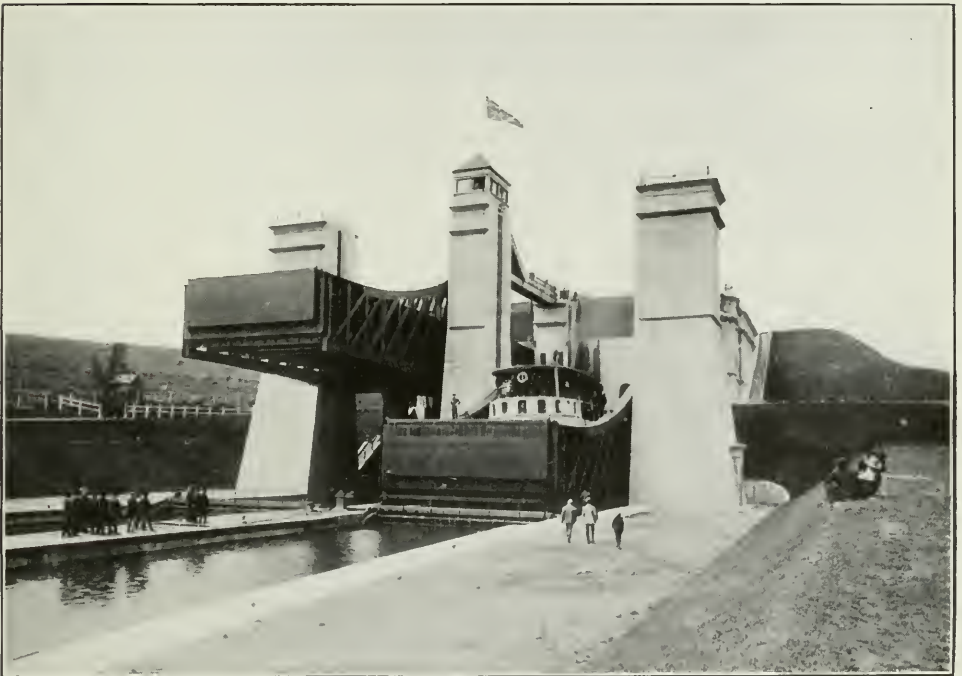
Rideau Canal. Old Block House, at Morton. Originally built to guard the dam at base of the cliff.



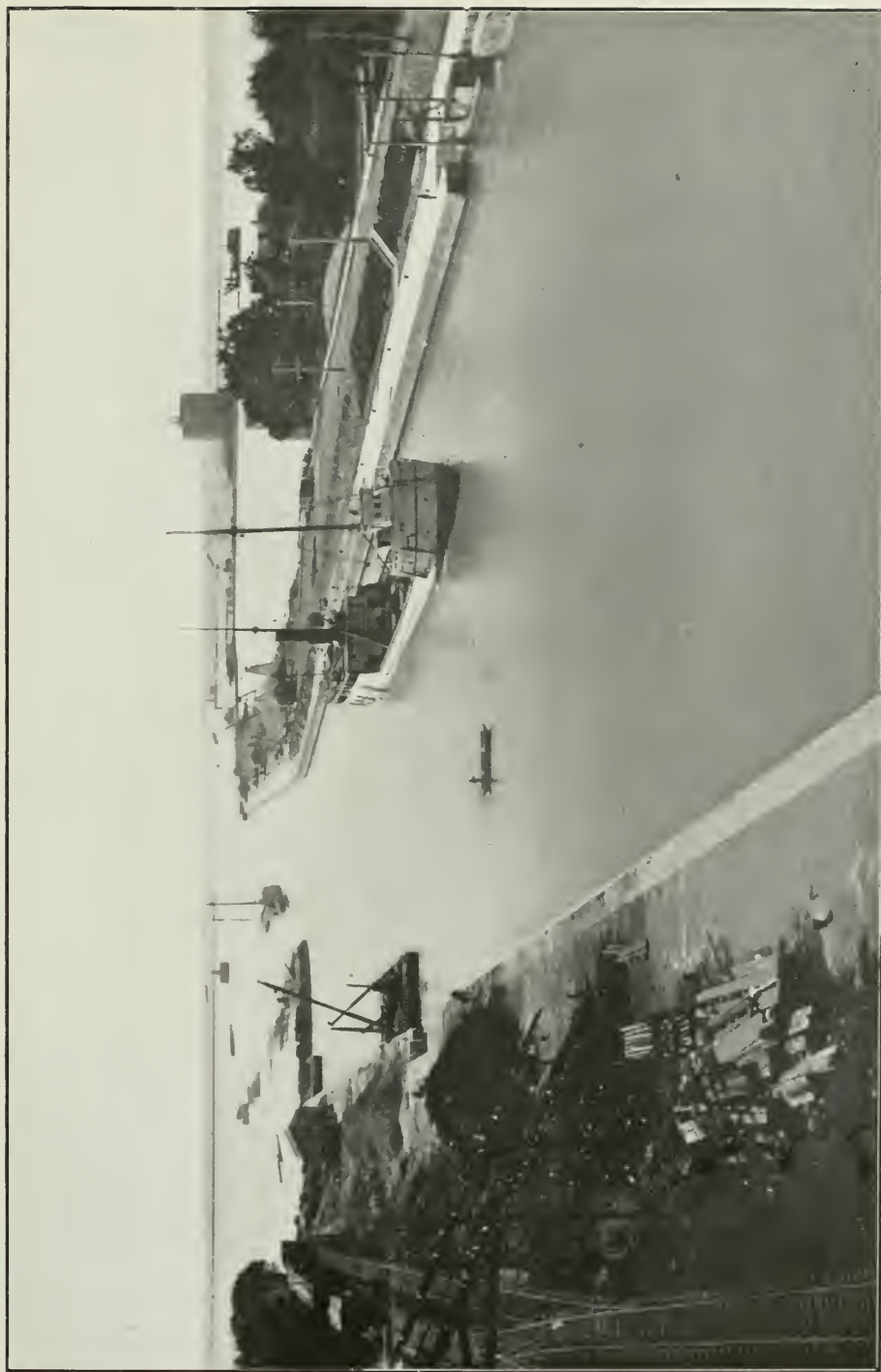
Rideau Canal. Foot of the By Wash at Jones' Falls Lock Station.



Rideau Canal. Cranberry Lake looking westwards from Jones' Falls Lock Station.



Hydraulic Lift Lock at Peterborough, Trent Canal.



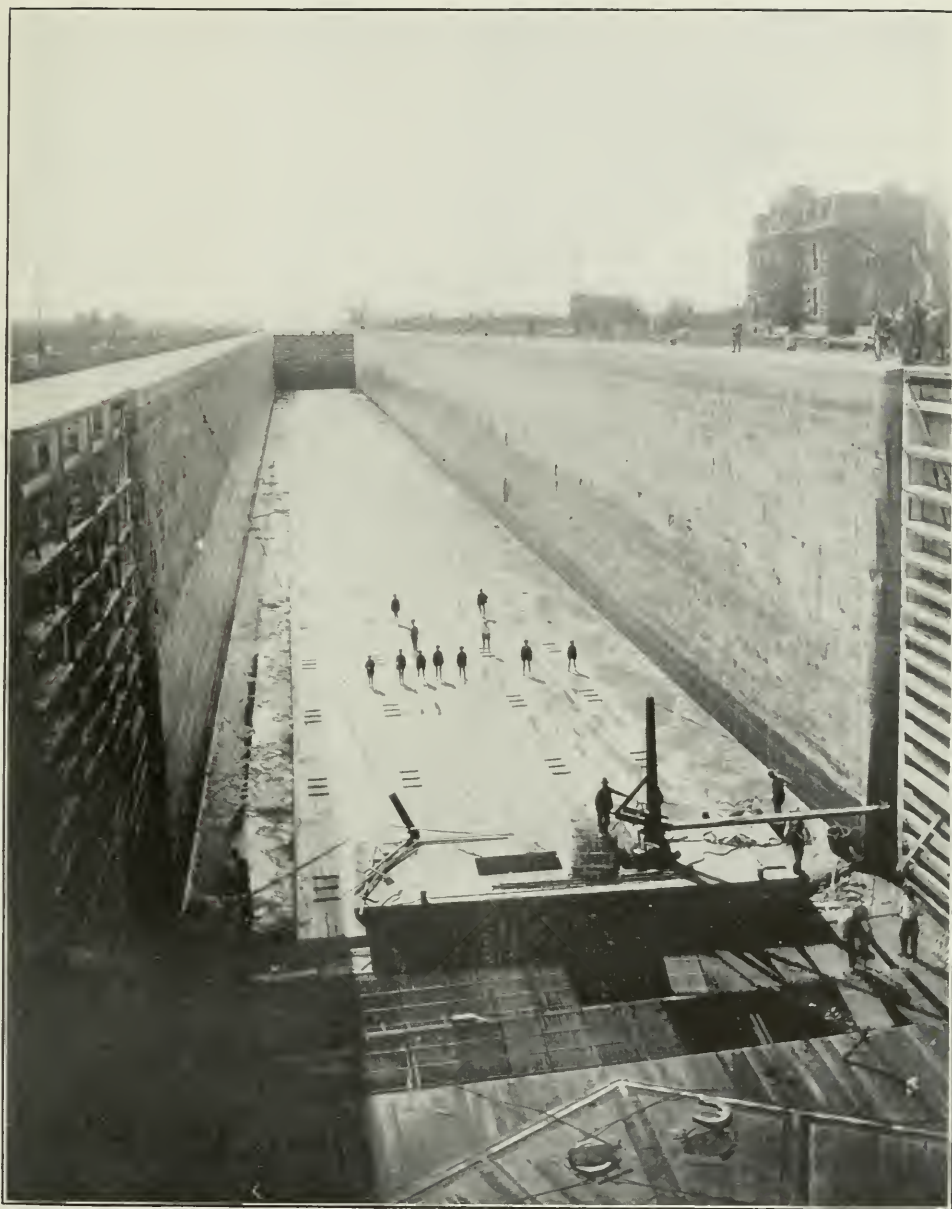
Welland Canal, Entrance at Port Colborne. Government grain elevator in distance.



Str. Hamonic of the Northern Navigation Co., on Lake Huron. The Hamonic is the largest Canadian passenger vessel on the Lake. Length 365 feet, beam 50 feet.



Sault Ste. Marie Canal.



Sault Ste. Marie Canal.—Lock unwatered for repairs, 1907.

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1912

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1913

[No. 20a—1913.]

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

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness Canal Statistics, for the year ended December 31, 1912.

All of which is respectfully submitted.

F. COCHRANE,
Minister of Railways and Canals.

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

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1912.

I have the honour to be, sir,

Your obedient servant.

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

OFFICE OF THE COMPTROLLER OF STATISTICS.

OTTAWA, FEBRUARY 15, 1913.

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

SIR,—I have the honour to submit to you herewith Canal Statistics for the year ended December 31, 1912.

The total volume of traffic through the canals of the Dominion was 47,587,245 tons, distributed as follows :—

| | Tons. | Increase. | Decrease. |
|-----------------------|------------|-----------|-----------|
| Sault Ste. Marie..... | 39,669,655 | 8,717,946 | ..... |
| Welland..... | 2,851,915 | 314,286 | ..... |
| St. Lawrence..... | 3,477,188 | 371,480 | ..... |
| Chambly..... | 618,415 | 18,586 | ..... |
| St. Peter's..... | 74,809 | ..... | 489 |
| Murray..... | 170,081 | 6,624 | ..... |
| Ottawa..... | 392,350 | 72,279 | ..... |
| Rideau..... | 160,133 | ..... | 12,094 |
| Trent..... | 77,150 | 19,860 | ..... |
| St. Andrew's..... | 95,549 | 48,414 | ..... |
| Total..... | 47,587,245 | 9,569,475 | 12,583 |

It will be observed that the increment for the year 1912, as compared with 1911, was 9,556,892 tons. This was equal to 25·1 per cent.

It must not be assumed that the net business of the canals amounted to 47,587,245 tons. There is duplication to the extent of several million tons, and unavoidably so. For example, all traffic between Fort William and Montreal is first credited to the canal at Sault Ste. Marie, then to the Welland canal, and finally to the St. Lawrence canals. In the same way, freight shipped from Ottawa to New York finds a place first in the returns of the Ottawa River canals, next the Lachine canal, and lastly in the Chambly canal. This situation is not essentially different from that which arises with regard to railway traffic, and, as has been said, is inseparable from the statistical system which has long been in vogue. In dealing with the question of the average freight rate on the inland waters of Canada on a page further along, the actual net tonnage will be indicated.

The following statement shows the growth of traffic through the canals of Canada during the past decade :—

| | |
|-----------|-----------------|
| 1903..... | 9,203,817 Tons. |
| 1904..... | 8,256,236 " |
| 1905..... | 9,371,744 " |
| 1906..... | 10,523,185 " |
| 1907..... | 20,543,639 " |
| 1908..... | 17,502,820 " |
| 1909..... | 33,720,748 " |
| 1910..... | 42,990,608 " |
| 1911..... | 38,030,353 " |
| 1912..... | 47,587,245 " |

It will be seen that the expansion for the ten year period between 1903 and 1912 was equal to 417 per cent.

DEPARTMENT OF RAILWAYS AND CANALS

3 GEORGE V.. A. 1913

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

| — | 1909. | 1910. | 1911. | 1912. |
|------------------------|------------|------------|------------|------------|
| Sault Ste. Marie | 27,861,245 | 36,395,687 | 30,951,709 | 39,669,655 |
| Welland | 2,025,951 | 2,326,290 | 2,537,629 | 2,851,915 |
| St. Lawrence | 2,410,629 | 2,760,752 | 3,105,708 | 3,477,188 |
| Chambly | 752,117 | 669,299 | 599,829 | 618,415 |
| St. Peter's | 79,850 | 85,951 | 75,298 | 74,809 |
| Murray | 102,291 | 177,941 | 163,457 | 170,081 |
| Ottawa | 336,939 | 385,261 | 320,071 | 392,350 |
| Rideau | 91,774 | 134,881 | 172,227 | 160,133 |
| Trent | 59,952 | 46,263 | 57,290 | 77,150 |
| St. Andrew's | | 8,283 | 47,135 | 95,549 |

Details of traffic, showing the tonnage of commodities, will be found in tables constituting the body of this report. Comparing the years 1911 and 1912, following was the tonnage by classes and canals :—

| Canals. | Agricultural Products. | Animal Products. | Manu- factures. | Products of Forest. | Products of Mines. | Total. |
|------------------------|---------------------------|---------------------|--------------------|---------------------------|--------------------------|------------|
| 1911. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Sault Ste. Marie | 3,219,929 | 978 | 854,516 | 56,853 | 26,819,433 | 30,951,709 |
| Welland | 1,089,605 | 574 | 539,865 | 250,423 | 657,162 | 2,537,629 |
| St. Lawrence | 1,003,090 | 9,943 | 557,992 | 551,155 | 983,528 | 3,105,708 |
| Chambly | 41,903 | 315 | 25,370 | 396,704 | 135,537 | 599,829 |
| St. Peter's | 16,538 | 2,153 | 11,828 | 7,120 | 37,659 | 75,298 |
| Murray | 1,109 | 113 | 143,399 | 1,622 | 17,214 | 163,457 |
| Ottawa | 9,779 | 2,467 | 65,452 | 202,797 | 39,576 | 320,071 |
| Rideau | 6,084 | 2,684 | 114,537 | 34,350 | 14,172 | 172,227 |
| Trent | 951 | 397 | 12,551 | 31,342 | 12,049 | 57,290 |
| St. Andrew's | 82 | | 33,153 | 13,773 | 127 | 47,135 |
| Total | 5,389,070 | 19,624 | 2,359,063 | 1,546,139 | 28,716,457 | 38,030,353 |
| 1912. | | | | | | |
| Sault Ste. Marie | 4,530,792 | 372 | 975,303 | 54,114 | 34,109,074 | 39,669,655 |
| Welland | 1,205,912 | 678 | 625,569 | 227,684 | 792,072 | 2,851,915 |
| St. Lawrence | 1,119,567 | 9,375 | 464,091 | 578,760 | 1,305,395 | 3,477,188 |
| Chambly | 19,706 | 338 | 11,600 | 425,313 | 161,458 | 618,415 |
| St. Peter's | 15,427 | 2,996 | 7,583 | 11,161 | 37,642 | 74,809 |
| Murray | 448 | 37 | 101,511 | 706 | 67,379 | 170,081 |
| Ottawa | 5,278 | 2,880 | 20,958 | 226,600 | 136,634 | 392,350 |
| Rideau | 3,995 | 3,151 | 18,814 | 28,642 | 105,531 | 160,133 |
| Trent | 2,514 | 361 | 3,459 | 67,489 | 3,327 | 77,150 |
| St. Andrew's | 37 | | 50 | 14,153 | 81,299 | 95,549 |
| Total | 6,903,676 | 20,188 | 2,228,948 | 1,634,622 | 36,799,811 | 47,587,245 |

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

| | 1910. | 1911. | 1912. |
|----------------------------|-----------|-----------|-----------|
| | Per cent. | Per cent. | Per cent. |
| Agricultural products..... | 10.2 | 14.2 | 14.51 |
| Animal "..... | 1.2 | 1 | .04 |
| Manufactures..... | 5.2 | 6.2 | 4.68 |
| Produce of forests..... | 3.9 | 4.0 | 3.43 |
| Produce of mines..... | 79.5 | 75.5 | 77.34 |

CANADIAN AND AMERICAN TRAFFIC.

Until the year 1908 a separation was not made as between Canadian and American traffic. Since that date a record has been kept of the country of origin, as far as the canals of Canada are concerned.

The facts with respect to vessel tonnage and freight tonnage during the past five years are given in the following table :—

| Year. | Canadian Vessels. | | U. S. Vessels. | | Freight Tonnage. | | |
|-----------|-------------------|------------|----------------|------------|------------------|----------------|------------|
| | No. | Tonnage | No. | Tonnage. | Canadian. | United States. | Total. |
| 1908..... | 29,040 | 6,780,789 | 7,489 | 4,835,320 | 5,012,147 | 12,490,673 | 17,502,820 |
| 1909..... | 22,507 | 7,811,578 | 9,996 | 16,459,322 | 7,378,057 | 26,342,691 | 33,720,748 |
| 1910..... | 25,337 | 8,931,790 | 11,462 | 21,777,297 | 7,883,614 | 35,106,994 | 42,990,608 |
| 1911..... | 25,585 | 9,172,192 | 10,370 | 18,231,622 | 7,792,907 | 30,237,446 | 38,030,353 |
| 1912..... | 27,371 | 10,237,335 | 11,785 | 24,636,190 | 9,376,629 | 38,210,716 | 47,587,245 |

The proportions of freight tonnage originating in Canada and the United States during the five years for which the facts are available, have been as follows :—

| 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 |

The large and growing difference between the traffic of Canada and the traffic of the United States through the canals of Canada, arises almost wholly at Sault Ste. Marie. For example, in 1912 the proportion of strictly Canadian traffic which passed through the Canadian canal at Sault Ste. Marie was 10.3, and the traffic of that canal represented 83 per cent of the total for the whole Dominion. Of the American traffic which passed through the Canadian canal at Sault Ste. Marie in 1912, iron ore constituted over 87 per cent. In other words, out of 35,579,293 tons of American traffic at Sault Ste. Marie, 31,141,063 tons was made up of iron ore.

The situation changes at the Welland. In 1912, out of a total of 2,851,915 tons, Canadian traffic aggregated 1,553,116 tons, or 54 per cent. The St. Lawrence canals

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during the same period showed 2,340,143 tons of Canadian business, out of a total of 3,477,188, or 67 per cent.

The facts with regard to vessel tonnage will be found on a succeeding page. The proportions in 1912 were : Canadian, 29·36 per cent.; American, 70·64 per cent.

TRANSPORTATION OF CANADIAN WHEAT.

The rapid settlement of the Western provinces has created a steadily deepening interest in the movement of Canadian wheat. From 1895 down to 1909 a separation of Canadian and American products was not made in Canal Statistics ; but since the latter year a careful record has been made of the facts in that regard. The following shows the volume of Canadian wheat brought down through the Canadian canal at Sault Ste. Marie :—

| | Bushels. |
|----------------|-------------|
| 1895 | 4,518,334 |
| 1896 | 19,314,234 |
| 1897 | 17,925,834 |
| 1898 | 9,746,600 |
| 1899 | 12,759,634 |
| 1900 | 9,292,034 |
| 1901 | 9,639,534 |
| 1902 | 27,912,500 |
| 1903 | 32,233,934 |
| 1904 | 29,794,100 |
| 1905 | 25,983,100 |
| 1906 | 34,389,300 |
| 1907 | 49,399,967 |
| 1908 | 58,574,034 |
| 1909 | *48,047,833 |
| 1910 | 51,774,833 |
| 1911 | 63,641,000 |
| 1912 | 83,743,034 |

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

The foregoing figures do not represent the total volume of Canadian wheat which came down from the Northwest in 1912. They have reference wholly to the number of bushels which passed through the Canadian canal at Sault Ste. Marie. There came through the American canal at that point 23,020,833 bushels. It was also ascertained from the Customs Department that 10,724,498 bushels of Canadian wheat went out from Duluth in 1912 in bond. Of this latter quantity 7,646,634 bushels had been accounted for in the totals of the two canals at Sault Ste. Marie, leaving 3,078,264 to be added to the figures just given. The total quantity of Canadian wheat moved by water in 1912 would therefore be 109,842,031 bushels, as compared with 65,622,481 bushels moved in 1911.

Without reference to which of the two canals was used at Sault Ste. Marie, the account with respect to Canadian wheat might be presented in this form :—

| | |
|--------------------------------|--------------------|
| From Fort William | 99,117,233 bushels |
| From Duluth, in bond | 10,724,798 do |
| Total | 109,842,031 do |

The account is still incomplete. Canadian flour to the amount of 2,828,980 barrels passed through the Canadian and American canals at Sault Ste. Marie, and, allowing five bushels of wheat to the barrel, this would mean an addition of 14,144,900 bushels, bringing the final total of Canadian waterborne wheat up to 123,986,931 bushels.

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An analysis of the distribution of Canadian wheat after it had passed through the Canadian and American canals at Sault Ste. Marie, was this year made from the ships' reports filed at both offices. For several years past the facts had been gathered only with respect to the Canadian canal. In 1912 copies were procured of all ships' reports taken at the American canal; so that more comprehensive figures are this year made available. Taking first the Canadian canal, following was the distribution of Canadian wheat in 1912 :—

| | Bushels. |
|-------------------------------|------------|
| Fort William to Montreal..... | 13,726,166 |
| “ Georgian bay..... | 17,648,334 |
| “ other Canadian ports... .. | 19,676,100 |
| “ Buffalo. | 23,045,806 |
| Duluth to Montreal..... | 283,500 |
| “ Buffalo..... | 5,714,367 |
| “ Georgian bay..... | 1,418,767 |
| “ other Canadian ports... .. | 230,000 |
| Total..... | 83,743,034 |

Through the American canal at Sault Ste. Marie the distribution of Canadian wheat in 1912 was as follows :—

| | Bushels. |
|-------------------------------|------------|
| Fort William to Montreal..... | 1,202,933 |
| “ Georgian bay. | 1,852,834 |
| “ other Canadian ports.... | 782,600 |
| “ Buffalo..... | 19,182,466 |
| Total..... | 23,020,833 |

Adding 3,078,264 bushels of Canadian wheat from Duluth, which could not be classified, owing to the form in which the American records are kept at Sault Ste. Marie, the total of 109,842,131 is accounted for.

Joining the two accounts, the distribution of Canadian wheat for 1912 assumes the following shape :—

| Canadian Wheat. | Bushels. | Per cent. |
|-------------------------------|-------------|-----------|
| Fort William to Montreal..... | 14,929,099 | 13·6 |
| “ Georgian bay..... | 19,501,168 | 17·8 |
| “ other Canadian ports..... | 20,458,700 | 18·6 |
| “ Buffalo..... | 44,228,266 | 40·2 |
| Duluth to Montreal..... | 283,500 | ·2 |
| “ Georgian bay..... | 1,418,767 | 1·3 |
| “ other Canadian ports..... | 230,000 | ·2 |
| “ Buffalo..... | 5,714,367 | 5·2 |
| “ unclassified..... | 3,078,164 | 2·9 |
| Total | 109,842,031 | |

The “other Canadian Ports” referred to in the above statement are ports between Georgian bay and Lake Ontario.

It will be seen that exactly fifty per cent of all the Canadian wheat which came down by water in 1912, followed wholly Canadian channels.

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In order that a comparison may be made with the facts in preceding years, the following table is brought down to the end of 1912 :—

| 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 | 19,501,168 |
| " " " 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 | 109,842,031 |

The following statement of percentages presents the foregoing tables in a convenient form for purposes of comparison :—

| Canadian Wheat. | 1909. | 1910. | 1911. | 1912. |
|---------------------------------|-----------|-----------|-----------|-----------|
| | Per cent. | Per cent. | Per cent. | Per cent. |
| Fort William to Montreal..... | 21.9 | 25.5 | 20.1 | 13.6 |
| " " " Georgian bay. | 27.9 | 24.6 | 15.6 | 17.8 |
| " " " other Canadian ports..... | 21.1 | 18.5 | 18.7 | 18.6 |
| " " " Buffalo ... | 26.7 | 30.3 | 43.8 | 40.2 |
| Duluth to Canadian ports..... | 1.3 | .6 | .7 | 1.7 |
| " American ports..... | 1.1 | .5 | 1.1 | 5.2 |
| " unclassified | | | | 2.9 |

In a succeeding paragraph facts will be presented which may explain in some measure the conditions which have operated in the movement of Canadian wheat.

FREIGHT RATES BY WATER.

In Canal Statistics for 1911, it was intimated that plans had been perfected for the ascertaining of the average rate per ton per mile on the inland waters of Canada. These plans involved the recording of the freight rate on each ship's report filed at the various canal offices. As an alternative those operators who wished to do so were permitted to send a monthly statement to Ottawa of tonnage, mileage and gross freight earnings. Ship owners were also required to send in at the close of the season a report showing :—

Total tons carried.

Total ton mileage of loaded vessels.

Gross receipts from freight.

On the whole, and having regard to the difficulties which are inseparable from the inauguration of new undertakings of that character, the results were satisfactory. For example, out of a net Canadian tonnage of 6,942,278, definite information was received with regard to the mileage and freight earnings on 6,292,661 tons. St. Peters and St. Andrews canals were left out of the scheme for the year 1912, and they accounted for 170,358 tons; so that the actual net Canadian tonnage affected was 6,771,920.

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Returns were thus received in relation to 93 per cent of Canadian business. These returns covered all classes of traffic, and it might reasonably be assumed that had every ton been accounted for, the result would not have been altered.

The Canadian returns applied to 6,292,661 tons of freight, to 3,236,187,160 ton miles, and to gross freight earnings amounting to \$6,378,893.43.

From American shipping companies reports were received covering 26,030,661 tons, out of a total net tonnage of 36,840,812. These reports had reference to all classes of commodities, and were thoroughly typical of the whole business on inland waters of Canada. It may be confidently asserted that absolutely complete returns would not have materially affected the final calculation of the average rate per ton per mile. The number of ton miles accounted for amounted to 21,799,392,809, and the gross earnings on American freight to \$14,617,368.60.

Using the factors which have been indicated—the ton mileage and the gross earnings from freight—the results are as follows:—

Canadian traffic:—

| | |
|---------------------------|---------------|
| Average rate per ton..... | 91· 04 cents. |
| “ “ per mile..... | 0·191 “ |

American traffic:—

| | |
|---------------------------|---------------|
| Average rate per ton..... | 56· 62 cents. |
| “ “ per mile..... | 0·067 “ |

Without an explanation, the difference between the Canadian and American rate per ton per mile will not be understood. Of the 36,840,812 tons of American traffic through the canals of Canada in 1912, no less than 31,134,251 tons, or nearly 85 per cent, consisted of iron ore. Upbound coal accounted for a further 2,945,441 tons, or 8 per cent. In fact, if iron and coal were eliminated from the total account, the volume of Canadian traffic would exceed the American.

The transportation of iron ore and coal is a special feature of the trade of the Great Lakes. Most of the ore is carried by the vessels of the Pittsburgh Steamship Company and the rate in 1912 was 55 cents per ton from the head of Lake Superior to ports on Lake Erie. These vessels are owned and operated by the iron interests of Pittsburgh, and do not carry other commodities than ore and coal—ore down and coal up. For this upbound coal, without regard to ownership of the vessels, the rate last year was 30 cents per ton. Thus, while wheat was being carried to Buffalo at as high a rate as 2·616 cents per ton per mile, iron ore was passing over the same route at ·063. Coal was being moved upward at the still lower rate of ·046 per ton per mile. In a word, any analysis of freight rates on the inland waters of Canada would be misleading which failed to recognize, and to separate for special treatment, this overwhelming movement of ore and coal under the conditions indicated.

The movement of Canadian wheat during the season of 1912 has been discussed in a preceding division of this report. There remains the matter of the freight rate on that important commodity.

Special care was taken during the year to ascertain with accuracy the rates which were charged on waterborne wheat. The facts in that regard were carefully tabulated. They yielded the following results:—

Fort William to Buffalo:

| | |
|-----------------------|-----------|
| Per ton per mile..... | ·103 cent |
| Per bushel..... | 2·863 “ |

Fort William to Georgian bay:

| | |
|-----------------------|-----------|
| Per ton per mile..... | ·163 cent |
| Per bushel..... | 2·629 “ |

Fort William to other Canadian ports:

| | |
|-----------------------|-----------|
| Per ton per mile..... | ·115 cent |
| Per bushel..... | 2·384 “ |

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Fort William to Montreal :

Per ton per mile..... ·160 cent
 Per bushel..... 5·774 "

The lowest rate prevailed in May, and the highest in December. The rates per ton per mile and per bushel in these months were as follow :

| | MAY. | | DECEMBER. | |
|---------------------------------|---------------------|----------------|----------------------|----------------|
| | Per ton per mile | Per Bushel. | Per ton per mile. | Per Bushel. |
| | cent. | cents. | cent. | cents. |
| Fort William to Buffalo..... | ·106 | 2·719 | ·150 | 3·905 |
| " " " Georgian bay | ·012 | 1·835 | ·259 | 3·967 |
| " " " Other Canadian ports..... | ·099 | 2·012 | ·232 | 4·403 |
| " " " Montreal..... | ·147 | 5·444 | ·193 | 7·129 |

There was not any wheat actually brought down from Fort William to Montreal in December ; and the rates in the foregoing table are for November. The largest volume of wheat moved between Fort William and Montreal occurred in October, when the average rates were ·184 per ton per mile and 6·149 cents per bushel. For the same month the rates from Fort William to Buffalo were ·084 per ton per mile, and 2·259 cents per bushel. The maximum rate of the season between Fort William and Montreal was in effect in November, and was 8 cents per bushel.

To measure the conditions which influenced the movement of Canadian wheat to Montreal or Buffalo, it is necessary to know the freight rate on wheat from Buffalo to the Atlantic seaboard during 1912. It was officially ascertained from the Buffalo Chamber of Commerce, under date of 14th February, 1913, that these rates per bushel were : May to end of September, on lake wheat for export, 4½ cents ; in October 5½ cents ; after fifteenth November, six cents.

Thus, the all water rate from Fort William to Montreal in May was 5·444 cents per bushel, and the combined water and rail rate from Fort William to the American seaboard (say New York) was 7·219 cents. In November, the water rate from Fort William to Montreal was 7·129 cents per bushel, and the combined water and rail rate from Fort William to the American seaboard, via Buffalo, was 8·616 cents. The apparent difference in favour of Montreal was 1·765 cents per bushel in May, and 1·487 cents in November, so far as the rates of freight were concerned.

There remains to be presented the facts with respect to traffic by way of Fort William and Georgian bay ports. The average rate for the season was 2·629 cents per bushel. It was officially ascertained that the rail rates from Georgian bay to Montreal were as follows :—

C.P.R. 6c. per bushel
 G.T.R., Jan. 1st to June 30th 5c. " "
 " July 1st to Sept. 30th 4c. " "
 " Oct. 1st to Dec. 31st 5c. " "

Speaking broadly, it might be assumed that the combined water and rail rate is adjusted to practically equal the all-water rate.

In Canal Statistics for 1911 the causes which operated to divert a large percentage of Canadian wheat from Canadian to American channels, despite the lower transportation cost between Fort William and Montreal, were discussed. Among them were :

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The availability of ocean tonnage at New York, the consideration of time in making delivery at foreign ports, and the rates of marine insurance. It is obvious that these causes must have continued to operate effectively in 1912.

RAIL AND WATER RATES.

The question is frequently, and quite naturally, asked: How do freight rates by water compare with freight rates by rail? It has always seemed to me, as the officer of this Department in charge of transportation statistics, that data should be available which would permit such a comparison to be fairly made; but the question will never be fully and satisfactorily answered until carriers by water are required to report in precisely the way railways are asked to do.

This year, for the first time, accurate information has been obtained with regard to the average rate per ton per mile on the waterborne traffic of the Great Lakes. That rate, so far as Canadian business was concerned, was found to be .194 cent. It is pointed out, however, that this rate does not take cognizance of the special conditions under which traffic on the inland waters of Canada is conducted, and that the contribution of Government should be taken into the reckoning. There is pertinency in such a contention. It would seem, at all events, to be proper to include the interest charge on the capital cost of the canals and the annual outlay by Government for up-keep. The facts in that regard are definitely known. This plan omits all expenditures for harbours, lighthouses, dredging, buoying, &c., which might be included; but, whether they should be included or not, the matter is ruled out for the time being by reason of the fact that the sum of such expenditures is not definitely known.

The capital cost of the canals connected with the inland waters of Canada was, up to the 31st of March last, \$103,400,588.64. The details will be found on a succeeding page. The interest on this capital sum, at $3\frac{1}{2}$ per cent, would be \$3,619,021. The cost of maintenance of the Canadian canal system for the year ended 31st March, 1912, was \$1,725,737.46. These sums added together give a total of \$5,344,758.46. Assuming, as may be fairly done, that the entire Canadian business through the canals of Canada last year was on the basis of the ascertained rate, by a simple calculation it may be demonstrated that the contribution to the freight rate by Government amounted to 76.99 cents per ton, or .140 cent per ton per mile. The sum would then stand as follows:—

| | Ton. | Ton per Mile. |
|------------------------------|----------|---------------|
| | Cent. | Cent. |
| Actual freight rate | 91.04 | .194 |
| Government contribution..... | 76.99 | .140 |
| Total..... | \$1.6803 | .334 |

It has been ascertained through official channels that the rail rate of the Canadian Pacific on wheat from Fort William to Montreal is 12 cents per bushel. The distance is 995 miles. This rate would thus be equal to \$4 per ton, or .402 cent per ton per mile. The average water rate on a bushel of wheat from Fort William to Montreal in 1912 was 5.774 cents, or \$1.92 per ton. The addition of the Government contribution of .140 per ton per mile to the water rate between Fort William and Montreal would be equal to \$1.72 per ton. Adding \$1.92 and \$1.72 together, we have a total water rate of \$3.64 per ton, as compared with \$4 per ton by rail.

The average rate per ton per mile of all the railways of Canada for the year ended June 30, 1912, was .757 cent. It is therefore manifest that water rates, plus the

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Government contribution to canal service, were lower than rail rates in 1912. It is also equally clear, from a study of the transportation problem as a whole, that there are other factors than the freight rate which operate to direct the movement of traffic in any particular channel.

INSURANCE RATES.

For the season of 1912 the insurance rates in force on the inland waters of Canada were as follows :—

On the insurable value of the hull, covering all risks from the head of the lakes down to the foot of Lake Erie, $5\frac{3}{4}$ per cent. An additional one per cent was charged on vessels moving as far east as Ogdensburg, and a further one per cent was payable from Ogdensburg to Montreal. Thus the rate on a vessel voyaging from Fort William to Montreal was $7\frac{3}{4}$ per cent. A still further charge of one-half per cent was imposed on vessels outside of the Lakes Protective Association of Cleveland, or the Canadian Lake Protective Association.

GENERAL STATISTICS.

The following tabular statements will afford general information with respect to the business of the canals of Canada since 1887 :—

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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. | Down. | |
| | | | | | | | | | | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | |
| 1887 | 336,648 | 1,154,424 | 138,692 | 202,563 | 151,805 | 192,528 | 86,374 | 457,482 | 713,519 | 2,006,997 | 2,720,516 |
| 1888 | 355,165 | 1,146,260 | 133,127 | 174,239 | 214,407 | 223,429 | 81,611 | 428,357 | 789,310 | 1,972,287 | 2,761,597 |
| 1889 | 384,777 | 1,156,366 | 122,295 | 198,497 | 267,224 | 300,193 | 81,243 | 603,311 | 855,529 | 2,258,367 | 3,113,896 |
| 1890 | 369,593 | 1,137,011 | 144,368 | 133,188 | 216,813 | 320,324 | 58,709 | 533,021 | 789,505 | 2,123,542 | 2,913,047 |
| 1891 | 370,120 | 1,153,247 | 103,814 | 123,193 | 243,138 | 307,958 | 50,747 | 543,259 | 772,869 | 2,129,657 | 2,902,526 |
| 1892 | 327,560 | 1,322,137 | 173,538 | 135,787 | 241,634 | 302,983 | 47,396 | 481,301 | 780,528 | 2,242,208 | 3,031,736 |
| 1893 | 351,706 | 1,344,822 | 214,076 | 141,602 | 247,329 | 385,769 | 54,912 | 806,773 | 868,023 | 2,678,966 | 3,546,989 |
| 1894 | 299,155 | 1,140,606 | 204,175 | 89,614 | 231,172 | 363,107 | 46,020 | 508,866 | 780,522 | 2,162,193 | 2,942,715 |
| 1895 | 264,824 | 1,070,046 | 286,191 | 91,177 | 362,637 | 603,778 | 62,285 | 590,140 | 975,937 | 2,360,141 | 3,336,073 |
| 1896 | 293,353 | 1,619,668 | 259,659 | 100,519 | 1,197,245 | 3,536,054 | 117,535 | 867,040 | 1,807,792 | 6,123,281 | 7,991,073 |
| 1897 | 275,587 | 1,713,274 | 268,700 | 187,960 | 669,142 | 4,363,314 | 108,787 | 968,203 | 1,322,216 | 7,238,751 | 8,560,967 |
| 1898 | 263,989 | 1,819,887 | 187,253 | 98,967 | 829,508 | 2,425,121 | 81,615 | 912,135 | 1,362,365 | 5,256,110 | 6,618,475 |
| 1899 | 296,208 | 1,833,412 | 266,364 | 115,133 | 732,030 | 2,123,988 | 125,678 | 727,111 | 1,420,280 | 4,805,644 | 6,225,924 |
| 1900 | 312,201 | 1,632,915 | 270,033 | 81,714 | 568,197 | 1,339,915 | 105,155 | 703,065 | 1,255,586 | 3,758,107 | 5,013,693 |
| 1901 | 340,805 | 1,686,094 | 268,449 | 201,231 | 507,204 | 1,801,696 | 177,715 | 682,065 | 1,294,173 | 4,371,086 | 5,665,259 |
| 1902 | 529,085 | 2,064,480 | 308,212 | 342,484 | 515,828 | 3,000,636 | 190,243 | 652,229 | 1,543,368 | 5,969,829 | 7,513,197 |
| 1903 | 648,150 | 2,391,366 | 430,174 | 408,500 | 863,337 | 3,130,816 | 373,456 | 958,018 | 2,315,117 | 6,888,700 | 9,203,817 |
| 1904 | 606,737 | 2,047,499 | 511,887 | 276,578 | 699,784 | 2,778,903 | 483,795 | 851,053 | 2,302,203 | 5,954,033 | 8,256,236 |
| 1905 | 736,976 | 2,252,514 | 549,365 | 347,089 | 607,228 | 3,183,895 | 577,528 | 1,137,146 | 2,451,097 | 6,920,647 | 9,371,744 |
| 1906 | 1,238,929 | 2,355,855 | 627,694 | 234,919 | 991,508 | 3,595,256 | 482,239 | 997,385 | 3,339,770 | 7,183,415 | 10,523,185 |
| 1907 | 1,034,733 | 3,162,158 | 891,692 | 226,138 | 1,991,959 | 11,060,878 | 819,369 | 1,356,712 | 4,737,753 | 15,805,886 | 20,543,639 |
| 1908 | 1,028,246 | 3,292,422 | 600,736 | 275,721 | 1,704,310 | 8,213,866 | 972,300 | 1,447,219 | 4,265,592 | 13,237,228 | 17,502,820 |
| 1909 | 1,608,659 | 3,504,849 | 1,090,715 | 607,894 | 1,985,522 | 22,383,226 | 1,023,829 | 1,544,054 | 5,744,349 | 27,976,399 | 33,720,748 |
| 1910 | 2,312,740 | 3,861,272 | 600,144 | 661,436 | 3,323,822 | 29,530,163 | 995,749 | 1,705,282 | 7,292,455 | 35,758,153 | 42,990,608 |
| 1911 | 2,370,516 | 3,910,558 | 572,470 | 995,719 | 2,546,677 | 23,458,256 | 2,686,777 | 2,089,380 | 7,576,440 | 30,453,913 | 38,030,353 |
| 1912 | 2,340,444 | 4,973,342 | 867,250 | 961,838 | 2,042,819 | 32,434,735 | 1,343,288 | 2,623,529 | 6,593,801 | 40,993,444 | 47,587,245 |

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

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years.
CANADIAN VESSELS.

| YEARS. | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | | FROM UNITED STATES TO UNITED STATES PORTS. | | FROM UNITED STATES TO CANADIAN PORTS. | | TONS. | | TOTAL TONS. | Number of Vessels. |
|-----------|----------------------------------|-----------|---------------------------------------|---------|--|---------|---------------------------------------|---------|-----------|-----------|--------------|--------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up and Down. | |
| 1887..... | 1,201,529 | 1,194,665 | 162,554 | 36,277 | 1,071 | 65 | 30,778 | 221,013 | 1,395,932 | 1,432,020 | 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..... | 1,985,574 | 1,207,892 | 188,131 | 39,371 | 576 | 802 | 20,271 | 252,565 | 1,494,932 | 1,500,630 | 2,995,562 | 19,353 |
| 1890..... | 1,314,127 | 1,250,999 | 224,478 | 32,909 | 929 | 331 | 14,003 | 296,676 | 1,558,537 | 1,580,935 | 3,139,472 | 20,655 |
| 1891..... | 1,356,518 | 1,287,168 | 201,758 | 28,642 | 550 | 292 | 16,350 | 244,176 | 1,575,176 | 1,566,278 | 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 | 248,142 | 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 | 1,165,883 | 253,693 | 13,383 | ..... | ..... | 5,899 | 285,553 | 1,518,440 | 1,464,619 | 2,983,059 | 17,136 |
| 1896..... | 1,547,757 | 1,420,342 | 290,292 | 5,234 | 137 | ..... | 4,115 | 271,809 | 1,752,321 | 1,697,385 | 3,449,706 | 20,972 |
| 1897..... | 1,623,192 | 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 | ..... | ..... | 6,805 | 255,927 | 1,927,358 | 1,870,627 | 3,797,985 | 21,509 |
| 1899..... | 1,865,643 | 1,774,789 | 242,817 | 32,435 | 925 | 518 | 42,290 | 345,980 | 2,151,675 | 2,156,896 | 4,308,571 | 23,575 |
| 1900..... | 1,767,293 | 1,681,340 | 265,926 | 14,922 | 2,909 | 64 | 38,015 | 358,781 | 2,074,143 | 2,055,107 | 4,129,250 | 21,755 |
| 1901..... | 1,615,952 | 1,587,221 | 279,007 | 82,541 | 3,300 | 2,908 | 97,332 | 312,003 | 1,995,591 | 1,984,673 | 3,980,264 | 20,860 |
| 1902..... | 1,914,167 | 1,840,787 | 241,356 | 97,492 | 1,874 | 2,164 | 101,335 | 286,520 | 2,258,792 | 2,226,963 | 4,485,695 | 22,198 |
| 1903..... | 2,061,258 | 2,088,969 | 340,383 | 143,614 | 7,018 | 3,082 | 188,896 | 379,612 | 2,597,555 | 2,615,277 | 5,212,832 | 23,767 |
| 1904..... | 1,838,260 | 1,907,886 | 299,245 | 159,740 | 5,175 | 4,223 | 237,910 | 319,661 | 2,380,590 | 2,391,510 | 4,772,100 | 21,851 |
| 1905..... | 2,039,097 | 2,031,766 | 312,773 | 188,138 | 11,820 | 3,191 | 262,401 | 322,005 | 2,646,091 | 2,545,100 | 5,191,191 | 23,726 |
| 1906..... | 2,261,776 | 2,264,476 | 292,705 | 155,595 | 24,420 | 5,506 | 202,276 | 309,567 | 2,791,177 | 2,735,144 | 5,526,321 | 25,498 |
| 1907..... | 2,561,946 | 2,661,317 | 337,822 | 129,246 | 9,153 | 7,331 | 238,172 | 383,922 | 3,147,095 | 3,181,816 | 6,328,911 | 28,833 |
| 1908..... | 2,726,776 | 2,748,139 | 318,327 | 227,315 | 5,057 | 7,844 | 348,944 | 398,387 | 3,399,104 | 3,381,685 | 6,780,789 | 29,040 |
| 1909..... | 3,335,187 | 2,992,403 | 390,320 | 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 | 3,545,656 | 315,656 | 122,688 | 95,151 | 89,618 | 287,555 | 627,046 | 4,587,975 | 4,343,815 | 8,931,790 | 25,337 |
| 1911..... | 3,997,073 | 3,646,516 | 333,500 | 176,690 | 8,499 | 2,332 | 393,012 | 614,570 | 4,732,084 | 4,440,108 | 9,172,192 | 25,585 |
| 1912..... | 4,457,303 | 4,168,304 | 617,407 | 21,176 | 8,907 | 1,053 | 180,735 | 781,450 | 5,265,352 | 4,971,983 | 10,237,335 | 27,371 |

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

UNITED STATES VESSELS.

| YEARS. | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | | FROM UNITED STATES TO UNITED STATES PORTS. | | FROM UNITED STATES TO CANADIAN PORTS. | | TONS. | | TOTAL TONS. | Number of Vessels. |
|-----------|----------------------------------|---------|---------------------------------------|---------|--|------------|---------------------------------------|---------|--------------|------------|-------------|--------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up and Down. | | | |
| | | | | | | | | | | | | |
| 1887..... | 16,265 | 17,925 | 38,857 | 56,708 | 143,730 | 140,562 | 52,793 | 98,849 | 251,645 | 315,935 | 566,680 | 3,883 |
| 1888..... | 14,304 | 26,801 | 42,425 | 50,017 | 177,714 | 156,095 | 49,778 | 114,613 | 347,221 | 347,556 | 631,777 | 3,921 |
| 1889..... | 21,125 | 26,449 | 55,996 | 50,732 | 253,088 | 206,567 | 56,249 | 160,442 | 386,458 | 444,190 | 830,648 | 4,542 |
| 1890..... | 10,390 | 16,345 | 38,156 | 36,397 | 248,418 | 234,728 | 39,697 | 97,266 | 336,661 | 384,736 | 721,397 | 3,364 |
| 1891..... | 10,357 | 29,851 | 70,665 | 27,727 | 283,013 | 238,818 | 31,083 | 146,602 | 395,118 | 442,998 | 838,116 | 3,602 |
| 1892..... | 12,023 | 29,405 | 88,221 | 22,763 | 280,315 | 229,437 | 37,037 | 172,594 | 417,596 | 454,199 | 871,795 | 3,928 |
| 1893..... | 18,343 | 34,363 | 214,017 | 33,741 | 331,994 | 282,724 | 50,994 | 307,740 | 627,787 | 658,508 | 1,286,295 | 4,585 |
| 1894..... | 18,528 | 30,201 | 130,720 | 20,830 | 302,562 | 269,788 | 37,406 | 192,992 | 498,216 | 513,811 | 1,012,027 | 4,131 |
| 1895..... | 8,838 | 24,768 | 138,554 | 17,712 | 262,240 | 216,542 | 32,295 | 185,736 | 441,927 | 444,752 | 886,679 | 4,427 |
| 1896..... | 11,496 | 19,068 | 136,228 | 21,953 | 357,265 | 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 | 347,698 | 649,375 | 661,028 | 1,310,403 | 4,675 |
| 1898..... | 12,142 | 9,541 | 233,524 | 32,880 | 308,878 | 305,464 | 32,331 | 336,004 | 586,875 | 683,889 | 1,270,764 | 4,261 |
| 1899..... | 17,217 | 18,044 | 172,897 | 30,002 | 1,156,503 | 1,475,085 | 51,902 | 234,336 | 1,846,848 | 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 | 70,611 | 1,756,948 | 1,634,672 | 123,237 | 211,602 | 2,081,653 | 2,004,786 | 4,086,439 | 6,433 |
| 1903..... | 14,014 | 24,168 | 265,208 | 65,247 | 1,736,187 | 1,689,414 | 106,401 | 335,836 | 2,121,810 | 2,114,665 | 4,236,475 | 6,695 |
| 1904..... | 10,122 | 16,890 | 275,721 | 39,993 | 1,464,316 | 1,475,085 | 68,081 | 305,697 | 1,818,240 | 1,837,665 | 3,655,905 | 6,253 |
| 1905..... | 19,743 | 19,444 | 364,985 | 81,876 | 2,350,494 | 1,701,704 | 101,536 | 456,459 | 2,836,758 | 2,259,483 | 5,096,241 | 7,085 |
| 1906..... | 34,306 | 15,324 | 356,259 | 78,561 | 2,738,623 | 1,928,131 | 115,875 | 418,496 | 3,244,863 | 2,440,452 | 5,685,315 | 7,319 |
| 1907..... | 57,349 | 72,018 | 301,591 | 72,048 | 4,739,633 | 5,376,060 | 205,769 | 623,941 | 3,463,767 | 6,141,067 | 11,604,834 | 9,328 |
| 1908..... | 54,587 | 52,705 | 442,176 | 124,120 | 2,975,624 | 4,142,392 | 218,835 | 536,103 | 3,685,919 | 4,835,320 | 8,521,139 | 7,489 |
| 1909..... | 263,592 | 109,407 | 492,176 | 200,202 | 4,178,378 | 10,429,514 | 213,750 | 621,903 | 5,098,196 | 11,361,126 | 16,459,322 | 9,996 |
| 1910..... | 119,222 | 50,498 | 428,702 | 305,330 | 5,509,417 | 14,488,565 | 299,462 | 576,101 | 6,356,893 | 15,420,494 | 21,777,297 | 11,462 |
| 1911..... | 49,778 | 12,643 | 626,897 | 576,313 | 3,348,936 | 12,037,484 | 709,084 | 850,487 | 4,734,695 | 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 |

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 operated Sept. 9, 1895. | |
| 1896..... | 2,070 | 589,407 | 3,066 | 3,805,749 | 5,136 | 4,395,156 | ..... | ..... | 3,042 | 218 | | |
| 1897..... | 1,909 | 435,546 | 2,359 | 3,391,936 | 4,268 | 3,797,482 | ..... | ..... | 2,604 | 238 | | |
| 1898..... | 1,811 | 403,931 | 1,864 | 2,353,699 | 3,675 | 2,757,630 | ..... | ..... | 2,520 | 243 | | |
| 1899..... | 2,000 | 598,552 | 1,769 | 2,389,437 | 3,769 | 2,948,009 | ..... | ..... | 2,610 | 239 | | |
| 1900..... | 1,790 | 577,310 | 1,291 | 1,617,438 | 3,081 | 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 | 1,396,930 | 1,964 | 3,237,372 | 5,044 | 4,604,302 | ..... | ..... | 3,418 | 264 | | |
| 1903..... | 2,711 | 1,615,939 | 1,640 | 3,146,807 | 4,351 | 4,762,746 | ..... | ..... | 3,242 | 256 | | |
| 1904..... | 2,637 | 1,555,042 | 1,325 | 2,675,663 | 3,962 | 4,230,705 | ..... | ..... | 3,022 | 241 | | |
| 1905..... | 3,970 | 1,803,288 | 1,692 | 3,734,349 | 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 | 9,961,251 | 6,349 | 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 | 3,667 | 235 | Origin of cargo first shown. | |
| 1909..... | 2,697 | 2,968,936 | 3,734 | 14,850,738 | 6,331 | 17,839,674 | 3,366,495 | 24,494,750 | 3,046 | 240 | | |
| 1910..... | 2,744 | 3,173,494 | 5,228 | 20,187,704 | 7,972 | 23,361,198 | 3,345,619 | 33,050,068 | 6,116 | 248 | | |
| 1911..... | 2,713 | 3,108,880 | 4,068 | 16,252,340 | 6,781 | 19,361,220 | 3,177,581 | 27,774,128 | 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 | 6,200 | 236 | | |

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CAPITAL EXPENDITURE.

The statement following brings the capital expenditure on the canals of the Dominion down to March 31, 1912. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by the fire of the Ordinance Office, Montreal, in 1852. The details are as follows :—

| Canal. | Construction. | Enlargement. | Total. |
|------------------------------------|---------------|---------------|----------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Beauharnois..... | 1,636,690 26 | | 1,636,690 26 |
| Carillon and Grenville... | 63,053 64 | 4,119,039 32 | 4,182,092 96 |
| Chambly..... | 637,214 66 | 79,255 76 | 716,470 42 |
| Coruwall..... | 1,945,624 73 | 5,297,179 48 | 7,242,804 21 |
| Culbute..... | 382,776 46 | | 382,776 46 |
| Lachine..... | 2,589,532 85 | 10,352,146 14 | 12,941,678 99 |
| Lake St. Francis..... | | 75,906 71 | 75,906 71 |
| Lake St. Louis..... | | 298,176 11 | 298,176 11 |
| Murray..... | 1,248,946 71 | | 1,248,946 71 |
| Rideau..... | 4,085,889 21 | | 4,085,889 21 |
| Sault-Ste-Marie..... | 4,941,557 07 | | 4,941,557 07 |
| Soulanges..... | 7,515,623 18 | | 7,515,623 18 |
| Ste. Anne's..... | 134,456 51 | 1,035,759 12 | 1,170,215 63 |
| St. Laurence River and Canals..... | 18,442 85 | 3,451,470 56 | 3,469,913 41 |
| St. Ours..... | 121,537 65 | 4,306 28 | 125,843 93 |
| St. Peter's..... | 648,547 14 | | 648,547 14 |
| Tay..... | 489,599 23 | | 489,599 23 |
| Trent..... | 11,302,045 89 | | 11,302,045 89 |
| Welland..... | 7,693,824 03 | 21,209,415 83 | 28,903,239 86 |
| Williamsburg { Farran's Point..... | | 877,090 57 | 10,488,811 69 |
| Galops..... | | 6,118,927 32 | |
| Rapide Plat..... | | 2,158,242 00 | |
| Williamsburg..... | 1,320,655 54 | 13,896 26 | 1,533,759 57 |
| St. Andrews Lock..... | 1,533,759 57 | | |
| Total | 48,309,777 18 | 55,090,811 46 | 103,400,588 64 |

The cost of maintenance for the fiscal year 1912, was \$1,725,737.46.

I have the honor to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1912

GRAIN PASSED DOWN WELLAND.

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

| QUANTITY PASSED DOWN TO MONTREAL. | | To Ports in Ontario. | Quantity from U. S. Ports to U. S. Ports. |
|-----------------------------------|---------|-------------------------|---|
| | Tons. | Tons. | Tons. |
| 1882..... | 180,694 | | 63,881 |
| 1883..... | 186,814 | 10,650 | 121,876 |
| 1884..... | 142,194 | 12,153 | 104,537 |
| 1885..... | 96,569 | 11,909 | 117,346 |
| 1886..... | 203,940 | 9,881 | 151,557 |
| 1887..... | 185,034 | 11,838 | 134,868 |
| 1888..... | 160,358 | 25,599 | 169,664 |
| 1889..... | 267,769 | 19,075 | 213,766 |
| 1890..... | 288,513 | 16,899 | 245,932 |
| 1891..... | 295,509 | 6,805 | 202,710 |
| 1892..... | 261,954 | 8,942 | 201,540 |
| 1893..... | 501,806 | 25,555 | 222,958 |
| 1894..... | 273,651 | 16,699 | 203,979 |
| 1895..... | 231,491 | 32,096 | 133,823 |
| 1896..... | 461,049 | 73,386 | 160,372 |
| 1897..... | 560,254 | 53,257 | 157,756 |
| 1898..... | 519,532 | 31,279 | 144,612 |
| 1899..... | 332,746 | 40,197 | 68,011 |
| 1900..... | 244,661 | 17,525 | 84,589 |
| 1901..... | 151,566 | 13,732 | 83,370 |
| 1902..... | 208,215 | 22,787 | 81,164 |
| 1903..... | 351,936 | 29,062 | 111,828 |
| 1904..... | 198,246 | 23,711 | 102,523 |
| 1905..... | 341,431 | 42,061 | 123,270 |
| 1906..... | 404,935 | 33,351 | 176,119 |
| 1907..... | 635,573 | 42,032 | 163,295 |
| 1908..... | 756,141 | 38,142 | 135,172 |
| 1909..... | 652,742 | 40,238 | 129,587 |
| 1910..... | 789,661 | 63,657 | 115,457 |
| 1911..... | 836,924 | 51,560 | 121,655 |
| 1912..... | 961,855 | 47,866 | 117,195 |

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence canals to Montreal, has increased from 351,936 tons in 1903 to 961,855 tons in 1912, and the quantity passed down the Welland canal from United States ports to United States, has increased from 111,828 to 117,195 tons the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 15 years, is reported as follows :—

| Year. | Tons. |
|-----------|---------|
| 1898..... | 203,391 |
| 1899..... | 209,170 |
| 1900..... | 229,624 |
| 1901..... | 227,700 |
| 1902..... | 263,861 |
| 1903..... | 253,959 |
| 1904..... | 154,625 |
| 1905..... | 148,377 |
| 1906..... | 386,963 |
| 1907..... | 383,735 |
| 1908..... | 285,262 |
| 1909..... | 426,163 |
| 1910..... | |
| 1911..... | 241,134 |
| 1912..... | 462,444 |

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

| Year. | Tons. |
|-----------|---------|
| 1898..... | 575,097 |
| 1899..... | 372,291 |
| 1900..... | 295,928 |
| 1901..... | 203,316 |
| 1902..... | 242,225 |
| 1903..... | 400,057 |
| 1904..... | 220,076 |
| 1905..... | 375,630 |
| 1906..... | 449,673 |
| 1907..... | 684,697 |
| 1908..... | 776,374 |
| 1909..... | 652,742 |
| 1910..... | 789,661 |
| 1911..... | 836,924 |
| 1912..... | 964,187 |

Comparative shipments of grain by the St. Lawrence route, and railways, are as follows :—

QUANTITY OF GRAIN TO SEA BOARD BY COMPETING ROUTES.

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

| | |
|-----------------------------|---------|
| For 1911..... | Tons. |
| 1912..... | 836,924 |
| | 964,187 |
| Showing an increase of..... | 127,263 |

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

| | |
|-----------------------------|---------|
| For 1911..... | 241,134 |
| 1912..... | 462,444 |
| Showing an increase of..... | 221,310 |

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 :—

| | | Tons. |
|---|---|---------|
| 1898, 166 cargoes, with an aggregate quantity of..... | | 224,021 |
| 1899, 162 | " | 221,306 |
| 1900, 325 | " | 183,200 |
| 1901, 112 | " | 132,558 |
| 1902, 131 | " | 175,514 |
| 1903, 170 | " | 218,840 |
| 1904, 115 | " | 174,121 |
| 1905, 167 | " | 239,418 |
| 1906, 205 | " | 344,605 |
| 1907, 255 | " | 427,813 |
| 1908, 355 | " | 598,941 |
| 1909, 308 | " | 550,276 |
| 1910, 383 | " | 679,358 |
| 1911, 421 | " | 728,223 |
| 1912, | " | 796,858 |

| | Tons. |
|--|---------|
| 1898, 339 cargoes, with an aggregate quantity of | 464,852 |
| 1899, 167 " " | 205,571 |
| 1900, 259 " " | 163,575 |
| 1901, 135 " " | 123,229 |
| 1902, 135 " " | 136,652 |
| 1903, 219 " " | 273,986 |
| 1904, 118 " " | 150,359 |
| 1905, 235 " " | 273,344 |
| 1906, 178 " " | 269,800 |
| 1907, 263 " " | 413,087 |
| 1908, 271 " " | 330,514 |
| 1909, 174 " " | 272,291 |
| 1910, 182 " " | 295,714 |
| 1911, 173 " " | 281,916 |
| 1912, " " | 330,058 |

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 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..... | | | 39,040 | 49,628 | 8,202 |

WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1912 was 2,851,915 tons ; of this quantity 65,228 tons was way or local freight.

There were 2,026,193 tons of freight passed eastward, and 825,722 passed westward.

East and West bound Through Freight.

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1912 was 2,786,687 tons.

Of this quantity 2,008,863 tons were east bound and 777,824 west bound freight.

Of the east bound through freight, Canadian vessels carried 1,415,697 tons and United States vessels carried 593,116 tons ; and of the west bound through freight Canadian vessels carried 473,531 tons and United States vessels carried 304,293 tons, or a total of 1,889,228 tons for Canadian and 897,459 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1912 was 3,477,188 tons ; of this quantity 2,518,307 tons passed eastward and 958,881 passed westward.

East and West bound Through Freight.

The total quantity of through freight was 2,653,223 tons ; of this quantity 2,085,540 tons were east bound and 567,683 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 432,767 were east bound and 391,198 tons west bound freight.

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

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

| Year. | Eastward to Montreal. | Westward, from Montreal. |
|-----------|--------------------------|--------------------------------|
| | Tons. | Tons. |
| 1898..... | 538,108 | 4,436 |
| 1899..... | 354,033 | 5,991 |
| 1900..... | 288,251 | 6,217 |
| 1901..... | 184,420 | 13,714 |
| 1902..... | 250,475 | 25,289 |
| 1903..... | 390,786 | 100,699 |
| 1904..... | 278,328 | 71,512 |
| 1905..... | 448,704 | 72,482 |
| 1906..... | 554,231 | 96,791 |
| 1907..... | 789,167 | 1,281 |
| 1908..... | 864,926 | 3,472 |
| 1909..... | 925,005 | 191,510 |
| 1910..... | 1,170,139 | 172,360 |
| 1911..... | 1,291,973 | 233,335 |
| 1912..... | 1,559,963 | 236,979 |

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. |
| 1898..... | 277,023 | 210,516 | 487,539 |
| 1899..... | 225,491 | 135,038 | 360,529 |
| 1900..... | 218,969 | 99,560 | 318,529 |
| 1901..... | 190,476 | 83,543 | 274,019 |
| 1902..... | 224,110 | 44,919 | 269,029 |
| 1903..... | 221,074 | 149,151 | 370,225 |
| 1904..... | 165,337 | 87,144 | 252,481 |
| 1905..... | 190,547 | 112,549 | 303,096 |
| 1906..... | 237,226 | 84,205 | 321,431 |
| 1907..... | 218,997 | 177,660 | 396,657 |
| 1908..... | 209,518 | 239,136 | 448,654 |
| 1909..... | 196,838 | 248,581 | 445,419 |
| 1910..... | 197,301 | 288,198 | 485,499 |
| 1911..... | 175,752 | 309,603 | 485,355 |
| 1912..... | 180,319 | 235,437 | 415,756 |

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows a decrease of 69,599 tons as compared with the previous year; and a decrease of 71,783 tons as compared with 1898.

3 GEORGE V.. A. 1913

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 1912, 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 | 748,567 |
| 1875..... | 4,242 | 1,038,050 | 477,809 |
| 1876..... | 4,789 | 1,099,810 | 488,815 |
| 1877..... | 5,129 | 1,175,398 | 493,841 |
| 1878..... | 4,429 | 968,758 | 373,738 |
| 1879..... | 3,960 | 865,664 | 284,043 |
| 1880..... | 4,104 | 819,934 | 179,605 |
| 1881..... | 3,332 | 686,506 | 194,173 |
| 1882..... | 3,334 | 790,643 | 282,806 |
| 1883..... | 3,267 | 1,005,156 | 432,611 |
| 1884..... | 3,138 | 837,811 | 407,079 |
| 1885..... | 2,738 | 784,928 | 384,509 |
| 1886..... | 3,589 | 980,135 | 464,478 |
| 1887..... | 2,785 | 777,918 | 340,501 |
| 1888..... | 2,647 | 878,800 | 434,753 |
| 1889..... | 2,975 | 1,085,273 | 563,584 |
| 1890..... | 2,882 | 1,016,165 | 533,957 |
| 1891..... | 2,594 | 975,013 | 553,800 |
| 1892..... | 2,615 | 955,554 | 541,065 |
| 1893..... | 2,843 | 1,294,823 | 631,667 |
| 1894..... | 2,412 | 1,008,221 | 592,267 |
| 1895..... | 2,222 | 869,595 | 469,779 |
| 1896..... | 2,766 | 1,279,987 | 653,213 |
| 1897..... | 2,725 | 1,274,292 | 564,694 |
| 1898..... | 2,384 | 1,140,077 | 487,539 |
| 1899..... | 2,202 | 789,770 | 360,529 |
| 1900..... | 2,399 | 719,360 | 318,529 |
| 1901..... | 1,547 | 620,209 | 274,019 |
| 1902..... | 1,568 | 665,387 | 269,029 |
| 1903..... | 1,787 | 1,002,919 | 370,225 |
| 1904..... | 1,433 | 811,371 | 252,481 |
| 1905..... | 1,595 | 1,092,050 | 305,096 |
| 1906..... | 1,536 | 1,201,967 | 321,431 |
| 1907..... | 1,982 | 1,614,132 | 396,743 |
| 1908..... | 2,351 | 1,703,453 | 448,654 |
| 1909..... | 2,433 | 2,025,951 | 445,419 |
| 1910..... | 2,544 | 2,326,290 | 487,499 |
| 1911..... | 2,480 | 2,537,629 | 485,355 |
| 1912..... | 2,905 | 2,851,915 | 415,756 |

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The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1912, is as follows :

| — | Farm Stock. | Forest Produce of Wood. | Manu- factures. | Products of Mines. | Agricultural Products. | Total. |
|------------------------|----------------|-------------------------------|--------------------|-----------------------|---------------------------|------------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Sault Ste. Marie. | 372 | 54,114 | 975,303 | 34,109,074 | 4,530,792 | 39,669,655 |
| Welland. | 678 | 227,684 | 625,569 | 797,072 | 1,205,912 | 2,851,915 |
| St. Lawrence. | 9,375 | 578,760 | 464,091 | 1,305,395 | 1,119,567 | 3,477,188 |
| Chambly. | 338 | 425,313 | 11,600 | 161,458 | 19,706 | 618,415 |
| St. Peter's. | 2,996 | 11,161 | 7,583 | 37,642 | 15,427 | 74,809 |
| Murray. | 37 | 706 | 101,511 | 67,379 | 448 | 170,081 |
| Ottawa. | 2,880 | 226,600 | 20,958 | 136,634 | 5,278 | 392,350 |
| Rideau. | 3,151 | 28,642 | 18,814 | 105,531 | 3,995 | 160,133 |
| Trent. | 361 | 67,489 | 3,459 | 3,327 | 2,514 | 77,150 |
| St. Andrew's. .... | ..... | 14,153 | 60 | 81,299 | 37 | 95,549 |

The total quantity of freight moved on the Welland canal was 2,851,915 tons, of which 1,205,912 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 3,477,188 tons, of which 1,119,567 were agricultural products, and 464,091 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 392,350 tons ; of this quantity 226,600 tons were the produce of the forest.

3 GEORGE V., A. 1913

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 1911 and 1912.

| | TRAFFIC FOR 1912. | | TOTAL TRAFFIC FOR. | | INCREASE. | DECREASE. |
|-----------------------------------|----------------------|-----------------|--------------------|-----------------|-------------|-----------|
| | United States Canal. | Canadian Canal. | Season of 1912. | Season of 1911. | Amount. | Amount. |
| Vessels..... No. | 14,916 | 7,856 | 22,772 | 18,672 | 4,100 | |
| Lockages..... " | 9,888 | 6,200 | 16,088 | 13,293 | 2,795 | |
| Tonnage registered.... net tons. | 30,947,133 | 25,832,244 | 56,779,377 | 41,682,739 | 15,096,638 | |
| " freight..... " | 32,824,815 | 39,669,655 | 72,494,470 | 53,475,260 | 19,019,210 | |
| Passengers..... No. | 29,595 | 37,549 | 67,144 | 79,289 | | 12,145 |
| Coal hard..... net tons. | 1,702,543 | 434,224 | 2,136,767 | 2,047,206 | 89,561 | |
| " soft..... " | 10,289,852 | 2,511,217 | 12,801,069 | 13,228,474 | | 427,405 |
| Flour..... brls. | 6,263,721 | 2,388,710 | 8,652,431 | 7,272,433 | 1,379,998 | |
| Wheat..... bush. | 56,254,517 | 117,679,934 | 173,934,451 | 97,226,895 | 76,707,556 | |
| Grain (excluding wheat). " | 32,107,673 | 37,116,343 | 69,224,016 | 37,714,824 | 31,509,192 | |
| Manufactured & pig iron.net tons. | 413,658 | 284,589 | 698,247 | 399,821 | 298,426 | |
| Salt..... brls. | 558,123 | 90,503 | 648,626 | 621,031 | 27,595 | |
| Copper..... net tons. | 109,891 | 16,963 | 126,854 | 132,526 | | 5,662 |
| Iron ore..... " | 15,169,217 | 31,141,063 | 46,310,280 | 30,737,300 | 11,572,980 | |
| Lumber ft. B. M..... | 645,025,000 | 31,982,500 | 677,007,500 | 465,930,425 | 211,077,075 | |
| Silver ore..... net tons. | | | | | | |
| Building stone..... " | 2,282 | | 2,282 | 2,100 | 182 | |
| Unclassified freight..... " | 928,762 | 700,762 | 1,629,524 | 1,631,120 | | 1,596 |

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

| | | | |
|----------------|-----------|----------------|-----------|
| 1889..... | 234 days. | 1901 | 230 days. |
| 1890..... | 228 " | 1902..... | 256 " |
| 1891..... | 225 " | 1903..... | 249 " |
| 1892..... | 233 " | 1904..... | 223 " |
| 1893..... | 219 " | 1905..... | 245 " |
| 1894 | 234 " | 1906..... | 249 " |
| 1895 | 231 " | 1907..... | 233 " |
| 1896..... | 232 " | 1908. | 231 " |
| 1897..... | 234 " | 1909..... | 236 " |
| 1898..... | 241 " | 1910..... | 224 " |
| 1899..... | 231 " | 1911..... | 237 " |
| 1900 | 238 " | 1912..... | 237 " |

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

| | | | |
|----------------|----------|----------------|-----------|
| 1895..... | 87 days. | 1904.. | 241 days. |
| 1896 | 218 " | 1905..... | 255 " |
| 1897..... | 238 " | 1906..... | 253 " |
| 1898..... | 243 " | 1907..... | 238 " |
| 1899..... | 239 " | 1908..... | 235 " |
| 1900 | 238 " | 1909.. | 240 " |
| 1901..... | 246 " | 1910 | 248 " |
| 1902..... | 264 " | 1911..... | 236 " |
| 1903..... | 256 " | 1912.. | 240 " |

The average number of vessels passing per day through the two canals for the season of 1912 was ninety-six.

3 GEORGE V., A. 1913

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

| YEAR. | VEGETABLE FOOD. | | | | | | |
|------------|-----------------|---------|---------|---------|---------|--------|----------------------|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. † |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869*..... | 45,674 | 313,825 | 120,599 | 20,951 | ..... | 904 | 1,937 |
| 1872..... | 26,651 | 239,998 | 254,902 | 6,035 | 7,752 | 64 | 2,745 |
| 1873..... | 30,665 | 355,847 | 180,169 | 8,225 | 1,194 | 3 | 3,777 |
| 1874..... | 24,019 | 413,212 | 181,151 | 18,871 | 5,954 | 513 | 8,677 |
| 1875..... | 13,964 | 253,835 | 103,749 | 35,751 | 3,383 | 917 | 6,337 |
| 1876..... | 15,778 | 201,906 | 144,501 | 18,455 | 24,496 | 1,454 | 3,198 |
| 1877..... | 13,558 | 253,953 | 169,196 | 19,870 | 2,810 | 2,439 | 2,355 |
| 1878..... | 9,121 | 191,982 | 185,931 | 10,979 | 3,088 | ..... | 2,302 |
| 1879..... | 10,710 | 274,570 | 144,506 | 4,655 | 1,239 | 440 | 2,444 |
| 1880..... | 12,679 | 242,020 | 163,738 | 17,772 | 477 | 1,016 | 1,480 |
| 1881..... | 9,959 | 127,832 | 101,075 | 24,509 | ..... | 1,844 | 2,086 |
| 1882..... | 12,261 | 215,056 | 54,799 | 20,126 | 611 | 3,226 | 403 |
| 1883..... | 13,471 | 152,794 | 182,269 | 10,436 | 731 | 1,642 | 10,983 |
| 1884..... | 13,683 | 144,851 | 118,811 | 7,155 | 10,746 | 1,320 | 9,168 |
| 1885..... | 13,334 | 124,206 | 117,536 | 15,801 | 1,116 | ..... | 1,912 |
| 1886..... | 19,474 | 154,169 | 219,442 | 1,595 | 4,911 | 564 | 14,657 |
| 1887..... | 23,949 | 221,927 | 114,938 | 9,574 | 12,050 | ..... | 12,533 |
| 1888..... | 16,983 | 160,963 | 194,886 | 5,906 | 26,629 | 811 | 13,608 |
| 1889..... | 7,931 | 126,664 | 353,595 | 4,272 | 28,356 | 2,673 | 18,552 |
| 1890..... | 14,461 | 118,002 | 327,394 | 10,830 | 27,728 | 1,549 | 20,876 |
| 1891..... | 13,517 | 198,658 | 185,180 | 8,113 | 52,959 | 65,888 | 28,042 |
| 1892..... | 17,046 | 232,019 | 192,548 | 6,433 | 37,173 | 9,392 | 32,815 |
| 1893..... | 15,235 | 258,392 | 441,092 | 18,599 | 31,283 | 3,671 | 36,981 |
| 1894..... | 33,628 | 270,993 | 169,233 | 28,353 | 27,962 | 567 | 60,673 |
| 1895..... | 44,044 | 203,088 | 164,894 | 8,689 | 18,236 | 1,007 | 46,463 |
| 1896..... | 42,425 | 320,563 | 320,444 | 11,368 | 28,178 | 9,405 | 56,591 |
| 1897..... | 9,065 | 324,743 | 390,615 | 14,173 | 25,161 | 8,483 | 44,674 |
| 1898..... | 5,578 | 207,647 | 437,861 | 12,286 | 17,502 | 16,127 | 23,182 |
| 1899..... | 11,625 | 197,732 | 204,004 | 2,907 | 24,037 | 923 | 18,460 |
| 1900..... | 10,968 | 137,800 | 163,509 | 4,035 | 41,055 | 3,538 | 14,815 |
| 1901..... | 18,978 | 151,586 | 67,756 | 7,119 | 28,485 | 2,961 | 14,024 |
| 1902..... | 22,282 | 225,171 | 67,647 | 7,418 | 11,232 | 4,079 | 12,963 |
| 1903..... | 25,998 | 259,031 | 210,758 | 14,656 | 7,911 | 4,904 | 13,994 |
| 1904..... | 35,049 | 165,138 | 116,444 | 27,171 | 16,582 | ..... | 13,184 |
| 1905..... | 38,512 | 254,458 | 180,921 | 55,432 | 36,072 | 1,711 | 9,883 |
| 1906..... | 18,294 | 326,798 | 211,805 | 31,446 | 49,306 | 1,784 | 10,739 |
| 1907..... | 22,739 | 488,565 | 271,693 | 13,240 | 73,369 | 2,270 | 22,683 |
| 1908..... | 23,209 | 732,131 | 127,402 | 31,172 | 33,423 | 6,667 | 21,668 |
| 1909..... | 38,763 | 590,196 | 140,902 | 23,151 | 75,135 | 33 | 30,221 |
| 1910..... | 41,152 | 587,493 | 229,980 | 21,575 | 136,233 | ..... | 18,149 |
| 1911..... | 57,061 | 562,282 | 273,932 | 15,029 | 163,333 | 112 | 11,360 |
| 1912..... | 45,807 | 795,989 | 121,333 | 25,241 | 185,546 | 714 | 14,626 |

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

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through the Welland canal, during a period of forty-two years, ended December 31, 1912

| HEAVY GOODS. | | | | | | | |
|--------------|------------------|-------------|--------------------|--|---------|---------|---------|
| Total. | Railway Iron. | Other Iron. | Sugar and Salt. | Iron and Salt having paid full tolls on St. Lawrence canals. | Coal. | Ores. | Total. |
| Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 503,860 | 46,806 | 16,924 | 91,575 | 37,153 | 103,126 | 58,781 | 275,623 |
| 538,147 | 26,217 | 17,141 | 50,540 | 44,248 | 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 | 2,732 | 5,797 | 7,174 | 17,796 | 192,957 | 19,164 | 245,670 |
| 442,182 | 5,360 | 4,812 | 413 | 22,273 | 109,986 | 34,139 | 176,983 |
| 269,395 | 4,585 | 7,013 | 10 | 30,682 | 128,113 | 18,785 | 189,188 |
| 306,482 | ..... | 5,348 | 50 | 17,327 | 237,559 | 23,700 | 283,984 |
| 373,326 | 1,237 | 7,922 | 66 | 17,037 | 307,058 | 31,785 | 365,105 |
| 305,734 | 698 | 652 | 461 | 3,242 | 274,471 | 53,205 | 332,729 |
| 273,905 | 78 | 2,055 | 597 | 14,248 | 248,272 | 26,728 | 291,973 |
| 414,812 | 166 | 6,123 | 48 | 12,324 | 271,356 | 27,447 | 317,464 |
| 394,971 | 1,351 | 5,636 | ..... | 6,715 | 145,193 | 13,866 | 172,761 |
| 419,786 | 93 | 3,220 | 316 | 13,617 | 223,871 | 16,872 | 257,989 |
| 542,043 | 47 | 2,479 | 1,254 | 20,269 | 268,305 | 2,435 | 294,789 |
| 519,291 | ..... | 753 | 1,027 | 28,047 | 202,384 | 8,138 | 240,349 |
| 367,177 | 127 | 1,610 | 2,567 | 7,953 | 224,644 | 3,415 | 240,316 |
| 527,426 | 163 | 1,567 | 878 | 3,666 | 211,616 | 355 | 218,245 |
| 805,253 | 6 | 2,075 | 374 | 8,139 | 233,096 | ..... | 243,690 |
| 591,409 | ..... | 3,072 | 159 | 977 | 203,608 | ..... | 207,816 |
| 486,421 | 185 | 6,245 | 54 | 2,819 | 158,866 | 1,140 | 169,309 |
| 788,974 | 1,192 | 6,332 | 82 | 3,264 | 223,445 | 1,158 | 235,473 |
| 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 | 179,893 |
| 576,989 | 2,651 | 10,912 | 226 | 4,221 | 172,642 | 22,381 | 213,033 |
| 650,172 | 3,747 | 8,493 | 100 | 16,204 | 147,587 | 5,862 | 181,993 |
| 894,559 | 961 | 4,923 | 246 | 18,761 | 267,212 | 25,040 | 317,143 |
| 976,672 | ..... | 35,726 | 429 | ..... | 316,921 | 18,004 | 371,080 |
| 898,401 | ..... | 87,025 | ..... | ..... | 377,681 | 33,301 | 498,007 |
| 1,034,582 | ..... | 57,581 | ..... | ..... | 577,491 | 34,311 | 669,383 |
| 1,083,109 | | 126,956 | 35,888 | | 619,682 | 37,480 | 820,006 |
| 1,189,256 | | 139,991 | 21,630 | | 709,696 | 82,376 | 953,693 |

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B.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland canal during a series of forty-two years, ended December 31, 1912.

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 | 2,800 | 524,889 |
| 1873..... | 30,660 | 345,720 | 180,042 | 643 | 1,188 | 3 | 3,557 | 563,813 |
| 1874..... | 24,017 | 406,157 | 181,128 | 377 | 5,953 | ..... | 3,301 | 620,933 |
| 1875..... | 13,930 | 248,555 | 103,477 | 813 | 3,383 | 500 | 4,304 | 374,962 |
| 1876..... | 15,735 | 194,559 | 144,501 | 1,110 | 24,496 | 1,454 | 2,949 | 384,807 |
| 1877..... | 13,588 | 248,894 | 169,185 | 10,216 | 2,810 | 2,405 | 1,833 | 448,931 |
| 1878..... | 8,854 | 188,106 | 185,931 | 1,217 | 3,088 | ..... | 2,100 | 389,296 |
| 1879..... | 10,588 | 271,545 | 114,276 | 803 | 1,196 | ..... | 2,387 | 430,795 |
| 1880..... | 12,467 | 240,601 | 162,891 | ..... | 477 | ..... | 1,418 | 417,853 |
| 1881..... | 9,655 | 121,393 | 103,075 | 252 | ..... | 6 | 1,371 | 235,752 |
| 1882..... | 12,205 | 205,876 | 54,797 | 537 | ..... | 1,954 | 225 | 275,594 |
| 1883..... | 13,256 | 146,741 | 182,143 | 975 | 731 | 518 | 10,971 | 355,335 |
| 1884..... | 13,626 | 135,804 | 118,811 | 270 | 10,746 | 477 | 9,018 | 288,752 |
| 1885..... | 13,322 | 114,090 | 117,536 | 618 | 1,116 | ..... | 1,628 | 248,310 |
| 1886..... | 19,418 | 146,151 | 218,897 | ..... | 4,891 | ..... | 14,581 | 403,928 |
| 1887..... | 23,940 | 210,755 | 114,938 | 1,711 | 12,050 | ..... | 12,149 | 375,543 |
| 1888..... | 16,973 | 150,833 | 194,886 | 555 | 26,629 | 811 | 13,358 | 404,045 |
| 1889..... | 7,922 | 120,498 | 353,595 | 197 | 28,356 | 1,918 | 18,273 | 530,759 |
| 1890..... | 14,461 | 114,924 | 327,394 | 6,519 | 27,728 | 1,121 | 20,836 | 512,983 |
| 1891..... | 13,517 | 196,326 | 185,177 | 8,113 | 52,959 | 65,071 | 27,895 | 549,058 |
| 1892..... | 17,046 | 229,569 | 192,548 | 6,433 | 37,173 | 9,392 | 32,548 | 524,709 |
| 1893..... | 15,232 | 257,203 | 441,092 | 18,461 | 31,283 | 3,671 | 36,981 | 803,923 |
| 1894..... | 33,628 | 270,514 | 169,233 | 28,353 | 27,962 | ..... | 00,587 | 590,277 |
| 1895..... | 43,895 | 202,636 | 164,894 | 8,689 | 18,236 | ..... | 46,435 | 484,785 |
| 1896..... | 42,159 | 319,388 | 320,444 | 11,368 | 28,178 | 8,970 | 54,031 | 784,538 |
| 1897..... | 9,025 | 322,993 | 390,615 | 14,173 | 25,127 | 8,483 | 44,651 | 815,067 |
| 1898..... | 5,578 | 206,313 | 437,849 | 12,286 | 17,491 | 16,127 | 23,170 | 718,814 |
| 1899..... | 11,625 | 197,732 | 204,004 | 2,424 | 23,541 | 923 | 18,440 | 458,689 |
| 1900..... | 10,968 | 137,800 | 163,509 | 3,449 | 40,256 | 3,538 | 14,802 | 374,322 |
| 1901..... | 18,937 | 151,325 | 67,756 | 7,119 | 28,281 | 2,961 | 14,021 | 290,400 |
| 1902..... | 22,282 | 223,499 | 67,647 | 7,418 | 11,223 | 4,079 | 12,912 | 349,060 |
| 1903..... | 25,997 | 257,370 | 210,758 | 14,656 | 7,911 | 4,904 | 13,982 | 535,578 |
| 1904..... | 35,046 | 164,515 | 116,444 | 27,171 | 16,582 | ..... | 13,157 | 372,915 |
| 1905..... | 38,612 | 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 | 795,989 | 121,333 | 25,241 | 185,546 | 714 | 14,626 | 1,189,256 |

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

SESSIONAL PAPER No. 20a

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-two years, ended December 31, 1912.

| 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 | 7,400 | 667 | 1,006 | 337,530 | 68,064 | 14,334 | 89,086 | 28,566 | 35,912 | 235,962 |
| 1872 | 10,482 | 124,695 | 89,761 | 1,391 | 7,400 | ..... | 608 | 234,337 | 24,040 | 13,239 | 49,843 | 95,741 | 59,401 | 224,264 |
| 1873 | 10,805 | 127,727 | 101,329 | 1,920 | 1,188 | 3 | 392 | 243,366 | 4,659 | 13,826 | 40,507 | 170,242 | 62,942 | 232,176 |
| 1874 | 8,230 | 229,053 | 125,627 | 2,641 | 5,948 | ..... | 5,368 | 374,226 | 5,742 | 8,941 | 22,888 | 203,673 | 19,651 | 260,895 |
| 1875 | 113,832 | 2,946 | 54,188 | 2,946 | 2,946 | 500 | 1,920 | 177,908 | 14 | 4,123 | 12,931 | 192,767 | 34,616 | 244,451 |
| 1876 | 5,187 | 96,247 | 58,138 | 1,905 | 1,905 | 525 | 403 | 162,405 | 8,976 | 5,531 | 29,395 | 167,110 | 25,808 | 227,844 |
| 1877 | 3,342 | 107,396 | 60,260 | 1,603 | 2,314 | 258 | 413 | 180,586 | ..... | 8,688 | 8,336 | 172,868 | 41,107 | 239,975 |
| 1878 | 1,316 | 65,542 | 60,026 | 859 | 277 | ..... | 341 | 128,361 | ..... | 10,713 | 3,892 | 150,583 | 13,535 | 178,723 |
| 1879 | 53,791 | 33,401 | 33,401 | 1,551 | 464 | ..... | 11 | 87,826 | 2,405 | 3,648 | 6,318 | 118,573 | 17,797 | 148,741 |
| 1880 | 30,611 | 30,611 | 16,122 | 1,551 | 296 | ..... | ..... | 48,580 | 4,743 | 3,515 | 371 | 65,945 | 18,380 | 92,954 |
| 1881 | 34,320 | 30,031 | 30,031 | 1,24 | ..... | 684 | 14 | 65,285 | 1,313 | 5,570 | ..... | 83,858 | 6,464 | 97,205 |
| 1882 | 36,227 | 32,433 | 32,433 | 537 | ..... | ..... | 14 | 64,002 | ..... | 4,076 | ..... | 158,552 | 14,533 | 177,161 |
| 1883 | 54,382 | 66,128 | 735 | ..... | 731 | ..... | 8,579 | 132,496 | 1,209 | 6,901 | 8 | 196,462 | 24,891 | 229,471 |
| 1884 | 40,956 | 53,707 | ..... | 732 | 9,874 | ..... | 8,170 | 114,422 | 698 | 5,990 | ..... | 210,790 | 15,100 | 227,187 |
| 1885 | 53,258 | 53,258 | 94,048 | 732 | 882 | ..... | 1 | 118,203 | ..... | 1,594 | ..... | 198,416 | 15,029 | 215,039 |
| 1886 | 37,678 | 83,431 | 1,732 | 1,732 | 4,790 | ..... | 13,201 | 172,888 | 156 | 5,328 | 1 | 189,964 | 11,364 | 206,813 |
| 1887 | 39,999 | 102,974 | 2 | 2 | 12,050 | 179 | 10,859 | 157,530 | 15 | 4,406 | ..... | 82,780 | 627 | 87,828 |
| 1888 | 39,999 | 147,045 | 147,045 | 732 | 26,510 | ..... | 11,598 | 189,825 | 63 | 1,601 | 56 | 173,259 | 2,309 | 177,288 |
| 1889 | 31,527 | 180,842 | 180,842 | 6,519 | 27,492 | ..... | 17,225 | 236,208 | ..... | 1,587 | 896 | 227,476 | 1,204 | 231,163 |
| 1890 | 26,350 | 127,494 | 127,494 | 8,113 | 52,823 | ..... | 20,497 | 275,619 | ..... | 504 | 208 | 162,231 | 1,620 | 164,563 |
| 1891 | 26,350 | 131,222 | 131,222 | 8,113 | 52,823 | ..... | 26,115 | 253,444 | ..... | 232 | 705 | 186,572 | 1,773 | 189,342 |
| 1892 | 26,350 | 131,222 | 131,222 | 16,751 | 36,935 | 864 | 31,992 | 244,550 | ..... | 576 | 2 | 183,895 | ..... | 184,473 |
| 1893 | 26,350 | 131,222 | 131,222 | 16,751 | 36,935 | ..... | 36,352 | 311,389 | ..... | 344 | 206,827 | 206,827 | ..... | 207,171 |
| 1894 | 26,350 | 131,222 | 131,222 | 16,751 | 36,935 | ..... | 60,462 | 198,358 | ..... | 297 | 188,818 | 188,818 | ..... | 188,818 |
| 1895 | 26,350 | 131,222 | 131,222 | 16,751 | 36,935 | ..... | 46,316 | 209,802 | 181 | 246 | 149,490 | 149,490 | ..... | 149,490 |
| 1896 | 16,224 | 34,878 | 175,094 | 11,128 | 16,137 | 490 | 46,456 | 300,407 | ..... | 146 | 207,348 | 207,348 | ..... | 207,348 |
| 1897 | 28,919 | 168,057 | 168,057 | 14,173 | 14,969 | ..... | 41,887 | 276,232 | 965 | 15 | 163,143 | 163,143 | ..... | 166,123 |
| 1898 | 11,268 | 150,667 | 150,667 | 6,969 | 12,732 | 1,197 | 22,671 | 269,636 | 770 | 339 | 4 | 156,814 | ..... | 157,927 |
| 1899 | 12,926 | 19,526 | 8,777 | 2,424 | 19,526 | 923 | 18,198 | 141,892 | 351 | 1,646 | 553 | 88,931 | ..... | 91,481 |
| 1900 | 7,966 | 18,771 | 60,545 | 2,402 | 39,706 | 2,149 | 14,243 | 145,787 | ..... | 953 | ..... | 46,024 | ..... | 46,977 |
| 1901 | 17,165 | 23,557 | 55,531 | 7,119 | 25,344 | ..... | 14,016 | 143,732 | 83 | 80 | 105 | 46,702 | ..... | 46,977 |
| 1902 | 13,785 | 32,639 | 66,111 | 7,418 | 10,006 | ..... | 12,675 | 142,634 | ..... | 214 | ..... | 12,911 | ..... | 13,125 |

20a—31

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

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-two years, ended December 31, 1912—*Concluded*.

| YEARS. | VEGETABLE FOOD. | | | | | | | HEAVY GOODS. | | | | | | |
|-----------|-----------------|--------|---------|---------|--------|-------|------------------|--------------|---------------|-------------|-----------------|---------|-------|---------|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | *Other Articles. | Total. | Railway Iron. | Other Iron. | Sugar and Salt. | Coal. | Ores. | Total. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1903..... | 6,082 | 15,439 | 108,917 | 11,433 | 6,112 | 4,174 | 13,568 | 165,725 | 459 | ..... | ..... | 113,072 | ..... | 113,536 |
| 1904..... | 8,556 | 14,269 | 60,964 | 16,621 | 16,497 | ..... | 13,079 | 129,986 | ..... | ..... | ..... | 63,882 | ..... | 63,882 |
| 1905..... | 24,054 | 15,483 | 93,622 | 9,197 | 10,892 | ..... | 9,682 | 162,930 | ..... | 1 | ..... | 73,464 | ..... | 73,465 |
| 1906..... | 15,215 | 13,410 | 136,240 | 9,266 | 11,823 | ..... | 10,678 | 195,182 | ..... | 169 | ..... | 33,523 | ..... | 33,692 |
| 1907..... | 18,898 | 21,892 | 124,474 | 2,812 | 4,741 | 2 | 22,601 | 194,820 | ..... | 30 | ..... | 110,347 | 4,050 | 114,420 |
| 1908..... | 17,694 | 24,651 | 99,830 | 7,148 | 2,070 | 2 | 21,393 | 172,788 | ..... | ..... | ..... | 158,351 | 1,400 | 159,751 |
| 1909..... | 15,452 | 17,940 | 100,967 | 4,224 | ..... | ..... | 22,683 | 161,266 | ..... | 5 | ..... | 131,131 | 1,531 | 132,667 |
| 1910..... | 11,829 | 10,717 | 126,938 | 3,840 | ..... | ..... | 8,571 | 161,925 | ..... | ..... | ..... | 201,893 | ..... | 201,893 |
| 1911..... | 2,832 | 4,950 | 116,705 | ..... | ..... | ..... | 7,565 | 132,072 | ..... | 1,863 | 26,303 | 223,942 | 4,483 | 236,491 |
| 1912..... | 9,878 | 13,911 | 91,254 | 2,160 | 1,400 | ..... | 12,714 | 133,317 | ..... | 300 | 11,078 | 166,419 | 4,979 | 182,776 |

* Apples, meal all kinds, pease, potatoes.

SESSIONAL PAPER No. 20a

D.—STATEMENT showing the Quantity of Through freight passed Down the Welland canal in Canadian and United States Vessels entering the canal at Port Colborne, during the season of Navigation in 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911 and 1912. •

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|-------------------------------|-------------------|----------|-----------|----------|------------------------|----------|------------|----------|-----------------|----------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 197 | 103,802 | 114 | 59,022 | 163 | 182,497 | 48 | 22,319 | 522 | 367,640 |
| 1901. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 57,641 | | 58,973 | | 31,955 | | 1,241 | | 149,810 | |
| Corn..... | 7,350 | | 4,689 | | 55,717 | | | | 67,756 | |
| Barley..... | | | | | 7,119 | | | | 7,119 | |
| Oats..... | 944 | | | | 27,197 | | | | 28,141 | |
| Pease..... | | | | | | | | | | |
| Rye..... | 2,961 | | | | | | | | 2,961 | |
| Coal..... | 1,960 | | 362 | | 357 | | | | 2,679 | |
| Miscellaneous merchandise... | 71,300 | | 32,312 | | 12,874 | | 7,469 | | 123,955 | |
| Shingles, woodenware, &c..... | 18 | | | | | | | | 18 | |
| Sawed lumber..... Ft. B.M. | 6,533,423 | | 4,060,251 | | 11,089,806 | | 13,092,940 | | 34,776,420 | |
| Square timber..... Cub. ft. | 362,441 | | 204,682 | | 9,384 | | 149,531 | | 726,038 | |
| Firewood..... Cords. | 165 | | 264 | | | | | | 429 | |
| Staves..... No. | | | | | | | | | | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 196 | 90,791 | 122 | 73,958 | 191 | 201,339 | 52 | 22,097 | 561 | 388,185 |
| 1902. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 82,954 | | 85,973 | | 52,889 | | | | 221,816 | |
| Corn..... | 148 | | 1,388 | | 66,111 | | | | 67,647 | |
| Barley..... | | | | | 7,418 | | | | 7,418 | |
| Oats..... | 1,200 | | 43 | | 9,963 | | | | 11,206 | |
| Pease..... | | | | | | | | | | |
| Rye..... | 3,808 | | | | 271 | | | | 4,079 | |
| Coal..... | 3,977 | | 25,732 | | 13,497 | | 8,332 | | 51,538 | |
| Miscellaneous merchandise... | 33,111 | | 8,723 | | 38,351 | | 1,594 | | 81,779 | |
| Shingles, woodenware, &c..... | 47 | | 28 | | 4 | | | | 79 | |
| Sawed lumber..... Ft. B.M. | 13,218,960 | | 3,256,187 | | 25,437,287 | | 19,540,426 | | 61,452,860 | |
| Square timber..... Cub. ft. | 370,718 | | 557,689 | | | | 115,000 | | 1,043,407 | |
| Firewood..... Cords | 56 | | 40 | | | | | | 96 | |
| Staves..... No. | | | 14,000 | | | | | | 14,000 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 329 | 151,850 | 76 | 45,918 | 243 | 252,094 | 69 | 27,854 | 627 | 477,716 |
| 1903. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 149,378 | | 38,473 | | 60,514 | | 6,305 | | 254,670 | |
| Corn..... | 21,356 | | 4,682 | | 174,588 | | 10,132 | | 210,758 | |
| Barley..... | 2,580 | | 667 | | 11,409 | | | | 14,656 | |
| Cats..... | 306 | | 1,335 | | 6,112 | | | | 7,753 | |
| Pease..... | 63 | | | | 22 | | | | 85 | |
| Rye..... | | | | | 4,904 | | | | 4,904 | |
| Coal..... | 389 | | 12,991 | | 8,133 | | 8,496 | | 30,009 | |
| Miscellaneous merchandise... | 39,563 | | 3,367 | | 41,584 | | 2,000 | | 86,514 | |
| Shingles, woodenware, &c..... | 54 | | | | | | | | 54 | |
| Sawed lumber..... Ft. B.M. | 12,841,552 | | 1,625,855 | | 17,871,652 | | 14,733,677 | | 47,072,736 | |
| Square timber..... Cub. ft. | 572,000 | | 660,000 | | | | 84,200 | | 1,316,200 | |
| Firewood..... Cords | | | 210 | | 9 | | | | 219 | |
| Staves..... No. | | | 641,000 | | | | | | 641,000 | |

3 GEORGE V., A. 1913

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

| ARTICLES. | CANADIAN VESSELS. | | | | AMERICAN VESSELS. | | | | TOTAL. | |
|--------------------------------|-------------------|----------|-----------|----------|-------------------|----------|------------|----------|-----------------|----------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 329 | 151,850 | 76 | 45,918 | 243 | 252,094 | 69 | 27,854 | 627 | 477,716 |
| 1904. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 116,794 | | 33,302 | | 14,269 | | | | 164,365 | |
| Corn..... | 12,768 | | 7,814 | | 95,362 | | | | 116,444 | |
| Barley..... | 2,619 | | 824 | | 23,728 | | | | 27,171 | |
| Oats..... | | | | | 16,261 | | | | 16,261 | |
| Pease..... | | | | | 3 | | | | 3 | |
| Rye..... | | | | | | | | | | |
| Coal..... | 1,925 | | 7,187 | | 17,133 | | 7,668 | | 33,913 | |
| Iron ore..... | 34,907 | | | | 1,925 | | | | 36,832 | |
| Miscellaneous merchandise..... | 29,567 | | | | 60,548 | | | | 90,115 | |
| Shingles, woodenware, &c..... | | | | | | | | | | |
| Sawed lumber..... Ft. B.M. | 15,077,382 | | 854,811 | | 32,754,541 | | 9,572,655 | | 58,259,389 | |
| Square timber..... Cub. ft. | 944,508 | | 744,000 | | | | 149,000 | | 1,837,508 | |
| Firewood..... Cords. | | | | | 717 | | | | 717 | |
| Staves..... | 634,000 | | | | | | | | 634,000 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 252 | 182,373 | 91 | 48,692 | 319 | 286,656 | 64 | 29,120 | 726 | 546,841 |
| 1905. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 188,706 | | 18,575 | | 28,757 | | 2,512 | | 238,550 | |
| Corn..... | 6,385 | | 6,636 | | 163,374 | | 4,526 | | 180,921 | |
| Corn..... | 6,870 | | 1,451 | | 47,111 | | | | 55,432 | |
| Barley..... | 8,225 | | 2,570 | | 21,535 | | 3,742 | | 36,072 | |
| Oats..... | | | | | 76 | | | | 76 | |
| Pease..... | | | | | 1,711 | | | | 1,711 | |
| Rye..... | 18,756 | | 35,324 | | 28,330 | | 8,678 | | 91,088 | |
| Coal..... | 14,358 | | 8,023 | | | | | | 22,381 | |
| Iron ore..... | 29,375 | | 7,485 | | 74,975 | | 3,126 | | 114,961 | |
| Merchandise..... | | | 2,748,941 | | 2,325 | | | | 2,325 | |
| Shingles, woodenware, &c..... | 2,867,147 | | | | 38,290,831 | | 12,479,698 | | 54,589,200 | |
| Sawed lumber..... Ft. B.M. | 355,000 | | 951,524 | | | | | | 538,000 | |
| Square timber..... Cub. ft. | | | 183,000 | | 900 | | | | 900 | |
| Firewood..... Cords. | | | | | | | | | | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 328 | 238,690 | 121 | 66,355 | 305 | 310,622 | 43 | 15,758 | 797 | 631,425 |
| 1906. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 250,493 | | 34,355 | | 35,578 | | | | 320,436 | |
| Corn..... | 8,177 | | | | 202,250 | | 1,378 | | 49,306 | |
| Barley..... | 8,546 | | 5,046 | | 17,854 | | | | 31,446 | |
| Oats..... | 21,900 | | 16,083 | | 11,323 | | | | 49,306 | |
| Pease..... | | | | | 11 | | | | 11 | |
| Rye..... | | | 5 | | 1,406 | | | | 1,411 | |
| Coal..... | 30,455 | | 47,242 | | 24,190 | | 9,356 | | 111,243 | |
| Iron ore..... | 5,862 | | | | | | | | 5,862 | |
| Merchandise..... | 35,383 | | 7,009 | | 110,263 | | 50 | | 152,705 | |
| Shingles, woodenware, &c..... | 16 | | 37 | | 851 | | | | 904 | |
| Sawed lumber..... Ft. B.M. | 3,471,514 | | 235,624 | | 25,711,196 | | 10,769,755 | | 40,188,089 | |
| Square timber..... Cub. ft. | 375,000 | | 200,000 | | | | | | 575,000 | |
| Firewood..... Cords. | 110 | | 18 | | 1,093 | | | | 1,221 | |
| Staves..... No. | | | | | 300,000 | | | | 300,000 | |

SESSIONAL PAPER No. 20a

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

| ARTICLES. | CANADIAN VESSELS. | | | | AMERICAN VESSELS. | | | | TOTAL. | |
|-------------------------------|-------------------|----------|---------|----------|-------------------|----------|------------|----------|-----------------|----------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 375 | 290,509 | 148 | 81,070 | 408 | 397,616 | 76 | 36,921 | 1,007 | 806,116 |
| 1907. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 294,298 | | 50,808 | | 130,818 | | 4,429 | | 480,303 | |
| Corn..... | 6,713 | | 514 | | 259,895 | | 4,571 | | 271,693 | |
| Barley..... | 8,726 | | 468 | | 4,046 | | | | 13,240 | |
| Oats..... | 49,689 | | 16,647 | | 7,033 | | | | 73,369 | |
| Pease..... | | | | | 25 | | | | 25 | |
| Rye..... | | | | | 2,270 | | | | 2,270 | |
| Coal..... | 31,506 | | 57,373 | | 50,183 | | 14,493 | | 143,555 | |
| Iron ore..... | 12,040 | | 8,950 | | | | | | 20,990 | |
| Merchandise..... | 21,545 | | 9,436 | | 5,231 | | 6,235 | | 42,447 | |
| Shingles, woodenware, &c..... | | | | | 2,222 | | | | 2,222 | |
| Sawed lumber..... Ft. B.M. | | | | | 14,395,124 | | 11,201,446 | | 25,596,570 | |
| Square timber..... Cub. ft. | 558,090 | | 323,000 | | | | | | 881,090 | |
| Firewood..... Cords. | | | | | 660 | | | | 660 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 567 | 432,623 | 149 | 64,034 | 428 | 319,030 | 36 | 19,866 | 1180 | 835,553 |
| 1908. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 505,151 | | 39,001 | | 183,101 | | 3,498 | | 730,751 | |
| Corn..... | 2,405 | | | | 124,997 | | | | 127,402 | |
| Barley..... | 19,775 | | 1,133 | | 10,264 | | | | 31,172 | |
| Oats..... | 30,091 | | 643 | | 2,689 | | | | 33,423 | |
| Pease..... | | | | | 40 | | | | 40 | |
| Rye..... | 742 | | | | 5,925 | | | | 6,667 | |
| Coal..... | 39,733 | | 42,656 | | 57,448 | | 8,344 | | 148,181 | |
| Merchandise..... | 26,815 | | 14,783 | | 14,410 | | 13,686 | | 69,694 | |
| Firewood..... Cords. | | | 70 | | 1,173 | | | | 1,243 | |
| Sawed lumber..... Ft. B.M. | | | | | 17,572,070 | | 6,578,545 | | 24,150,615 | |
| Square timber..... Cub. ft. | 221,300 | | 313,000 | | | | | | 534,300 | |
| | 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 | | | | 583,233 | |
| Corn..... | 6,694 | | | | 134,203 | | | | 140,902 | |
| Barley..... | 17,943 | | 360 | | 4,848 | | | | 23,151 | |
| Oats..... | 70,392 | | 4,743 | | | | | | 75,135 | |
| Pease..... | | | | | 63 | | | | 63 | |
| Rye..... | 33 | | | | | | | | 33 | |
| Coal..... | 160,475 | | 53,681 | | 21,097 | | 630 | | 235,883 | |
| Merchandise..... | 52,994 | | 14,782 | | 12,232 | | 16,498 | | 96,506 | |
| Sawed lumber..... | | | | | 31,643 | | 10,214 | | 41,857 | |
| Square timber..... | 3,450 | | 7,840 | | 125 | | 1,475 | | 12,890 | |

3 GEORGE V., A. 1913

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

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|--------------------|-------------------|----------|---------|----------|------------------------|----------|--------|----------|-----------------|-----------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail. | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 596 | 599,416 | 142 | 88,963 | 249 | 285,704 | 14 | 13,563 | 1,001 | 987,646 |
| 1910. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 481,624 | | 22,200 | | 77,040 | | | | 580,864 | |
| Corn..... | 15,759 | | | | 214,221 | | | | 229,980 | |
| Barley..... | 17,159 | | 576 | | 3,840 | | | | 21,575 | |
| Oats..... | 135,743 | | | | 490 | | | | 136,233 | |
| Pease..... | | | | | 123 | | | | 123 | |
| Rye..... | | | | | | | | | | |
| Coal..... | 216,779 | | 114,671 | | 29,646 | | 894 | | 361,990 | |
| Merchandise..... | 39,149 | | 15,231 | | 21,818 | | 20,466 | | 96,664 | |
| Sawed lumber..... | 3,630 | | 800 | | 16,932 | | | | 21,362 | |
| Square timber..... | 1,930 | | 5,000 | | 800 | | | | 7,730 | |
| Shingles..... | | | | | 525 | | | | 525 | |
| Unenumerated..... | 74,434 | | 1,772 | | 24,031 | | | | 100,237 | |
| Total..... | 986,207 | | 160,250 | | 389,466 | | 21,360 | | 1,557,283 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 640 | 670,037 | 122 | 83,755 | 270 | 304,171 | 48 | 42,830 | 1080 | 1,100,793 |
| 1911. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 483,984 | | 24,826 | | 49,330 | | | | 558,140 | |
| Corn..... | 29,978 | | 11,368 | | 232,586 | | | | 273,932 | |
| Barley..... | 14,382 | | 240 | | | | | | 14,622 | |
| Oats..... | 162,455 | | 878 | | | | | | 163,333 | |
| Pease..... | | | | | | | | | | |
| Rye..... | 112 | | | | | | | | 112 | |
| Coal..... | 230,809 | | 79,311 | | 40,109 | | 22,489 | | 372,718 | |
| Merchandise..... | 45,838 | | 19,325 | | 45,881 | | 34,449 | | 145,493 | |
| Sawed lumber..... | 300 | | | | 25,361 | | 9,020 | | 34,681 | |
| Square timber..... | 3,260 | | 4,500 | | 2,277 | | | | 10,037 | |
| Shingles..... | | | | | 60 | | | | 60 | |
| Unenumerated..... | 95,017 | | | | 14,386 | | | | 109,403 | |
| Total..... | 1,066,135 | | 140,448 | | 409,990 | | 65,953 | | 1,682,513 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 774 | 790,044 | 152 | 95,202 | 450 | 427,226 | 52 | 33,102 | 1428 | 1,345,574 |
| 1912. | 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 | |
| Pease..... | | | | | 150 | | | | 150 | |
| Rye..... | | | | | 714 | | | | 714 | |
| Coal..... | 331,536 | | 44,212 | | 154,653 | | 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 | | 2,008,863 | |

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WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

WELLAND CANAL—WEST BOUND FREIGHT.

THE total quantity of Through Freight passed Up the Welland canal in Canadian and United States Vessels during the Season of Navigation in 1912, is as follows :—

| Summary. | Tons. | Tons. |
|--|---------|---------|
| In Canadian steam vessels..... | 473,531 | |
| " sail vessels..... | | |
| Total quantity in Canadian vessels .. | | 473,531 |
| In United States steam vessels..... | 302,043 | |
| " sail vessels..... | 2,250 | |
| Total in United States vessels..... | | 304,293 |
| Grand total freight passed Up the Welland canal in Canadian and United States vessels..... | | 777,824 |

STATEMENT of the Quantity of Through Freight passed Up and Down the Welland canal during the Season of Navigation in 1912.

| Summary. | Tons. | Tons. |
|--|------------------------|----------------------|
| In Canadian steam vessels up..... | 473,531 | |
| " " down..... | 1,259,440 | |
| Total in Canadian steam vessels..... | | 1,732,971 |
| In Canadian sail vessels up.... | | |
| " " down..... | 156,257 | |
| Total in Canadian sail vessels..... | | 156,257 |
| Total quantity in Canadian vessels..... | | 1,889,228 |
| In United States steam vessels up.. | 302,043 | |
| " " down..... | 541,665 | |
| Total in United States steam vessels .. | | 843,708 |
| In United States sail vessels up .. | 2,250 | |
| " " down..... | 51,501 | |
| Total in United States sail vessels..... | | 53,751 |
| Total quantity in United States vessels..... | | 897,459 |
| Total in Canadian and United States vessels..... | | 2,786,687 |
| | Down or East Bound. | Up or West Bound. |
| In Canadian vessels | 1,415,697 | 473,531 |
| In United States vessels..... | 593,166 | 304,293 |
| Total | 2,008,863 | 777,824 |

3 GEORGE V., A. 1913

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 1906 to 1912.

| Articles. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 3.</i> | | | | | | | | | | | | | |
| Cement and water lime. | 15 | | | | 35 | 22 | | | | 5,452 | 484 | | |
| Clay, lime and sand. | | | 50 | | 8,170 | 10 | | | | | | 1,901 | |
| Iron, railway. | 508 | | | | | | | | | | | 34,540 | 28,996 |
| " pig. | 4,292 | 1,178 | 5,785 | 2,542 | 1,651 | 384 | 269 | 124 | 553 | 12,089 | 7,154 | | |
| " all other. | 5,420 | | | | 16 | 48 | | | | | | | |
| Steel. | | | | | | | | | | | | | |
| Stone, for cutting. | | | | | | | | | | | | | |
| Apples. | | | | | 1 | | | 9,936 | | | | | |
| Barley. | 1,288 | | | 2,206 | 9,697 | 43,607 | 21,196 | 105,984 | 24,318 | 19,143 | 20,000 | 14,853 | 30,572 |
| Corn. | 109,359 | 14,319 | 1,719 | 123,864 | 55,021 | 84,204 | 55,539 | | 10,454 | 17,137 | 77,612 | 134,239 | 7,345 |
| Flaxseed. | | 4,065 | | 3,643 | 212 | 15,694 | 80,570 | 49,159 | 27,500 | 21,607 | 6,607 | 11,696 | 15,413 |
| Flour. | 1,595 | 1,400 | 6,755 | 16,151 | 24,662 | 14,571 | 9,174 | 3,730 | 5,028 | 21,905 | 27,081 | 44,588 | 38,026 |
| Meal, all kinds. | | 35 | | 348 | 57 | 270 | 60 | | 156 | | 10,323 | 3,907 | |
| Oats. | 8,925 | 1,584 | 1,412 | 2,438 | | 21,404 | 37,161 | 66,941 | 28,081 | 65,624 | 129,900 | 147,180 | 164,581 |
| Oil cake. | | 1,083 | | 462 | 7,846 | 9,229 | | | | | | | |
| Pease. | 115 | | | 63 | | | | | | 30 | | 20 | 10 |
| Rye. | 3,078 | 2,561 | 4,079 | 4,260 | | 1,711 | 1,405 | 2,366 | 6,662 | 120 | | | 714 |
| Salt. | | 50 | | 132 | 615 | 168 | 75 | 143 | 419 | | | | 931 |
| Seed, all kinds. | | | | | | | | 20 | | | | | |
| Hay, pressed. | | 246 | | | | | | | | | | | |
| Tobacco, raw. | | 23 | | | | | | | | | | | |
| Wheat. | 121,896 | 132,702 | 200,975 | 256,746 | 133,528 | 190,505 | 289,611 | 450,446 | 686,626 | 560,775 | 562,149 | 541,174 | 708,633 |
| All other agricultural products, vegetables. | | | | | | | | | | 5,876 | | | |
| Hides, skins, horns and hoofs. | | | | | 10 | | 2 | | | | | | |
| Horses. | | | | | | | | | | | | | |
| Lard and lard oil. | | 1,155 | | | | 2,847 | 4,810 | | | | | | |
| Meats, all kinds. | | 114 | | | | | | | | | | | 41 |
| Pork. | | 34 | | | | | | | 524 | | | | |
| Tallow. | | | | 3 | | 53 | | | | | | | |
| All other agricultural products, animal. | | | | | 1 | | | | | 366 | | | |
| Total, class 3. | 256,491 | 161,849 | 220,805 | 382,858 | 241,522 | 384,727 | 499,895 | 688,749 | 790,321 | 718,951 | 841,310 | 934,168 | 1,045,262 |

3 GEORGE V., A. 1913

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 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1909, 1910, 1911, 1912, and 1912.

| Articles. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 1909. | 1910. | 1911. | 1912. |
|---|-------|-------|--------|--------|-------|-------|--------|--------|--------|--------|--------|---------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 3.</i> | | | | | | | | | | | | |
| Bricks..... | 49 | 196 | 22 | 80 | 115 | 132 | ..... | 536 | ..... | ..... | ..... | ..... |
| Brimstone..... | ..... | 5 | 20 | 23 | 12 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cement and water lime..... | 1,931 | 2,916 | 178 | 3,924 | 39 | 181 | 88 | 13 | 400 | 17,565 | 8,025 | 40,074 |
| Clay, lime and sand..... | 4 | 2 | 1 | 181 | ..... | ..... | ..... | 100 | ..... | ..... | ..... | ..... |
| Cotton, raw..... | ..... | ..... | ..... | 23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Fish..... | 8 | 8 | ..... | 8 | 4 | ..... | ..... | 39 | ..... | ..... | ..... | ..... |
| Gypsum..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Iron, railway..... | 74 | 748 | 11,735 | 39,641 | 283 | 126 | 7,289 | 4,119 | ..... | ..... | ..... | ..... |
| " pig..... | 3 | ..... | 558 | 273 | ..... | 312 | 680 | 7,655 | 7,231 | 2,000 | 2,300 | 2,598 |
| " all other..... | 1,428 | 4,950 | 2,904 | 5,845 | 3,782 | 3,633 | 8,235 | 6,987 | ..... | 540 | ..... | ..... |
| Salt..... | 48 | 75 | 4 | 87 | 39 | 130 | 17 | ..... | ..... | ..... | ..... | ..... |
| Steel..... | ..... | 3 | 11 | 332 | 58 | 192 | 111 | 2,561 | 35,133 | ..... | 22,352 | 66,544 |
| Stone for cutting..... | ..... | ..... | ..... | ..... | 41 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Flour..... | ..... | 16 | ..... | ..... | ..... | 18 | ..... | ..... | 255 | ..... | ..... | ..... |
| Hay..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 30 | ..... | ..... | ..... | ..... |
| Meals..... | ..... | ..... | ..... | 17 | 25 | ..... | ..... | ..... | ..... | 1,113 | ..... | ..... |
| Oats..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Potatoes..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Seeds, all kinds..... | 218 | 302 | 58 | 325 | 164 | 35 | 17 | ..... | ..... | ..... | ..... | ..... |
| Tobacco, raw..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Agricultural products, not enumerated, vegetable..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Hides and skins..... | ..... | 1 | 16 | 6 | ..... | 127 | ..... | ..... | ..... | ..... | ..... | ..... |
| Horses..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Leard and lard oil..... | ..... | ..... | 11 | ..... | ..... | 28 | 20 | 1 | ..... | ..... | ..... | ..... |
| Meats, other than pork..... | ..... | ..... | ..... | 1 | 25 | ..... | ..... | 15 | ..... | ..... | ..... | ..... |
| Pork..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 150 | 150 |
| Wool..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| All other articles not enumerated..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total, class 3..... | 3,764 | 9,222 | 15,520 | 50,768 | 4,647 | 4,934 | 16,457 | 22,076 | 43,039 | 21,278 | 34,427 | 109,366 |

3 GEORGE V., A. 1913

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 1900 to 1912, inclusive.

| Articles. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|-----------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 3.</i> | | | | | | | | | | | | | |
| Bricks. | | | | | | | | | | | | | |
| Cement and water lime. | 18 | | | | | | | | | | 2,000 | | |
| Fish. | | | | | | | | 20 | | | | 91 | |
| Iron, railway. | | | | | | | | | | | | | |
| " all other. | 714 | | 30 | | | 1 | 27 | 30 | | | | 1,863 | 300 |
| Salt. | | 165 | | | | | | | | | | | |
| Steel. | 3,110 | | | | | | 2 | 509 | 9,086 | | | | |
| Stone for cutting. | | | | | | | | | | | | | |
| Apples. | | | | | | | | | | | | | |
| Barley. | 2,402 | 7,119 | 7,418 | 11,433 | 16,621 | 9,197 | 9,265 | 2,812 | 7,148 | 4,224 | 3,840 | | 2,160 |
| Corn. | 60,545 | 55,531 | 66,111 | 108,917 | 60,964 | 93,622 | 135,240 | 124,474 | 99,830 | 100,967 | 126,938 | 116,703 | 91,254 |
| Flour. | 7,966 | 17,168 | 13,785 | 6,082 | 8,556 | 24,654 | 15,215 | 18,898 | 17,694 | | 11,859 | 2,852 | 9,878 |
| Hay, pressed. | | | | | | 200 | | | | | | | |
| Meal, all kinds. | 14,244 | 14,016 | 12,675 | 13,546 | 13,076 | 9,606 | 10,668 | 21,976 | 21,353 | | 8,621 | 7,065 | 12,569 |
| Marble. | | | | | | 87 | | | | | | | |
| Nails. | | | | | | 1 | | | | | | | |
| Oil cake. | 2,705 | 1,302 | 110 | 740 | 16,497 | 228 | | 114 | | | | | |
| Oats. | 39,706 | 26,314 | 10,006 | 6,112 | 3 | 10,892 | 11,323 | 4,741 | 2,070 | | 123 | | 1,400 |
| Pease. | 4 | | | 22 | | 76 | 11 | 25 | 40 | 63 | | | 150 |
| Potatoes. | 2,149 | | | 4,174 | | | | | | | | | |
| Rye. | | | | 1,591 | | | | 2 | 2 | | | | |
| Flax seed. | | | | 27 | | 43 | 3 | 17 | | 15,452 | | | |
| Seeds, all kinds. | | | 10 | | | | | | | | | | |
| Tobacco. | | 23 | | | | | | | | | | | |
| Wheat. | 18,771 | 23,557 | 32,639 | 15,436 | 14,269 | 15,483 | 13,410 | 21,802 | 24,651 | 17,910 | 10,717 | 4,950 | 15,911 |
| Agricultural products, vegetable. | 6 | 10 | | 1 | | | 1 | 7 | | 22,620 | | 19 | 37 |
| Hides and skins, &c. | | | | | | | | | | 315 | 233 | | |
| Horses. | 4 | | | 2 | | | | | | | | | |
| Lard and lard oil, &c. | 1,588 | 1,680 | 2,413 | | | | | 86 | | | | | |
| Meats, other than pork. | | | | | | | | | | | | | |
| Pork. | 117 | 970 | 682 | 152 | 379 | 273 | 268 | 429 | 190 | | | | |
| Sheep. | | | | | | | | | | | | | |
| Tallow. | 631 | 119 | 752 | 482 | 134 | 21 | 89 | 30 | | 157 | 233 | 9 | |
| Wood. | | | | | | | | | | | | | |
| Total, class 3. | 154,680 | 147,947 | 146,581 | 168,720 | 130,301 | 163,301 | 156,301 | 196,061 | 182,085 | 161,738 | 164,564 | 134,054 | 133,659 |

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| Class 4. | | | | | | | | | |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Agricultural implements | 399 | 396 | 552 | 494 | 5 | 2 | 254 | | |
| Crockery and earthenware | | | | 1 | | | | 2 | |
| Furniture | 3 | | | | | | | | |
| Marble | 4 | | | | | | | | |
| Molasses | 57 | | | | 3 | | | | |
| Nails | 17 | 22 | 1,594 | 2,060 | 1 | 15 | 8 | 45 | 2 |
| Oil, in barrel | 36 | | 17 | 42 | 1 | 1 | | | |
| Paint | | | 4 | | | | | | |
| Rags | | | | | | | | | |
| Soda ash | | | | | | | | | |
| Stone, wrought | 154 | 448 | 53 | 840 | 26,075 | | 1,196 | 26,303 | 11,078 |
| Sugar | | | 7 | | 4 | | | | |
| White lead | | | | | 21 | | | | |
| Whiting | | | | | 30 | | | | |
| Whisky, beer and all other spirits | 1 | 1 | | | | | | | |
| Merchandises | 7,889 | 3,327 | 1,928 | 2,010 | 41,021 | 1,857 | 5,866 | 64,059 | 137 |
| | 8,164 | 3,805 | 4,218 | 4,017 | 57,768 | 1,857 | 7,316 | 90,639 | 67,481 |
| | | | | | | | | | 78,698 |
| Class 5. | | | | | | | | | |
| Empty barrels | | | | | | | | | |
| Firewood, in vessels | | | | | | | | | |
| Lumber, sawn, in vessels | 5 | 282 | | | | | | | |
| Masts and spars, in vessels | | | | | | | | | |
| Hop poles | 55,128 | 38,085 | 72,806 | 48,337 | 1,980 | 3,509 | | 2,046 | 2,394 |
| Railway ties, in vessels | | | | | 14,314 | 21,571 | 24,327 | 30,191 | 26,614 |
| Shingles | | | | | | | | | |
| Split posts | | | | | 2,151 | 478 | | | |
| Staves, salt barrels | | | | | 70 | | 25 | | |
| Timber, square, in vessels | | | | | | | | | |
| Woodenware, &c. | | | | | | | | | |
| | | | | | | | 125 | | 723 |
| | | | | | | | 2,932 | 1,583 | 2,270 |
| Total, class 5 | | | | | | | 27,384 | 32,237 | 32,001 |
| Special class. | | | | | | | | | |
| Coal | | | | | | | | | |
| Sand | | | | | | | | | |
| Kryolite | 992 | 357 | 501 | | 110,347 | | 400 | 201,893 | 166,419 |
| Iron ore | | | | | 2,734 | | | 1,552 | 4,979 |
| | | | | | 1,316 | | | | |
| Total, special class | | | | | | | | | |
| | | | | | | | 400 | 203,445 | 171,398 |
| Grand total | 992 | 357 | 501 | | 114,397 | | | 450,776 | 415,756 |
| | 218,960 | 190,476 | 224,110 | 221,074 | 396,743 | 209,518 | 193,838 | 485,355 | |

L.—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1912.

| Ports. | Wheat. | Oats. | Barley. | Corn. | Other grain. | Total. | Total. |
|----------------|-----------|-----------|----------|----------|--------------|------------|---------|
| | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Tons. |
| Kingston. | 7,401,867 | 4,012,177 | 560,542 | 145,143 | 334 | 12,120,063 | 307,790 |
| Prescott. | 14,000 | ..... | ..... | ..... | ..... | 14,000 | 420 |
| Ogdensburg.... | ..... | ..... | ..... | 49,000 | ..... | 49,000 | 1,372 |
| Total bushels | 7,415,867 | 4,012,177 | 560,542 | 194,143 | 334 | 12,183,063 | |
| Total tons... | 222,476 | 68,307 | 13,453 | 5,436 | 10 | | 309,582 |

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M.—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1912 inclusive, as follows:—

| Years. | From Canadian Ports to Canadian Ports. | From Canadian Ports to Canadian Ports. | From United States Ports to United States Ports. | | From United States Ports to Canadian Ports. | | Total. |
|-----------|--|--|---|-------|--|---------|---------|
| | Up. | Down. | Up. | Down. | Up. | Down. | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1885..... | | | 193,442 | 4,974 | 10,321 | 31,330 | 240,087 |
| 1886..... | | | 184,564 | 5,400 | 22,187 | 49,724 | 261,875 |
| 1887..... | | | 81,617 | 1,163 | 26,775 | 25,968 | 135,523 |
| 1888..... | | | 172,381 | 878 | 17,365 | 27,183 | 217,807 |
| 1889..... | | | 226,352 | 1,124 | 12,036 | 25,931 | 265,443 |
| 1890..... | 80 | | 116,616 | 615 | 17,280 | 22,781 | 202,372 |
| 1891..... | | | 185,190 | 1,382 | 17,374 | 20,698 | 224,644 |
| 1892..... | | | 183,244 | 651 | 12,391 | 15,330 | 211,616 |
| 1893..... | | | 204,704 | 2,123 | 8,325 | 17,944 | 233,096 |
| 1894..... | | | 187,794 | 727 | 1,269 | 13,947 | 203,737 |
| 1895..... | 4 | | 148,887 | 603 | 1,565 | 7,807 | 158,866 |
| 1896..... | 20 | 210 | 206,093 | 1,255 | 4,127 | 11,740 | 223,445 |
| 1897..... | | 4 | 165,143 | | 1,277 | 9,799 | 176,223 |
| 1898..... | | | 156,055 | 759 | 986 | 4,536 | 162,336 |
| 1899..... | | | 86,638 | 2,293 | 525 | 8,276 | 97,732 |
| 1900..... | 8 | | 45,032 | 992 | | 1,360 | 47,392 |
| 1901..... | | | 46,345 | 357 | 456 | 2,322 | 49,480 |
| 1902..... | | | 12,410 | 501 | 65 | 51,037 | 64,013 |
| 1903..... | 3 | | 113,076 | | 4,796 | 30,009 | 147,884 |
| 1904..... | 2,919 | | 62,782 | 1,100 | 3,711 | 32,813 | 103,325 |
| 1905..... | | | 70,118 | 3,346 | 11,436 | 37,742 | 172,642 |
| 1906..... | 60 | | 29,123 | 4,400 | 7,161 | 106,843 | 147,587 |
| 1907..... | 2,857 | | 119,347 | | 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 |

3 GEORGE V., A. 1913

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1912, inclusive.

| Years. | Quantity passed up. | Quantity passed down to Montreal. | Total Quantity passed up and down. |
|---------------|------------------------|--|---|
| | Tons. | Tons. | Tons. |
| 1885. | 5,035 | 122,829 | 127,864 |
| 1886. | 3,301 | 118,802 | 122,103 |
| 1887. | 7,579 | 121,618 | 129,197 |
| 1888. | 8,341 | 123,050 | 131,391 |
| 1889. | 5,360 | 124,290 | 129,650 |
| 1890. | 6,538 | 135,168 | 141,706 |
| 1891. | 7,951 | 141,701 | 149,652 |
| 1892. | 7,543 | 157,134 | 164,677 |
| 1893. | 2,285 | 147,139 | 149,424 |
| 1894. | 16,213 | 169,552 | 185,765 |
| 1895. . . . . | ..... | 165,151 | 165,151 |
| 1896. | 689 | 161,551 | 162,240 |
| 1897. | 40 | 164,963 | 165,003 |
| 1898. | 400 | 175,609 | 176,009 |
| 1899. | 448 | 201,546 | 201,994 |
| 1900. | 10 | 280,169 | 280,179 |
| 1901. | 2,765 | 298,245 | 301,010 |
| 1902. | 9,231 | 95,702 | 104,933 |
| 1903. | 30 | 290,548 | 290,578 |
| 1904. | 9,670 | 320,973 | 330,643 |
| 1905. | 8,518 | 345,589 | 354,107 |
| 1906. | 6,989 | 313,080 | 320,069 |
| 1907. | 1,281 | 406,978 | 408,259 |
| 1908. | 23,939 | 448,140 | 472,079 |
| 1909. | 13,543 | 469,695 | 483,238 |
| 1910. | 7,351 | 746,926 | 754,277 |
| 1911. | 6,230 | 756,474 | 762,704 |
| 1912. | 9,360 | 903,237 | 912,537 |

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

RECAPITULATION.

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on Lake Ontario. |
|---------------------|---|---|--|
| 1901. | Tons. | Tons. | Tons. |
| Barley..... | | | |
| Corn..... | 14,319 | 4,828 | 49,609 |
| Oats..... | 1,584 | 853 | 25,704 |
| Pease..... | | | |
| Rye..... | 2,961 | | |
| Wheat..... | 132,702 | 8,051 | 9,057 |
| Total, grain..... | 151,566 | 13,732 | 83,370 |
| Other articles..... | 32,854 | 128,614 | 91,799 |
| Total..... | 184,420 | 142,346 | 175,169 |
| 1902. | | | |
| Barley..... | | | 7,418 |
| Corn..... | 1,719 | 10,335 | 55,583 |
| Oats..... | 1,412 | | 9,764 |
| Pease..... | | | |
| Rye..... | 4,079 | | |
| Wheat..... | 200,075 | 12,452 | 8,389 |
| Total, grain..... | 208,215 | 22,787 | 81,165 |
| Other articles..... | 42,260 | 32,946 | 179,914 |
| Total..... | 250,475 | 55,733 | 261,078 |
| 1903. | | | |
| Barley..... | 2,206 | 1,017 | 11,433 |
| Corn..... | 116,223 | 13,846 | 80,689 |
| Oats..... | 2,438 | | 5,315 |
| Pease..... | 63 | | 22 |
| Rye..... | 4,200 | | 644 |
| Wheat..... | 226,746 | 14,199 | 13,725 |
| Total, grain..... | 351,936 | 29,062 | 111,828 |
| Other articles..... | 38,850 | 82,298 | 101,621 |
| Total..... | 390,786 | 111,360 | 213,449 |
| 1904. | | | |
| Barley..... | 9,697 | 853 | 16,621 |
| Corn..... | 55,021 | 3,950 | 57,473 |
| Oats..... | | | 16,497 |
| Pease..... | | | 3 |
| Rye..... | | | |
| Wheat..... | *133,528 | 18,908 | 11,929 |
| Total, grain..... | 198,246 | 23,711 | 102,523 |
| Other articles..... | 77,931 | 80,092 | 138,475 |
| Total..... | 375,277 | 103,803 | 240,998 |

3 GEORGE V., A. 1913

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

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on Lake Ontario. |
|---------------------|---|---|--|
| 1905. | Tons. | Tons. | Tons. |
| Barley..... | 43,607 | 2,628 | 9,197 |
| Corn..... | 84,204 | 3,095 | 93,622 |
| Oats..... | 21,404 | 3,776 | 16,892 |
| Pease..... | | | 76 |
| Rye..... | 1,711 | | |
| Wheat..... | 190,505 | 32,562 | 15,483 |
| Total grain..... | **341,431 | 42,061 | 129,270 |
| Other articles..... | 107,273 | 123,225 | 104,747 |
| Total..... | 448,704 | 165,286 | 234,017 |
| 1906. | | | |
| Barley..... | 21,196 | 984 | 9,266 |
| Corn..... | 55,559 | 15,688 | 140,558 |
| Oats..... | 37,164 | 819 | 11,323 |
| Pease..... | | 11 | |
| Rye..... | 1,405 | 6 | |
| Wheat..... | **289,611 | 15,843 | 14,972 |
| Total grain..... | 404,935 | 33,351 | 176,119 |
| Other articles..... | 118,224 | 176,277 | 59,884 |
| Total..... | 523,159 | 209,628 | 236,003 |
| 1907. | | | |
| Barley..... | 9,936 | 492 | 2,812 |
| Corn..... | 106,299 | 31,901 | 133,493 |
| Oats..... | 67,063 | 1,565 | 4,741 |
| Pease..... | | | 25 |
| Rye..... | 2,266 | 2 | 2 |
| Wheat..... | *450,009 | 8,072 | 23,222 |
| 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 |
| Pease..... | | | 40 |
| Rye..... | 6,662 | 3 | 2 |
| Wheat..... | +686,626 | 19,832 | 24,293 |
| Total grain..... | 756,141 | 38,142 | 135,172 |
| Other articles..... | 108,785 | 162,378 | 91,875 |
| Total..... | 864,926 | 200,520 | 227,047 |

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

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on 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 |
| Pease..... | 30 | | 33 |
| Rye..... | 33 | | |
| Wheat..... | 550,775 | 14,568 | 17,940 |
| Total grain..... | 652,742 | 40,238 | 129,587 |
| Other articles..... | 272,263 | 113,970 | 126,223 |
| Total..... | 925,005 | 154,208 | 255,810 |
| 1910. | | | |
| Barley..... | 20,000 | | 1,575 |
| Corn..... | 77,612 | 49,326 | 103,042 |
| Oats..... | 129,900 | 6,333 | |
| Pease..... | | | 123 |
| Rye..... | | | |
| Wheat..... | 562,149 | 7,998 | 10,717 |
| Total grain..... | 789,661 | 63,657 | 115,457 |
| Other articles..... | 380,500 | 152,325 | 55,683 |
| Total..... | 1,170,161 | 215,982 | 171,140 |
| 1911. | | | |
| Barley..... | 14,331 | 291 | |
| Corn..... | 134,239 | 22,988 | 116,705 |
| Oats..... | 147,180 | 16,153 | |
| Pease..... | | | |
| Rye..... | | 112 | |
| Wheat..... | 541,174 | 12,016 | 4,950 |
| Total grain..... | 836,924 | 51,560 | 121,655 |
| Other articles..... | 500,881 | 115,721 | 55,790 |
| Total..... | 1,337,805 | 167,281 | 177,445 |
| 1912. | | | |
| Barley..... | 20,572 | 218 | 4,451 |
| Corn..... | 7,345 | 1,372 | 112,616 |
| Oats..... | 164,581 | 20,965 | |
| Pease..... | 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 |

TABLE 1.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1911 and 1912.

| | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | | FROM UNITED STATES TO UNITED STATES PORTS. | | FROM UNITED STATES TO CANADIAN PORTS. | | TONS. | | Total Tons. | | ORIGIN OF CARGO. | |
|-----------------------|----------------------------------|-----------|---------------------------------------|---------|--|------------|---------------------------------------|-----------|-----------|------------|-------------|-----------|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Canadian. | United States. |
| 1911. | | | | | | | | | | | | | | |
| Sault Ste. Marie..... | 644,899 | 1,585,279 | 22,157 | 915,601 | 2,236,880 | 25,263,870 | 2,070,307 | 206,716 | 4,974,243 | 25,977,466 | 36,951,709 | 3,177,581 | 27,774,128 | |
| Welland..... | 318,764 | 827,362 | 190,101 | 693 | 369,603 | 175,752 | 24,451 | 690,873 | 842,919 | 1,694,710 | 2,037,629 | 1,296,480 | 1,241,149 | |
| St. Lawrence..... | 629,642 | 1,086,547 | 328,732 | 38,085 | 194 | 12 | 392 | 1,022,104 | 958,960 | 2,146,748 | 3,105,708 | 2,063,861 | 1,041,847 | |
| Chambly..... | 399,728 | 12,647 | 31,465 | | | | | 155,989 | 431,193 | 168,636 | 599,829 | 443,846 | 155,983 | |
| St. Peters..... | 28,177 | 46,121 | | | | | | | 29,177 | 46,121 | 75,298 | 75,298 | | |
| Murray..... | 152,964 | 6,798 | 15 | | | | | 3,680 | 152,979 | 163,457 | 163,457 | 159,409 | 4,048 | |
| Ottawa..... | 53,453 | 221,029 | | 41,340 | | | 4,249 | | 57,702 | 292,369 | 320,071 | 312,269 | 7,802 | |
| Rideau..... | 77,378 | 84,831 | | | | | | 10,018 | 77,378 | 94,849 | 172,227 | 159,738 | 12,489 | |
| Trent..... | 23,905 | 33,382 | | | | | | | 23,908 | 33,382 | 57,290 | 57,290 | | |
| St. Andrews..... | 40,663 | 6,552 | | | | | | | 40,663 | 6,532 | 47,135 | 47,135 | | |
| Grand total..... | 2,370,516 | 3,910,558 | 572,470 | 995,719 | 2,546,677 | 23,445,634 | 2,099,399 | 2,089,380 | 7,598,062 | 30,441,291 | 38,030,353 | 7,792,907 | 30,237,446 | |
| 1912. | | | | | | | | | | | | | | |
| Sault Ste. Marie..... | 770,976 | 2,162,521 | 16,883 | 857,777 | 1,807,181 | 32,253,916 | 1,326,457 | 473,944 | 3,921,497 | 35,743,158 | 38,669,655 | 4,090,362 | 35,579,293 | |
| Welland..... | 440,946 | 975,826 | 137,305 | 3,699 | 235,437 | 180,319 | 12,034 | 866,349 | 825,722 | 2,096,193 | 2,851,915 | 1,553,116 | 1,298,799 | |
| St. Lawrence..... | 678,046 | 1,371,077 | 280,438 | 48,306 | 201 | 500 | 196 | 1,098,424 | 938,881 | 2,518,307 | 3,477,188 | 2,340,143 | 1,137,045 | |
| Chambly..... | 9,939 | 9,378 | 432,324 | | | | | 170,774 | 438,263 | 180,152 | 618,415 | 447,702 | 170,713 | |
| St. Peters..... | 33,375 | 40,934 | | | | | | 300 | 33,575 | 41,234 | 74,809 | 74,509 | | |
| Murray..... | 162,155 | 5,429 | 300 | | | | | 1,331 | 163,321 | 6,760 | 170,081 | 167,529 | 2,561 | |
| Ottawa..... | 53,092 | 283,637 | | 51,886 | | | | | 56,827 | 335,523 | 392,350 | 383,515 | 8,865 | |
| Rideau..... | 78,570 | 68,986 | | 170 | | | | 12,407 | 78,570 | 82,563 | 160,133 | 146,963 | 13,170 | |
| Trent..... | 29,101 | 48,049 | | | | | | | 29,101 | 48,049 | 77,150 | 77,150 | | |
| St. Andrews..... | 88,044 | 7,505 | | | | | | | 88,044 | 7,505 | 95,549 | 95,549 | | |
| Grand total..... | 2,340,444 | 4,973,342 | 867,250 | 961,838 | 2,042,819 | 32,434,735 | 1,343,288 | 2,623,529 | 6,593,801 | 40,993,444 | 47,587,245 | 9,376,529 | 38,210,716 | |

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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 1912.

| VESSELS. | TOTAL NUMBER OF TRIPS. | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | | FROM UNITED STATES TO UNITED STATES PORTS. | | FROM UNITED STATES TO CANADIAN PORTS. | | TONS. | | TOTAL TONS. | |
|--|---------------------------------|--|-----------|--|---------|--|------------|---|-----------|------------|------------|----------------|--|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| | | | | | | | | | | | | | |
| CANADIAN VESSELS. | | | | | | | | | | | | | |
| <i>Steam and Sail.</i> | | | | | | | | | | | | | |
| Sault Ste. Marie..... | 2,643 | 1,360,637 | 1,334,448 | 178,172 | 17,625 | 1,008 | ..... | 170,567 | 233,772 | 1,740,384 | 1,585,845 | 3,296,229 | |
| Welland..... | 1,946 | 660,299 | 622,509 | 240,100 | 1,222 | 6,717 | 1,053 | 5,599 | 277,466 | 912,715 | 902,250 | 1,814,965 | |
| St. Lawrence..... | 3,201 | 1,600,803 | 1,484,099 | 162,802 | ..... | 10 | ..... | 604 | 248,181 | 1,764,219 | 1,732,283 | 3,496,502 | |
| Chambly..... | 486 | 17,515 | 18,053 | 5,353 | ..... | ..... | ..... | ..... | 4,629 | 22,868 | 22,682 | 45,550 | |
| St. Peters..... | 1,205 | 44,813 | 43,546 | ..... | ..... | ..... | ..... | ..... | 160 | 44,813 | 43,706 | 88,519 | |
| Murray..... | 1,010 | 229,437 | 115,434 | 24,821 | ..... | 2,172 | ..... | 3,696 | 10,739 | 260,129 | 126,173 | 386,302 | |
| Ottawa..... | 2,662 | 235,730 | 242,613 | ..... | 2,130 | ..... | ..... | 269 | ..... | 235,999 | 244,752 | 480,751 | |
| Rideau..... | 2,960 | 36,732 | 39,111 | 6,156 | 190 | ..... | ..... | ..... | 6,500 | 102,888 | 105,801 | 208,689 | |
| Trent..... | 3,998 | 106,952 | 101,903 | ..... | ..... | ..... | ..... | ..... | ..... | 106,952 | 101,903 | 208,855 | |
| St. Andrews..... | 1,260 | 104,385 | 206,588 | ..... | ..... | ..... | ..... | ..... | ..... | 104,385 | 106,588 | 210,973 | |
| Total Canadian..... | 27,371 | 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 | |
| UNITED STATES VESSELS. | | | | | | | | | | | | | |
| Sault Ste. Marie..... | 5,213 | 10,104 | 902 | 114,132 | 427,591 | 5,486,876 | 15,812,674 | 601,928 | 81,808 | 6,213,040 | 16,322,975 | 22,536,015 | |
| Welland..... | 959 | 1,278 | 1,323 | 126,462 | 1,882 | 268,637 | 196,210 | 4,691 | 264,052 | 401,068 | 463,467 | 864,535 | |
| St. Lawrence..... | 1,805 | 24,815 | 10,649 | 351,208 | 20,389 | 22,824 | 2,987 | 61 | 413,450 | 398,908 | 447,425 | 846,333 | |
| Chambly..... | 3,319 | 97 | 1,352 | 170,749 | ..... | ..... | ..... | ..... | 172,237 | 170,846 | 173,589 | 344,435 | |
| St. Peters..... | 8 | 304 | 210 | ..... | 56 | ..... | ..... | 56 | ..... | 360 | 266 | 626 | |
| Murray..... | 75 | 419 | 152 | 875 | 234 | 197 | ..... | 477 | 317 | 1,968 | 793 | 2,761 | |
| Ottawa..... | 397 | 12,786 | 536 | ..... | 20,178 | ..... | ..... | 7,098 | ..... | 19,884 | 20,714 | 40,598 | |
| Rideau..... | 9 | 493 | 394 | ..... | ..... | ..... | ..... | ..... | ..... | 493 | 394 | 887 | |
| Trent..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| St. Andrews..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Total United States..... | 11,785 | 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 | |
| Grand Total Canadian and United States..... | 39,156 | 4,507,599 | 4,183,822 | 1,380,833 | 491,506 | 5,788,441 | 16,012,964 | 735,046 | 1,731,314 | 12,471,919 | 22,401,606 | 34,873,525 | |

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

| VESSELS. | Total Number | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | |
|---------------------------------------|-----------------|--|-----------|---|---------|
| | | Up. | Down. | Up. | Down. |
| SAULTE STE. MARIE CANAL. | | | | | |
| Canadian vessels, steam..... | 2,492 | 1,343,837 | 1,321,483 | 178,172 | 17,127 |
| " " sail..... | 151 | 16,800 | 12,965 | ..... | 498 |
| Total Canadian..... | 2,643 | 1,360,637 | 1,334,448 | 178,172 | 17,625 |
| United States vessels, steam..... | 5,190 | 9,108 | 196 | 114,132 | 425,059 |
| " " sail..... | 23 | 996 | 706 | ..... | 2,532 |
| Total United States..... | 5,213 | 10,104 | 902 | 114,132 | 427,591 |
| Grand Total,Sault Ste. Marie canal .. | 7,856 | 1,370,741 | 1,335,350 | 292,304 | 445,216 |
| WELLAND CANAL. | | | | | |
| Canadian vessels, steam. | 1,613 | 596,464 | 556,626 | 268,828 | 1,222 |
| " " sail..... | 333 | 63,835 | 65,883 | 31,272 | ..... |
| Total Canadian... .. | 1,946 | 660,299 | 622,509 | 240,100 | 1,222 |
| United States vessels, steam..... | 867 | 1,278 | 1,323 | 108,019 | 1,294 |
| " " " sail..... | 92 | ..... | ..... | 18,443 | 588 |
| Total United States..... | 959 | 1,278 | 1,323 | 126,462 | 1,882 |
| Grand Total, Welland canal... .. | 2,905 | 661,577 | 623,832 | 366,562 | 3,104 |
| ST. LAWRENCE CANALS. | | | | | |
| Canadian vessels, steam..... | 4,382 | 952,126 | 854,302 | 150,621 | ..... |
| " " sail..... | 4,819 | 648,677 | 629,797 | 12,181 | ..... |
| Total Canadian..... | 9,201 | 1,600,803 | 1,484,099 | 162,802 | ..... |
| United States vessels, steam..... | 1,164 | 3,244 | 3,146 | 332,353 | 63 |
| " " " sail..... | 641 | 21,571 | 7,503 | 18,855 | 20,326 |
| Total United States..... | 1,805 | 24,815 | 10,649 | 351,208 | 20,389 |
| Grand Total, St. Lawrence canals. .. | 11,006 | 1,625,618 | 1,494,748 | 514,010 | 20,389 |
| CHAMBLY CANAL. | | | | | |
| Canadian vesse's, steam..... | 279 | 13,945 | 14,154 | 142 | ..... |
| " " sail..... | 207 | 3,570 | 3,899 | 5,211 | ..... |
| Total Canadian... .. | 486 | 17,515 | 18,053 | 5,353 | ..... |
| United States vessels, steam..... | 1 | 97 | ..... | ..... | ..... |
| " " sail..... | 3,318 | ..... | 1,352 | 170,749 | ..... |
| Total United States..... | 3,319 | 97 | 1,352 | 170,749 | ..... |
| Grand total, Chambly canal..... | 3,705 | 17,612 | 19,405 | 176,102 | ..... |
| ST. PETERS CANAL. | | | | | |
| Canadian vessels, steam..... | 353 | 19,725 | 16,775 | | |
| " " sail..... | 852 | 25,088 | 26,771 | | |
| Total Canadian..... | 1,205 | 44,813 | 43,546 | | |

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passed through the several canals, during the Season of Navigation in 1912.

| FROM UNITED STATES TO UNITED STATES PORTS. | | FROM UNITED STATES TO CANADIAN PORTS. | | TONS. | | TOTAL TONS. |
|--|------------|---|---------|-----------|------------|-------------|
| Up. | Down. | Up. | Down. | Up. | Down. | |
| 1,008 | ..... | 170,118 | 232,887 | 1,693,135 | 1,571,497 | 3,264,632 |
| ..... | ..... | 449 | 885 | 17,249 | 14,348 | 31,597 |
| 1,008 | ..... | 170,567 | 233,772 | 1,710,384 | 1,585,845 | 3,296,229 |
| 5,486,165 | 15,809,670 | 596,682 | 81,608 | 6,206,087 | 16,316,533 | 22,522,620 |
| 711 | 3,004 | 5,246 | 200 | 6,953 | 6,442 | 13,395 |
| 5,486,876 | 15,812,674 | 601,928 | 81,808 | 6,213,040 | 16,322,975 | 22,536,015 |
| 5,487,884 | 15,812,674 | 772,495 | 315,580 | 7,923,424 | 17,908,820 | 25,832,244 |
| 6,335 | 1,053 | 5,599 | 242,162 | 817,226 | 801,063 | 1,618,289 |
| 382 | ..... | ..... | 35,304 | 95,489 | 101,187 | 196,676 |
| 6,717 | 1,053 | 5,599 | 277,466 | 912,715 | 902,250 | 1,814,965 |
| 263,106 | 187,767 | 3,515 | 238,290 | 375,918 | 428,674 | 804,592 |
| 5,531 | 8,443 | 1,176 | 25,762 | 25,150 | 34,793 | 59,943 |
| 268,637 | 196,210 | 4,691 | 264,052 | 401,068 | 463,467 | 864,535 |
| 275,354 | 197,263 | 10,290 | 541,518 | 1,313,783 | 1,365,717 | 2,679,500 |
| 10 | ..... | ..... | 221,197 | 1,102,757 | 1,075,499 | 2,178,256 |
| ..... | ..... | 604 | 26,987 | 661,462 | 656,784 | 1,318,246 |
| 10 | ..... | 604 | 248,184 | 1,764,219 | 1,732,283 | 3,496,502 |
| 22,649 | 2,752 | 61 | 375,439 | 358,307 | 381,400 | 739,707 |
| 175 | 185 | ..... | 38,011 | 40,601 | 66,025 | 106,626 |
| 22,824 | 2,937 | 61 | 413,450 | 398,908 | 447,425 | 846,333 |
| 22,834 | 2,937 | 665 | 661,634 | 2,163,127 | 2,179,708 | 4,342,835 |
| ..... | ..... | ..... | ..... | 14,087 | 14,154 | 28,241 |
| ..... | ..... | ..... | 4,629 | 8,781 | 8,528 | 17,309 |
| ..... | ..... | ..... | 4,629 | 22,868 | 22,682 | 45,550 |
| ..... | ..... | ..... | ..... | 97 | ..... | 97 |
| ..... | ..... | ..... | 172,237 | 170,749 | 173,589 | 344,338 |
| ..... | ..... | ..... | 172,237 | 170,846 | 173,589 | 344,435 |
| ..... | ..... | ..... | 176,866 | 193,714 | 196,271 | 389,985 |
| ..... | ..... | ..... | ..... | 19,725 | 16,775 | 36,500 |
| ..... | ..... | ..... | 160 | 25,088 | 26,931 | 52,019 |
| ..... | ..... | ..... | 160 | 44,813 | 43,706 | 88,519 |

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

| VESSELS. | Total Number | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | |
|---------------------------------------|-----------------|--|---------|---|--------|
| | | Up. | Down. | Up. | Down. |
| ST. PETER'S CANAL.— <i>Con.</i> | | | | | |
| United States vessels, steam..... | 2 | 176 | 13 | | |
| " " sail..... | 6 | 128 | 197 | | 56 |
| Total United States..... | 8 | 304 | 210 | | 56 |
| Grand total, St. Peter's canals. | 1,213 | 45,117 | 43,756 | | 56 |
| MURRAY CANAL. | | | | | |
| Canadian vessels, steam..... | 834 | 205,664 | 94,153 | 22,135 | |
| " " sail..... | 176 | 23,773 | 21,281 | 2,689 | |
| Total Canadian. | 1,010 | 229,437 | 115,434 | 24,824 | |
| United States vessels, steam..... | 65 | 419 | 131 | 441 | 81 |
| " " sail..... | 10 | | 21 | 434 | 153 |
| Total United States..... | 75 | 419 | 152 | 875 | 234 |
| Grand total, Murray canal..... | 1,085 | 229,856 | 115,856 | 25,699 | 234 |
| OTTAWA CANALS. | | | | | |
| Canadian vessels, steam..... | 1,007 | 97,961 | 104,438 | | 841 |
| " " sail..... | 1,655 | 137,769 | 138,175 | | 1,298 |
| Total Canadian..... | 2,662 | 235,730 | 242,613 | | 2,139 |
| United States, vessels, steam..... | | | | | |
| " " sail..... | 397 | 12,786 | 536 | | 20,178 |
| Total United States..... | 397 | 12,786 | 536 | | 20,178 |
| Grand total, Ottawa canals..... | 3,059 | 248,516 | 243,149 | | 22,317 |
| RIDEAU CANAL. | | | | | |
| Canadian vessels, steam..... | 2,257 | 65,614 | 68,385 | 6,156 | 190 |
| " " sail..... | 703 | 31,118 | 30,726 | | |
| Total Canadian..... | 2,960 | 96,732 | 99,111 | 6,156 | 190 |
| United States vessels steam..... | | | | | |
| " " sail..... | 9 | 493 | 394 | | |
| Total United States..... | 9 | 493 | 394 | | |
| Grand total, Rideau canal. | 2,969 | 97,225 | 99,505 | 6,156 | 190 |
| TRENT VALLEY CANALS. | | | | | |
| Canadian vessels, steam..... | 3,227 | 76,848 | 73,392 | | |
| " " sail..... | 771 | 30,104 | 28,511 | | |
| Total Canadian. | 3,998 | 106,952 | 101,903 | | |
| United States vessels, steam..... | | | | | |
| " " sail..... | | | | | |
| Total United States..... | | | | | |
| Grand total, Trent Valley canals | 3,998 | 106,952 | 101,903 | | |

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passed through the several Canals during the Season of Navigation in 1912—*Con.*

| FROM UNITED STATES TO UNITED STATES PORTS. | | FROM UNITED STATES TO CANADIAN PORTS. | | TONS. | | TOTAL TONS. |
|--|-------|---|--------|---------|---------|-------------|
| Up. | Down. | Up. | Down. | Up. | Down. | |
| | | | | | | |
| | | | | 176 | 13 | 189 |
| | | 56 | | 184 | 253 | 437 |
| | | 56 | | 360 | 266 | 626 |
| | | 56 | 160 | 45,173 | 43,972 | 89,115 |
| | | | | | | |
| 2,172 | | 3,593 | 9,739 | 233,564 | 103,892 | 337,456 |
| | | 103 | 1,000 | 26,565 | 22,281 | 48,846 |
| 2,172 | | 3,696 | 10,739 | 260,129 | 126,173 | 386,302 |
| 197 | 90 | 267 | 293 | 1,324 | 595 | 1,919 |
| | | 210 | 24 | 644 | 198 | 842 |
| 197 | 90 | 477 | 317 | 1,968 | 793 | 2,761 |
| 2,369 | 90 | 4,173 | 11,056 | 262,097 | 126,966 | 389,063 |
| | | | | | | |
| | | 269 | | 98,230 | 105,279 | 203,509 |
| | | | | 137,769 | 139,473 | 277,242 |
| | | 269 | | 235,949 | 244,752 | 480,751 |
| | | | | | | |
| | | 7,098 | | 19,884 | 20,714 | 40,598 |
| | | 7,098 | | 19,884 | 20,714 | 40,598 |
| | | 7,367 | | 255,883 | 265,466 | 521,349 |
| | | | | | | |
| | | | 6,500 | 71,770 | 75,075 | 146,845 |
| | | | | 31,118 | 30,726 | 61,844 |
| | | | 6,500 | 102,888 | 105,801 | 208,689 |
| | | | | | | |
| | | | | 493 | 394 | 887 |
| | | | | 493 | 394 | 887 |
| | | | 6,500 | 103,381 | 106,195 | 209,576 |
| | | | | | | |
| | | | | 76,848 | 70,392 | 150,240 |
| | | | | 30,104 | 28,511 | 58,615 |
| | | | | 106,952 | 101,993 | 208,855 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | 106,952 | 101,993 | 208,855 |

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

| VESSELS. | Total Number | FROM CANADIAN TO CANADIAN PORTS. | | FROM CANADIAN TO UNITED STATES PORTS. | |
|-------------------------------------|-----------------|--|---------|---|-------|
| | | Up. | Down. | Up. | Down. |
| ST. ANDREWS CANAL. | | | | | |
| Canadian vessels, steam..... | 743 | 48,748 | 50,126 | ..... | ..... |
| " " sail..... | 517 | 55,637 | 56,462 | ..... | ..... |
| Total Canadian | 1,260 | 104,385 | 106,588 | ..... | ..... |
| United States vessels, steam..... | ..... | ..... | ..... | ..... | ..... |
| " " sail..... | | | | | |
| Total United States. | | | | | |
| Grand total, St. Andrews canal..... | 1,260 | 104,385 | 106,588 | | |

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through the several Canals during the Season of Navigation in 1912—*Concluded.*

| FROM UNITED STATES TO UNITED STATES PORTS. | | FROM UNITED STATES TO CANADIAN PORTS. | | TONS. | | TOTAL TONS. |
|--|-------|---|-------|---------|---------|-------------|
| Up. | Down. | Up. | Down. | Up. | Down. | |
| | | | | | | |
| | | | | 48,748 | 50,126 | 98,874 |
| | | | | 55,637 | 56,462 | 112,099 |
| | | | | 104,385 | 106,588 | 210,973 |
| | | | | | | |
| | | | | | | |
| | | | | 104,385 | 106,588 | 210,973 |

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TABLE 4.—Comparative Statement of all the canals for the Years ending December 31, 1911 and 1912.

| Articles. | 1911. | 1912. | Increase. | Decease. |
|------------------------------------|------------|------------|-----------|----------|
| <i>Class No. 1.</i> | Tons. | Tons. | Tons. | Tons. |
| Canadian vessels—Steam..... | 7,286,949 | 8,062,842 | 775,893 | ..... |
| " Sail..... | 1,885,243 | 2,174,493 | 289,250 | ..... |
| United States vessels—Steam..... | 17,517,229 | 24,069,124 | 6,551,895 | ..... |
| " " Sail..... | 714,393 | 567,066 | ..... | 147,327 |
| Total, Class No. 1..... | 27,403,814 | 34,873,525 | 7,617,038 | 147,327 |
| <i>Class No. 2.</i> | No. | No. | No. | No. |
| Passengers..... | 304,904 | 292,267 | ..... | 12,637 |
| <i>Class No. 3.</i> | Tons. | Tons. | Tons. | Tons. |
| Barley..... | 145,576 | 206,789 | 61,213 | ..... |
| Buckwheat..... | 84 | 253 | 169 | ..... |
| Corn..... | 451,597 | 148,218 | ..... | 303,379 |
| Oats..... | 657,878 | 762,302 | 104,424 | ..... |
| Rye..... | 3,701 | 13,263 | 9,562 | ..... |
| Flax..... | 97,334 | 224,848 | 125,514 | ..... |
| Pease..... | 163 | 228 | 65 | ..... |
| Wheat..... | 3,528,185 | 5,122,696 | 1,594,511 | ..... |
| Flour..... | 366,870 | 342,636 | ..... | 24,234 |
| Hay..... | 73,013 | 35,420 | ..... | 37,593 |
| Other mill products..... | 41,683 | 27,894 | ..... | 13,189 |
| Fruit and vegetables..... | 12,740 | 10,836 | ..... | 1,904 |
| Potatoes..... | 8,839 | 8,293 | ..... | 546 |
| Live stock..... | 3,135 | 1,692 | ..... | 1,443 |
| Poultry, game and fish..... | 2,062 | 2,710 | 648 | ..... |
| Dressed meats..... | 712 | 346 | ..... | 366 |
| Other packing house products..... | 1,266 | 2,403 | 1,137 | ..... |
| Hides and leather..... | 236 | 493 | 257 | ..... |
| Wool..... | 1,319 | 1,075 | ..... | 244 |
| All other animal products..... | 10,901 | 11,469 | 568 | ..... |
| Total, Class No. 3..... | 5,408,694 | 6,923,864 | 1,898,068 | 382,898 |
| <i>Class No. 4.</i> | | | | |
| Agricultural implements..... | 41,291 | 42,116 | 825 | ..... |
| Cement, bricks, lime..... | 654,629 | 537,093 | ..... | 117,536 |
| Household goods and furniture..... | 2,971 | 2,958 | ..... | 13 |
| Iron, pig and bloom..... | 61,119 | 99,251 | 38,132 | ..... |
| Iron and steel, all other..... | 418,169 | 458,762 | 40,593 | ..... |
| Petroleum and other oils..... | 194,105 | 144,205 | ..... | 49,900 |
| Sugar..... | 59,979 | 41,338 | ..... | 18,641 |
| Salt..... | 29,984 | 23,071 | ..... | 6,913 |
| Wines, liquors and beer..... | 22,203 | 31,632 | 9,429 | ..... |
| Merchandise not enumerated..... | 874,613 | 848,522 | ..... | 26,091 |
| Total, Class No. 4..... | 2,359,063 | 2,228,948 | 88,979 | 219,094 |
| <i>Class No. 5.</i> | | | | |
| Pulpwood..... | 823,494 | 762,156 | ..... | 61,338 |
| Sawed lumber..... | 596,588 | 723,935 | 127,347 | ..... |
| Squared timber..... | 42,924 | 58,484 | 15,560 | ..... |
| Shingles..... | 12,422 | 6,851 | ..... | 5,571 |
| Other woods..... | 70,711 | 83,196 | 12,485 | |
| Total, Class No. 5..... | 1,546,139 | 1,634,622 | 155,392 | 66,909 |

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TABLE 4.—Comparative Statement of all the canals for the Years ending December 31, 1911 and 1912—*Concluded*.

| Articles. | 1911. | 1912. | Increase. | Decrease. |
|-------------------------|------------|------------|------------|-----------|
| <i>Class No. 6.</i> | Tons. | Tons. | Tons. | Tons. |
| Hard coal..... | 1,246,273 | 1,178,917 | ..... | 67,356 |
| Soft coal..... | 4,668,843 | 3,786,969 | ..... | 881,874 |
| Coke..... | 14,160 | 12 | ..... | 14,148 |
| Copper ore..... | 16,556 | 40,322 | 23,766 | ..... |
| Iron ore..... | 22,715,838 | 31,219,646 | 8,503,808 | ..... |
| Other ore..... | 6,849 | 57,951 | 51,102 | ..... |
| Sand and cement..... | 47,938 | 515,994 | 468,056 | ..... |
| Total, Class No. 6..... | 28,716,457 | 39,799,811 | 9,046,732 | 963,378 |
| Grand Total .. | 38,030,353 | 47,587,245 | 11,189,171 | 1,632,279 |

Net increase 9,556,892 tons.

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| | | | | | | | | | | | |
|-------------------------------------|------------|-----------|-----------|---------|--------|---------|-------|---------|---------|--------|--------|
| <i>Class No. 4.</i> | | | | | | | | | | | |
| Agricultural implements | 20,380 | 20,385 | 163 | 109 | 9 | | | 148 | 876 | 41 | 5 |
| Cement, bricks, lime | 211,008 | 146,823 | 78,696 | 2,118 | 1,140 | 91,728 | | 2,331 | 1,631 | 1,612 | |
| Household goods and furniture | 1 | 100 | 1,624 | 133 | 56 | 23 | ..... | 311 | 540 | 128 | 12 |
| Iron, pig and bloom | 45,533 | 14,638 | 6,431 | 476 | 79 | ..... | ..... | 1,065 | 903 | 66 | ..... |
| Iron and steel, all other | 209,036 | 124,353 | 121,291 | 1,555 | 246 | 13 | ..... | 1,259 | 983 | 6 | 2 |
| Petroleum and other oils | 6,488 | 76,863 | 57,941 | 132 | 921 | 74 | ..... | 734 | 961 | 51 | ..... |
| Sugar | 9,126 | 19,718 | 9,951 | 755 | ..... | 10 | ..... | 1,139 | 580 | 29 | ..... |
| Salt | 12,429 | 1,912 | 3,431 | 32 | 1,521 | ..... | ..... | 1,471 | 1,807 | 23 | ..... |
| Wines, liquors and beers | 8,041 | 10,460 | 10,838 | 180 | ..... | ..... | ..... | 914 | 1,141 | ..... | ..... |
| Merchandise not enumerated | 422,741 | 210,311 | 173,665 | 6,240 | 3,431 | 9,663 | ..... | 11,538 | 9,389 | 1,503 | 41 |
| Total, Class No. 4 | 975,303 | 625,563 | 461,091 | 11,600 | 7,583 | 101,511 | ..... | 20,958 | 18,814 | 3,459 | 60 |
| <i>Class No. 5.</i> | | | | | | | | | | | |
| Pulpwood | 12,372 | 167,985 | 294,125 | 258,298 | ..... | ..... | ..... | ..... | 1,269 | 21,315 | 6,822 |
| Sawed lumber | 30,541 | 38,050 | 246,435 | 164,862 | 9,524 | 6 | ..... | 206,094 | 23,516 | 2,730 | 2,177 |
| Squared timber | 4,440 | 13,123 | 29,233 | 1,814 | ..... | 400 | ..... | 1,663 | 199 | 1,606 | ..... |
| Slings | 5,570 | 250 | 122 | 34 | 118 | ..... | ..... | 120 | 192 | 145 | ..... |
| Other woods | 1,191 | 2,270 | 8,785 | 335 | 1,219 | 300 | ..... | 18,783 | 3,466 | 41,693 | 5,154 |
| Total, Class No. 5 | 54,114 | 227,684 | 578,760 | 425,313 | 11,161 | 706 | ..... | 226,600 | 28,642 | 69,489 | 14,153 |
| <i>Class No. 6.</i> | | | | | | | | | | | |
| Hard coal | 434,224 | 175,495 | 437,334 | 119,928 | 573 | 1,353 | ..... | 1,801 | 7,525 | 138 | 566 |
| Soft " | 2,511,217 | 534,201 | 665,981 | 877 | 39,970 | 1,906 | ..... | 31,004 | 7,141 | 172 | ..... |
| Coke ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | ..... | 2 | ..... | ..... |
| Copper ore | 16,963 | ..... | ..... | 23,350 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Iron " | 31,141,063 | 66,105 | 12,467 | ..... | ..... | ..... | ..... | 5,100 | 2,455 | 2,663 | 5 |
| Other " | 5,697 | 12,671 | 9,572 | 17,794 | 2,089 | ..... | ..... | 98,729 | 88,402 | 349 | ..... |
| Sand, &c. .... | ..... | 3,600 | 180,041 | ..... | ..... | 64,140 | ..... | ..... | ..... | ..... | 89,733 |
| Total, Class No. 6 | 34,109,074 | 792,072 | 1,305,395 | 161,458 | 37,642 | 67,579 | ..... | 136,634 | 105,531 | 3,327 | 81,299 |
| Grand total | 39,669,655 | 2,851,915 | 3,477,188 | 618,415 | 74,809 | 170,081 | ..... | 392,370 | 160,133 | 77,150 | 95,549 |

TABLE 6.—SUMMARY Statement of Traffic on the undermentioned canals during the Season of Navigation, ended December 31, 1912, showing the total quantity of each description of property passed through.

| | Sault Ste. Marie. | | Welland. | | St. Lawrence. | | Chambly. | | St. Peter's. | | Murray. | | Ottawa. | | Rideau. | | Trent Valley. | | St. Andrew's. | |
|--|-------------------|-----|-----------|-----|---------------|-----|----------|-----|--------------|-----|---------|-----|---------|-----|---------|-----|---------------|-----|---------------|-----|
| | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. |
| Vessels of all kinds..... | 25,832,244 | | 2,679,500 | | 4,342,835 | | 389,985 | | 89,145 | | 389,063 | | 521,349 | | 209,576 | | 208,855 | | 210,373 | |
| Passengers | 37,549 | | 1,317 | | 106,492 | | 2,422 | | 1,240 | | 20,679 | | 27,271 | | 20,534 | | 73,861 | | 902 | |
| <i>Forest Produce of Wood.</i> | | | | | | | | | | | | | | | | | | | | |
| Pulpwood..... | 12,372 | | 167,985 | | 294,195 | | 258,268 | | | | | | | | 1,269 | | 21,315 | | 6,822 | |
| Sawed lumber..... | 30,541 | | 38,050 | | 246,435 | | 164,802 | | 9,524 | | 6 | | 296,094 | | 23,516 | | 2,730 | | 2,177 | |
| Squared timber..... | 4,440 | | 19,129 | | 29,293 | | 1,814 | | | | 400 | | 1,603 | | 199 | | 1,606 | | | |
| Shingles..... | 5,570 | | 250 | | 122 | | 34 | | 418 | | | | 120 | | 192 | | 145 | | | |
| Other woods..... | 1,191 | | 2,270 | | 8,785 | | 335 | | 1,219 | | 300 | | 18,783 | | 3,466 | | 41,653 | | 5,154 | |
| Total..... | 54,114 | | 227,684 | | 578,760 | | 425,313 | | 11,161 | | 706 | | 226,600 | | 28,642 | | 67,489 | | 14,153 | |
| <i>Animals and Produce of Animals.</i> | | | | | | | | | | | | | | | | | | | | |
| Live stock..... | 22 | | | | 603 | | 217 | | 24 | | | | 540 | | 20 | | 266 | | | |
| Poultry, game and fish..... | 16 | | | | 88 | | 10 | | 2,459 | | | | 37 | | 34 | | | | | |
| Dressed meats..... | | | 41 | | 6 | | 6 | | 11 | | | | 11 | | 201 | | 1 | | | |
| Other packing house products..... | | | | | 766 | | 95 | | 469 | | | | 345 | | 728 | | | | | |
| Hides and leather..... | 20 | | 140 | | 285 | | 9 | | | | | | | | 37 | | 2 | | | |
| Wool..... | 312 | | 431 | | 317 | | 1 | | | | | | | | 14 | | | | | |
| All other animal products..... | 2 | | | | 7,251 | | | | 23 | | 37 | | 1,947 | | 2,117 | | 92 | | | |
| Total..... | 372 | | 678 | | 9,375 | | 338 | | 2,996 | | 37 | | 2,880 | | 3,151 | | 361 | | | |
| <i>Agricultural Products.</i> | | | | | | | | | | | | | | | | | | | | |
| Barley..... | 157,957 | | 25,241 | | 23,537 | | | | | | | | | | | | | | | |
| Buckwheat..... | | | | | 7 | | | | | | | | 4 | | | | 30 | | 4 | |
| Corn..... | | | 121,333 | | 26,707 | | 28 | | 40 | | | | 32 | | | | 5 | | 237 | |
| Oats..... | 365,708 | | 185,546 | | 176,756 | | 562 | | 3,004 | | | | 66 | | | | 78 | | 131 | |
| Rye..... | 11,831 | | 714 | | 116 | | | | | | | | | | | | | | | |
| Flax..... | 191,401 | | 16,506 | | 16,941 | | | | | | | | | | | | 1 | | | |

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| | | | | | | | | | | | | | |
|--|------------|-----------|-----------|---------|--------|---------|-------|-------|---------|---------|--------|-------|--------|
| Peas..... | 3,530,398 | 150 | 793,731 | 23 | | 219 | 1 | | | 2 | 7 | 45 | |
| Wheat..... | 238,871 | 795,989 | 54,321 | 1,092 | 1,574 | | | | 94 | 385 | 471 | 1,530 | 16 |
| Flour..... | 1,304 | 45,807 | 13,247 | 14,335 | 1,544 | 34 | ..... | ..... | 3,148 | 1,072 | 161 | ..... | 5 |
| Hay..... | 3,405 | 14,539 | 7,163 | 411 | 1,083 | 10 | ..... | ..... | 761 | 643 | 179 | ..... | ..... |
| Other mill products..... | 100 | 72 | 5,742 | 2,391 | 1,449 | 404 | ..... | ..... | 320 | 344 | 14 | ..... | ..... |
| Fruit and vegetables..... | 117 | 15 | 686 | 68 | 6,732 | ..... | ..... | ..... | 466 | 85 | 113 | ..... | 11 |
| Potatoes..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | 4,530,792 | 1,205,912 | 1,119,567 | 19,706 | 15,427 | 448 | ..... | ..... | 5,278 | 3,995 | 2,514 | ..... | 37 |
| <i>Manufactures.</i> | | | | | | | | | | | | | |
| Agricultural implements..... | 20,380 | 20,380 | 163 | 109 | 9 | ..... | ..... | ..... | 148 | 876 | 41 | ..... | 5 |
| Cement, bricks and lime..... | 211,008 | 146,829 | 78,696 | 2,118 | 1,140 | 91,728 | ..... | ..... | 2,331 | 1,631 | 1,612 | ..... | 12 |
| Household goods and furniture..... | 1 | 100 | 1,624 | 133 | 56 | 23 | ..... | ..... | 341 | 540 | 128 | ..... | ..... |
| Iron—Pig and bloom..... | 75,535 | 14,638 | 6,491 | 476 | 79 | ..... | ..... | ..... | 1,065 | 903 | 66 | ..... | 6 |
| " steel, all other..... | 209,056 | 124,353 | 121,291 | 1,555 | 246 | 13 | ..... | ..... | 1,257 | 983 | 6 | ..... | 2 |
| Petroleum and other oils..... | 6,488 | 76,863 | 57,941 | 152 | 921 | 74 | ..... | ..... | 754 | 961 | 51 | ..... | ..... |
| Sugar..... | 9,126 | 19,718 | 9,951 | 785 | ..... | 10 | ..... | ..... | 1,139 | 580 | 29 | ..... | ..... |
| Salt..... | 12,929 | 1,912 | 3,431 | ..... | 1,521 | ..... | ..... | ..... | 1,471 | 1,807 | ..... | ..... | ..... |
| Wines, liquors and beer..... | 8,041 | 10,460 | 10,838 | 32 | 180 | ..... | ..... | ..... | 914 | 1,144 | 23 | ..... | ..... |
| Merchandise not enumerated..... | 422,741 | 210,311 | 173,665 | 6,240 | 3,431 | 9,663 | ..... | ..... | 11,538 | 9,389 | 1,563 | ..... | 41 |
| Total..... | 975,303 | 625,569 | 461,091 | 11,600 | 7,583 | 101,511 | ..... | ..... | 20,958 | 18,814 | 3,459 | ..... | 60 |
| <i>Products of Mines.</i> | | | | | | | | | | | | | |
| Hard coal..... | 434,224 | 175,495 | 437,334 | 119,928 | 573 | 1,333 | ..... | ..... | 1,801 | 7,525 | 138 | ..... | 566 |
| Soft "..... | 2,511,217 | 534,201 | 665,981 | 377 | 34,970 | 1,906 | ..... | ..... | 31,004 | 7,141 | 172 | ..... | ..... |
| Coke..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... |
| Copper ore..... | 16,963 | ..... | ..... | 23,359 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Iron "..... | 31,141,063 | 66,105 | 12,467 | ..... | ..... | ..... | ..... | ..... | ..... | 6 | 5 | ..... | ..... |
| Other "..... | 5,607 | 12,671 | 9,572 | 17,794 | 2,089 | 64,140 | ..... | ..... | ..... | 2,455 | 2,663 | ..... | ..... |
| Sand, &c..... | ..... | 3,600 | 180,041 | ..... | ..... | ..... | ..... | ..... | 98,729 | 88,402 | 349 | ..... | 80,733 |
| Total..... | 34,109,074 | 792,072 | 1,305,395 | 161,458 | 37,642 | 67,379 | ..... | ..... | 136,634 | 105,531 | 3,327 | ..... | 81,299 |
| Grand totals (passengers and tonnage of vessels not included)... | 39,669,655 | 2,851,915 | 3,477,188 | 618,415 | 74,809 | 170,081 | | | 392,350 | 160,133 | 77,150 | | 45,549 |

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TABLE 7, No. 1.—GENERAL STATEMENT showing the Quality of each Article Transported on the Sault Ste. Marie canal during the Season of Navigation in 1912.

| Articles. | From Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Origin of Cargo. | |
|----------------------------|----------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|--------|-----------|---------|-------------|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| | | | | | | | | | | | | | |
| Agricultural implements. | 20,380 | | | | | | | | 20,380 | | 20,380 | 20,380 | |
| All other animal. | | 2 | | | | | | | | 2 | 2 | | |
| Barley. | | 67,593 | | | | | | 1,721 | | | 157,957 | 91,106 | 66,851 |
| Buckwheat. | | | | | | | | | | | | | |
| Cement, bricks, &c. | 202,331 | | 245 | | 4,757 | | 3,675 | | 211,008 | | 211,008 | 200,594 | 10,414 |
| Coal, hard. | 50 | | | | 294,810 | | 139,364 | | 434,224 | | 434,224 | | 434,224 |
| " soft. | 100 | | | | 1,402,754 | | 1,108,363 | | 2,511,217 | | 2,511,217 | | 2,511,217 |
| Coke. | | | | | | | | | | | | | |
| Corn. | | | | | | | | | | | | | |
| Dressed meats. | | | | | | | | | | | | | |
| Flax. | | 38,859 | | | 99,727 | | | 2,920 | 191,401 | | 191,401 | 98,345 | 93,056 |
| Flour. | 15 | 178,223 | | | 41,809 | | | 18,821 | 15 | 238,856 | 238,871 | 193,417 | 45,464 |
| Fruits and vegetables. | 100 | | | | | | | | 100 | | 100 | | |
| Hay. | 1,304 | | | | | | | | 1,304 | | 1,304 | 1,304 | |
| Hides and leather. | 20 | | | | | | | | 20 | | 20 | 20 | |
| Household goods. | | 1 | | | | | | | | 1 | 1 | | |
| Iron, pig and bloom. | 45,206 | 3,020 | | | 125 | 5,306 | 21,876 | | 67,207 | 8,326 | 75,533 | 48,226 | 27,307 |
| Iron and steel, all other. | 121,886 | 3,263 | | | 44,198 | 1,400 | 38,309 | | 204,393 | 4,663 | 209,056 | 111,880 | 97,176 |
| Live stock. | 22 | | | | | | | | 22 | | 22 | 22 | |
| Merchandise. | 329,677 | 7,987 | 13,104 | 4,912 | 57,168 | 1,601 | 3,458 | 4,834 | 403,407 | 19,334 | 422,741 | 356,826 | 65,915 |
| Oats. | 1,131 | 329,683 | | | 23,367 | | 31,047 | | 1,131 | 394,577 | 395,708 | 380,562 | 15,146 |
| Other mill products. | | 1,130 | | | | | 1,975 | | | 3,105 | 3,105 | 1,130 | 1,975 |
| " packing house products. | | | | | | | | | | | | | |
| " woods. | 666 | 471 | | | | | 54 | | 720 | 471 | 1,191 | 1,064 | 127 |
| Orn, all other. | 360 | | 3,054 | | 1,893 | | | | 5,307 | 500 | 5,607 | 660 | 4,947 |
| " copper. | | | | | | | | | | | 16,963 | | 16,963 |
| " iron. | | | | | | | | | | | | | |
| Peas. | | | | | | | | | | | | | |
| Petroleum. | | | | | | | | | | | | | |
| Poultry, game and fish. | 6,027 | 50 | 211 | | | | 200 | | 6,438 | 50 | 6,488 | 6,214 | 274 |
| Potatoes. | | 1 | 15 | | | | | | 15 | 1 | 16 | 16 | |
| Pulpwood. | 12,372 | 117 | | | | | | | 12,372 | 117 | 12,372 | 12,372 | |

| | | | | | | | | | | | | | |
|--------------------------------|-----------|-----------|--------|--|--|---------|-----------|------------|-----------|-----------|-----------|-----------|------------|
| Rye | 150 | | | | | 2,141 | | | | 11,831 | 11,831 | 150 | 11,681 |
| Saved lumber | 542 | | | | | | 306 | | | 9,540 | 9,540 | 24,459 | 6,439 |
| Shingles | 36 | | | | | | 5,468 | | | 4,716 | 4,716 | 36 | 5,534 |
| Square timber | | | | | | 400 | | | | 4,040 | 4,040 | | 4,440 |
| Sugar | 9,126 | | | | | | | | | | | | |
| Salt | 11,666 | | | | | | | | | | | | |
| Wheat | 1,581,518 | 187 | | | | 1,076 | | | | | | 9,126 | 1,076 |
| Wines, liquors and beers | 7,974 | 67 | | | | | | | | 1,102,485 | 1,102,485 | 2,512,291 | 1,018,107 |
| Wool | 21 | 27 | | | | | | | | 264 | 264 | 8,041 | 264 |
| Total freight | 770,976 | 2,162,521 | 16,883 | | | 857,777 | 1,807,181 | 32,253,916 | 1,326,457 | | | 4,090,362 | 35,579,293 |

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TABLE 7, No. 2.—General Statement showing the Quantity of each Article Transported on the Welland canal during the Season of Navigation in 1912.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to U. States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Origin of Cargo. | |
|----------------------------|----------------------------------|---------|-----------------------------------|-------|--|--------|---------------------------------------|---------|---------|---------|-------------|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements. | 20,380 | 5 | | | | | | | 20,380 | 5 | 20,385 | 20,385 | |
| All other animal | | 22,375 | | | | 2,160 | | 706 | | 23,241 | 25,241 | 22,375 | 2,866 |
| Barley. | | | | | | | | | | | | | |
| Buckwheat. | | | | | | | | | | | | | |
| Cement, bricks, &c | 145,839 | 450 | 540 | | 163,461 | 2,958 | 12,034 | 531,243 | 146,379 | 450 | 146,829 | 146,129 | 700 |
| Coal, hard | | | | | | | | | 175,495 | | 175,495 | | 175,495 |
| soft. | | | | | | | | | | 531,201 | 531,201 | | 531,201 |
| Coke. | | | | | | | | | | | | | |
| Corn. | | 2,297 | | | | 91,254 | | 27,782 | | 121,333 | 121,333 | 116 | 121,217 |
| Dressed meats. | | 41 | | | | | | | | 41 | 41 | | 41 |
| Flax | | 16,374 | 132 | | | | | | 132 | 16,374 | 16,506 | 16,506 | |
| Flour. | | 33,513 | | | | | | 2,416 | | 43,807 | 43,807 | 34,743 | 11,064 |
| Fruits and vegetables. | 35 | | | | | 37 | | | 72 | | 72 | 35 | 37 |
| Hay. | | | | | | | | | | | | | |
| Hides and leather. | 140 | | | | | | | | 140 | | 140 | 140 | |
| Household goods. | 13,198 | 7 | 93 | | | | | | 93 | | 100 | 100 | |
| Iron, pig and bloom. | 320 | | | | | | | 1,120 | 13,198 | 1,440 | 14,638 | 13,518 | 1,120 |
| Iron and steel, all other. | 87,773 | 2,672 | 25 | | | 300 | | 33,533 | 87,798 | 36,555 | 124,353 | 90,470 | 33,883 |
| Live stock | | | | | 53,278 | | | 6,627 | 181,268 | 29,043 | 210,311 | 131,417 | 78,894 |
| Merchandise. | 113,498 | 8,279 | 14,522 | | 1,400 | | | 17,616 | | 185,546 | 185,546 | 169,793 | 15,753 |
| Oats. | | 166,530 | | | 5 | 12,564 | | 1,970 | 5 | 14,534 | 14,539 | | 14,539 |
| Other mill products. | | | | | | | | | | | | | |
| " packinghouse products | | | | | | | | | | | | | |
| " woods | | | | | | | | | | | | | |
| Ore, all other. | | 6,224 | 3,054 | | | 2,270 | | | 6,447 | 2,270 | 2,270 | 2,270 | 2,270 |
| " copper. | | | | | 3,393 | | | | | 6,224 | 12,671 | 7,758 | 4,913 |
| " iron. | | 791 | | | 1,586 | | | 63,728 | 1,586 | 64,519 | 66,105 | | 66,105 |
| Peas | | | | | | 150 | | | | 150 | 150 | | 150 |
| Petroleum | 642 | 33,821 | 50 | | 2 | | | 42,348 | 694 | 76,169 | 76,863 | 33,118 | 43,745 |
| Poultry, game and fish. | | | | | 66 | | | | 66 | | 66 | | 66 |
| Potatoes. | 15 | | | | | | | | 15 | | 15 | | 15 |
| Pulpwood | 47,718 | | 117,873 | | 2,394 | | | | 167,985 | | 167,985 | 167,985 | |
| Rye | | | | | | | | 714 | | 714 | 714 | | 714 |
| Sand | | 3,600 | | | | | | | | 3,600 | 3,600 | 3,600 | |

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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 1912.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Origin of Cargo. | |
|----------------------------|----------------------------------|---------|---------------------------------------|-------|--|--------|---------------------------------------|---------|---------|---------|-------------|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| | | | | | | | | | | | | | |
| Agricultural implements. | 20,380 | 5 | | | | | | | 20,380 | 5 | 20,385 | 20,385 | |
| All other animal. | | | | | | | | | | | | | |
| Barley | | 22,375 | | | | 2,160 | | 706 | | 25,241 | 25,241 | 22,375 | 2,866 |
| Buckwheat. | | | | | | | | | | | | | |
| Cement, bricks, &c. | 145,839 | 450 | 540 | | | | | | 146,379 | 450 | 146,129 | 146,129 | 700 |
| Coal, hard. | | | | | 163,461 | | 12,034 | | 175,495 | | 175,495 | | 175,495 |
| " soft. | | | | | | 2,958 | | 531,243 | | | 534,201 | | 534,201 |
| Coke. | | | | | | | | | | | | | |
| Corn. | | 2,297 | | | | 91,254 | | 27,782 | | | 121,333 | 116 | 121,217 |
| Dressed meats. | | 41 | | | | | | | | 41 | 41 | | 41 |
| Flax. | | 16,374 | 132 | | | | | | 132 | 16,374 | 16,506 | 16,506 | |
| Floor. | | 33,513 | | | | 9,878 | | 2,416 | | 45,807 | 45,807 | 34,743 | 11,064 |
| Fruits and vegetables. | 35 | | | | 37 | | | | 72 | | 72 | 35 | 37 |
| Hay. | | | | | | | | | | | | | |
| Hides and leather. | 140 | | | | | | | | 140 | | 140 | 140 | |
| Household goods. | | 7 | 93 | | | | | | 93 | | 100 | 100 | |
| Iron, pig and bloom. | 13,198 | 20 | | | | | | 1,120 | 13,198 | 1,140 | 14,338 | 13,218 | 1,120 |
| Iron and steel, all other. | 87,593 | 164 | 25 | | | 300 | | 32,443 | 87,618 | 32,907 | 120,525 | 87,782 | 32,743 |
| Live stock. | | | | | | | | | | | | | |
| Merchandise. | 113,468 | 8,149 | 14,522 | | 53,278 | 14,137 | | 4,921 | 181,268 | 27,207 | 208,475 | 131,287 | 77,188 |
| Oats. | | 169,530 | | | | 1,400 | | 17,616 | | 183,546 | 185,546 | 169,798 | 15,753 |
| Other mill products. | | | | | 5 | 12,564 | | 1,970 | 5 | 14,534 | 14,539 | | 14,539 |
| " packing house products. | | | | | | | | | | | | | |
| " woods. | | | | | | 2,270 | | | | 2,270 | 2,270 | | 2,270 |
| Ore, all other. | | 486 | 3,051 | | 3,393 | | | | 6,447 | 486 | 6,933 | 2,020 | 4,913 |
| " copper. | | | | | | | | | | | | | |
| " iron. | | | | | 1,586 | | | 63,728 | 1,586 | 63,728 | 65,314 | | 65,314 |
| Peas. | | | | | | 150 | | | | | 150 | | 150 |
| Petroleum. | | | | | | | | | | | | | |
| Poultry, game and fish. | 642 | 33,821 | 50 | | 2 | | | 42,348 | 694 | 76,169 | 76,803 | 33,118 | 43,715 |
| Potatoes. | | | | | 66 | | | | 66 | | 66 | | 66 |
| Pulpwood. | 15 | | | | | | | | 15 | | 15 | 15 | |
| | | | | | 2,394 | | | | 120,267 | | 120,267 | 130,267 | |

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TABLE No. 4—General Statement showing the Quantity of each Way Article Transported on the Welland canal during the Season of Navigation in 1912.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | | Origin of Cargo. | |
|----------------------------|----------------------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|-------|-------|-------------|-------|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Canadian. | United States. |
| Agricultural implements. | | | | | | | | | | | | | | |
| All other animal. | | | | | | | | | | | | | | |
| Barley | | | | | | | | | | | | | | |
| Buckwheat. | | | | | | | | | | | | | | |
| Cement, bricks, &c. | | | | | | | | | | | | | | |
| Coal, hard. | | | | | | | | | | | | | | |
| " soft. | | | | | | | | | | | | | | |
| Coke | | | | | | | | | | | | | | |
| Corn | | | | | | | | | | | | | | |
| Dressed meats. | | | | | | | | | | | | | | |
| Flax | | | | | | | | | | | | | | |
| Flour. | | | | | | | | | | | | | | |
| Fruits and vegetables. | | | | | | | | | | | | | | |
| Hay | | | | | | | | | | | | | | |
| Hides and leather. | | | | | | | | | | | | | | |
| Household goods. | | | | | | | | | | | | | | |
| Iron, pig and bloom. | 300 | | | | | | | | | | 300 | | 300 | |
| Iron and steel, all other. | 180 | | | | | | | | | | 180 | | 2,688 | 1,140 |
| Live stock. | | | | | | | | | | | | | | |
| Merchandise. | 130 | | | | | | | | | | 1,836 | | 130 | 1,706 |
| Oats | | | | | | | | | | | | | | |
| Other mill products. | | | | | | | | | | | | | | |
| " packing house products. | | | | | | | | | | | | | | |
| " woods. | | | | | | | | | | | | | | |
| Ore, all other. | | 5,738 | | | | | | | | | 5,738 | | 5,738 | |
| " copper. | | | | | | | | | | | | | | |
| " iron. | | 791 | | | | | | | | | 791 | | 791 | |
| Peas | | | | | | | | | | | | | | |
| Petroleum. | | | | | | | | | | | | | | |
| Poultry, game and fish. | | | | | | | | | | | | | | |
| Potatoes. | | | | | | | | | | | | | | |
| Pulpwood. | | | | | | | | | | | | | | |
| | 47,718 | | | | | | | | | | 47,718 | | 47,718 | |

TABLE 7, No. 5.—General Statement showing the Quantity of each Article Transported on the St. Lawrence canals during the Season of Navigation in 1912.

| ARTICLES. | From Canada to Canadian 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. | | | Canadian. | United States. |
| Agricultural implements..... | 151 | 12 | | | | | 151 | 12 | 163 | | 163 | |
| All other animals..... | 1,102 | 6,146 | | | | | 1,102 | 6,146 | 7,248 | | 7,248 | 3 |
| Barley..... | 1,212 | 22,127 | | | | | 1,212 | 22,345 | 23,557 | | 23,557 | 218 |
| Buckwheat..... | 7 | | | | | | 7 | | 7 | | 7 | |
| Cement, bricks, &c..... | 76,570 | 2,126 | | | | | 76,570 | 2,126 | 78,696 | | 77,195 | 1,501 |
| Coal, hard..... | 10,076 | 417 | | 431 | | 426,410 | 10,076 | 427,258 | 437,334 | | 8,867 | 428,467 |
| " soft..... | 143,781 | 22,092 | | | | 497,760 | 146,129 | 519,852 | 665,981 | | 164,010 | 501,971 |
| Coke..... | | | | | | | | | | | | |
| Corn..... | 56 | 18,470 | | | | 8,181 | 56 | 26,651 | 26,707 | | 1,270 | 25,437 |
| Dressed meats..... | | 60 | | | | | 5 | 60 | 65 | | 19 | 46 |
| Flax..... | 1,062 | 15,679 | 200 | | | | 1,262 | 15,679 | 16,941 | | 16,941 | |
| Flour..... | 3,905 | 50,136 | | | | 280 | 3,905 | 50,416 | 54,321 | | 54,041 | 280 |
| Fruits and vegetables..... | 225 | 5,511 | | | | | 231 | 5,511 | 5,742 | | 5,736 | 6 |
| Hay..... | 6,449 | 6,133 | | 635 | | | 6,449 | 6,768 | 13,217 | | 13,217 | |
| Hides and leather..... | 120 | 163 | | | | | 122 | 163 | 285 | | 285 | |
| Household goods..... | 612 | 928 | | | | | 696 | 928 | 1,624 | | 1,618 | 6 |
| Iron, pig and bloom..... | 6,014 | 337 | | | | 120 | 6,014 | 477 | 6,491 | | 5,435 | 1,056 |
| Iron and steel, all other..... | 87,694 | 10,636 | 75 | | | 22,886 | 87,769 | 33,522 | 121,291 | | 96,899 | 24,392 |
| Live stock..... | 61 | 541 | | | | | 62 | 541 | 603 | | 602 | 1 |
| Merchandise..... | 127,719 | 36,479 | 3,970 | | 196 | 5,126 | 132,006 | 41,659 | 173,665 | | 168,608 | 5,057 |
| Oats..... | 6,988 | 161,745 | | | | 7,973 | 6,988 | 163,768 | 176,756 | | 168,780 | 7,976 |
| Other mill products..... | 6,280 | 1,883 | | | | | 5,280 | 1,883 | 7,163 | | 7,163 | |
| " packing house products..... | 273 | 492 | | | | | 274 | 492 | 766 | | 766 | |
| " wood..... | 1,772 | 6,950 | | 15 | | | 1,829 | 6,965 | 8,785 | | 8,722 | 63 |
| Ore, all other..... | 9,174 | 398 | | | | | 9,174 | 398 | 9,572 | | 4,293 | 5,279 |
| " copper..... | | | | | | | | | | | | |
| " iron..... | 1 | 22 | | | | 12,467 | | 12,467 | 12,467 | | | 12,467 |
| Peas..... | | | | | | | 1 | 22 | 23 | | 23 | |
| Petroleum..... | 4,763 | 27,218 | | | | 25,960 | 4,763 | 53,178 | 57,941 | | 30,062 | 27,879 |
| Poultry, game and fish..... | | 36 | 50 | | | | 52 | 36 | 88 | | 86 | 2 |
| Potatoes..... | 209 | 475 | | | | | 211 | 475 | 686 | | 684 | 2 |
| Pulpwood..... | 27,902 | | 266,223 | | | | 294,125 | | 294,125 | | 294,125 | |

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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 1912.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | | Origin of Cargo. | |
|---------------------------|----------------------------------|---------|---------------------------------------|-------|--|-------|---------------------------------------|-------|---------|---------|-------------|--|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | Canadian. | United States. |
| | | | | | | | | | | | | | | |
| Agricultural implements | | | | | | | | | | | | | | |
| All other animal | 206 | 4,186 | | | | | | | 206 | 4,186 | | | 4,392 | |
| Barley | | 20,882 | | | | | | 218 | | 21,100 | | | 20,882 | 218 |
| Buckwheat | | | | | | | | | | | | | | |
| Cement, bricks, &c. | 54,783 | 520 | | | | | | | 54,783 | 520 | | | 55,303 | |
| Coal, hard | 4,200 | | | | | | | | 4,200 | 416,562 | | | 4,200 | 416,562 |
| " soft | 5,100 | 792 | | | | | | | 5,100 | 486,675 | | | 5,100 | 486,675 |
| Coke | | | | | | | | | | | | | | |
| Corn | | 1,376 | | | | | | | | 8,717 | | | 116 | 8,601 |
| Dressed meats | | 41 | | | | | | | | 41 | | | | 41 |
| Flax | | 15,413 | | | | | | | 200 | 15,413 | | | 15,613 | |
| Flour | 22 | 37,746 | | | | | | 280 | 22 | 38,026 | | | 37,768 | 280 |
| Fruits and vegetables | 49 | 5,257 | | | | | | | 49 | 5,257 | | | 5,306 | |
| Hay | | | | | | | | | | | | | | |
| Hides and leather | 120 | | | | | | | | 120 | | | | 120 | |
| Household goods | 258 | 744 | | | | | | | 336 | 714 | | | 1,080 | |
| Iron, pig and bloom | 3,499 | | | | | | | | 3,499 | 120 | | | 3,499 | 120 |
| Iron and steel, all other | 76,156 | 6,408 | | | | | | | 76,231 | 29,294 | | | 81,133 | 21,392 |
| Live stock | 2 | 12 | | | | | | | 2 | 12 | | | 14 | |
| Merchandise | 110,187 | 29,225 | | | | | | | 114,157 | 34,178 | | | 148,335 | 2,916 |
| Oats | | 156,608 | | | | | | | | 164,581 | | | 156,608 | 7,973 |
| Other mill products | 5 | 445 | | | | | | | 5 | 445 | | | 450 | |
| " packing house products | 1 | 367 | | | | | | | 1 | 367 | | | 368 | |
| " woods | | | | | | | | | | | | | | |
| Ore, all other | 1,741 | 175 | | | | | | | 1,741 | 175 | | | 1,916 | |
| " copper | | | | | | | | | | | | | | |
| " iron | | | | | | | | | | | | | | |
| Peas | | 22 | | | | | | | | 12,467 | | | | 12,467 |
| Petroleum | | | | | | | | | | 22 | | | 22 | |
| Poultry, game and fish | 630 | 26,911 | | | | | | | 630 | 52,871 | | | 27,501 | 25,960 |
| Potatoes | | | | | | | | | | 50 | | | 50 | |
| Pulpwood | 17,621 | | | | | | | | 95 | | | | 95 | |
| | | | | | | | | | 283,844 | | | | 283,844 | |

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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 1912.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Origin of Cargo. | |
|------------------------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|---------|--------|-------------|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements... | 151 | 12 | | | | | | | 151 | 12 | 163 | 163 | |
| All other animal... | 896 | 1,960 | | | | | | | 896 | 1,960 | 2,856 | 2,856 | 3 |
| Barley... | 1,212 | 1,245 | | | 3 | | | | 1,212 | 1,245 | 2,457 | 2,457 | |
| Buckwheat... | 7 | | | | | | | | 7 | | 7 | 7 | |
| Cement, bricks, etc... | 21,787 | 1,606 | | | | | | | 21,787 | 1,606 | 23,393 | 21,802 | 1,501 |
| Coal, hard... | 5,876 | 417 | | | | 431 | 9,848 | | 5,876 | 10,636 | 16,512 | 4,667 | 11,905 |
| " soft... | 138,681 | 21,300 | 2,348 | | | | 11,877 | | 141,029 | 33,177 | 174,206 | 158,916 | 15,296 |
| Coke... | | | | | | | | | | | | | |
| Corn... | 56 | 17,094 | | | | | 840 | | 56 | 17,094 | 17,090 | 1,154 | 16,836 |
| Dressed meats... | | 19 | | | 5 | | | | 5 | 19 | 24 | 19 | 5 |
| Flax... | 1,062 | 266 | | | | | | | 1,062 | 266 | 1,328 | 1,328 | |
| Flour... | 3,883 | 12,390 | | | | | | | 3,883 | 12,390 | 16,273 | 16,273 | |
| Fruits and vegetables... | 176 | 254 | | | 6 | | | | 182 | 254 | 436 | 430 | 6 |
| Hay... | 6,449 | 6,133 | | | | | | | 6,449 | 6,768 | 13,217 | 13,217 | |
| Hides and leather... | | 163 | | | 2 | | | | | 163 | 165 | 165 | |
| Household goods... | 354 | 184 | | | 6 | | | | 360 | 184 | 544 | 538 | 6 |
| Iron, pig and bloom... | 2,515 | 357 | | | | | | | 2,515 | 357 | 2,872 | 1,936 | 936 |
| Iron and steel, all other... | 11,538 | 4,228 | | | | | | | 11,538 | 4,228 | 15,766 | 15,766 | |
| Live stock... | 59 | 529 | | | 1 | | | | 60 | 529 | 589 | 588 | 1 |
| Merchandise... | 17,532 | 7,254 | | | 121 | 54 | 173 | | 17,849 | 7,481 | 25,330 | 23,189 | 2,141 |
| Oats... | 6,988 | 5,187 | | | | | | | 6,988 | 5,187 | 12,175 | 12,175 | 3 |
| Other mill products... | 5,275 | 1,438 | | | | | | | 5,275 | 1,438 | 6,713 | 6,713 | |
| " packing house pro- | | | | | | | | | | | | | |
| ducts... | 272 | 125 | | | 1 | | | | 273 | 125 | 398 | 397 | 1 |
| " woods... | 1,772 | 6,950 | | | 48 | 15 | | | 1,820 | 6,965 | 8,785 | 8,722 | 63 |
| Ore, all other... | 7,433 | 223 | | | | | | | 7,433 | 223 | 7,656 | 7,377 | 5,279 |
| " copper... | | | | | | | | | | | | | |
| " iron... | | | | | | | | | | | | | |
| Peas... | 1 | | | | | | | | 1 | | 1 | 1 | |
| Petroleum... | 4,133 | 307 | | | | | | | 4,133 | 307 | 4,440 | 2,521 | 1,919 |
| Poultry, game and fish... | | 36 | | | 2 | | | | 2 | 36 | 38 | 36 | 2 |
| Potatoes... | 114 | 475 | | | 2 | | | | 116 | 475 | 591 | 589 | 2 |

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TABLE 7, No. 8.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Chambly canal during the Season of Navigation in 1912.

| ARTICLES. | From Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Origin of Cargo. | |
|--------------------------------|----------------------|-------|---------------------------------------|-------|--|-------|---------------------------------------|-------|---------|---------|-------------|------------------|----------------|
| | | | | | | | | | | | | | |
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements..... | 105 | 4 | | | | | | | 105 | 4 | 109 | 109 | |
| All other animal..... | | | | | | | | | | | | | |
| Barley..... | | | | | | | | | | | | | |
| Buckwheat..... | 314 | 18 | 60 | | | | | | 374 | 1,744 | 2,118 | 332 | 1,726 |
| Cement, bricks, &c..... | 3 | | | | | | | | 3 | 119,925 | 119,925 | 3 | 119,925 |
| Coal, hard..... | | | | | | | | | | 377 | 377 | 10 | 367 |
| " soft..... | | | | | | | | | | | | | |
| Coke..... | | | | | | | | | | | | | |
| Corn..... | 24 | 4 | | | | | | | 24 | 4 | 28 | 28 | |
| Dressed meats..... | 3 | 3 | | | | | | | 3 | 3 | 6 | 6 | |
| Flax..... | | | | | | | | | | | | | |
| Flour..... | 1,092 | 1,927 | | | | | | | 1,092 | | 1,092 | 1,092 | |
| Fruits and vegetables..... | 464 | 5,241 | | | | | | | 464 | 1,927 | 2,391 | 2,391 | |
| Hay..... | 685 | 9,659 | | | | | | | 9,694 | 5,241 | 14,935 | 14,935 | |
| Hides and leather..... | 85 | 48 | | | | | | | 85 | 48 | 133 | 133 | |
| Household goods..... | 147 | | | | | | | | 147 | 329 | 476 | 476 | 329 |
| Iron, pig and bloom..... | 456 | 31 | | | | | | | 456 | 1,099 | 1,555 | 487 | 1,068 |
| Iron and steel, all other..... | 3 | 214 | | | | | | | 3 | 214 | 217 | 217 | |
| Live stock..... | 1,118 | 744 | | | | | | | 1,118 | 5,122 | 6,240 | 1,863 | 4,377 |
| Merchandise..... | 21 | 541 | | | | | | | 21 | 541 | 562 | 562 | |
| Oats..... | 343 | 68 | | | | | | | 343 | 68 | 411 | 411 | |
| Other mill products..... | 95 | | | | | | | | 95 | | 95 | 95 | |
| " packing house products..... | 10 | 325 | | | | | | | 10 | 325 | 335 | 335 | |
| " woods..... | 79 | 374 | | | | | | | 374 | 17,420 | 17,794 | 503 | 17,291 |
| Ore, all other..... | | | | | | | | | | 23,359 | 23,359 | | 23,359 |
| " copper..... | | | | | | | | | | | | | |
| " iron..... | | | | | | | | | | | | | |
| Peas..... | 152 | | | | | | | | 152 | | 152 | 152 | |
| Petroleum..... | 3 | 7 | | | | | | | 3 | 7 | 10 | 10 | |
| Poultry, game and fish..... | 51 | 17 | | | | | | | 51 | 17 | 68 | 68 | |
| Potatoes..... | | | | | | | | | | | | | |
| Pulpwood..... | | | | | | | | | 258,268 | | 258,268 | 258,268 | |

TABLE 7, No. 10.—General Statement showing the Quantity of each Article Transported on the Murray canal during the Season of Navigation in 1912.

| ARTICLES. | From Canadian to Canadian Ports. | | From Canadian to U. States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Origin of Cargo. | |
|----------------------------|----------------------------------|-------|-----------------------------------|-------|--|-------|---------------------------------------|-------|--------|-------|-------------|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| | | | | | | | | | | | | | |
| Agricultural implements. | | | | | | | | | | | | | |
| All other animal. | 15 | 22 | | | | | | | 15 | 22 | 37 | 37 | |
| Barley. | | | | | | | | | | | | | |
| Buckwheat. | | | | | | | | | | | | | |
| Cement, bricks, &c. | 91,728 | | | | | | 866 | | 91,728 | | 91,728 | 91,728 | |
| Coal, hard. | 407 | | | | | | | | 1,333 | | 1,333 | 150 | 1,183 |
| " soft. | | 600 | | | | | | 1,306 | 1 | 1,906 | 1,906 | 600 | 1,306 |
| Coke. | | | | | | | | | | | | | |
| Corn. | | | | | | | | | | | | | |
| Dressed meats. | | | | | | | | | | | | | |
| Flax. | | | | | | | | | | | | | |
| Flour. | | | | | | | | | | | | | |
| Fruits and vegetables. | 112 | 292 | | | | | | | 112 | 292 | 404 | 404 | |
| Hay. | 34 | | | | | | | | 34 | | 34 | 34 | |
| Hides and leather. | | | | | | | | | | | | | |
| Household goods. | 5 | 13 | | | | | | 5 | 5 | 18 | 23 | 5 | 18 |
| Iron, pig and bloom. | | | | | | | | | | | | | |
| Iron and steel, all other. | 7 | 6 | | | | | | | 7 | 6 | 13 | 11 | 2 |
| Live stock. | | | | | | | | | | | | | |
| Merchandise. | 5,592 | 4,051 | | | | | | 20 | 5,592 | 4,071 | 9,663 | 9,634 | 29 |
| Oats. | | | | | | | | | | | | | |
| Other mill products. | | 10 | | | | | | | | | | | |
| " packing house products. | | | | | | | | | | | | | |
| " woods. | | | | | | | | | 300 | | 300 | 300 | |
| Ore, all other. | | | | | | | | | | | | | |
| " copper. | | | | | | | | | | | | | |
| " iron. | | | | | | | | | | | | | |
| Peas. | | | | | | | | | | | | | |
| Petroleum. | 39 | 35 | | | | | | | 39 | 35 | 74 | 61 | 13 |
| Poultry, game and fish. | | | | | | | | | | | | | |
| Potatoes. | | | | | | | | | | | | | |
| Pulpwood. | | | | | | | | | | | | | |
| Rye. | | | | | | | | | | | | | |
| Sawed lumber. | 6 | | | | | | | | 6 | | 6 | 6 | |

TABLE 7 No. 11.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Ottawa canals during the Season of Navigation in 1912.

| 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. | | adian. | United States. |
| Agricultural implements..... | 136 | 12 | | | | | | | 136 | 12 | 148 | | |
| All other animal..... | 87 | 1,860 | | | | | | | 87 | 1,860 | 1,947 | | |
| Barley..... | | | | | | | | | | | | | 148 |
| Buckwheat..... | 4 | | | | | | | | 4 | | 4 | | |
| Cement, bricks, &c..... | 3,165 | 166 | | | | | | | 2,165 | 166 | 2,331 | | |
| Coal, hard..... | 29,968 | | | | | | 1,801 | | 1,801 | | 1,801 | | 1,801 |
| " soft..... | | | | | | | 1,036 | | 31,004 | | 31,004 | | 1,036 |
| Coke..... | | | | | | | | | | | | | |
| Corn..... | 32 | | | | | | | | 32 | | 32 | | |
| Dressed meats..... | 1 | 10 | | | | | | | 1 | 10 | 11 | | |
| Flax..... | 363 | 22 | | | | | | | 363 | 22 | 385 | | |
| Fruits and vegetables..... | 134 | 186 | | | | | | | 134 | 186 | 320 | | |
| Hay..... | | 2,580 | | 568 | | | | | | 3,148 | 3,148 | | |
| Hides and leather..... | | | | | | | | | | | | | |
| Household goods..... | 264 | 77 | | | | | | | 264 | 77 | 341 | | |
| Iron, pig and bloom..... | 1,054 | 11 | | | | | | | 1,065 | 11 | 1,076 | | |
| Iron and steel, all other..... | 1,247 | 10 | | | | | | | 1,257 | 10 | 1,267 | | |
| Live stock..... | 41 | 499 | | | | | | | 41 | 499 | 540 | | |
| Merchandise..... | 7,346 | 3,294 | | | | | 898 | | 8,244 | 3,294 | 11,538 | | 898 |
| Oats..... | 61 | 5 | | | | | | | 61 | 5 | 66 | | |
| Other mill products..... | 252 | 529 | | | | | | | 252 | 529 | 781 | | |
| " packing house products..... | 262 | 83 | | | | | | | 262 | 83 | 345 | | |
| " woods..... | 4 | | | | | | | | 4 | | 4 | | |
| Ore, all other..... | 5,100 | 18,779 | | | | | | | 5,100 | 18,779 | 18,783 | | 5,100 |
| " copper..... | | | | | | | | | | | | | |
| " iron..... | | | | | | | | | | | | | |
| Pease..... | 2 | | | | | | | | 2 | | 2 | | |
| Petroleum..... | 616 | 138 | | | | | | | 616 | 138 | 754 | | |
| Poultry, game and fish..... | | 57 | | | | | | | | 37 | 37 | | |
| Potatoes..... | 27 | 439 | | | | | | | 27 | 439 | 466 | | |
| Pulpwood..... | | | | | | | | | | | | | |
| Rye..... | | | | | | | | | | | | | |
| Sand..... | | 98,729 | | | | | | | | 98,729 | 98,729 | | |

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| | | | | | | | | | | | |
|-------------------------------|--------|---------|--------|--|--|--|--------|---------|---------|---------|-------|
| Saved lumber..... | 367 | 154,409 | 51,318 | | | | 367 | 205,727 | 206,094 | 206,094 | |
| Shingles..... | | 120 | | | | | | 120 | 120 | | |
| Square timber..... | 3 | 1,600 | | | | | 3 | 1,600 | 1,603 | 1,603 | |
| Sugar..... | 1,111 | 28 | | | | | 1,111 | 28 | 1,139 | 1,139 | |
| Salt..... | 1,465 | 6 | | | | | 1,465 | 6 | 1,471 | 1,471 | |
| Wheat..... | 94 | | | | | | 94 | | 94 | 94 | |
| Wines, liquors and beers..... | 906 | 8 | | | | | 906 | 8 | 914 | 914 | |
| Wool..... | | | | | | | | | | | |
| Total freight..... | 53,092 | 283,637 | 51,886 | | | | 56,827 | 335,523 | 342,350 | 363,515 | 8,835 |

TABLE No. 7, No. 12.—GENERAL STATEMENT showing the Quantity of each article transported on the Rideau canal during the Season of Navigation in 1912.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Origin of Cargo. | |
|--------------------------------|----------------------------------|--------|---------------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| Agricultural implements..... | 524 | 352 | | | | | | | 524 | 352 | 876 | 876 | |
| All other animals..... | 411 | 1,706 | | | | | | | 411 | 1,706 | 2,117 | 2,117 | |
| Barley..... | 2 | 28 | | | | | | | 2 | 28 | 30 | 30 | |
| Buckwheat..... | 4 | 1 | | | | | | | 4 | 1 | 5 | 5 | |
| Cement, bricks, &c..... | 1,336 | 295 | | | | | | | 1,336 | 295 | 1,631 | 1,631 | |
| Coal, hard..... | 681 | 82 | | | | | | | 681 | 82 | 7,525 | 65 | 7,460 |
| " soft..... | 1,197 | 299 | | | | | | | 1,197 | 299 | 7,141 | 1,431 | 5,710 |
| Coke..... | | 2 | | | | | | | | 2 | 2 | 2 | |
| Corn..... | 9 | 69 | | | | | | | 9 | 69 | 78 | 78 | |
| Dressed meats..... | 97 | 104 | | | | | | | 97 | 104 | 201 | 201 | |
| Flax..... | | | | | | | | | | | | | |
| Flour..... | 171 | 300 | | | | | | | 171 | 300 | 471 | 471 | |
| Fruits and vegetables..... | 171 | 173 | | | | | | | 171 | 173 | 344 | 344 | |
| Hay..... | 1,072 | | | | | | | | 1,072 | | 1,072 | 1,072 | |
| Hides and leather..... | 22 | 15 | | | | | | | 22 | 15 | 37 | 37 | |
| Household goods..... | 335 | 205 | | | | | | | 335 | 205 | 540 | 540 | |
| Iron, pig and bloom..... | 766 | 137 | | | | | | | 766 | 137 | 903 | 903 | |
| Iron and steel, all other..... | 827 | 156 | | | | | | | 827 | 156 | 983 | 983 | |
| Live stock..... | 11 | 9 | | | | | | | 11 | 9 | 20 | 20 | |
| Merchandise..... | 6,941 | 2,448 | | | | | | | 6,941 | 2,448 | 9,389 | 9,389 | |
| Oats..... | 68 | 456 | | | | | | | 68 | 456 | 524 | 524 | |
| Other mill products..... | 311 | 332 | | | | | | | 311 | 332 | 643 | 643 | |
| " packing house products..... | 452 | 276 | | | | | | | 452 | 276 | 728 | 728 | |
| " woods..... | 2,621 | 845 | | | | | | | 2,621 | 845 | 3,466 | 3,466 | |
| Ore, all other..... | 1,480 | 805 | | 170 | | | | | 1,480 | 975 | 2,455 | 2,455 | |
| " copper..... | | | | | | | | | | | | | |
| " iron..... | 2 | 4 | | | | | | | 2 | 4 | 6 | 6 | |
| Peas..... | 1 | 6 | | | | | | | 1 | 6 | 7 | 7 | |
| Petroleum..... | 585 | 376 | | | | | | | 585 | 376 | 961 | 961 | |
| Poultry, game and fish..... | 27 | 7 | | | | | | | 27 | 7 | 34 | 34 | |
| Potatoes..... | 53 | 32 | | | | | | | 53 | 32 | 85 | 85 | |
| Pulpwood..... | 45 | 1,224 | | | | | | | 45 | 1,224 | 1,269 | 1,269 | |
| Rye..... | 1 | | | | | | | | 1 | | 1 | 1 | |
| Sand..... | 49,735 | 38,657 | | | | | | | 49,735 | 38,657 | 88,402 | 88,402 | |

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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 1912.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to American Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Origin of Cargo. | |
|----------------------------|----------------------------------|--------|----------------------------------|-------|--|-------|---------------------------------------|-------|--------|--------|-------------|------------------|----------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | Canadian. | United States. |
| | | | | | | | | | | | | | |
| Agricultural implements. | | | | | | | | | | | | | |
| All other animals | | | | | | | | | | | | | |
| Barley. | 20 | 21 | | | | | | | 20 | 21 | 41 | 41 | |
| Barley. | 33 | 59 | | | | | | | 33 | 59 | 92 | 92 | |
| Buckwheat | 4 | | | | | | | | 4 | | 4 | 4 | |
| Cement, bricks, &c. | 1 | 236 | | | | | | | 1 | 236 | 237 | 237 | |
| Coal, hard. | 494 | 1,118 | | | | | | | 494 | 1,118 | 1,612 | 1,612 | |
| " soft | 109 | 29 | | | | | | | 109 | 29 | 138 | 138 | |
| Coke. | 142 | 30 | | | | | | | 142 | 30 | 172 | 172 | |
| Corn. | | | | | | | | | | | | | |
| Dressed meats. | 1 | | | | | | | | 1 | | 1 | 1 | |
| Flax. | | | | | | | | | | | | | |
| Flour. | 64 | 35 | | | | | | | 64 | 35 | 99 | 99 | |
| Fruits and vegetables. | 14 | | | | | | | | 14 | | 14 | 14 | |
| Hay | 161 | | | | | | | | 161 | | 161 | 161 | |
| Hides and leather. | 2 | | | | | | | | 2 | | 2 | 2 | |
| Household goods. | 46 | 82 | | | | | | | 46 | 82 | 128 | 128 | |
| Iron, pig and bloom. | 4 | 62 | | | | | | | 4 | 62 | 66 | 66 | |
| Iron and steel, all other. | 6 | | | | | | | | 6 | | 6 | 6 | |
| Live stock. | 224 | 42 | | | | | | | 224 | 42 | 266 | 266 | |
| Merchandise. | 946 | 557 | | | | | | | 946 | 557 | 1,503 | 1,503 | |
| Oats. | 131 | | | | | | | | 131 | | 131 | 131 | |
| Other mill products. | 53 | 126 | | | | | | | 53 | 126 | 179 | 179 | |
| " packing house products. | | | | | | | | | | | | | |
| " woods | 20,550 | 21,143 | | | | | | | 20,550 | 21,143 | 41,693 | 41,693 | |
| Ore, all other. | 164 | 2,499 | | | | | | | 164 | 2,499 | 2,663 | 2,663 | |
| " copper. | | | | | | | | | | | | | |
| " iron. | | 5 | | | | | | | | 5 | 5 | 5 | |
| Peas. | 45 | | | | | | | | 45 | | 45 | 45 | |
| Petroleum. | 48 | 3 | | | | | | | 48 | 3 | 51 | 51 | |
| Poultry, game and fish. | | | | | | | | | | | | | |
| Potatoes | 111 | 2 | | | | | | | 111 | 2 | 113 | 113 | |
| Pulpwood. | 1,731 | 19,584 | | | | | | | 1,731 | 19,584 | 21,315 | 21,315 | |
| Rye. | 1 | | | | | | | | 1 | | 1 | 1 | |
| Sand | 349 | | | | | | | | 349 | | 349 | 349 | |

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| | | | | | |
|-------------------------------|--------|--------|--------|--------|-------|
| Sawed lumber..... | 982 | 1,748 | 2,730 | 2,730 | |
| Shingles..... | 54 | 91 | 145 | 145 | |
| Square timber..... | 1,039 | 567 | 1,606 | 1,606 | |
| Sugar..... | 24 | 5 | 29 | 29 | ..... |
| Salt..... | ..... | ..... | ..... | ..... | ..... |
| Wheat..... | 1,530 | ..... | 1,530 | 1,530 | ..... |
| Wines, liquors and beers..... | 18 | 5 | 23 | 23 | |
| Wool..... | | | | | |
| Total freight..... | 29,101 | 48,049 | 77,150 | 77,150 | |

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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. |
| 1 | 5,000 to 5,142 tons..... | 1 | 5,142 | 1 | 5,000 to ——— tons..... | | |
| 2 | 4,000 " 5,000 " | 2 | 8,900 | 2 | 4,000 " 5,000 " | | |
| 3 | 3,000 " 4,000 " | 2 | 6,800 | 3 | 3,000 " 4,000 " | | |
| 4 | 2,000 " 3,000 " | 10 | 23,900 | 4 | 2,000 " 3,000 " | | |
| 5 | 1,000 " 2,000 " | 70 | 90,000 | 5 | 1,000 " 2,000 " | | |
| 6 | Under 1,000..... | 52 | 13,550 | 6 | Under 1,000..... | 20 | 3,305 |
| | Total..... | 137 | 148,292 | | Total..... | 20 | 3,305 |

WELLAND

| | | | | | | | |
|---|------------------------|-----|--------|---|------------------------|----|--------|
| 1 | 250 to 1,667 tons..... | 86 | 89,525 | 1 | 250 to 1,239 tons..... | 23 | 15,125 |
| 2 | 200 " 249 " | 3 | 625 | 2 | 200 " 249 " | 2 | 400 |
| 3 | 150 " 199 " | 2 | 325 | 3 | 150 " 199 " | 1 | 150 |
| 4 | 100 " 149 " | 6 | 675 | 4 | 100 " 149 " | 6 | 600 |
| 5 | 50 " 99 " | 4 | 330 | 5 | 50 " 99 " | 4 | 310 |
| 6 | Under 50 " | 24 | 555 | 6 | Under 50 " | 3 | 30 |
| | Total..... | 125 | 92,035 | | Total..... | 39 | 16,615 |

ST. LAWRENCE

| | | | | | | | |
|---|------------------------|-----|---------|---|------------------------|-----|--------|
| 1 | 250 to 1,597 tons..... | 102 | 92,390 | 1 | 250 to 1,297 tons..... | 93 | 44,610 |
| 2 | 200 " 249 " | 5 | 1,050 | 2 | 200 " 249 " | 16 | 3,300 |
| 3 | 150 " 199 " | 7 | 1,150 | 3 | 150 " 199 " | 45 | 7,740 |
| 4 | 100 " 149 " | 13 | 1,850 | 4 | 100 " 149 " | 70 | 8,150 |
| 5 | 50 " 99 " | 37 | 2,590 | 5 | 50 " 99 " | 50 | 3,630 |
| 6 | Under 50 " | 71 | 1,415 | 6 | Under 50 " | 10 | 325 |
| | Total..... | 235 | 100,475 | | Total..... | 284 | 67,755 |

RIDEAU, OTTAWA

| | | | | | | | |
|---|----------------------|----|-------|---|----------------------|-----|--------|
| 1 | 250 to 371 tons..... | 5 | 1,520 | 1 | 250 to 370 tons..... | 4 | 1,200 |
| 2 | 200 " 249 " | 1 | 220 | 2 | 200 " 249 " | 8 | 1,660 |
| 3 | 150 " 199 " | 8 | 1,360 | 3 | 150 " 199 " | 37 | 6,080 |
| 4 | 100 " 149 " | 8 | 900 | 4 | 100 " 149 " | 35 | 4,230 |
| 5 | 50 " 99 " | 14 | 975 | 5 | 50 " 99 " | 18 | 1,310 |
| 6 | Under 50 " | 55 | 820 | 6 | Under 50 " | 17 | 295 |
| | Total..... | 91 | 5,795 | | Total..... | 119 | 14,775 |

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passed through the following canals during the Season of Navigation, 1912.

MARIE CANAL.

| UNITED STATES. | | | | | | | |
|----------------|--------------------------|-----|-----------|--------|------------------------|-----|----------|
| Class. | Steam Vessels. | No. | Tonnage. | Class. | Sailing Vessels. | No. | Tonnage. |
| 1 | 5,000 to 6,498 tons..... | 70 | 384,498 | 1 | 5,000 to ——— tons..... | | |
| 2 | 4,000 " 5,000 " | 89 | 406,400 | 2 | 4,000 " 5,000 " | | |
| 3 | 3,000 " 4,000 " | 132 | 453,600 | 3 | 3,000 " 4,000 " | 2 | 7,000 |
| 4 | 2,000 " 3,000 " | 37 | 98,499 | 4 | 2,000 " 3,000 " | | |
| 5 | 1,000 " 2,000 " | 44 | 71,100 | 5 | 1,000 " 2,000 " | | |
| 6 | Under 1,000 " | 24 | 7,890 | 6 | Under 1,000 " | 8 | 3,450 |
| | Total.. | 396 | 1,421,888 | | Total..... | 10 | 10,450 |

CANAL.

| | | | | | | | |
|---|------------------------|-----|--------|---|------------------------|----|-------|
| 1 | 250 to 2,653 tons..... | 70 | 73,550 | 1 | 250 to 2,652 tons..... | 9 | 7,875 |
| 2 | 200 " 249 " | 2 | 400 | 2 | 200 " 249 " | 3 | 600 |
| 3 | 150 " 199 " | 5 | 850 | 3 | 150 " 199 " | 2 | 300 |
| 4 | 100 " 149 " | 3 | 325 | 4 | 100 " 149 " | 2 | 225 |
| 5 | 50 " 99 " | 14 | 940 | 5 | 50 " 99 " | 2 | 110 |
| 6 | Under 50 " | 6 | 700 | 6 | Under 50 " | 3 | 75 |
| | Total.. | 100 | 76,765 | | Total.. | 21 | 9,185 |

CANAL.

| | | | | | | | |
|---|------------------------|----|--------|---|----------------------|-----|--------|
| 1 | 250 to 1,919 tons..... | 38 | 37,800 | 1 | 250 to 756 tons..... | 8 | 3,766 |
| 2 | 200 " 249 " | 1 | 240 | 2 | 200 " 249 " | 1 | 210 |
| 3 | 150 " 199 " | 2 | 310 | 3 | 150 " 199 " | 1 | 160 |
| 4 | 100 " 149 " | 2 | 210 | 4 | 100 " 149 " | 122 | 12,790 |
| 5 | 50 " 99 " | 12 | 830 | 5 | 50 " 99 " | 41 | 4,095 |
| 6 | Under 50 " | 18 | 215 | 6 | Under 50 " | | |
| | Total.. | 73 | 39,605 | | Total.. | 173 | 21,021 |

AND CHAMBLY CANALS.

| | | | | | | | |
|---|----------------------|---|----|---|----------------------|-----|--------|
| 1 | 250 to ——— tons..... | | | 1 | 250 to ——— tons..... | | |
| 2 | 200 " 249 " | | | 2 | 200 " 249 " | | |
| 3 | 150 " 199 " | | | 3 | 150 " 199 " | 10 | 1,680 |
| 4 | 100 " 149 " | | | 4 | 100 " 149 " | 170 | 18,710 |
| 5 | 50 " 99 " | | | 5 | 50 " 99 " | 429 | 40,380 |
| 6 | Under 50 " | 1 | 15 | 6 | Under 50 " | | |
| | Total.. | 1 | 15 | | Total.. | 609 | 60,770 |

APPENDIX

DOMINION CANALS

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

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

| | Miles. |
|---|--------|
| 1. Lachine canal. | 8½ |
| Lake St. Louis and River St. Lawrence. | 16 |
| 2. Soulanges canal. | 14 |
| Lake St. Francis and River St. Lawrence. | 31 |
| 3. Cornwall canal. | 11½ |
| River St. Lawrence. | 5 |
| 4. Farran's Point canal. | 1½ |
| River St. Lawrence. | 9½ |
| 5. Rapide Plat canal. | 3¾ |
| River St. Lawrence. | 4 |
| 6. Galops canal. | 7½ |
| River St. Lawrence and Lake Ontario. | 228 |
| 7. Welland canal. | 26¾ |
| Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c. | 574 |
| 8. Sault Ste. Marie canal. | 14 |
| 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.
20a—7½

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 2,330 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 feet. |
| Depth of water } at two locks..... | 18 " |
| on sills. } at three locks..... | 14 " |
| Average width of new canal..... | 150 " |

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

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

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 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 feet |
| Depth of water on sills..... | 15 " |
| Breadth of canal at bottom..... | 100 " |
| Breadth of canal at water surface..... | 164 " |
| Number of arc lights..... | 219 of 2,000 c. p. each. |

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

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

CORNWALL CANAL.

| | |
|--|----------------------|
| First commenced, 9 feet..... | 1844 |
| " opened..... | 1847 |
| Enlargement commenced..... | 1897 |
| " completed..... | 1900 |
| Length of canal..... | 11 statute miles. |
| Number of locks..... | 6 |
| Dimensions of locks..... | 270 feet by 75 feet. |
| Total rise of lockage..... | 48 feet. |
| Depth of water on sills..... | 14 " |
| Breadth of canal at bottom..... | 90 " |
| Breadth of canal at 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 or lockages | 3½ feet. |
| Depth of water on sills of new lock | 14 " |
| Depth of water on sills of old lock | 9 " |
| Breadth of canal at bottom | 90 " |
| Breadth of canal at water surface | 154 " |

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

RAPIDE PLAT CANAL.

| | |
|--|----------------------|
| First commenced, 9 feet | 1844 |
| " opened | 1847 |
| Enlargement commenced | 1884 |
| " completed | 1897 |
| Length of canal | 3½ miles. |
| Number of locks | 2 |
| Dimensions of locks | 270 feet by 45 feet. |
| Total rise in lockage | 11½ feet. |
| Depth of water on sills | 14 " |
| Breadth of canal at bottom | 80 " |
| Breadth of canal at surface of water | 152 " |

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

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 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..... | 7½ miles. |
| Number of locks..... | 3 |
| Dimensions of locks. { one of which is } | { 800 by 50. |
| { a guard lock. } | { 270 by 45. |
| | { 303 by 45. |
| Total rise of lockage..... | 15½ feet. |
| Depth of water on sills..... | 14 “ |
| Breadth of canal at bottom..... | 80 “ |
| Breadth of canal at surface of water..... | 144 “ |

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

MURRAY CANAL.

| | |
|---|-----------|
| Construction begun..... | 1882 |
| Completed..... | 1890 |
| Length between eastern and western pier heads.... | 5½ miles. |
| Breadth at bottom..... | 80 feet. |
| Breadth at 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.. | 27½ miles | 26¾ miles |
| Pairs of guard-gates (formerly 3) .. | 2 | 1 |
| Number of locks { lift..... | 26 | 25 |
| { guard..... | 1 | 1 |
| Dimensions..... { 1 lock 270 x 45 | 270 feet x 45 feet. | |
| { 1 lock 200 x 45 | | |
| { 1 (tidal) 230 x 45 | | |
| { 24 locks 150 x 26 ft. 6in. | | |
| Total rise or lockage .. . | 326¾ feet | 326¾ feet. |
| Depth of water on sills.. . . . | 10½ “ | 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 to River Welland | 10 feet. |
| Depth of water on sills | 9 feet 10 inches. |

GRAND RIVER FEEDER.

| | |
|-----------------------------------|--|
| Length of canal | 21 miles. |
| Number of locks | 2 |
| Dimensions of locks | } 1 of 150 by 26½ feet. 1 of 300 by {45 “ 28 “ |
| Total rise or lockage | 10 feet. |
| Depth of water on sills | 9 feet. |

PORT MAITLAND BRANCH.

| | |
|-----------------------------------|----------------------|
| Length of canal | 1¾ miles. |
| Number of locks | 1 |
| Dimensions of locks | 185 feet by 45 feet. |
| Total rise or lockage | 7 feet. |
| Depth of water on sills | 7½ feet. |

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 feet by 60 feet. |
| Depth of water on sills (at lowest known water level) | 18 feet 3 inches. |
| Total rise or lockage | 18 feet. |
| Breadth of canal at bottom | 141 feet 8 inches. |
| Breadth at surface of water | 150 feet. |

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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 | |
| From Lachine to Ste. Anne's lock..... | 15 | 23½ |
| Ste. Anne's lock and piers..... | 1 | 23½ |
| Ste. Anne's lock to Carillon canal..... | 27 | 50½ |
| The Carillon canal..... | 3 | 51½ |
| The Carillon to Grenville canal..... | 6½ | 57½ |
| The Grenville canal..... | 5½ | 63½ |
| From the Grenville canal to entrance of Rideau navigation..... | 56 | 119½ |
| Rideau navigation ending at Kingston..... | 126½ | 245½ |

STE. ANNE'S LOCK.

| | |
|-----------------------------|-------|
| Construction commenced..... | 1814. |
| “ completed..... | 1816 |
| Rebuilt of wood..... | 1833 |
| “ in masonry..... | 1843. |

| | Old Lock. | New Lock. |
|------------------------------|----------------|----------------|
| Length of canal..... | ⅓ mile. | ⅓ mile. |
| Number of locks..... | 1 | 1 |
| Dimensions of locks..... | 190 x 45 feet. | 200 x 45 feet. |
| Total rise or lockage..... | 3 feet. | 3 feet. |
| Depth of water on sills..... | 6 “ | 9 “ |

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

THE CARILLON CANAL.

| | |
|---|---------------------|
| Construction commenced.. . . . | 1819 |
| “ completed.. . . . | 1833 |
| Enlargement commenced.. . . . | 1871 |
| “ completed.. . . . | 1887 |
| Length of canal.. . . . | $\frac{3}{4}$ mile. |
| Number of locks.. . . . | 2 |
| Dimensions of locks.. . . . | 200 x 45 feet. |
| Total rise or lockage.. . . . | 16 feet. |
| Depth of water on sills.. . . . | 9 “ |
| Breadth of canal at bottom.. . . . | 100 “ |
| Breadth of canal at water surface.. . . . | 110 “ |

This canal overcomes the Carillon rapids.

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

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

GRENVILLE CANAL.

| | |
|--|-----------------------|
| Construction commenced.. . . . | 1819 |
| “ completed.. . . . | 1833 |
| Enlargement commenced.. . . . | 1871 |
| “ completed.. . . . | 1887 |
| Length of canal.. . . . | $5\frac{3}{4}$ miles. |
| Number of locks.. . . . | 5 |
| Dimensions of locks.. . . . | 200 x 45 feet. |
| Total rise or lockage.. . . . | $43\frac{3}{4}$ feet. |
| Depth of water on sills.. . . . | 9 “ |
| Breadth of canal at bottom.. . . . | 40 to 50 feet. |
| Breadth of canal at surface of water.. . . . | 50 to 80 “ |

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

RIDEAU NAVIGATION.

| | |
|--------------------------------|------|
| Construction commenced.. . . . | 1826 |
| “ completed.. . . . | 1832 |

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

| | |
|--|--|
| Length of navigation waters.. . . . | 126 $\frac{1}{4}$ miles. |
| Number of locks going from Ottawa to Kingston. { | 35 ascending. 14 descending. |
| Total lockage.....457 $\frac{1}{2}$ feet { | 292 $\frac{1}{4}$ rise and 165 $\frac{1}{4}$ 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 “ |
| Breadth of canal reaches at bottom.. . . . { | 60 feet in earth. 54 feet in rock. |
| Breadth of canal at surface of water.. . . . | 80 feet in earth. |

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PERTH BRANCH.

| | |
|--|--|
| Construction commenced.. | 1883 |
| “ completed.. | 1892 |
| Length of canal.. | 7 miles. |
| Number of locks.. | 2 |
| Dimensions of locks.. | 134 feet x 33 feet. |
| Total rise or lockage.. | 26 “ |
| Depth of water on sills.. | 5 “ 6 inches. |
| Length of dam.. | 200 “ |
| Breadth of canal at bottom.. | } 40 “ in rock. 60 “ in clay. 80 “ |
| Breadth of canal at surface of water.. | |
| | |

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

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

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

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

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

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

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

RICHELIEU AND LAKE CHAMPLAIN.

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

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

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

| Section of Navigation. | 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.. . . . | $\frac{1}{2}$ mile. |
| Number of locks.. . . . | 1 |
| Dimensions of lock.. . . . | 200 feet by 45 feet. |
| Total rise of lockage.. . . . | 5 feet. |
| Depth of water on sills.. . . . | 7 feet at low water. |
| Length of dam in eastern channel.. . . . | 300 “ |
| Length of dam in western channel.. . . . | 690 “ |

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

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

CHAMBLY CANAL.

| | |
|--|-------------------|
| Construction commenced.. . . . | 1831 |
| “ completed.. . . . | 1843 |
| Length of canal.. . . . | 12 miles. |
| Number of locks.. . . . | 9 |
| Dimensions of locks:— | |
| Guard lock, No. 1 at St. Johns..... | 122 feet. |
| Lift “ 2 | 124 “ |
| “ “ 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 “ |

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

TRENT CANAL.

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

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

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

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

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 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

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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 Quinté to Nine Mile rapids .. | — | 9 |
| Nine Mile rapids to Percy landing.. . . . | 19½ | — |
| Percy landing to Heeley's Falls dam.. . . . | — | 14½ |
| Heeley's Falls dam to Peterborough.. . . . | 51¾ | — |
| Peterborough to Lakefield.. . . . | — | 9½ |
| Lakefield to a point across Balsam lake.. . . . | 61 | — |
| | <hr/> | <hr/> |
| | 132¼ | 33 |

Total distance, Bay of Quinté to a point across Balsam lake.. 165½

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 Katchewanoo up to Young's point.

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

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

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

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

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

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

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

ST. PETER'S CANAL, CAPE BRETON.

| | |
|---|-----------------------------------|
| Construction commenced.. . . . | 1854 |
| “ completed.. . . . | 1869 |
| Enlargement begun.. . . . | 1875 |
| “ completed.. . . . | 1881 |
| Length of canal.. . . . | About 2,600 feet. |
| Breadth at water line.. . . . | 50 feet. |
| Lock.. . . . | One tidal lock, 4 pairs of gates. |
| Dimensions.. . . . | 200 feet by 48 feet. |
| Depth of water on sills.. . . . | 18 feet at lowest water. |
| Depth through canal.. . . . | 19 “ |
| Extreme rise and fall of tide in St. Peter's bay.. . . . | 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 from the Atlantic.

BEAUHARNOIS CANAL.

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

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

EARLIER CANALS.

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

COTEAU DU LAC CANAL.

| | |
|--------------------------------|------|
| Construction commenced.. . . . | 1779 |
| “ completed.. . . . | 1780 |

SPLIT ROCK CANAL.

| | |
|--------------------------------|------|
| Construction commenced.. . . . | 1779 |
| “ completed.. . . . | 1780 |

CASCADE POINT CANAL.

| | |
|--------------------------------|------|
| Construction commenced.. . . . | 1782 |
| “ completed.. . . . | 1783 |

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

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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.

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1912

(From sworn Returns furnished by the several Railroad Companies.)

A. W. CAMPBELL,

Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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EXCELLENT MAJESTY

TO FIELD MARSHAL, HIS ROYAL HIGHNESS PRINCE ARTHUR WILLIAM PATRICK ALBERT, Duke of Connaught and of Strathearn, Earl of Sussex (in the Peerage of the United Kingdom), Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; a Member of the Most Honourable Privy Council; Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.

MAY IT PLEASE YOUR ROYAL HIGHNESS:

The undersigned has the honour to present to your Royal Highness the Annual Report of the Comptroller of Statistics for the year ended June 30, 1912.

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, 1912.

This is the sixth report compiled from the schedules which were put into force on July 1, 1906.

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, November 15, 1912.

A. W. CAMPBELL, Esq., C.E.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1912.

The statistics which follow reveal a year of gratifying progress and development in respect of the Railway interests of the Dominion.

RAILWAY MILEAGE.

The addition to operating railway mileage during the year was 1,330·37 miles, bringing the total up to 26,727·23. Of the increase of 1,330·37 miles, slightly over 83 per cent took place in the four western provinces.

There were actually 1,622·50 miles of additional line in operation during the year, chiefly attached to the Grand Trunk Pacific Railway, which were officially regarded as being under construction.

The facts with regard to mileage under construction on 30th June last were ascertained to be as follow:—

| Province. | Surveyed. | Under Contract. | Completed | In Operation. | Total. |
|-----------------------|-----------|-----------------|-----------|---------------|----------|
| Alberta..... | 700 00 | 795 65 | 717 95 | 400 80 | 2,614 40 |
| Saskatchewan..... | | | 376 80 | 415 10 | 791 90 |
| Manitoba..... | | 136 42 | 49 19 | 285 12 | 470 73 |
| British Columbia..... | 553 50 | 581 60 | | 164 00 | 1,299 10 |
| Ontario..... | 11 00 | 1,372 75 | 115 44 | 357 48 | 1,856 67 |
| Quebec..... | 210 00 | 913 06 | 222 40 | | 1,345 46 |
| New Brunswick..... | | 191 28 | 256 26 | | 447 54 |
| Total..... | 1,474 50 | 3,990 76 | 1,738 04 | 1,622 50 | 8,825 80 |

Special effort was not made to ascertain the mileage of projected lines, or of lines which had been actually surveyed. If that had been done, the aggregate would have gone well over 10,000 miles. The figures given in the foregoing table in respect to mileage surveyed have reference to lines for which tenders were about to be asked.

The facts with respect to electric railway mileage throughout the Dominion will be found near the close of these introductory observations.

The record of railway mileage since 1835 is as follows:—

| Year. | Miles in operation. | Year. | Miles. in operation. |
|-----------|---------------------------|-----------|----------------------------|
| 1835..... | 0 | 1874..... | 4,331 |
| 1836..... | 16 | 1875..... | 4,804 |
| 1837..... | 16 | 1876..... | 5,218 |
| 1838..... | 16 | 1877..... | 5,782 |
| 1839..... | 16 | 1878..... | 6,226 |
| 1840..... | 16 | 1879..... | 6,858 |
| 1841..... | 16 | 1880..... | 7,194 |
| 1842..... | 16 | 1881..... | 7,331 |
| 1843..... | 16 | 1882..... | 8,697 |
| 1844..... | 16 | 1883..... | 9,577 |
| 1845..... | 16 | 1884..... | 10,273 |
| 1846..... | 16 | 1885..... | 10,773 |
| 1847..... | 54 | 1886..... | 11,793 |
| 1848..... | 54 | 1887..... | 12,184 |
| 1849..... | 54 | 1888..... | 12,163 |
| 1850..... | 66 | 1889..... | 12,628 |
| 1851..... | 159 | 1890..... | 13,151 |
| 1852..... | 205 | 1891..... | 13,838 |
| 1853..... | 506 | 1892..... | 14,564 |
| 1854..... | 764 | 1893..... | 15,005 |
| 1855..... | 877 | 1894..... | 15,627 |
| 1856..... | 1,414 | 1895..... | 15,977 |
| 1857..... | 1,444 | 1896..... | 16,270 |
| 1858..... | 1,863 | 1897..... | 16,550 |
| 1859..... | 1,994 | 1898..... | 16,870 |
| 1860..... | 2,065 | 1899..... | 17,250 |
| 1861..... | 2,146 | 1900..... | 17,657 |
| 1862..... | 2,189 | 1901..... | 18,140 |
| 1863..... | 2,189 | 1902..... | 18,714 |
| 1864..... | 2,189 | 1903..... | 18,988 |
| 1865..... | 2,240 | 1904..... | 19,431 |
| 1866..... | 2,278 | 1905..... | 20,487 |
| 1867..... | 2,278 | 1906..... | 21,353 |
| 1868..... | 2,270 | 1907..... | 22,452 |
| 1869..... | 2,524 | 1908..... | 22,966 |
| 1870..... | 2,617 | 1909..... | 24,104 |
| 1871..... | 2,695 | 1910..... | 24,731 |
| 1872..... | 2,899 | 1911..... | 25,400 |
| 1873..... | 3,832 | 1912..... | 26,727 |

Railway mileage for 1912 was distributed by Provinces as follows:—

| Province. | Miles. | Increase. |
|---------------------------|-----------|-----------|
| Ontario..... | 8,545 56 | 223 84 |
| Quebec..... | 3,882 61 | 96 |
| Manitoba..... | 3,520 42 | 54 24 |
| Saskatchewan..... | 3,753 85 | 633 13 |
| Alberta..... | 1,896 64 | 402 40 |
| British Columbia..... | 1,854 53 | 12 64 |
| New Brunswick..... | 1,545 10 | |
| Nova Scotia..... | 1,357 48 | 3 66 |
| Prince Edward Island..... | 269 33 | |
| Yukon Territory..... | 101 71 | |
| Total..... | 26,727 23 | 1,330 87 |

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A deduction of 3.50 miles was made from the Province of New Brunswick in correction of an error in the returns for the preceding year, leaving the net increase 1,327.37.

The advance made in railway mileage by Provinces during the past six years is disclosed in the following table:—

| Province. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|---------------------------|-------|-------|-------|-------|-------|-------|
| Ontario..... | 7,638 | 7,933 | 8,229 | 8,230 | 8,322 | 8,546 |
| Quebec..... | 3,516 | 3,574 | 3,663 | 3,795 | 3,882 | 3,883 |
| Manitoba..... | 3,074 | 3,111 | 3,205 | 3,221 | 3,466 | 3,520 |
| Saskatchewan..... | 2,025 | 2,081 | 2,631 | 2,932 | 3,121 | 3,754 |
| Alberta..... | 1,323 | 1,323 | 1,321 | 1,488 | 1,494 | 1,897 |
| British Columbia..... | 1,686 | 1,733 | 1,796 | 1,832 | 1,842 | 1,855 |
| New Brunswick..... | 1,503 | 1,509 | 1,547 | 1,522 | 1,548 | 1,545 |
| Nova Scotia..... | 1,329 | 1,344 | 1,351 | 1,351 | 1,354 | 1,357 |
| Prince Edward Island..... | 267 | 267 | 269 | 269 | 269 | 269 |
| Yukon..... | 91 | 91 | 91 | 91 | 102 | 102 |

The increase of second track during the year was 142.53 miles, which was 86 miles better than the showing made in that regard in 1911. The total of second track was brought up to 1,752.49 miles.

Yard track and sidings showed an increase of 599.39 miles, bringing the aggregate up to 6,148.92.

The facts with regard to second track and yard track and sidings for six years are as follow:—

| — | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|-----------------------------|-------|-------|-------|-------|-------|-------|
| Double track..... | 1,067 | 1,211 | 1,464 | 1,543 | 1,610 | 1,752 |
| Yard track and sidings..... | 4,092 | 4,546 | 4,761 | 5,155 | 5,550 | 6,149 |

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 |

These additions have a direct bearing on transportation facilities as a whole, and in that regard do not fall below the increase of first track mileage in final importance. The ratio, it will be seen, has been steadily rising since 1907.

Tables Nos. 1, 2 and 3 will afford information in detail, and by Provinces with regard to mileage.

RAILWAY CAPITAL.

During the year ended June 30 last, \$21,251,664 was added to the stock liability of railways, and \$38,996,661 on account of funded debt—representing a total addition of \$60,248,325. This increase over 1911 brought the total capital liability up to \$1,588,937,526.

The facts with respect to capital liability in 1911 and 1912, for purposes of comparison, are as follows:—

| Capital. | 1911. | 1912. | Increase. |
|------------------|---------------|---------------|------------|
| | \$ | \$ | \$ |
| Stocks..... | 749,207,687 | 770,459,351 | 21,251 664 |
| Funded debt..... | 779,481,514 | 818,478,175 | 38,996,661 |
| Total..... | 1,528,689,201 | 1,588,937,526 | 60,248,325 |

It will be observed that, with double the operating mileage added in 1912, the amount of capital liability was slightly more than half the increase for 1911. This is explained by (1) market conditions, and (2) the issue of stocks and bonds prior to the completion of line mileage. In other words, the obligation is incurred before track mileage can be officially recorded.

The funded debt of railways was, in 1910, 1911 and 1912, distributed under the following heads:—

| Funded debt. | 1910. | 1911. | 1912. |
|----------------------------------|-------------|-------------|-------------|
| | \$ | \$ | \$ |
| Bonds..... | 696,677,305 | 732,693,760 | 772,532,108 |
| Miscellaneous obligations..... | 8,365,077 | 13,079,015 | 12,608,718 |
| Income bonds..... | 5,036,546 | 20,036,546 | 17,119,466 |
| Equipment trust obligations..... | 12,661,372 | 13,672,193 | 16,217 883 |
| Total..... | 722,740,300 | 779,481,514 | 818,478,175 |

If the total capital liability of \$1,588,937,526, as given above, be divided by the 26,727 miles of operating line shown on a preceding page, the result would be \$59,454 per mile of line. It would be quite misleading, however, to make such a calculation. Neither the divisor nor the dividend is correct. The mileage, for example, includes Government owned and operated lines, to which no capital liability attaches. On the other hand, the capital figures embrace the liability of unfinished lines, such as the Grand Trunk Pacific, which do not appear in the mileage column. The deductions under this head amount to \$134,321,020. Then there is considerable duplication. It has not been practicable to ascertain the exact amount thereof, created chiefly by the issue of stocks and bonds for the purchase or control of smaller roads by the larger, but it is known to be not less than \$210,000,000. Joining these two sums, and subtracting the total from the \$1,588,937,526 already indicated, the remainder is \$1,244,616,506. For immediate statistical purposes that might be regarded as the proper capital liability of Canadian railways.

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The elimination of Government owned lines, and such other lines as should not figure in the mileage column, reduces the total to 24,485. Using these factors, it will be seen that the capital liability of railways in Canada amounts to \$50,832 per mile. This is a relatively low figure.

The mileage, capital cost, and cost per mile of Government owned and operated railways are given in the following table:—

| Government Lines. | Miles of Line. | Capital cost. | Cost per mile. |
|---------------------------------------|----------------|---------------|----------------|
| | | \$ | \$ |
| Intercolonial..... | 1,463 | 94,746,391 | 64,761 |
| Prince Edward Island..... | 269 | 8,687,727 | 32,296 |
| Temiskaming and Northern Ontario..... | 302 | 17,665,500 | 58,495 |
| New Brunswick Coal and Railway..... | 58 | 1,936,600 | 33,398 |

Following is a table showing the facts with respect to the capital liability of Canadian Railways since 1876:—

| Year. | Stocks. | 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 | 284,419,293 |
| 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 | 518,930,291 |
| 1888..... | 327,493,882 | 228,617,728 | 556,111,610 |
| 1889..... | 332,559,672 | 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..... | 378,151,790 | 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..... | 583,563,591 | 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 |

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The relationship of dividends and net earnings to share capital during the past six years is shown in the following tables:—

| Year. | Dividends paid. | Share Capital. | Per cent. |
|-----------|-----------------|----------------|-----------|
| | \$ | \$ | |
| 1907..... | 12,760,435 | 588,568,591 | 2.17 |
| 1908..... | 12,955,243 | 607,891,349 | 2.11 |
| 1909..... | 19,230,126 | 647,534,647 | 2.97 |
| 1910..... | 21,747,914 | 687,557,387 | 3.16 |
| 1911..... | 30,577,740 | 749,207,687 | 4.08 |
| 1912..... | 31,164,791 | 770,459,351 | 4.04 |

| | Net Earnings. | Share Capital. | Per cent. |
|-----------|---------------|----------------|-----------|
| | \$ | \$ | |
| 1907..... | 42,989,537 | 588,568,591 | 7.30 |
| 1908..... | 39,614,171 | 607,891,349 | 6.51 |
| 1909..... | 40,456,252 | 647,534,647 | 6.24 |
| 1910..... | 53,550,777 | 687,557,387 | 7.78 |
| 1911..... | 57,698,709 | 749,207,687 | 7.70 |
| 1912..... | 68,677,213 | 770,459,351 | 8.91 |

Of the foregoing payment of dividends, \$18,487,000 was paid in common stocks, and \$12,677,791.31 on preferred stock.

Detailed information with respect to the capital liability of individual railway corporations will be found in Table 4.

AID TO RAILWAYS.

During the year \$5,892,818.34 was given in cash as aid to railways. This sum includes \$4,994,416.34 paid to the Grand Trunk Pacific under the Implement Clause of the agreement between the Dominion Government and that Company. That clause provides that Government shall make up the difference between the amount realized on certain bonds and their par value. This is not exactly a subsidy; but there can be no question as to the propriety of classifying such a payment as aid. The whole amount of aid in cash for the year was made up as follows:—

| | |
|------------------------|-----------------|
| By the Dominion..... | \$ 5,858,163.34 |
| By the Province..... | 26,155.00 |
| By Municipalities..... | 8,500.00 |
| Total..... | \$ 5,892,818.34 |

A discrepancy appears as between the aid given by Provinces in the table next succeeding and the table on a later page. It has arisen through defective records between the years 1875 and 1890, which cannot now be corrected; so both statements are published.

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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 | 6,877,078 | 63 |
| 1879 | 26,438,914 | 96 | 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 | 37,731,208 | 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 | 11,310,892 | 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 | 99 |
| 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 | 47 | 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 | b35,123,130 | 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 |

*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.

aDecrease of \$1,044,000 by N. B. Government to St. John and Maine Railway.

bThis amount does not include the cost of the Temiskaming and Northern Ontario Railway, (\$10-570,549) as formerly.

dThis includes \$10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of chap. 19 of the statutes of 1909.

eThis amount includes a payment of \$4,994,416.66 to the Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company

Following is an analysis of the cash subsidies paid by the various Provinces since 1875 :—

| Year. | Ontario. | | Quebec. | | Nova Scotia. | | New Brunswick. | | British Columbia. | | Manitoba. | | Totals. | |
|-------|-----------|------|------------|------|--------------|-------|----------------|------|-------------------|-------|-----------|-------|------------|------|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| 1875 | 1,884,719 | 43 | 228,521 | 00 | ..... | ..... | 2,000,900 | 00 | ..... | ..... | ..... | ..... | 4,203,240 | 43 |
| 1876 | 1,838,677 | 02 | 336,821 | 00 | ..... | ..... | 2,163,000 | 00 | ..... | ..... | ..... | ..... | 4,338,498 | 02 |
| 1877 | 2,229,639 | 02 | 1,192,013 | 27 | 818,730 | 00 | 2,730,000 | 00 | ..... | ..... | ..... | ..... | 6,370,402 | 29 |
| 1878 | 2,549,639 | 02 | 1,192,013 | 27 | 818,730 | 00 | 2,730,000 | 00 | ..... | ..... | ..... | ..... | 7,290,402 | 29 |
| 1879 | 2,992,037 | 02 | 1,415,493 | 27 | 818,730 | 00 | 2,754,000 | 00 | ..... | ..... | ..... | ..... | 7,970,280 | 29 |
| 1880 | 3,183,037 | 02 | 1,578,443 | 27 | 823,330 | 00 | 2,754,000 | 00 | ..... | ..... | ..... | ..... | 8,338,810 | 29 |
| 1881 | 3,702,537 | 02 | 1,600,992 | 27 | 823,330 | 00 | 2,763,665 | 00 | ..... | ..... | ..... | ..... | 8,890,524 | 29 |
| 1882 | 3,792,611 | 69 | 2,116,540 | 11 | 823,330 | 00 | 2,763,665 | 00 | ..... | ..... | ..... | ..... | 9,496,146 | 80 |
| 1883 | 4,012,908 | 02 | 2,186,125 | 91 | 1,378,601 | 00 | 3,180,465 | 00 | ..... | ..... | ..... | ..... | 10,458,989 | 93 |
| 1884 | 4,504,984 | 52 | 2,428,239 | 41 | 1,628,601 | 00 | 3,466,165 | 00 | ..... | ..... | ..... | ..... | 12,027,989 | 93 |
| 1885 | 5,983,985 | 52 | 2,705,714 | 41 | 1,628,601 | 00 | 3,475,165 | 00 | ..... | ..... | ..... | ..... | 14,179,715 | 93 |
| 1886 | 5,984,007 | 52 | 3,276,071 | 81 | 1,653,903 | 68 | 3,865,165 | 00 | ..... | ..... | 386,250 | 00 | 16,674,174 | 01 |
| 1887 | 5,948,007 | 52 | 4,788,319 | 41 | 1,654,776 | 13 | 4,243,091 | 89 | 37,500 | 00 | 1,945,000 | 00 | 18,572,701 | 95 |
| 1888 | 5,948,007 | 52 | 4,784,105 | 41 | 1,913,495 | 09 | 4,261,245 | 10 | 37,500 | 00 | 1,981,000 | 00 | 18,961,353 | 12 |
| 1889 | 6,014,015 | 52 | 5,166,365 | 33 | 1,952,195 | 87 | 4,208,965 | 48 | 37,500 | 00 | 2,380,690 | 00 | 19,831,732 | 56 |
| 1890 | 6,069,565 | 12 | 6,237,866 | 03 | 2,005,865 | 87 | 4,311,385 | 18 | 37,500 | 00 | 2,390,690 | 00 | 21,052,872 | 50 |
| 1891 | 6,171,131 | 44 | 7,583,060 | 76 | 2,099,404 | 77 | 4,365,355 | 71 | 37,500 | 00 | 2,390,690 | 00 | 22,647,192 | 68 |
| 1892 | 6,391,932 | 74 | 7,864,561 | 83 | 2,121,944 | 55 | 4,425,281 | 81 | 37,500 | 00 | 2,625,561 | 77 | 23,464,507 | 70 |
| 1893 | 6,402,738 | 24 | 9,345,115 | 38 | 2,125,344 | 55 | 4,432,481 | 81 | 37,500 | 00 | 2,625,561 | 77 | 24,968,741 | 75 |
| 1894 | 6,747,685 | 24 | 9,984,348 | 09 | 2,158,847 | 10 | 4,433,800 | 00 | 37,500 | 00 | 2,625,561 | 77 | 26,007,742 | 20 |
| 1895 | 6,932,388 | 24 | 10,072,942 | 06 | 2,208,847 | 10 | 4,455,780 | 00 | 37,500 | 00 | 2,625,561 | 77 | 26,333,019 | 17 |
| 1896 | 7,119,065 | 63 | 10,859,484 | 01 | 2,258,847 | 10 | 4,462,670 | 71 | 37,500 | 00 | 2,625,561 | 77 | 27,363,128 | 22 |
| 1897 | 7,200,003 | 59 | 11,100,334 | 88 | 2,304,847 | 10 | 4,499,010 | 71 | 37,500 | 00 | 2,703,061 | 77 | 28,039,412 | 31 |
| 1898 | 7,281,129 | 63 | 11,206,833 | 10 | 2,304,847 | 10 | 4,506,040 | 71 | 37,500 | 00 | 2,789,061 | 77 | 28,285,306 | 80 |
| 1899 | 7,406,992 | 59 | 11,217,864 | 63 | 2,304,847 | 10 | 4,529,040 | 71 | 37,500 | 00 | 2,796,837 | 02 | 29,246,643 | 32 |
| 1900 | 7,819,928 | 63 | 11,590,489 | 84 | 2,522,847 | 10 | 4,542,839 | 71 | 37,500 | 00 | 2,796,837 | 02 | 30,348,274 | 68 |
| 1901 | 8,392,817 | 69 | 11,995,282 | 16 | 2,582,847 | 10 | 4,569,937 | 71 | 37,500 | 00 | 2,872,887 | 02 | 31,724,633 | 78 |
| 1902 | 8,512,578 | 04 | 12,163,285 | 66 | 3,568,445 | 35 | 4,569,937 | 71 | 37,500 | 00 | 2,872,887 | 02 | 31,724,633 | 78 |
| 1903 | 8,512,578 | 04 | 12,163,285 | 66 | 3,568,445 | 35 | 4,569,937 | 71 | 37,500 | 00 | 2,872,887 | 02 | 31,724,633 | 78 |
| 1904 | 8,562,504 | 47 | 12,259,285 | 66 | 3,991,192 | 75 | 4,580,934 | 71 | 121,135 | 00 | 2,872,887 | 02 | 33,047,019 | 50 |
| 1905 | 8,737,722 | 41 | 12,304,470 | 16 | 4,425,267 | 20 | 4,585,537 | 71 | 127,135 | 00 | 2,872,887 | 02 | 33,435,024 | 13 |
| 1906 | 8,737,722 | 41 | 12,304,470 | 16 | 4,425,267 | 20 | 4,585,537 | 71 | 127,135 | 00 | 2,872,887 | 02 | 33,435,024 | 13 |
| 1907 | 8,737,722 | 41 | 12,304,470 | 16 | 4,425,267 | 20 | 4,585,537 | 71 | 127,135 | 00 | 2,872,887 | 02 | 33,435,024 | 13 |
| 1908 | 8,737,722 | 41 | 12,304,470 | 16 | 4,425,267 | 20 | 4,585,537 | 71 | 127,135 | 00 | 2,872,887 | 02 | 33,435,024 | 13 |
| 1909 | 9,038,296 | 03 | 12,328,196 | 52 | 6,336,788 | 75 | 4,707,486 | 71 | 780,209 | 00 | 2,878,887 | 02 | 36,169,864 | 03 |
| 1910 | 9,198,616 | 04 | 12,328,196 | 52 | 6,384,299 | 75 | 4,851,486 | 71 | 786,209 | 00 | 2,878,887 | 02 | 36,424,395 | 04 |
| 1911 | 9,204,616 | 04 | 12,333,196 | 52 | 6,384,299 | 75 | 4,907,486 | 71 | 798,209 | 00 | 2,878,887 | 02 | 36,506,695 | 04 |
| 1912 | 9,204,616 | 04 | 12,333,196 | 52 | 6,410,454 | 75 | 4,907,486 | 71 | 804,209 | 00 | 2,878,887 | 02 | 36,532,850 | 04 |

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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. | \$ | cts. | \$ | cts. | \$ | cts. |
| 1875..... | 3,774,620 | 13 | 513,000 | 00 | ..... | ..... | 127,500 | 00 | ..... | ..... | ..... | ..... | ..... | ..... | 4,415,120 | 13 |
| 1876..... | 4,460,505 | 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 | 31 |
| 1878..... | 5,085,434 | 01 | 1,323,144 | 62 | 175,000 | 00 | 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 | ..... | ..... | ..... | ..... | ..... | ..... | 8,395,944 | 63 |
| 1882..... | 6,673,300 | 01 | 1,864,144 | 62 | 250,000 | 00 | 293,500 | 00 | ..... | ..... | ..... | ..... | ..... | ..... | 9,080,944 | 63 |
| 1883..... | 6,948,411 | 32 | 2,125,144 | 62 | 250,000 | 00 | 296,500 | 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 | ..... | ..... | ..... | ..... | ..... | ..... | 11,034,450 | 43 |
| 1886..... | 8,207,805 | 81 | 2,255,986 | 62 | 250,000 | 00 | 296,500 | 00 | ..... | ..... | 265,000 | 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 | ..... | ..... | 480,600 | 00 | ..... | ..... | 11,625,050 | 43 |
| 1889..... | 8,055,305 | 81 | 2,569,818 | 62 | 250,000 | 00 | 296,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 11,699,724 | 43 |
| 1890..... | 8,085,305 | 81 | 2,626,318 | 62 | 250,000 | 00 | 296,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 11,786,224 | 43 |
| 1891..... | 8,120,305 | 81 | 2,644,418 | 62 | 277,685 | 00 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 11,907,009 | 43 |
| 1892..... | 10,261,244 | 37 | 2,735,714 | 62 | 277,685 | 00 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 14,139,243 | 99 |
| 1893..... | 10,289,453 | 37 | 2,840,718 | 62 | 277,685 | 00 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 14,272,456 | 99 |
| 1894..... | 10,391,607 | 37 | 2,840,718 | 62 | 277,685 | 00 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 14,374,610 | 99 |
| 1895..... | 10,393,683 | 37 | 2,840,718 | 62 | 277,685 | 00 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 14,376,686 | 99 |
| 1896..... | 10,480,753 | 37 | 2,840,718 | 62 | 277,685 | 00 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 14,463,756 | 99 |
| 1897..... | 11,890,364 | 37 | 2,865,718 | 62 | 281,685 | 00 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 15,902,367 | 99 |
| 1898..... | 11,916,164 | 37 | 2,865,718 | 62 | 281,685 | 00 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 15,928,167 | 99 |
| 1899..... | 11,971,164 | 37 | 2,865,718 | 62 | 281,685 | 00 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 16,005,429 | 28 |
| 1900..... | 12,050,164 | 37 | 2,865,718 | 62 | 370,559 | 17 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 16,173,303 | 45 |
| 1901..... | 12,102,104 | 37 | 2,942,929 | 62 | 370,559 | 17 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 16,302,514 | 45 |
| 1902..... | 12,163,104 | 37 | 3,118,519 | 20 | 370,559 | 17 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 16,539,104 | 03 |
| 1903..... | 12,189,104 | 80 | 3,118,519 | 20 | 456,559 | 17 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 16,651,044 | 46 |
| 1904..... | 12,862,147 | 80 | 3,125,727 | 17 | 471,898 | 10 | 336,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 17,346,634 | 36 |
| 1905..... | 12,930,290 | 18 | 3,126,036 | 08 | 471,898 | 10 | 341,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 17,430,085 | 65 |
| 1906..... | 12,961,290 | 18 | 3,126,036 | 08 | 471,898 | 10 | 341,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 17,576,538 | 15 |
| 1907..... | 12,966,197 | 80 | 3,127,536 | 08 | 481,898 | 10 | 341,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 17,601,945 | 77 |
| 1908..... | 12,983,079 | 24 | 3,137,536 | 08 | 481,898 | 10 | 341,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 17,637,827 | 21 |
| 1909..... | 13,161,075 | 63 | 3,137,536 | 08 | 481,898 | 10 | 341,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 17,824,823 | 60 |
| 1910..... | 13,311,075 | 63 | 3,137,536 | 08 | 481,898 | 10 | 341,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 17,983,823 | 60 |
| 1911..... | 13,361,075 | 63 | 3,137,536 | 08 | 481,898 | 10 | 341,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 18,042,823 | 60 |
| 1912..... | 13,361,075 | 63 | 3,137,536 | 08 | 481,898 | 10 | 341,500 | 00 | ..... | ..... | 480,600 | 00 | ..... | ..... | 18,051,323 | 60 |

3 GEORGE V., A. 1913

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..... | \$ 80,558,911 30 |
| 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..... | 4,994,416 66 |
| Total..... | <u>\$154,075,235 09</u> |

The Dominion Government is also constructing the Eastern Division of the National Transcontinental Railway, on which an expenditure of \$116,-533,768.53 had taken place up to March 31, 1912.

PROVINCES.

| | |
|------------------------------|-------------------------|
| Cash subsidies..... | \$ 32,895,485 16 |
| Loans..... | 2,750,030 00 |
| Subscriptions to shares..... | 300,000 00 |
| Total..... | <u>\$ 35,945,515 16</u> |

MUNICIPALITIES.

| | |
|------------------------------|-------------------------|
| Cash subsidies..... | \$ 12,807,324 98 |
| Loans..... | 2,404,498 62 |
| Subscriptions to shares..... | 2,839,500 00 |
| Total..... | <u>\$ 18,051,323 60</u> |

LAND GRANTS.

Following have been the land grants to railway:—

| | Acres. |
|--|-------------------|
| By the Dominion..... | 31,864,074 |
| By the Province of Quebec..... | 13,625,949 |
| By the Province of British Columbia..... | 8,119,221 |
| By the Province of New Brunswick..... | 1,647,772 |
| By the Province of Nova Scotia..... | 160,000 |
| By the Province of Ontario..... | 635,039 |
| Total..... | <u>56,052,055</u> |

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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 land since 1894, and it does not seem probable there will be a return to that policy.

In the case of the province of Quebec, the policy was adopted many years ago of giving to grantees the option of accepting 52 cents per acre in cash instead of the land, and this choice was exercised with respect to nearly all the acreage indicated in the foregoing table.

During the session of 1912, the legislature of Quebec voted grants of land to railway companies to the extent of 6,450,874 acres; but, inasmuch as none of this land had been actually alienated on June 30, it is not added to the account. The grants of 1912 are not convertible into money.

GUARANTEES.

The guaranteeing of bonds has been a popular form of aid to railways during recent years, and the account in that regard has assumed large proportions. Following is a statement of fact:—

DOMINION.

1. The Canadian Northern Railway Company, Cap. 7, 3 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, Cap. 11, 7 and 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 3½ 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 and 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 3½ per cent per annum for fifty years from May 19, 1911, interest payable half-yearly.

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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, Cap. 71, 3 Edward VII (1903) and Cap. 24, Edward VII (1904).

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 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 £3,200,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910. In addition £1,668,000 of these bonds have, upon terms and conditions approved by the Governor in Council, been pledged by the Company against advances obtained for the purposes of the construction of the Company's railway.

The amount represented by the foregoing guarantees is £18,886,970, or \$91,983,553. As compared with 1911, this involves an increase of \$39,543,688.

MANITOBA.

To the Canadian Northern Railway Company:

| | |
|---|------------------------|
| Main and branch lines in Manitoba..... | \$ 12,154,073 33 |
| Winnipeg terminals..... | 3,000,000 00 |
| Ontario Division (line to Port Arthur)..... | 5,745,586 67 |
| Total..... | <u>\$20,899,660 00</u> |

ALBERTA.

| Lines of Railway. | Guarantee per mile. | Mileage Guaranteed |
|---|------------------------|-----------------------|
| 1909. Chap. 14. Canadian Northern Railway— | | |
| From Strathcona via Camrose and Calgary to Lethbridge..... | \$13,000 | 355 |
| From Camrose to Vegreville..... | 13,000 | 50 |
| From Crossing of second above line and Little Bow River, south via Macleod to the International boundary..... | 13,000 | 110 |
| From near Macleod to the western boundary..... | 13,000 | 65 |
| From near Cardston to the western boundary..... | 13,000 | 35 |
| From Calgary via Cochrane to the eastern boundary of Rocky Mountains Park..... | 13,000 | 50 |
| From near Morinville easterly..... | 13,000 | 40 |
| From Morinville to Athabaska Landing..... | 13,000 | 72 |
| 1909. Chap. 15. Grand Trunk Pacific Railway— | | |
| From Tofield to Valgarey to Coutts..... | 13,000 | 451 |
| From near Lethbridge to Macleod..... | 13,000 | 40 |
| 1911. Chap. 19. Canadian Northern Western Railway— | | |
| From Athabaska Landing to Fort McMurray..... | 15,000 | 175 |
| From first above line east to Lac la Biche..... | 15,000 | 40 |
| From Athabaska Landing north of Lesser Slave Lake to Peace River Land- ing..... | 15,000 | 100 |
| From Onaway northwest to Pine River Pass..... | 20,000 | 250 |
| From Oliver northeast to St. Paul de Metis..... | 13,000 | 100 |
| From Bruderheim via Vermilion, Wainwright and Medicine Hat to Inter- national boundary, with a branch northwest of Vermilion to eastern boundary..... | 13,000 | 200 |
| From Calgary northeast to the Company's Brazeau line..... | 13,000 | 100 |
| From Camrose to Alsask..... | 13,000 | 80 |

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ALBERTA—Concluded..

| Lines of Railway. | Guarantee per mile. | Mileage Guaranteed. |
|---|------------------------|------------------------|
| 1911. Chap. 19. Canadian Northern Western Railway— From Strathecona southwest via crossing of Medicine River and Company's Brazeau line, and Cochrane to Pincher Creek..... From near Blackfalds east and south to Saskatoon Calgary line..... | 15,000 13,000 | 100 100 |
| 1911. Chap. 17. Canadian Northern Railway— From mileage 175 of Company's Saskatoon-Calgary line to junction with the Company's Vegreville-Calgary line..... | 13,000 | 130 |
| 1911. Chap. 18. Grand Trunk Pacific Railway— From Bickerdike southwesterly..... | 20,000 | 58 |
| 1911. Chap. 16. Edmonton, Dunvegan & British Columbia Railway— From Edmonton via Dunvegan to Western boundary..... | 20,000 | 350 |
| Total mileage guaranteed..... | | 3,081 |

The total amount involved in these guarantees is \$45,489,000

SASKATCHEWAN.

The following guarantees have been given by the province of Saskatchewan at the rate of \$13,000 per mile:—

Canadian Northern Branch Lines:

1908-9—

| | MILES |
|------------------------------------|-------|
| 1 Craven to Adam's Ferry..... | 40 |
| 2 Aylesbury—Goose Lake Branch..... | 120 |
| 3 Bienfait Branch..... | 25 |
| 4 Maryfield Branch..... | 135 |
| 5 Dalmeny Branch..... | 40 |
| 6 Battleford, Jackfish Branch..... | 50 |

1909—

| | |
|--------------------------------|-----|
| 1 Vonda northeasterly..... | 25 |
| 2 Kaiser—Swift Current..... | 135 |
| 3 Humboldt-Melfort..... | 60 |
| 4 Delisle Branch..... | 35 |
| 5 Lampman East..... | 65 |
| 6 Moose Jaw southeasterly..... | 100 |
| 7 Maryfield Extension..... | 75 |
| 8 Crooked Lake Branch..... | 60 |
| 9 Rossburn Branch..... | 20 |

1912—

| | |
|--|----|
| 1 Maryfield Extension (2nd)..... | 60 |
| 2 Battleford-Jackfish Extension..... | 30 |
| 3 Thunder Hill Extension (Dominion)..... | 40 |

Canadian Northern Saskatchewan Railway:

1912—

| | |
|---|----|
| 1 Extension of Delisle Branch..... | 35 |
| 2 Wroxtton westerly through Yorkton..... | 45 |
| 3 Shellbrook westerly..... | 45 |
| 4 Lampman to Kipling..... | 45 |
| 5 Eastern portion of Kaiser-Swift Current Branch..... | 35 |
| 6 Prince Albert northeasterly..... | 25 |
| 7 Moose Jaw—Chamberlin..... | 35 |
| 8 Aylesbury—Goose Lake Extension..... | 50 |

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Grand Trunk Pacific Branch Lines:

| | | |
|---------|---------------------------------------|-----|
| 1908-9— | | |
| 1 | Melville to Yorkton..... | 40 |
| 2 | Melville to Regina..... | 110 |
| 3 | Battleford-Biggar..... | 45 |
| 4 | Yorkton-Canora..... | 30 |
| 1909— | | |
| 1 | Regina to International boundary..... | 155 |
| 2 | Prince Albert-Young..... | 110 |
| 3 | Regina-Moose Jaw & northwesterly..... | 110 |
| 4 | Biggar-Calgary..... | 50 |
| 5 | Cutknife Branch..... | 50 |
| 1912— | | |
| 1 | Biggar-Calgary Extension..... | 50 |
| 2 | Canora northerly..... | 25 |

Grand Trunk Saskatchewan Railway:

| | | |
|-------|---|-------|
| 1912— | | |
| 1 | Saskatoon-Battleford..... | 95 |
| 2 | Watrous-Swift Current..... | 75 |
| 3 | Talmage, Weyburn and southwesterly..... | 50 |
| 4 | Melville-Watrous..... | 75 |
| | | <hr/> |
| | | 2,500 |

The amount involved in the foregoing guarantees by the province of Saskatchewan is \$32,500,000.

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating \$7,860,000.

NOVA SCOTIA.

Halifax and Southwestern—A loan of \$13,500 per mile, which, on a total of 372 miles, would amount to \$5,022,000, secured by mortgage, with the right to take over and sell or operate the property in case default is made in the terms of the covenant.

BRITISH COLUMBIA.

To the Canadian Northern Pacific—A guarantee of principal and interest at four per cent per annum on approximately 600 miles, at the rate of \$35,000 per mile, for 30 years—\$21,000,000.

Shuswap and Okanagan—Guarantee of interest on \$1,249,760 for 25 years at 4 per cent. This railway has been acquired by the Canadian Pacific, which assumes the liability from April 1, 1912.

Victoria and Sidney—Guarantee of interest on \$300,000 for 25 years at 4 per cent.

Nakusp and Slocan—Guarantee of principal and interest on bonds aggregating \$647,072 for 25 years at 4 per cent.

Pacific Great Eastern—Guarantee of principal and interest at 4 per cent, on an estimated distance of 450 miles, at \$35,000 per mile, for a period of not less than 30 years—\$15,750,000.

Total guarantees—\$38,946,832.

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NEW BRUNSWICK.

Bonds of the New Brunswick Coal & Railway Company—\$700,000.

Guarantee of principal and interest of the International Railway bonds, 4 per cent, terminable in 1957—\$896,000.

Guarantee of principal and interest of the New Brunswick & Seaboard Railway bonds, at 4 per cent, terminable in 1940—\$297,000.

Total guarantees—\$1,893,000.

QUEBEC.

Bonds of the Montreal and Western Railway Company—\$476,000.

Summarizing the foregoing guarantees by the Dominion and Provinces, the result is as follows:—

| | 1911. | 1912. |
|-----------------------|---------------|---------------|
| | \$ | \$ |
| Dominion..... | 52,439,865 | 91,983,553 |
| Manitoba..... | 20,899,660 | 20,899,660 |
| Alberta..... | 25,743,000 | 45,489,000 |
| Saskatchewan..... | 11,999,000 | 32,500,000 |
| Ontario..... | 7,860,000 | 7,860,000 |
| Nova Scotia..... | 5,022,000 | 5,022,000 |
| British Columbia..... | 23,196,832 | 38,946,832 |
| New Brunswick..... | 700,000 | 1,893,000 |
| Quebec..... | 476,000 | 476,000 |
| Total..... | \$148,336,357 | \$245,070,045 |

The above total of guarantees represents an increase for 1912 over 1911 of \$96,733,688.

Reference to Table No. 5 will afford details, by railways, of aid given by governments and municipalities.

PUBLIC SERVICE OF RAILWAY.

The public service of railways in 1912 was represented in the carrying of 41,124,181 passengers and 89,444,331 tons of freight.

In passengers carried there was an increase over 1911 of 4,026,463, and in freight hauled of 9,560,049 tons.

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The history of passenger traffic since 1875 is as follows:—

| Year. | Passengers carried. | Year. | Passengers carried. |
|-----------|---------------------|-----------|---------------------|
| 1875..... | 5,190,416 | 1894..... | 14,462,498 |
| 1876..... | 5,544,814 | 1895..... | 13,987,580 |
| 1877..... | 6,073,233 | 1896..... | 14,810,407 |
| 1878..... | 6,443,924 | 1897..... | 16,171,338 |
| 1879..... | 6,523,816 | 1898..... | 18,444,049 |
| 1880..... | 6,462,948 | 1899..... | 19,133,365 |
| 1881..... | 6,943,671 | 1900..... | 21,500,175 |
| 1882..... | 9,352,335 | 1901..... | 18,385,722 |
| 1883..... | 9,579,984 | 1902..... | 20,679,974 |
| 1884..... | 9,982,358 | 1903..... | 22,148,742 |
| 1885..... | 9,672,599 | 1904..... | 23,640,765 |
| 1886..... | 9,861,024 | 1905..... | 25,288,723 |
| 1887..... | 10,698,638 | 1906..... | 27,989,782 |
| 1888..... | 11,416,791 | 1907..... | 32,137,319 |
| 1889..... | 12,151,105 | 1908..... | 34,044,992 |
| 1890..... | 12,821,262 | 1909..... | 32,683,309 |
| 1891..... | 13,222,568 | 1910..... | 35,894,575 |
| 1892..... | 13,533,414 | 1911..... | 37,097,718 |
| 1893..... | 13,618,027 | 1912..... | 41,124,181 |

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 | 1894..... | 20,721,116 |
| 1876..... | 6,331,757 | 1895..... | 21,524,421 |
| 1877..... | 6,859,796 | 1896..... | 24,266,825 |
| 1878..... | 7,883,472 | 1897..... | 25,300,331 |
| 1879..... | 8,348,810 | 1898..... | 28,785,903 |
| 1880..... | 9,938,858 | 1899..... | 31,211,753 |
| 1881..... | 12,065,323 | 1900..... | 35,946,133 |
| 1882..... | 13,575,787 | 1901..... | 36,999,371 |
| 1883..... | 13,266,255 | 1902..... | 42,376,527 |
| 1884..... | 13,712,269 | 1903..... | 47,373,417 |
| 1885..... | 14,659,271 | 1904..... | 48,097,519 |
| 1886..... | 15,670,460 | 1905..... | 50,893,957 |
| 1887..... | 16,356,335 | 1906..... | 57,966,713 |
| 1888..... | 17,172,759 | 1907..... | 63,866,135 |
| 1889..... | 17,928,626 | 1908..... | 63,071,167 |
| 1890..... | 20,787,469 | 1909..... | 66,842,258 |
| 1891..... | 21,753,021 | 1910..... | 74,482,866 |
| 1892..... | 22,189,923 | 1911..... | 79,884,282 |
| 1893..... | 22,003,599 | 1912..... | 89,444,331 |

PASSENGER TRAFFIC.

The number of passengers carried in 1912 was 41,124,181—an increase of 4,026,463, or 10·8 per cent over 1911.

The number of passengers carried one mile was 2,910,251,636, which was 304,282,712 more than in 1911.

The number of passengers carried one mile per mile of line was 108,888, as compared with 102,597 in 1911. This represented an increase of 6,291 in passenger density.

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The number of passengers carried per mile of line was 1,539—an increase of 79 for the year.

The average revenue per passenger per mile was 1.943 cents, which was .001 below the figures for 1911.

The aggregate earnings from passenger service—which included express, mails, baggage, &c.—was \$65,048,186.66. This represented a gain over the preceding year of \$6,730,188.21.

The earnings directly from ticket sales to passengers were \$56,543,663.60, or \$5,976,769.62 more than in 1911.

The average number of passengers per train was 62, as compared with 60 in 1911.

The average passenger journey was 71 miles—a gain of one mile over the preceding year.

The average receipts per passenger, using only the revenue from ticket sales as the chief factor, were \$1.375—a betterment of .015 as compared with 1911.

The mileage of passenger trains was 40,440,393, and of mixed trains 6,473,882—an increase of 3,454,482 miles in the former and of 196,414 in the latter. In preceding calculations these two mileages were combined and used as the total passenger train mileage.

The earnings from passenger train service per passenger train mile—which includes express, mails, baggage, &c.—was \$1.387. This was an increase of .039 over 1911.

Following is a summary of the foregoing facts, with comparative figures for preceding years:—

| | 1907. | 1908. | 1909. |
|--|---------------|---------------|---------------|
| Miles of railway..... | 22,452 | 22,966 | 24,104 |
| Number of passengers..... | 32,137,319 | 34,044,992 | 32,683,309 |
| Passengers carried one mile..... | 2,049,549,813 | 2,081,960,864 | 2,033,001,225 |
| Passengers one mile per mile of line..... | 90,921 | 90,654 | 84,342 |
| Passengers per mile of line..... | 1,431 | 1,482 | 1,355 |
| Average passenger journey (miles)..... | 64 | 61 | 62 |
| Average number of passengers per train..... | 56 | 54 | 51 |
| Passenger train mileage..... | 30,220,461 | 31,950,349 | 32,295,730 |
| Mixed train mileage..... | 5,971,414 | 6,210,807 | 7,061,580 |
| Earnings from ticket sales..... | \$39,184,437 | \$39,992,503 | \$39,073,485 |
| Earnings from passenger service..... | \$45,730,652 | \$46,854,158 | \$45,282,326 |
| Average receipts per passenger..... | \$1.219 | \$1.174 | \$1.195 |
| Average receipts per passenger per mile (cents)..... | 1.911 | 1.920 | 1.921 |
| | 1910. | 1911. | 1912. |
| Miles of railway..... | 24,731 | 25,400 | 26,727 |
| Number of passengers..... | 35,894,575 | 37,097,718 | 41,124,181 |
| Passengers carried one mile..... | 2,466,729,664 | 2,605,968,924 | 2,910,251,636 |
| Passengers one mile per mile of line..... | 99,742 | 102,597 | 108,883 |
| Passengers per mile of line..... | 1,451 | 1,460 | 1,539 |
| Average passenger journey (miles)..... | 69 | 70 | 71 |
| Average number of passengers per train..... | 59 | 60 | 62 |
| Passenger train mileage..... | 35,022,541 | 36,985,911 | 40,440,393 |
| Mixed train mileage..... | 6,441,440 | 6,277,468 | 6,473,882 |
| Earnings from ticket sales..... | \$46,018,880 | \$50,566,894 | \$56,543,664 |
| Earnings from passenger service..... | \$52,956,219 | \$58,317,998 | \$65,048,187 |
| Average receipts per passenger..... | \$1.282 | \$1.360 | \$1.375 |
| Average receipts per passenger per mile (cents)..... | 1.866 | 1.944 | 1.943 |

FREIGHT TRAFFIC.

As has been pointed out, the volume of freight traffic was 89,444,331 tons, which, as compared with the preceding year showed an increase of 9,560,049 tons, or 11.9 per cent. This was the largest increase in the history of Canadian railways.

The number of tons hauled one mile was 19,558,190,527—a gain of 3,509-712,232 ton miles as against the figures for 1911.

The number of tons hauled one mile per mile of line was 731,776, which represented a betterment in the density of freight traffic, as compared with 1911, of 99,947.

The average revenue from freight per ton per mile was .757 cent, as compared with .777 in 1911.

Revenue from freight proper amounted to \$148,030,898.60—a betterment of \$23,287,883.29 over the preceding year.

The aggregate revenue from freight service for the year was \$149,961,140.13, which represented an increase of \$23,390,606.61 over 1911.

The gross earnings from freight were equal to \$5,610.85 per mile of line—an advance of \$626.76 over 1911.

Per ton, gross earnings from freight amounted to \$1,655, or .094 better than in 1911.

The average number of loaded cars per freight train was 18.19 or .16 better than for the preceding year.

The average number of empty freight cars per freight train in 1912 was 5.17. The number in 1911 was 5.94.

The average number of tons per loaded freight car was 17.87, showing a gain over 1911 of .96.

The average freight haul was 218 miles, as against 200 miles in 1911—a gain of 18 miles.

The mileage of revenue freight trains was 60,126,023, which included mixed train mileage. This total represented an increase, as compared with 1911, of 6,627,157.

The mileage of loaded freight cars was 1,102,719,543, as against 946,946,917 in 1911.

The foregoing information with corresponding figures for the years since 1907, is summarized hereunder:—

| | 1907. | 1908. | 1909. |
|--|----------------|----------------|----------------|
| Tons hauled..... | 63,866,135 | 63,071,167 | 66,842,258 |
| Tons hauled one mile..... | 11,687,711,830 | 12,961,512,519 | 13,160,567,550 |
| Tons hauled one mile per mile of line..... | 518,486 | 564,378 | 545,991 |
| Average haul, miles..... | 183 | 206 | 197 |
| Freight train mileage..... | 38,923,890 | 40,476,370 | 40,304,906 |
| Mixed train mileage..... | 5,971,414 | 6,210,807 | 7,061,580 |
| Revenue from freight..... | \$94,995,087 | \$93,746,655 | \$95,714,783 |
| Average tons per train..... | 260 | 278 | 278 |
| Average cars per train..... | 16.92 | 16.04 | 16.37 |
| Average tons per car..... | 15.37 | 17.33 | 16.98 |
| Average receipts per ton per mile, cent..... | .815 | .723 | .727 |

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The foregoing information with corresponding figures for the years since 1907, is summarized hereunder:—

| | 1910. | 1911. | 1912. |
|--|----------------|----------------|----------------|
| Tons hauled..... | 74,482,866 | 79,884,282 | 89,444,331 |
| Tons hauled one mile..... | 15,712,127,701 | 16,048,478,295 | 19,558,190,527 |
| Tons hauled one mile per mile of line..... | 635,321 | 631,829 | 731,776 |
| Average haul, miles..... | 211 | 200 | 218 |
| Freight train mileage..... | 50,184,108 | 52,498,866 | 60,126,023 |
| Mixed train mileage..... | 6,441,440 | 6,277,468 | 6,473,882 |
| Revenue from freight..... | \$116,229,894 | \$124,743,015 | \$148,030,269 |
| Average tons per train..... | 311 | 305 | 325 |
| Average cars per train..... | 18.15 | 18.03 | 18.19 |
| Average tons per car..... | 17.13 | 16.91 | 17.87 |
| Average receipts per ton per mile, cent..... | .739 | .777 | .757 |

Following is an analysis of the commodities which constituted the freight traffic of 1911 and the five preceding years:—

| | 1907. | 1908. | 1909. |
|------------------------------------|------------|------------|------------|
| | Tons. | Tons. | Tons. |
| Products of agriculture— | | | |
| Grain..... | 5,776,731 | 5,270,935 | 6,837,506 |
| Flour..... | 1,402,386 | 1,565,008 | 1,758,894 |
| Other mill products..... | 654,179 | 835,877 | 1,156,071 |
| Hay..... | 803,918 | 643,695 | 861,265 |
| Tobacco..... | 10,042 | 23,235 | 26,462 |
| Cotton..... | 22,164 | 70,203 | 122,300 |
| Fruit and vegetables..... | 562,716 | 803,777 | 845,930 |
| Other products of agriculture..... | 289,525 | 183,237 | 354,835 |
| Products of animals— | | | |
| Live stock..... | 1,118,141 | 1,156,772 | 1,206,221 |
| Dressed meats..... | 400,900 | 455,580 | 554,984 |
| Other packing house products..... | 463,647 | 444,841 | 436,529 |
| Poultry, game and fish..... | 128,432 | 151,100 | 175,081 |
| Wool..... | 23,472 | 33,318 | 37,236 |
| Hides and leather..... | 154,157 | 141,341 | 202,968 |
| Other products of animals..... | 180,517 | 89,407 | 194,468 |
| Products of mines— | | | |
| Anthracite coal..... | 1,635,628 | 3,735,141 | 4,600,514 |
| Bituminous coal..... | 11,085,060 | 12,320,584 | 11,647,728 |
| Coke..... | 547,303 | 845,702 | 1,061,829 |
| Ores..... | 2,209,860 | 2,953,353 | 3,147,487 |
| Stone, sand, &c..... | 2,083,336 | 2,538,333 | 3,096,416 |
| Other products of mines..... | 178,985 | 243,054 | 377,087 |
| Products of forests— | | | |
| Lumber..... | 7,542,475 | 10,317,541 | 7,759,393 |
| Other products of forests..... | 2,687,160 | 2,594,685 | 3,835,614 |
| Manufactures— | | | |
| Petroleum and other oils..... | 270,810 | 390,331 | 464,953 |
| Sugar..... | 232,620 | 451,641 | 701,319 |
| Naval stores..... | 1,674 | 1,742 | 22,509 |
| Iron, pig and bloom..... | 304,136 | 583,948 | 593,950 |
| Iron and steel rails..... | 190,380 | 628,988 | 446,678 |
| Castings and machinery..... | 231,159 | 858,914 | 897,849 |
| Bar and sheet metal..... | 87,958 | 353,802 | 337,866 |
| Cement, brick and lime..... | 1,393,792 | 1,421,678 | 1,789,994 |
| Agricultural implements..... | 223,664 | 281,834 | 306,724 |
| Wagons, carriages, tools, &c..... | 42,129 | 96,197 | 119,463 |
| Wines, liquors and beers..... | 191,576 | 209,912 | 238,808 |
| Household goods and furniture..... | 256,208 | 269,299 | 301,401 |
| Other manufactures..... | 4,448,535 | 1,105,433 | 1,682,078 |
| Merchandise..... | 2,309,084 | 2,008,267 | 2,393,285 |
| Miscellaneous..... | 5,533,426 | 6,935,135 | 6,234,372 |

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Following is an analysis of the commodities which constituted the freight traffic of 1911 and the five preceding years:—

| | 1910. | 1911. | 1912. |
|------------------------------------|-----------|------------|------------|
| | Tons. | Tons. | Tons. |
| Products of agriculture— | | | |
| Grain..... | 7,435,573 | 7,545,516 | 9,741,671 |
| Flour..... | 1,916,934 | 2,124,080 | 2,303,607 |
| Other mill products..... | 1,037,282 | 1,166,323 | 1,387,624 |
| Hay..... | 1,084,966 | 1,611,621 | 2,130,803 |
| Tobacco..... | 40,880 | 51,672 | 68,737 |
| Cotton..... | 84,928 | 114,827 | 135,277 |
| Fruit and vegetables..... | 969,122 | 957,237 | 1,135,082 |
| Other products of agriculture..... | 321,666 | 238,260 | 398,144 |
| Products of animals— | | | |
| Live stock..... | 1,314,781 | 1,437,965 | 1,345,182 |
| Dressed meats..... | 546,791 | 561,220 | 591,232 |
| Other packing house products..... | 277,739 | 369,906 | 392,046 |
| Poultry, game and fish..... | 154,820 | 189,201 | 204,421 |
| Wool..... | 28,814 | 42,602 | 34,320 |
| Hides and leather..... | 199,853 | 211,301 | 227,745 |
| Other products of animals..... | 242,208 | 378,507 | 364,334 |
| Products of mines— | | | |
| Anthracite coal..... | 7,498,509 | 6,017,858 | 5,938,466 |
| Bituminous coal..... | 9,166,572 | 12,514,372 | 15,027,311 |
| Coke..... | 1,384,254 | 1,416,632 | 1,166,874 |
| Ores..... | 3,636,607 | 3,802,162 | 3,190,470 |
| Stone, sand, &c..... | 4,084,968 | 4,417,290 | 5,186,763 |
| Other products of mines..... | 381,112 | 483,922 | 957,915 |
| Products of forests— | | | |
| Lumber..... | 7,302,037 | 7,364,964 | 8,129,314 |
| Other products of forests..... | 5,766,903 | 5,873,383 | 6,023,407 |
| Manufactures— | | | |
| Petroleum and other oils..... | 500,167 | 591,651 | 728,643 |
| Sugar..... | 617,231 | 614,529 | 635,757 |
| Naval stores..... | 37,007 | 18,422 | 9,472 |
| Iron, pig and bloom..... | 889,881 | 887,801 | 1,104,177 |
| Iron and steel rails..... | 717,081 | 616,980 | 859,897 |
| Castings and machinery..... | 1,189,214 | 1,137,218 | 1,214,709 |
| Bar and sheet metal..... | 568,901 | 939,916 | 970,091 |
| Cement, brick and lime..... | 2,254,934 | 2,495,178 | 2,996,992 |
| Agricultural implements..... | 434,928 | 540,061 | 552,470 |
| Wagons, carriages, tools, &c..... | 173,137 | 205,106 | 252,638 |
| Wines, liquors and beers..... | 245,626 | 274,162 | 325,412 |
| Household goods and furniture..... | 388,631 | 412,529 | 434,242 |
| Other manufactures..... | 1,997,541 | 4,840,434 | 6,156,581 |
| Merchandise..... | 2,518,190 | 2,438,089 | 2,711,963 |
| Miscellaneous..... | 7,073,078 | 4,981,385 | 4,410,542 |

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. | 1912 |
|------------------------------|------------|------------|------------|------------|------------|------------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Products of agriculture..... | 9,521,661 | 9,396,967 | 11,963,263 | 12,891,351 | 13,809,536 | 17,300,945 |
| Products of animals..... | 2,469,266 | 2,472,359 | 2,807,487 | 2,765,006 | 3,190,702 | 3,159,280 |
| Products of mines..... | 18,460,172 | 22,636,227 | 23,931,061 | 26,152,022 | 28,652,236 | 31,467,799 |
| Products of forest..... | 10,229,635 | 12,912,226 | 11,595,007 | 13,068,940 | 13,238,347 | 14,152,721 |
| Manufactures..... | 7,974,641 | 6,655,719 | 7,902,592 | 10,014,279 | 13,573,987 | 16,241,081 |
| Merchandise..... | 2,309,084 | 2,008,067 | 2,393,285 | 2,518,190 | 2,438,089 | 2,711,963 |
| Miscellaneous..... | 5,533,426 | 6,938,135 | 6,234,372 | 7,073,078 | 4,981,385 | 4,410,542 |
| Totals..... | 56,497,885 | 63,019,900 | 66,827,067 | 74,482,866 | 79,884,282 | 89,444,331 |

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Following is the ratio which each item bore to the total:—

| | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|------------------------------|-------|-------|-------|-------|-------|-------|
| Products of agriculture..... | 16.85 | 14.91 | 17.91 | 17.31 | 17.17 | 19.34 |
| Products of animals..... | 4.37 | 3.92 | 4.21 | 3.71 | 4.00 | 3.53 |
| Products of mines..... | 32.68 | 35.92 | 35.81 | 35.11 | 35.87 | 35.18 |
| Products of forests..... | 18.11 | 20.49 | 17.35 | 17.54 | 16.57 | 15.82 |
| Manufactures..... | 14.11 | 10.56 | 11.82 | 13.44 | 17.00 | 18.16 |
| Merchandise..... | 4.08 | 3.18 | 3.58 | 3.39 | 3.06 | 3.03 |
| Miscellaneous..... | 9.79 | 11.02 | 9.32 | 9.50 | 6.33 | 4.94 |

Of the total freight tonnage of 89,444,331, 63,186,732 tons were returned as 'originating on this road.' The tonnage so returned in 1911 was 55,152,430.

Details with regard to commodities carried by the various railways will be found in Table 12.

EARNINGS AND OPERATING EXPENSES.

The gross earnings for 1912 were \$219,403,752.79 as compared with \$188,733,493.81 in 1911. The increment was \$30,670,258.98, or equal to 16.2 per cent.

Operating expenses for the year were \$150,726,539.87—an increase of \$19,691,754.92, or 15.0 per cent.

The ratio of operating expenses to gross earnings was 68.7 per cent—a decrease of .7 as compared with 1911.

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The following table gives the gross earnings and operating expenses, with the ratio borne by the latter to the former, since 1875:—

| Year. | Earnings. | Operating expenses. | Percentage of operating expenses to earnings. |
|-----------|-------------|---------------------|---|
| | \$ | \$ | |
| 1875..... | 19,470,539 | 15,75,532 | 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 | 32,913,350 | 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 |

EARNINGS

The difference between gross earnings and operating expenses was \$68,-677,212.92, as compared with \$57,698,708.86 in 1911. These are popularly regarded as net earnings; but correct accounting methods require that certain deductions, such as interest on funded debt, taxes, rents, &c., shall be made before the real net corporate income is declared. Table No. 9, in the body of the subjoined report, deals with the revenues of railway companies in this way.

The balance actually carried forward to profit and loss for the year, according to the method followed in the preparation of table No. 9, was \$20,146,869.29, as against \$14,150,464.67 in 1911.

The revenue during the year from outside operations amounted to \$21,221,-774.67, and operating expenses attached thereto, \$15,333,617.50. The net revenue from this source in 1912 was \$5,888,157.17 or \$593,728.35 more than in 1911.

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The earnings per train mile, all trains, were \$2.174—a gain of .071 over 1911.

Assuming, however, that the sum of \$68,677,212.92 may be regarded as net earnings, it may be said that it was equal to \$2,569.58 per mile of line. This was an increase of \$279.94 as compared with 1911.

The gross earnings were equal to \$8,209.07 per mile of line—an increase of \$778.62 over 1911, or equal to 10.4 per cent.

The gross earnings from freight service per freight train mile were \$2.494—a betterment of .118 as against the result in 1911.

For comparative purposes, the facts with regard to gross earnings per passenger train mile and freight train mile are put in tabular form as follows:—

| Gross earnings. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|---------------------------|-------|-------|-------|-------|-------|-------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Passenger train mile..... | 1.263 | 1.228 | 1.150 | 1.277 | 1.348 | 1.390 |
| Freight train mile..... | 2.069 | 2.008 | 2.041 | 2.316 | 2.376 | 2.494 |

Gross earnings during the past four years came from the following sources:—

| | 1909. | | 1910. | | 1911. | | 1912. | |
|-----------------------------------|-------------|------|-------------|------|-------------|------|-------------|------|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Passengers..... | 39,073,488 | 84 | 46,018,879 | 56 | 50,566,893 | 98 | 56,543,663 | 60 |
| Mails..... | 1,723,180 | 97 | 1,799,887 | 80 | 1,869,413 | 89 | 1,914,720 | 39 |
| Express..... | 3,561,170 | 96 | 4,143,837 | 52 | 4,674,135 | 27 | 5,294,388 | 08 |
| Baggage, parlour cars, &c..... | 924,485 | 50 | 993,613 | 63 | 1,207,555 | 31 | 1,295,414 | 59 |
| Freight..... | 96,685,076 | 23 | 117,497,604 | 03 | 126,570,533 | 52 | 149,961,140 | 13 |
| Station and train privileges..... | 493,895 | 13 | 679,061 | 12 | 826,251 | 92 | 1,086,687 | 37 |
| Telegraphs, rents, &c..... | 2,595,038 | 56 | 2,823,333 | 47 | 3,018,709 | 02 | 3,307,738 | 63 |
| | 145,056,336 | 19 | 173,956,217 | 13 | 188,733,493 | 81 | 219,403,752 | 79 |

The total revenue from transportation in 1912 was \$215,009,326.79, or \$30,120,794.82 in excess of 1911.

Revenue from operations other than transportation amounted to \$4,028,426.00—a gain of \$183,464.16 over the preceding year.

The proportion which each of the earning divisions bore to the total in 1910, 1911 and 1912 is shown in the table following:—

| | 1910 | | 1911 | | 1912 | |
|---|-------------|--------------|-------------|--------------|-------------|--------------|
| | \$ | cts Per cent | \$ | cts Per cent | \$ | cts Per cent |
| Passenger service..... | 52,956,218 | 51 30.44 | 58,317,998 | 45 30.90 | 65,048,186 | 66 29.65 |
| Freight service..... | 117,497,604 | 03 67.54 | 126,570,533 | 52 67.07 | 149,961,140 | 13 68.35 |
| Station and train privileges, &c..... | 679,061 | 12 .39 | 826,251 | 92 .44 | 1,086,687 | 37 .49 |
| Telegraph, rents and other sources..... | 2,826,453 | 21 1.63 | 3,018,709 | 92 1.59 | 3,307,738 | 63 1.51 |
| Total..... | 173,956,217 | 13 | 188,733,493 | 81 | 219,403,752 | 79 |

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A comparison of the items comprising earnings from passenger service during the past six years gives the following result:—

| — | 1907 | 1908. | 1909. | 1910. | 1911. | 1912. |
|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Passengers..... | 39,184,437 64 | 39,992,503 11 | 39,073,488 84 | 46,018 879 56 | 50,566 893,98 | 56,543,663 60 |
| Mails..... | 1,626,704 64 | 1,670,120 90 | 1,723,180 97 | 1,799,887 80 | 1,869,413 89 | 1,914,720 39 |
| Express..... | 3,277,695 09 | 3,486,300 63 | 3,561,170 96 | 4,143,837 52 | 4,674,135 27 | 5,204,388 08 |
| Other sources.. | 1,641,814,92 | 1,705,234 33 | 924,485 50 | 993,613 63 | 1,207,555 31 | 1,295,414 59 |
| Total.. | 45,730,652 29 | 48,854 153 97 | 45,282,326 27 | 52,956,218 51 | 58,317,998 45 | 65,048,186 66 |

The item of 'other sources' in the foregoing table includes excess baggage, parlour and chair car revenue, &c.

The earnings from mails have increased 17·7 per cent in five years, and from express 61·5 per cent.

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. | Passengers. | 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 | 1·52 | 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..... | 6,453,493 | 34·46 | 11,351,264 | 60·40 | 744,741 | 3·97 | 217,554 | 1·16 | 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 | 23,561,447 |
| 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 | 29,027,789 |
| 1883..... | 10,533,119 | 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 | 422,366 | 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 | 2,083,069 | 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..... | 15,622,311 | 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 |
| 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 | 4,716,822 | 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 | 5,342,459 | 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 |

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Details with respect to earnings are given in tables 6, 7 and 9 in the body of this report.

OPERATING EXPENSES.

Operating expenses in 1912 aggregated \$150,726,539.87—an increase of \$19,691,754.92 over 1911. This increase was equal to 15.0 per cent.

Per mile of line, operating expenses in 1912 amounted to \$5,639.48, as compared with \$5,158.85 in 1911. The increase was \$480.63 per mile; or 9.3 per cent.

The following are comparisons of gross earnings per mile of line, operating expenses per mile and net earnings per mile since 1907:—

| | Gross earnings per mile. | Operating expenses per mile. | Net earnings per mile. |
|-----------|--------------------------------|------------------------------------|------------------------------|
| | \$ cts. | \$ cts. | \$ cts. |
| 1907..... | 6,535 64 | 4,620 90 | 1,914 73 |
| 1908..... | 6,397 21 | 4,673 30 | 1,724 90 |
| 1909..... | 6,017 89 | 4,339 53 | 1,678 40 |
| 1910..... | 7,033 93 | 4,868 60 | 2,165 83 |
| 1911..... | 7,430 45 | 5,158 85 | 2,271 64 |
| 1912..... | 8,209 07 | 5,639 48 | 2,569 59 |

The earnings from all sources, divided by the aggregate train mileage, called earnings per train mile, and the total operating expenses, divided by the mileage of all trains, representing the cost of running a train one mile, are shown in comparative form in the following table:—

| | 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 |

It will be observed that the cost of running trains has risen steadily during the years dealt with in the foregoing table. While earnings per train mile have increased 82.3 during that period, operating expenses per train mile have increased 91.6 per cent.

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The distribution of operating expenses in 1912 and three preceding years is shown in the following tables:—

| Operating expenses. | 1099. | Per cent. | 1910. | Per cent. |
|-------------------------|---------------|-----------|---------------|-----------|
| | \$ cts. | | \$ cts. | |
| Way and structures..... | 21,153,274 46 | 20·22 | 27,035,603 46 | 22·45 |
| Equipment..... | 21,510,303 59 | 20·56 | 26,002,301 30 | 21·59 |
| Traffic expenses..... | 3,798,824 57 | 3·63 | 4,366,176 92 | 3·63 |
| Transportation..... | 54,284,587 41 | 51·89 | 58,928 170 74 | 48·94 |
| General expenses..... | 3,853,094 40 | 3·70 | 4,073,188 00 | 3·39 |

| Operating Expenses. | 1911. | Per cent. | 1912. | Per cent. |
|-------------------------|---------------|-----------|---------------|-----------|
| | \$ cts. | | \$ cts. | |
| Way and Structures..... | 29,245,093 22 | 22·32 | 31,514,098 12 | 20·90 |
| Equipment..... | 26,127,638 12 | 19·94 | 29,811,510 09 | 19·78 |
| Traffic expenses..... | 4,831,744 50 | 3·69 | 5,293,699 75 | 3·51 |
| Transportation..... | 66,343,269 58 | 50·63 | 78,969,543 65 | 52·39 |
| General expenses..... | 4,487,039 53 | 3·42 | 5,137,688 26 | 3·42 |

On the next page will be found an analysis showing the items which created the foregoing totals.

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Following is a table, showing a comparison of operating expenses for 1909, 1910, 1911 and 1912, together with the ratio which each item bore to the total:—

| Operating Expenses. | 1909. | | | 1910. | | | 1911. | | | 1912. | | |
|--|--------------|-----------|---------|---------------|-----------|---------|---------------|-----------|---------|---------------|-----------|---------|
| | Amount. | Per cent. | \$ cts. | Amount. | Per cent. | \$ cts. | Amount. | Per cent. | \$ cts. | Amount. | Per cent. | \$ cts. |
| Maintenance of Way and Structures— | | | | | | | | | | | | |
| Superintendence..... | 759,240 98 | .72 | | 839,925 47 | .70 | | 985,527 44 | .75 | | 1,091,847 56 | .72 | |
| Ballast..... | 198,796 80 | .19 | | 415,078 44 | .34 | | 367,613 12 | .28 | | 282,985 06 | .19 | |
| Ties..... | 2,078,384 80 | 2.56 | | 3,436,727 46 | 2.85 | | 3,565,654 29 | 2.72 | | 3,728,821 82 | 2.47 | |
| Rails..... | 1,343,471 77 | 1.28 | | 1,753,740 37 | 1.44 | | 1,959,164 83 | 1.49 | | 1,420,874 49 | .94 | |
| Other track material..... | 1,084,342 40 | 1.03 | | 1,141,231 29 | .94 | | 1,151,744 99 | .88 | | 1,192,472 45 | .79 | |
| Removal of snow and ice..... | 8,469,429 03 | 8.09 | | 11,683,918 50 | 9.70 | | 11,965,503 22 | 9.13 | | 13,938,132 11 | 9.24 | |
| Tunnels..... | 1,139,937 37 | 1.08 | | 968,916 50 | .80 | | 1,641,046 60 | 1.25 | | 1,448,192 02 | .96 | |
| Bridges, trestles and culverts..... | 18,413 27 | .01 | | 17,928 99 | .14 | | 27,251 43 | .02 | | 13,656 08 | .01 | |
| Over and under grade crossings..... | 1,603,291 03 | 1.53 | | 2,048,471 72 | 1.70 | | 2,133,642 56 | 1.62 | | 2,265,127 73 | 1.55 | |
| Grade crossings, fences, &c..... | 37,179 87 | .03 | | 31,097 05 | .02 | | 81,561 67 | .06 | | 69,130 78 | .04 | |
| Snow fences and sheds..... | 528,111 60 | .49 | | 614,500 97 | .40 | | 651,581 83 | .50 | | 619,956 79 | .41 | |
| Signals and interlocking plants..... | 91,538 47 | .08 | | 81,225 86 | .06 | | 117,479 11 | .09 | | 178,989 38 | .11 | |
| Electric power transmission..... | 131,419 79 | .12 | | 155,668 13 | .13 | | 174,926 25 | .13 | | 177,140 97 | .11 | |
| Buildings, fixtures and grounds..... | 246,934 48 | .23 | | 438,160 47 | .36 | | 504,792 52 | .38 | | 554,159 03 | .36 | |
| Docks and wharfs..... | 4,646 36 | .00 | | 116,325 48 | .09 | | 3,860 34 | .00 | | | | |
| Roadway tools and supplies..... | 2,241,319 79 | 2.14 | | 2,461,761 72 | 2.04 | | 3,090,367 46 | 2.36 | | 3,684,523 88 | 2.44 | |
| Injuries to persons..... | 187,879 64 | .17 | | 167,519 61 | .14 | | 170,387 62 | .13 | | 124,819 98 | .08 | |
| Stationery and printing..... | 238,789 60 | .21 | | 267,462 06 | .22 | | 343,654 12 | .26 | | 375,628 15 | .25 | |
| Other expenses..... | 42,563 21 | .04 | | 66,233 81 | .05 | | 82,457 05 | .06 | | 102,076 50 | .07 | |
| Maintaining joint tracks, yards, &c., balance..... | 40,519 73 | .04 | | 47,019 92 | .04 | | 60,839 28 | .02 | | 65,492 46 | .04 | |
| Superintendence..... | 25,741 90 | .02 | | 19,439 05 | .01 | | 21,026 65 | .02 | | 19,982 80 | .01 | |
| Steam locomotives, repairs..... | 32,984 57 | .03 | | 120,340 85 | .10 | | 144,710 93 | .11 | | 160,087 08 | .10 | |
| Steam locomotives, renewals..... | 497,292 54 | .47 | | 565,442 79 | .46 | | 614,929 23 | .47 | | 648,612 28 | .43 | |
| Electric locomotives, repairs..... | 9,427,704 22 | 9.01 | | 10,876,301 12 | 9.02 | | 10,643,270 84 | 8.12 | | 12,017,379 67 | 7.97 | |
| Electric locomotives, renewals..... | 411,781 23 | .04 | | 585,978 33 | .48 | | 688,329 54 | .52 | | 630,658 21 | .42 | |
| Passenger train cars, repairs..... | 11,060 55 | .01 | | | | | 3,903 88 | .00 | | 6,846 88 | .00 | |
| Passenger train cars, renewals..... | 2,595,472 23 | 2.48 | | 3,486,546 88 | 2.89 | | 3,176,119 01 | 2.42 | | 3,707,031 92 | 2.47 | |
| Freight train cars, repairs..... | 158,959 43 | .15 | | 229,517 21 | .19 | | 285,139 50 | .22 | | 309,301 40 | .20 | |
| Freight train cars, renewals..... | 5,893,635 61 | 5.63 | | 7,243,600 61 | 6.01 | | 7,498,527 27 | 5.72 | | 8,863,819 02 | 5.88 | |
| Work equipment, repairs..... | 879,717 84 | .84 | | 1,001,559 92 | .83 | | 1,044,217 85 | .80 | | 1,200,598 14 | .79 | |
| | 454,543 08 | .43 | | 698,592 58 | .57 | | 824,105 05 | .63 | | 798,808 85 | .53 | |

Following is a table showing a comparison of operating expenses for 1909, 1910, 1911 and 1912, &c.—*Concluded.*

| Operating Expenses. | 1909. | | 1910. | | 1911. | | 1912. | |
|---|--------------|-----------|--------------|-----------|--------------|-----------|---------------|-----------|
| | Amount. | Per cent. | Amount. | Per cent. | Amount. | Per cent. | Amount. | Per cent. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | |
| Maintenance and Equipment— <i>Con.</i> | | | | | | | | |
| Work equipment, renewals..... | 87,618 41 | -08 | 141,530 79 | -11 | 125,697 62 | -09 | 215,337 08 | -15 |
| Floating equipment, repairs..... | 44,111 84 | -04 | 137,694 15 | -11 | 125,895 18 | -09 | 85,599 62 | -05 |
| Floating equipment, renewals..... | | | | | | | 2,094 84 | -00 |
| Shop machinery and tools..... | 761,738 82 | -73 | 777,666 28 | -64 | 877,373 11 | -00 | 1,070,366 36 | -71 |
| Power plant equipment..... | 7,119 51 | -00 | 2,218 52 | -00 | 3,908 94 | -00 | 3,232 91 | -00 |
| Injuries to persons..... | 33,614 04 | -03 | 41,122 58 | -03 | 35,474 48 | -03 | 65,791 22 | -04 |
| Stationery and printing..... | 64,883 49 | -06 | 71,196 77 | -05 | 78,064 46 | -06 | 92,060 58 | -06 |
| Other expenses..... | 121,201 13 | -11 | 93,254 29 | -07 | 100,481 58 | -08 | 89,250 47 | -05 |
| Equipment loaned and borrowed— <i>Dr.</i> | 60,633 23 | -05 | 41,117 49 | -03 | 105 67 | -00 | 4,127 54 | -00 |
| Traffic expenses— | | | | | | | | |
| Superintendence..... | 789,829 20 | -75 | 873,134 66 | -72 | 946,707 75 | -72 | 1,072,922 35 | -71 |
| Outside agencies..... | 1,630 31 55 | -15 | 1,980,700 23 | -164 | 2,237,888 49 | -170 | 2,376,970 60 | -157 |
| Advertising..... | 698,539 25 | -66 | 804,392 81 | -66 | 821,928 74 | -63 | 1,009,598 72 | -70 |
| Traffic associations..... | 74,397 04 | -07 | 83,673 99 | -06 | 100,793 48 | -08 | 107,472 05 | -07 |
| Fast freight line..... | 303,285 09 | -29 | 224,655 69 | -18 | 207,842 69 | -16 | 185,507 55 | -11 |
| Industrial and immigration bureaus..... | 18,856 06 | -02 | 36,934 96 | -03 | 109,000 33 | -08 | 77,631 07 | -04 |
| Stationery and printing..... | 278,799 24 | -26 | 356,373 61 | -29 | 397,325 63 | -30 | 458,175 87 | -30 |
| Other expenses..... | 4,757 14 | -00 | 6,290 97 | -00 | 11,427 60 | -01 | 6,021 54 | -00 |
| Transportation expenses— | | | | | | | | |
| Superintendence..... | 1,258,246 56 | -120 | 1,327,856 06 | -110 | 1,484,480 47 | -113 | 1,604,102 69 | -110 |
| Despatching trains..... | 794,148 07 | -76 | 796,991 87 | -66 | 879,512 46 | -67 | 989,010 82 | -65 |
| Station employees..... | 7,144 573 81 | -683 | 8,315 042 55 | -690 | 9,539,510 35 | -728 | 10,949,743 16 | -726 |
| Weighing and car service association..... | 46,049 36 | -04 | 56,701 82 | -04 | 46,117 02 | -03 | 55,836 65 | -03 |
| Coal and ore docks..... | 19,909 99 | -01 | 50,177 08 | -04 | 40,795 60 | -03 | 5,278 84 | -00 |
| Station supplies and expenses..... | 798,021 05 | -76 | 853,102 92 | -71 | 892,376 56 | -74 | 1,132,947 80 | -75 |
| Yardmasters and their clerks..... | 374,334 16 | -35 | 405,805 05 | -33 | 499,570 69 | -37 | 577,024 19 | -37 |
| Yard conductors and brakemen..... | 1,533,070 52 | -146 | 1,849,942 79 | -153 | 2,630,566 87 | -201 | 3,331,536 42 | -221 |
| Yard, switch and signal tenders..... | 183,210 94 | -17 | 193,013 69 | -16 | 212,336 65 | -04 | 247,410 79 | -17 |
| Yard supplies and expenses..... | 71,682 94 | -06 | 57,503 26 | -04 | 60,331 26 | -04 | 94,821 95 | -06 |
| Yard enginemen..... | 1,144,827 42 | -109 | 1,299,915 93 | -107 | 1,064,889 64 | -127 | 2,088,282 16 | -138 |
| Engine house expenses—yard..... | 337,421 60 | -32 | 377,954 92 | -31 | 479,790 74 | -36 | 590,541 03 | -38 |
| Fuel for yard locomotives..... | 1,433,354 45 | -137 | 1,737,575 56 | -144 | 2,034,064 63 | -155 | 2,588,822 97 | -171 |
| Water for yard locomotives..... | 80,869 73 | -07 | 86,510 94 | -07 | 100,992 61 | -03 | 120,426 90 | -08 |

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| | | | | | | | | |
|--|---------------|-------|---------------|-------|---------------|-------|---------------|-------|
| Lubricants for yard locomotives..... | 31,159 05 | ·03 | 32,057 60 | ·02 | 35,173 51 | ·08 | 38,920 16 | ·02 |
| Other supplies for yard locomotives..... | 34,274 79 | ·03 | 40,807 38 | ·03 | 44,979 76 | ·03 | 54,854 87 | ·03 |
| Operating joint yards, &c., balance—Dr..... | 424,933 72 | ·40 | 477,543 27 | ·39 | 522,751 36 | ·40 | 501,164 50 | ·36 |
| Motormen..... | 10,599 40 | ·01 | ..... | ..... | 10,085 97 | ·00 | 1,634 69 | ·00 |
| Road engine..... | 6,305,369 08 | 6·02 | 6,891,165 42 | 5·72 | 7,749,405 13 | 6·06 | 9,197,792 77 | 6·10 |
| Engine house expenses—road..... | 2,075,177 82 | 1·88 | 2,125,418 22 | 1·77 | 2,393,116 79 | 1·82 | 2,830,518 62 | 1·87 |
| Fuel for road locomotives..... | 16,111,095 45 | 15·40 | 16,832,817 13 | 13·97 | 18,147,438 22 | 13·84 | 21,591,999 64 | 14·32 |
| Water for road locomotives..... | 746,594 70 | ·71 | 768,167 84 | ·63 | 859,072 53 | ·65 | 1,042,137 09 | ·70 |
| Lubricants for road locomotives..... | 245,976 65 | ·23 | 270,872 01 | ·22 | 306,940 63 | ·23 | 351,407 64 | ·23 |
| Other supplies..... | 287,492 51 | ·27 | 306,586 55 | ·25 | 354,875 66 | ·50 | 388,381 03 | ·26 |
| Operating power plant..... | 28,515 15 | ·02 | 175 48 | ·00 | 3,665 77 | ·00 | ..... | ..... |
| Purchased power..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Road trainmen..... | 6,584,565 63 | 6·29 | 7,247,121 40 | 6·01 | 8,306,084 59 | 6·34 | 9,994,675 15 | 6·03 |
| Train supplies and expenses..... | 2,201,549 18 | 2·10 | 2,428,155 75 | 1·94 | 2,688,435 63 | 2·05 | 3,246,618 32 | 2·15 |
| Interlocks, block and other signals..... | 223,370 27 | ·21 | 230,629 58 | ·19 | 196,894 92 | ·15 | 202,218 86 | ·14 |
| Crossing flagmen and gatemen..... | 117,726 84 | ·11 | 128,315 59 | ·10 | 146,160 69 | ·11 | 160,959 35 | ·10 |
| Drawbridge operation..... | 37,313 04 | ·03 | 41,167 50 | ·03 | 101,717 47 | ·08 | 49,469 52 | ·03 |
| Clearing wrecks..... | 330,212 24 | ·31 | 314,005 59 | ·26 | 340,988 87 | ·26 | 513,957 11 | ·36 |
| Telegraph and telephone—operation..... | 216,322 74 | ·20 | 237,189 55 | ·19 | 249,331 33 | ·19 | 291,858 47 | ·19 |
| Operating floating equipment..... | 331,446 35 | ·31 | 390,301 92 | ·32 | 289,605 15 | ·22 | 249,569 38 | ·17 |
| Express service..... | 6,532 66 | ·00 | 6,717 25 | ·00 | 7,374 77 | ·00 | 7,597 55 | ·00 |
| Stationery and printing..... | 479,151 53 | ·46 | 575,269 34 | ·48 | 620,273 92 | ·47 | 708,465 09 | ·47 |
| Other expenses..... | 238,914 58 | ·21 | 270,420 72 | ·22 | 334,214 49 | ·26 | 372,159 75 | ·25 |
| Loss and damage—freight..... | 1,004,774 74 | ·96 | 865,688 58 | ·71 | 1,073,407 20 | ·82 | 1,424,702 68 | ·95 |
| Loss and damage—baggage..... | 21,973 64 | ·02 | 15,007 36 | ·01 | 18,802 07 | ·01 | 20,410 21 | ·01 |
| Damage to property..... | 163,483 71 | ·15 | 172,429 79 | ·14 | 197,677 02 | ·15 | 528,970 31 | ·37 |
| Damage to stock on right of way..... | 59,626 02 | ·05 | 57,281 26 | ·05 | 68,048 50 | ·04 | 76,755 46 | ·05 |
| Injuries to persons..... | 657,011 14 | ·63 | 658,205 05 | ·54 | 559,058 38 | ·03 | 554,323 50 | ·37 |
| Injuries to stock..... | 76,728 69 | ·07 | 88,462 03 | ·07 | 46,149 91 | ·42 | 72,205 27 | ·04 |
| Operating joint tracks—Dr..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| General expenses— | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Salaries and expenses of general officers..... | 739,028 29 | ·07 | 754,158 00 | ·62 | 808,131 25 | ·63 | 1,011,334 22 | ·69 |
| Salaries and expenses of clerks, &c..... | 1,126,730 58 | 1·06 | 1,197,850 70 | 1·00 | 1,322,385 75 | 1·00 | 1,512,453 07 | 1·00 |
| General office supplies and expenses..... | 227,096 50 | ·21 | 193,026 52 | ·16 | 227,932 86 | ·17 | 266,635 75 | ·17 |
| Law expenses..... | 480,924 76 | ·46 | 511,659 98 | ·42 | 585,862 84 | ·45 | 601,957 19 | ·38 |
| Insurance..... | 593,060 31 | ·56 | 654,633 93 | ·54 | 726,168 79 | ·55 | 831,127 09 | ·55 |
| Relief department expenses..... | 29,941 71 | ·02 | 28,558 43 | ·02 | 28,504 34 | ·02 | 30,261 38 | ·02 |
| Pensions..... | 188,282 26 | ·18 | 181,255 41 | ·15 | 186,323 02 | ·14 | 194,858 13 | ·11 |
| Stationery and printing..... | 152,910 01 | ·14 | 177,661 48 | ·14 | 191,210 03 | ·15 | 195,698 78 | ·11 |
| Other expenses..... | 296,749 50 | ·27 | 360,756 97 | ·30 | 398,981 16 | ·30 | 478,766 18 | ·32 |
| General administration joint tracks, &c.—Dr..... | 18,370 48 | ·02 | 13,626 58 | ·01 | 11,539 49 | ·00 | 11,596 47 | ·01 |

Prior to 1909 a different classification of operating expenses was in force and accurate comparisons cannot be made with the years 1907 and 1908. In order, however, that the facts for the two years indicated may be available the following statement is given:—

| | 1907. | Per cent. | 1908. | Per cent. |
|--|---------------|-----------|---------------|-----------|
| | \$ cts. | | \$ cts. | |
| Maintenance of way and structures— | | | | |
| Repairs of roadway..... | 11,160,086 67 | 11.79 | 10,640,542 68 | 9.93 |
| Renewals of rails..... | 1,205,088 24 | 1.27 | 1,604,594 76 | 1.49 |
| Renewals of ties..... | 2,230,575 56 | 2.35 | 2,204,083 47 | 2.05 |
| Repairs and renewals—bridges and culverts..... | 1,408,552 02 | 1.48 | 1,465,753 45 | 1.37 |
| “ “ fences, crossings, &c..... | 481,129 18 | .50 | 519,671 89 | .49 |
| “ “ buildings, &c..... | 2,144,109 98 | 2.26 | 2,690,915 90 | 2.51 |
| “ “ docks and wharfs..... | 103,280 37 | .10 | 167,017 45 | .16 |
| “ “ telegraph..... | 265,183 58 | .28 | 294,301 15 | .27 |
| Stationery and printing..... | 30,599 20 | .03 | 43,924 32 | .04 |
| Other expenses..... | 78,663 70 | .08 | 1,122,793 11 | 1.05 |
| Maintenance of equipment— | | | | |
| Superintendence..... | 591,196 08 | .62 | 621,032 61 | .58 |
| Repairs and renewals of locomotives..... | 7,999,802 52 | 8.45 | 8,008,613 01 | 7.48 |
| “ “ passenger cars..... | 2,473,908 84 | 2.61 | 2,272,386 82 | 2.54 |
| “ “ freight cars..... | 6,933,574 61 | 7.32 | 6,855,843 98 | 6.40 |
| “ “ work cars..... | 146,148 39 | .15 | 608,109 17 | .57 |
| “ “ marine equipment..... | 33,221 35 | .03 | 52,181 21 | .05 |
| “ “ shop machinery and tools..... | 738,833 13 | .78 | 779,160 38 | .72 |
| Stationery and printing..... | 74,466 22 | .07 | 77,354 68 | .07 |
| Other expenses..... | 815,751 04 | .86 | 523,535 96 | .49 |
| Conducting transportation— | | | | |
| Superintendence..... | 1,611,297 91 | 1.70 | 1,956,260 03 | 1.83 |
| Engine and roundhouse men..... | 7,814,573 02 | 8.25 | 9,471,240 67 | 8.84 |
| Fuel for locomotives..... | 15,137,504 48 | 15.99 | 17,718,468 24 | 16.54 |
| Water supply for locomotives..... | 656,730 03 | .69 | 764,790 58 | .71 |
| Oil, tallow and waste for locomotives..... | 409,397 18 | .43 | 383,670 36 | .36 |
| Other supplies for locomotives..... | 195,970 04 | .20 | 313,146 02 | .29 |
| Train service..... | 6,228,136 56 | 6.58 | 8,155,855 59 | 7.61 |
| Train supplies and expenses..... | 1,873,515 88 | 1.97 | 2,136,581 33 | 2.00 |
| Switchmen, flagmen, &c..... | 2,013,294 16 | 2.12 | 1,690,242 28 | 1.58 |
| Telegraph expenses..... | 2,562,478 44 | 2.70 | 1,757,495 05 | 1.64 |
| Station service..... | 5,634,176 10 | 5.95 | 6,748,608 03 | 6.30 |
| Station supplies..... | 671,972 51 | .71 | 765,240 87 | .71 |
| Switching charges—balance..... | 114,516 96 | .12 | 319,186 77 | .30 |
| Car mileage—balance..... | 1,156,891 46 | 1.22 | 1,467,775 90 | 1.31 |
| Hire of equipment—balance..... | 106,008 61 | .11 | 115,250 52 | .10 |
| Loss and damage..... | 892,937 26 | .94 | 1,232,518 70 | 1.15 |
| Injuries to persons..... | 642,248 43 | .67 | 758,011 23 | .70 |
| Clearing wrecks..... | 426,784 63 | .45 | 372,627 40 | .35 |
| Operating marine equipment..... | 918,769 17 | .97 | 1,138,272 64 | 1.06 |
| Advertising..... | 451,673 54 | .47 | 571,387 92 | .53 |
| Outside agencies..... | 1,180,134 05 | 1.24 | 1,500,272 23 | 1.40 |
| Commissions..... | 77,509 43 | .08 | 365,588 35 | .34 |
| Stock yards and elevators..... | 185,304 78 | .19 | 171,887 17 | .16 |
| Rents for tracks, terminals, &c..... | 542,199 81 | .57 | 1,333,401 74 | 1.24 |
| Rents for buildings, &c..... | 202,031 61 | .21 | 135,834 45 | .12 |
| Stationery and printing..... | 603,426 93 | .63 | 740,851 59 | .69 |
| Other expenses..... | 236,885 82 | .25 | 295,729 67 | .28 |
| General expenses— | | | | |
| Salaries of general officers..... | 723,956 74 | .76 | 775,732 94 | .72 |
| Salaries of clerks, &c..... | 918,157 19 | .97 | 1,085,738 37 | 1.01 |
| General office expenses and supplies..... | 195,204 97 | .26 | 237,571 05 | .22 |
| Insurance..... | 509,547 71 | .53 | 615,638 68 | .53 |
| Law expenses..... | 396,383 18 | .41 | 445,076 69 | .41 |
| Stationery and printing..... | 163,863 19 | .17 | 161,271 64 | .15 |
| Other expenses..... | 265,972 77 | .28 | 386,499 27 | .36 |

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Details of operating expenses for 1912, by railways, will be found in Table 8.

The following statement shows maintenance of way and structures, together with maintenance of equipment, per mile of line, for the past five years:—

| 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 |

So that the more important items relating to earnings and operating expenses may be had before the eye in convenient form for comparison, the following table is presented:—

| | 1907. | 1908. | 1909. |
|--------------------------------------|-------------|-------------|-------------|
| | \$ | \$ | \$ |
| Gross earnings..... | 146,738,214 | 146,918 313 | 145,056,336 |
| Net earnings..... | 42,989,537 | 39,614,171 | 40,456,251 |
| Gross earnings per mile..... | 6,535-64 | 6,397-21 | 6,017-89 |
| Net earnings per mile..... | 1,914-73 | 1,724-90 | 1,678-40 |
| Earnings per passenger..... | 1-219 | 1-175 | 1-195 |
| “ ton..... | 1-472 | 1-486 | 1-432 |
| “ passenger train mile..... | 1-263 | 1-228 | 1-150 |
| “ freight train mile..... | 2-069 | 2-008 | 2-041 |
| “ train mile, all trains..... | 1-875 | 1-791 | 1-816 |
| Operating Expenses..... | 103,748,672 | 107,304,143 | 104,600,084 |
| “ per mile..... | 4,620-90 | 4,672-30 | 4,339-53 |
| Cost of running trains one mile..... | 1-381 | 1-364 | 1-309 |

| | 1910. | 1911 | 1912. |
|--------------------------------------|-------------|-------------|-------------|
| | | | |
| Gross earnings..... | 173,956,217 | 188,733,494 | 219,726,540 |
| Net earnings..... | 53,550,776 | 57,698,709 | 68,677,213 |
| Gross earnings per mile..... | 7,033,93 | 7,430-45 | 8,209-94 |
| Net earnings per mile..... | 2,165-83 | 2,271-60 | 2,569-58 |
| Earnings per passenger..... | 1-282 | 1-363 | 1-375 |
| “ ton..... | 1-560 | 1-561 | 1-655 |
| “ passenger train mile..... | 1-277 | 1-348 | 1-390 |
| “ freight train mile..... | 2-316 | 2-376 | 2-494 |
| “ train mile, all trains..... | 2-036 | 2-103 | 2-174 |
| Operating expenses..... | 120,405,440 | 131,034,785 | 150,726,540 |
| “ per mile..... | 4,868-60 | 5,158-85 | 5,639-48 |
| Cost of running trains one mile..... | 1-409 | 1-460 | 1-493 |

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Following is a comprehensive table showing gross earnings, net earnings and operating expenses per mile of line since 1875:—

| Year. | Gross Earnings. | Per Mile of Line. | Net Earnings. | Per Mile of Line. | Operating Expenses. | Per Mile of Line. | Net to Gross % | Net to Operating % |
|-----------|-----------------|-------------------|---------------|-------------------|---------------------|-------------------|----------------|--------------------|
| | \$ | \$ | \$ | \$ | \$ | \$ | | |
| 1875..... | 19,470,539 | 4,054 | 3,695,007 | 769 | 15,775,532 | 3,284 | 19 | 23 |
| 1876..... | 19,358,084 | 3,710 | 3,555,363 | 681 | 15,802,721 | 3,029 | 18 | 22 |
| 1877..... | 18,742,053 | 3,241 | 3,451,962 | 597 | 15,290,091 | 2,644 | 18 | 23 |
| 1878..... | 20,520,078 | 3,296 | 4,419,976 | 710 | 16,100,102 | 2,586 | 22 | 27 |
| 1879..... | 19,925,066 | 2,905 | 3,736,784 | 545 | 16,188,282 | 2,360 | 19 | 23 |
| 1880..... | 23,561,447 | 3,275 | 6,720,742 | 934 | 16,840,705 | 2,341 | 29 | 40 |
| 1881..... | 27,987,508 | 3,818 | 7,866,090 | 1,073 | 20,121,418 | 2,745 | 28 | 39 |
| 1882..... | 29,027,789 | 3,338 | 6,637,081 | 763 | 22,390,708 | 2,575 | 23 | 30 |
| 1883..... | 33,244,586 | 3,471 | 8,552,919 | 893 | 24,691,667 | 2,578 | 26 | 35 |
| 1884..... | 33,421,705 | 3,253 | 7,826,364 | 762 | 25,595,341 | 2,492 | 23 | 31 |
| 1885..... | 32,227,469 | 2,992 | 8,212,118 | 762 | 24,015,351 | 2,229 | 25 | 34 |
| 1886..... | 33,389,381 | 2,831 | 9,271,799 | 786 | 24,117,582 | 2,045 | 28 | 38 |
| 1887..... | 38,841,609 | 3,188 | 11,216,926 | 921 | 27,624,683 | 2,267 | 29 | 41 |
| 1888..... | 42,159,152 | 3,466 | 11,507,106 | 946 | 30,652,046 | 2,520 | 27 | 38 |
| 1889..... | 42,149,615 | 3,338 | 11,111,570 | 880 | 31,038,045 | 2,458 | 26 | 36 |
| 1890..... | 46,843,826 | 3,562 | 13,930,476 | 1,059 | 32,913,350 | 2,503 | 30 | 42 |
| 1891..... | 48,192,099 | 3,483 | 13,231,650 | 956 | 34,960,449 | 2,526 | 27 | 38 |
| 1892..... | 51,685,768 | 3,549 | 15,197,540 | 1,044 | 36,488,228 | 2,505 | 26 | 42 |
| 1893..... | 52,042,396 | 3,468 | 15,426,363 | 1,028 | 36,616,033 | 2,440 | 30 | 42 |
| 1894..... | 49,552,528 | 3,171 | 14,334,096 | 917 | 35,218,432 | 2,254 | 29 | 41 |
| 1895..... | 46,785,486 | 2,928 | 14,035,818 | 879 | 32,749,668 | 2,050 | 30 | 43 |
| 1896..... | 50,545,569 | 3,107 | 15,502,915 | 953 | 35,042,654 | 2,154 | 31 | 44 |
| 1897..... | 52,353,276 | 3,163 | 17,184,611 | 1,038 | 35,168,665 | 2,125 | 33 | 49 |
| 1898..... | 59,715,105 | 3,540 | 20,577,556 | 1,220 | 39,137,549 | 2,320 | 34 | 53 |
| 1899..... | 62,243,784 | 3,608 | 21,537,567 | 1,248 | 40,796,217 | 2,360 | 35 | 53 |
| 1900..... | 70,740,270 | 4,006 | 23,040,472 | 1,305 | 47,699,798 | 2,701 | 33 | 48 |
| 1901..... | 72,898,749 | 4,019 | 22,530,023 | 1,242 | 50,368,726 | 2,777 | 31 | 45 |
| 1902..... | 83,666,503 | 4,471 | 26,322,911 | 1,407 | 57,343,592 | 3,064 | 31 | 46 |
| 1903..... | 96,064,526 | 5,059 | 28,583,003 | 1,505 | 67,481,523 | 3,554 | 30 | 42 |
| 1904..... | 100,219,436 | 5,158 | 25,656,275 | 1,320 | 74,563,161 | 3,837 | 26 | 34 |
| 1905..... | 106,467,198 | 5,196 | 26,489,625 | 1,293 | 79,977,573 | 3,904 | 25 | 33 |
| 1906..... | 125,322,865 | 5,869 | 38,193,431 | 1,789 | 87,129,434 | 4,080 | 30 | 44 |
| 1907..... | 146,738,214 | 6,535 | 42,989,542 | 1,915 | 103,748,672 | 4,621 | 29 | 41 |
| 1908..... | 146,918,314 | 6,397 | 39,614,171 | 1,725 | 107,304,143 | 4,672 | 27 | 37 |
| 1909..... | 145,056,336 | 6,018 | 40,456,252 | 1,678 | 104,600,084 | 4,340 | 28 | 39 |
| 1910..... | 173,956,217 | 7,034 | 53,550,777 | 2,165 | 120,405,440 | 4,869 | 31 | 44 |
| 1911..... | 188,733,494 | 7,430 | 57,698,709 | 2,272 | 131,034,785 | 5,158 | 31 | 44 |
| 1912..... | 219,403,753 | 8,209 | 68,677,212 | 2,570 | 150,726,540 | 5,639 | 31 | 45 |

EQUIPMENT.

The equipment reported for the year 1912 was as follows:—

| | Number. | Increase. |
|--------------------------------|---------|-----------|
| Locomotives..... | 4,484 | 265 |
| Cars in passenger service..... | 4,946 | 433 |
| Cars in freight service..... | 140,918 | 13,769 |
| Cars in Company's service..... | 10,466 | 833 |

In addition, 181 locomotives and 7,593 cars were reported as being leased. Fast Freight Line Service embraced 265 cars.

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The growth of equipment during the past six years, omitting company's cars, is shown in the following statement of numbers:—

| | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|---------------------|---------|---------|---------|---------|---------|---------|
| Locomotives..... | 3,504 | 3,872 | 3,969 | 4,079 | 4,219 | 4,484 |
| Freight cars..... | 107,407 | 115,709 | 117,779 | 119,713 | 127,153 | 140,918 |
| Passenger cars..... | 3,642 | 4,026 | 4,192 | 4,320 | 4,513 | 4,946 |

During the past six years, locomotives have been reported as having been assigned to the following services:—

| Locomotives. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|----------------|-------|-------|-------|-------|-------|-------|
| Passenger..... | 964 | 1,122 | 1,056 | 1,090 | 1,125 | 1,192 |
| Freight..... | 2,206 | 2,392 | 2,539 | 2,601 | 2,659 | 2,787 |
| Switching..... | 334 | 358 | 374 | 388 | 435 | 505 |

Cars in passenger service have been classified, since 1907, as follows:—

| Cars in passenger Service. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|----------------------------------|-------|-------|-------|-------|-------|-------|
| First class..... | 1,300 | 1,493 | 1,560 | 1,564 | 1,601 | 1,788 |
| Second class..... | 472 | 487 | 471 | 512 | 517 | 550 |
| Combination..... | 405 | 422 | 429 | 435 | 434 | 453 |
| Emigrant..... | 272 | 303 | 317 | 318 | 357 | 389 |
| Dining..... | 105 | 114 | 127 | 123 | 137 | 159 |
| Parlour..... | 63 | 63 | 60 | 69 | 80 | 89 |
| Sleeping..... | 212 | 236 | 261 | 283 | 306 | 353 |
| Baggage, express and postal..... | 782 | 873 | 926 | 979 | 1,045 | 1,132 |
| Other..... | 31 | 35 | 41 | 37 | 36 | 33 |
| Totals..... | 3,642 | 4,026 | 4,192 | 4,320 | 4,513 | 4,946 |

Cars in freight service have been divided into the following classes:—

| Cars in Freight Service. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|--------------------------|---------|---------|---------|---------|---------|---------|
| Box..... | 68,149 | 72,863 | 74,477 | 75,983 | 79,412 | 89,982 |
| Flat..... | 20,477 | 21,759 | 21,188 | 20,769 | 21,069 | 22,000 |
| Stock..... | 4,817 | 5,047 | 5,518 | 5,528 | 5,809 | 6,322 |
| Coal..... | 10,358 | 11,616 | 11,721 | 12,680 | 13,768 | 14,715 |
| Tank..... | 132 | 197 | 197 | 195 | 277 | 390 |
| Refrigerator..... | 1,917 | 2,423 | 2,466 | 2,539 | 2,807 | 3,082 |
| Other..... | 1,557 | 1,804 | 2,212 | 2,019 | 4,016 | 4,427 |
| Totals..... | 107,407 | 115,709 | 117,779 | 119,713 | 127,153 | 140,918 |

Cars in Company's service were classified as follows: officers' and pay, 100; gravel, 2,617; derrick, 157; caboose, 2,223; other road cars, 5,369—a total of 10,466.

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The capacity of freight cars, as reported during the past six years, has^s been as follows:—

| | 1907. | | 1908. | | 1909. | |
|-------------------|---------|-------------------|---------|-------------------|---------|-------------------|
| | 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 |
| Flat..... | 20,118 | 535,167 | 21,781 | 592,496 | 21,220 | 584,455 |
| Stock..... | 4,731 | 122,550 | 5,047 | 133,578 | 5,561 | 150,800 |
| Coal..... | 10,060 | 291,638 | 11,616 | 362,233 | 11,721 | 379,981 |
| Tank..... | 132 | 2,632 | 197 | 4,000 | 197 | 4,012 |
| Refrigerator..... | 1,745 | 48,745 | 2,423 | 69,000 | 2,465 | 71,085 |
| Other..... | 1,820 | 59,200 | 1,941 | 67,410 | 2,273 | 64,835 |
| Totals..... | 105,540 | 2,908,903 | 115,867 | 3,277,394 | 117,916 | 3,385,313 |

| | 1910. | | 1911. | | 1912. | |
|-------------------|---------|-------------------|---------|-------------------|---------|-------------------|
| | No. | Capacity in tons. | No. | Capacity in tons. | No. | Capacity in tons. |
| Box..... | 75,983 | 2,211,963 | 79,412 | 2,343,920 | 89,982 | 2,741,350 |
| Flat..... | 20,769 | 576,198 | 21,069 | 600,970 | 22,000 | 648,010 |
| Stock..... | 5,528 | 151,565 | 5,809 | 161,765 | 6,322 | 178,070 |
| Coal..... | 12,680 | 438,178 | 13,768 | 508,215 | 14,715 | 561,175 |
| Tank..... | 195 | 3,962 | 277 | 7,490 | 390 | 12,720 |
| Refrigerator..... | 2,539 | 73,520 | 2,807 | 81,815 | 3,082 | 90,410 |
| Other..... | 2,019 | 58,720 | 4,016 | 102,105 | 4,427 | 130,540 |
| Total..... | 119,713 | 3,514,106 | 127,158 | 3,806,280 | 140,918 | 4,362,275 |

The significance of the foregoing figures is found in the fact that, whereas the average capacity for box cars in 1907 was 27·6 tons, in 1912 it had grown to 30·4 tons.

Further information regarding the growth of freight units will be found in the following comparison of classes:—

| Class. | Capacity Pounds. | 1908. | 1909. | 1910. | 1911. | 1912. |
|---------------|------------------|---------|---------|---------|---------|---------|
| I..... | 10,000 | 771 | 859 | 393 | 273 | 77 |
| II..... | 20,000 | 1,995 | 1,147 | 1,275 | 1,115 | 742 |
| III..... | 30,000 | 3,227 | 4,143 | 2,412 | 3,332 | 3,277 |
| IV..... | 40,000 | 25,855 | 22,320 | 20,558 | 18,899 | 14,695 |
| V..... | 50,000 | 1,135 | 878 | 1,029 | 673 | 3,237 |
| VI..... | 60,000 | 69,416 | 73,737 | 76,610 | 82,555 | 89,512 |
| VII..... | 70,000 | 230 | 220 | 217 | 166 | 292 |
| VIII..... | 80,000 | 9,790 | 10,837 | 11,927 | 14,075 | 21,951 |
| IX..... | 90,000 | | 60 | | | |
| X..... | 1000,00 | 3,448 | 3,715 | 4,992 | 6,070 | 7,135 |
| XI..... | 110,000 | | | | | |
| XII..... | 120,000 | | | | | |
| All over..... | 120,000 | | | | | |
| Total..... | | 115,867 | 117,916 | 119,713 | 127,158 | 140,918 |

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It will be observed that there has been a persistent decline in the number of smaller freight units, and a steady increase in the number of cars of larger capacity. For example, there were in 1908 but 9,790 cars in freight service having a capacity of 80,000 pounds; in 1912 there were 21,951.

The available supply of rolling stock per 1,000 miles of line, during the past six years, has been as follows:—

| Rolling Stock. | PER 1,000 MILE OF LINE. | | | | | |
|---------------------|-------------------------|-------|-------|-------|-------|-------|
| | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
| Locomotives..... | 156 | 169 | 165 | 165 | 166 | 168 |
| Freight cars..... | 4,783 | 5,039 | 4,887 | 4,840 | 5,006 | 5,273 |
| Passenger cars..... | 162 | 175 | 174 | 174 | 177 | 185 |

Practically all the cars in passenger and freight service in 1912 were fitted with automatic couplers and train brake.

The equipment reported by the various railways will be found in detail in table No. 13 and table No. 14.

TRAIN. CAR AND LOCOMOTIVE MILEAGE.

The total mileage of revenue passenger, freight, mixed and special trains in 1912 was 100,730,271—a gain of 11,213,738 over 1911.

There was also a mileage of 4,438 812 attached to trains classified as non revenue.

The following table relating to train mileage will show the facts in comparative form since 1907:—

| — | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|-----------------------|------------|------------|------------|------------|------------|-------------|
| Passenger trains..... | 30,220,461 | 31,950,349 | 32,295,730 | 35,022,541 | 36,985,911 | 40,440,393 |
| Freight trains..... | 38,923,890 | 40,476,370 | 40,304,906 | 43,742,668 | 46,220,813 | 53,652,141 |
| Mixed trains..... | 3,971,414 | 6,201,807 | 7,061,580 | 6,441,440 | 6,277,468 | 6,473,882 |
| Special trains..... | | | | 202,592 | 232,341 | 363,855 |
| Total..... | 75,115,765 | 78,637,526 | 79,662,216 | 85,409,241 | 89,716,533 | 100,930,271 |

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. |
|-----------------------|-------|-------|-------|-------|-------|-------|
| Passenger trains..... | 40.23 | 40.63 | 40.54 | 40.00 | 41.22 | 40.06 |
| Freight trains..... | 51.81 | 51.47 | 50.59 | 51.21 | 51.52 | 53.15 |
| Mixed trains..... | 7.90 | 7.90 | 8.87 | 7.54 | 6.98 | 6.41 |
| Special trains..... | | | | .25 | .27 | .38 |

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Following is the record of train mileage since 1875:—

| Years. | 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..... | 15,074,891 | 15,638,013 | 2,357,393 | ..... | 27,846,411 | 33,374,847 |
| 1883..... | 9,651,427 | 16,123,387 | 10,951,424 | ..... | 34,416,092 | 47,688,528 |
| 1884..... | 9,315,694 | 15,710,630 | 4,254,595 | ..... | 29,758,676 | 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 | 4,539,906 | ..... | 33,638,748 | 43,276,468 |
| 1888..... | 11,859,684 | 20,651,834 | 4,763,318 | ..... | 37,391,206 | 46,489,229 |
| 1889..... | 12,900,483 | 20,739,391 | 5,179,506 | ..... | 38,819,380 | 47,708,138 |
| 1890..... | 14,362,870 | 22,428,249 | 5,058,210 | ..... | 41,849,329 | 49,512,630 |
| 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..... | 15,332,276 | 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 | 4,514,424 | ..... | 50,688,283 | 60,103,944 |
| 1899..... | 20,093,378 | 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 |

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The train mileage reported by the various railways in 1912 will be found in tables 10 and 11.

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. |
|-----------|-------------------|------------------------|--------------------------|----------------------------------|-----------------------------------|
| | \$ cts. | 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 | 25,415,152 | 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 | 22,189,923 | 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 | 35,946,183 | 1.332 | 1.269 |
| 1901..... | 46,665,103 | 33,233,922 | 36,999,371 | 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..... | 124,743,015 | 52,498,281 | 79,884,282 | 2.376 | 1.561 |
| 1912..... | 148,030,899 | 60,126,023 | 89,444,331 | 2.455 | 1.655 |

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:

| Car Mileage. | 1908. | 1909. | 1910. | 1911. | 1912. |
|--------------------------|---------------|---------------|---------------|---------------|---------------|
| Loaded freight cars..... | 748,924,820 | 775,543,414 | 910,858,711 | 946,946,917 | 1,102,719,543 |
| Empty freight cars..... | 234,944,529 | 281,175,615 | 280,255,329 | 311,984,866 | 310,974,528 |
| Caboose cars..... | | 37,644,038 | 45,367,459 | 47,834,318 | 55,692,091 |
| Total..... | 1,033,869,349 | 1,094,363,067 | 1,236,481,499 | 1,306,766,101 | 1,469,386,162 |

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Locomotive mileage was 127,401,480, as compared with 111,975,176 in 1911. The following is a comparative statement for the past six years.—

| Class of Locomotive. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|----------------------|-------------|-------------|------------|-------------|-------------|-------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Freight..... | 43,824,909 | 42,291,082 | 43,280,549 | 47,239,088 | 49,354,983 | 57,143,590 |
| Passenger..... | 29,110,158 | 30,504,171 | 32,282,534 | 34,758,088 | 36,946,876 | 40,944,058 |
| Mixed..... | 7,492,278 | 7,410,971 | 7,237,422 | 8,211,350 | 8,256,424 | 7,742,514 |
| Switching..... | 14,816,272 | 14,941,179 | 14,832,834 | 15,581,077 | 17,300,773 | 21,159,394 |
| Special..... | 4,911,249 | 5,474,838 | 231,986 | 229,872 | 116,120 | 411,924 |
| Total..... | 100,154,966 | 100,622,241 | 97,865,325 | 106,019,475 | 111,975,176 | 127,401,480 |

FUEL CONSUMED BY LOCOMOTIVES.

The consumption of fuel by locomotives in 1912 reached a total of 7,783,736 tons, as compared with 6,800,648 tons in 1911.

The cost of fuel for locomotives in 1912 was \$24,160,823, or \$3,978,720 more than in 1911.

Following is a statement of the consumption of fuel by classes of locomotives during the past six years:—

| Class of Locomotive. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Freight..... | 3,194,510 | 3,318,283 | 3,833,010 | 3,597,541 | 3,844,042 | 4,480,728 |
| Passenger..... | 1,331,178 | 1,446,919 | 1,834,700 | 1,636,454 | 1,813,809 | 1,983,238 |
| Mixed..... | 303,549 | 350,921 | 410,800 | 388,693 | 421,277 | 407,970 |
| Switching..... | 557,576 | 598,092 | 743,977 | 620,303 | 716,276 | 890,650 |
| Construction..... | 223,141 | 256,576 | 9,621 | 9,063 | 5,209 | 21,150 |
| Total..... | 5,608,954 | 5,970,791 | 6,832,108 | 6,252,054 | 6,800,648 | 7,783,736 |

The volume of fuel consumed, and the cost thereof, have been as follows since 1907:—

| 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 | 20,182,103 |
| 1912..... | 7,783,736 | 24,160,823 |

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The cost of fuel in 1912 was divided as follows: Yard locomotives, \$2,588,823; road locomotives, \$21,562,000.

The average cost of fuel for locomotives in 1912 was \$3.12 per ton, as compared with \$2.97 in 1911.

The following table will show the consumption of fuel by the various classes of locomotives, together with the mileage:—

| Class of Locomotive. | COAL. | | WOOD. | | OTHER FUEL. | | Total. | Miles Run. |
|----------------------|-------------|-------------|--------|--------|-------------|-----------|-----------|-------------|
| | Anthracite. | Bituminous. | Hard. | Soft. | Oil. | Charcoal. | | |
| | Tons. | Tons. | Cords. | Cords. | Gallons. | Bushels. | Tons. | |
| Freight..... | 1,121 | 4,458,829 | 619 | 24,987 | 687,159 | 61,990 | 4,480,728 | 57,143,590 |
| Passenger..... | 869 | 1,970,329 | 252 | 14,809 | 372,293 | 46,247 | 1,983,238 | 40,944,058 |
| Mixed..... | 2,339 | 399,085 | 183 | 3,724 | 424,364 | 4,006 | 407,970 | 7,742,514 |
| Switching..... | 1,045 | 883,591 | 25 | 6,415 | 243,593 | 21,698 | 890,650 | 21,159,394 |
| Special..... | | 21,104 | | 47 | 2,168 | | 21,150 | 411,924 |
| Total..... | 5,374 | 7,732,938 | 1,079 | 49,982 | 1,729,577 | 133,941 | 7,783,736 | 127,401,480 |

One and one half cords of hard wood equal one ton.

Two cords of soft wood equal one ton.

One gallon of oil is computed as 21.09 lbs.

One hundred bushels of charcoal computed as equal to one ton.

The weight of fuel consumed by each class of locomotive in 1912 and five preceding years is shown in the following table:—

| Class of Locomotive. | Fuel consumed per 100 miles. | | | | | |
|----------------------|------------------------------|-------|-------|-------|-------|-------|
| | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Freight..... | 7.29 | 7.84 | 8.85 | 7.62 | 7.78 | 7.84 |
| Passenger..... | 4.57 | 4.74 | 5.68 | 4.71 | 4.91 | 4.84 |
| Mixed..... | 4.05 | 4.73 | 5.67 | 4.73 | 5.10 | 5.27 |
| Switching..... | 3.76 | 4.00 | 5.01 | 3.98 | 4.14 | 4.26 |
| Construction..... | 4.54 | 4.69 | 4.14 | 3.94 | 4.48 | 5.13 |

The cost of fuel per 100 miles is shown in the following comparative statement:—

| Class of Locomotive. | Cost of fuel per 100 miles. | | | | | |
|----------------------|-----------------------------|-------|-------|-------|-------|-------|
| | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Freight..... | 19.61 | 23.20 | 22.65 | 22.48 | 22.17 | 24.46 |
| Passenger..... | 12.29 | 14.03 | 14.54 | 13.89 | 14.28 | 15.10 |
| Mixed..... | 10.89 | 14.00 | 14.51 | 13.95 | 14.84 | 16.44 |
| Switching..... | 10.11 | 11.84 | 12.82 | 11.74 | 12.04 | 13.38 |
| Construction..... | 12.21 | 13.88 | 10.59 | 11.62 | 13.03 | 16.00 |

The foregoing figures would indicate a considerable advance in the cost of fuel during the past six years.

ACCIDENTS.

Accidents in connection with the operation of Canadian railways in 1912 resulted in the killing of 568 persons and the injury of 3,780. These totals represent an increase over 1911 of 73 in the number killed, and of 451 in the number injured.

The movement of trains was accountable for 545 of the deaths, and 2,437 of the cases of injury.

One passenger in every 872,855 was killed, and one in every 84,792 injured. In 1911 one passenger in every 1,324,919 was killed, and one in every 124,489 injured. A glance at the table on a succeeding page, giving the facts in this regard for 25 years, will show a wide variation in the number of accidents to passengers.

Details of the accidents in 1912, showing the railways on which they occurred, will be found in table No. 16.

The following summary will afford information in convenient form:—

| — | Movement of Trains. | | Non-movement of trains. | |
|-------------------------------|---------------------|----------|-------------------------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | 47 | 485 | 1 | 8 |
| Employees..... | 215 | 1,606 | 19 | 1,318 |
| Trespassers..... | 235 | 193 | | |
| Non-trespassers..... | 48 | 120 | | |
| Postal clerks and others..... | | 33 | 3 | 13 |
| Total..... | 545 | 2,437 | 23 | 1,343a |

Following is a comparative table of the number of accidents which resulted from the movement of trains during the past six years:—

| — | KILLED. | | | | | | INJURED. | | | | | |
|------------------------|---------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|
| | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
| Passengers..... | 70 | 28 | 36 | 60 | 28 | 47 | 352 | 345 | 281 | 270 | 288 | 458 |
| Employees..... | 249 | 224 | 182 | 214 | 202 | 215 | 1,126 | 1,793 | 897 | 926 | 1,314 | 1,606 |
| Trespassers..... | 195 | 156 | 190 | 175 | 185 | 235 | 125 | 120 | 95 | 148 | 154 | 193 |
| Non-trespassers..... | 70 | 22 | 67 | 74 | 48 | 48 | 88 | 59 | 39 | 77 | 135 | 120 |
| Postal clerks, &c..... | 3 | 16 | | 1 | 2 | | 7 | 3 | 25 | 20 | 15 | |
| Other persons..... | 11 | 3 | 3 | | | | 454 | 27 | 17 | | | 33 |
| Total..... | 598 | 449 | 478 | 524 | 465 | 554 | 2,152 | 2,347 | 1,404 | 1,441 | 1,906 | 2,437 |

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An outstanding feature of the foregoing table is the relatively large number of trespassers killed and injured.

With respect to the causes of accidents to passengers the following table gives the facts for 1912 and the five preceding years:—

| Causes—Accidents to Passengers. | KILLED. | | | | | | INJURED. | | | | | |
|------------------------------------|---------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|
| | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
| Collisions..... | 26 | 2 | 6 | 2 | 4 | 18 | 93 | 88 | 83 | 31 | 43 | 73 |
| Derailments..... | 21 | 8 | 1 | 44 | 1 | ..... | 127 | 131 | 99 | 126 | 88 | 203 |
| Parting of trains..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 | ..... | 2 | ..... | 4 |
| Falling from trains, &c.. | 2 | 6 | 11 | 3 | 10 | 10 | 36 | 20 | 11 | 28 | 34 | 51 |
| Jumping on or off..... | 10 | 6 | 14 | 8 | 11 | 4 | 38 | 50 | 57 | 43 | 67 | 70 |
| Struck at highways..... | 4 | ..... | 1 | ..... | ..... | 4 | 7 | ..... | ..... | 1 | 4 | 2 |
| “ stations..... | 4 | 3 | 1 | 1 | 1 | 3 | 3 | 5 | 5 | 4 | 2 | 4 |
| “ other points..... | ..... | 2 | ..... | 1 | 1 | 1 | 1 | 1 | 1 | 2 | ..... | 1 |
| Other causes..... | 3 | 1 | 2 | 1 | ..... | 7 | 44 | 49 | 25 | 33 | 50 | 77 |
| Total..... | 70 | 28 | 36 | 60 | 28 | 47 | 352 | 345 | 281 | 270 | 288 | 485 |

The following table shows the causes and number of accidents to employees resulting from the movement of trains:—

| Causes—Accidents to Employees. | KILLED. | | | | | | INJURED. | | | | | |
|--|---------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|
| | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
| Coupling or uncoupling.. | 34 | 20 | 18 | 17 | 13 | 18 | 141 | 183 | 125 | 139 | 191 | 208 |
| Collisions..... | 46 | 25 | 40 | 19 | 34 | 29 | 135 | 80 | 86 | 56 | 119 | 141 |
| Derailments..... | 12 | 15 | 15 | 47 | 10 | 15 | 56 | 60 | 65 | 58 | 67 | 91 |
| Parting of trains..... | 2 | 1 | ..... | ..... | ..... | 1 | 16 | 11 | 9 | 6 | 13 | 13 |
| Locomotive or cars breaking down..... | 1 | 1 | 1 | ..... | ..... | 3 | 6 | 16 | 6 | 19 | 12 | 17 |
| Falling from trains or cars..... | 32 | 32 | 28 | 23 | 26 | 31 | 186 | 185 | 142 | 165 | 253 | 275 |
| Jumping on or off..... | 7 | 8 | 9 | 24 | 15 | 15 | 66 | 108 | 95 | 98 | 141 | 129 |
| Struck by trains, &c.... | 85 | 81 | 53 | 62 | 72 | 79 | 130 | 116 | 88 | 78 | 121 | 172 |
| Overhead obstructions.. | 2 | 3 | ..... | 1 | 3 | 3 | 13 | 14 | 11 | 25 | 17 | 33 |
| Other causes..... | 28 | 16 | 18 | 21 | 29 | 21 | 377 | 340 | 270 | 282 | 380 | 527 |
| Total..... | 249 | 224 | 182 | 214 | 202 | 215 | 1,126 | 1,115 | 987 | 926 | 1,314 | 1,606 |

The phenomenon of the above table is the relatively constant proportion of accidents which happen to employees year after year from the same causes.

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The number and classes of employees killed and injured from the movement of trains during 1912 and five preceding years are shown in the following summary:—

| Employees. | KILLED. | | | | | | INJURED. | | | | | |
|-----------------------------------|---------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|
| | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
| Trainmen..... | 149 | 109 | 113 | 103 | 101 | 115 | 791 | 790 | 693 | 610 | 972 | 1,078 |
| Trackmen..... | 53 | 36 | 37 | 70 | 44 | 47 | 104 | 307 | 71 | 136 | 158 | 200 |
| Switch tenders, watchmen, &c..... | 7 | 11 | 3 | 9 | 6 | 8 | 47 | 40 | 27 | 25 | 11 | 67 |
| Stationmen..... | 3 | 4 | 2 | 2 | 5 | 3 | 3 | 66 | 10 | 6 | 6 | 18 |
| Shopmen..... | 9 | 11 | 7 | 4 | 18 | 13 | 16 | 284 | 16 | 41 | 64 | 68 |
| Telegraph employees..... | 2 | 2 | | | 3 | 2 | 3 | 4 | 3 | 3 | 4 | 6 |
| Other employees..... | 28 | 51 | 20 | 26 | 25 | 27 | 107 | 312 | 77 | 105 | 99 | 169 |
| Total..... | 249 | 224 | 182 | 214 | 202 | 215 | 1,121 | 1,793 | 897 | 926 | 1,314 | 1,606 |

Here again there would seem to be the suggestion of relative constancy in the number of accidents to certain classes of employees.

The number of persons employed by Canadian railways, by classes, will be found on a succeeding page of this introduction.

Accidents from other causes than the movement of trains occurred in 1911 and 1912 to the following classes of persons.

| | KILLED. | | INJURED. | |
|----------------------------|---------|------|----------|-------|
| | 1911 | 1912 | 1911 | 1912 |
| Passengers..... | | 1 | 9 | 8 |
| Trainmen and Trackmen..... | 9 | 3 | 347 | 334 |
| Stationmen..... | 2 | 2 | 200 | 163 |
| Shopmen..... | 4 | 3 | 383 | 405 |
| Other employees..... | 10 | 11 | 471 | 416 |
| Other persons..... | 3 | 3 | 13 | 17 |
| Total..... | 28 | 23 | 1,423 | 1,343 |

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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 | 107 | 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 | 256,167 |
| 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 | 1,325 | 1,088,419 | 116,836 |
| 1893..... | 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 | 103,642 |
| 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 |
| 1907..... | 28 | 345 | 224 | 1,113 | 197 | 209 | 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 | 465 | 1,906 | 1,324,919 | 124,489 |
| 1912..... | 47 | 485 | 215 | 1,606 | 283 | 346 | 545 | 2,437 | 872,855 | 84,792 |

ACCIDENTS AT HIGHWAY CROSSINGS.

During the year 75 persons were killed and 841 injured at highway crossings—an increase of 39 in the number killed, as compared with 1911, and a decrease of 24 in the number injured.

Of the killed, 4 were passengers, 44 were trespassers and 27 were non-trespassers. Of the injured, 2 were passengers, 28 were trespassers, and 54 were non-trespassers. The trespassers were those who had no legal right on railway property at the time, such as persons seeking to cross the track when the gates were down, or to climb over slowly moving or standing trains at crossings.

The facts with regard to accidents at highway crossings during the past five years are as follows:—

| Accidents at Highway Crossings. | KILLED. | | | | | INJURED. | | | | |
|---------------------------------|---------|-------|-------|-------|-------|----------|-------|-------|-------|-------|
| | 1908. | 1909. | 1910. | 1911. | 1912. | 1908. | 1909. | 1910. | 1911. | 1912. |
| Urban..... | 30 | 33 | 28 | 22 | 33 | 35 | 41 | 45 | 70 | 43 |
| Rural..... | 21 | 43 | 35 | 14 | 42 | 33 | 31 | 16 | 38 | 41 |
| Total..... | 51 | 76 | 63 | 36 | 75 | 68 | 72 | 61 | 108 | 84 |

HIGHWAY CROSSINGS.

The special schedule which was made effective in 1909, having reference to the number of protected and unprotected highway crossings, was continued during the year. The facts elicited for 1912 and three preceding years will be found in the following table:—

| — | PROTECTED CROSSINGS. | | | | UNPROTECTED CROSSINGS. | | | |
|------------|----------------------|-------|-------|-------|------------------------|--------|--------|--------|
| | 1909. | 1910. | 1911. | 1912. | 1909. | 1910. | 1911. | 1912. |
| Urban..... | 587 | 630 | 692 | 788 | 1,767 | 1,902 | 2,026 | 3,039 |
| Rural..... | 492 | 557 | 661 | 680 | 15,426 | 16,923 | 16,655 | 17,268 |
| Total..... | 1,079 | 1,187 | 1,353 | 1,468 | 17,193 | 18,825 | 18,681 | 20,307 |

There was an increase during the year of 115 in the number of protected crossings. The increase of unprotected crossings is perhaps inseparable from the growth of new track mileage year by year.

| Crossings— How Protected. | 1909. | | 1910. | | 1911. | | 1912. | |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| | Rural. | Urban. | Rural. | Urban. | Rural. | Urban. | Rural. | Urban. |
| By gates..... | 34 | 153 | 28 | 133 | 28 | 153 | 33 | 174 |
| By bridges..... | 190 | 110 | 220 | 125 | 232 | 128 | 233 | 147 |
| By subways..... | 213 | 166 | 229 | 171 | 269 | 182 | 275 | 216 |
| By bells..... | 39 | 77 | 64 | 83 | 104 | 115 | 118 | 127 |
| By watchmen..... | 16 | 101 | 16 | 118 | 19 | 123 | 21 | 124 |
| Total..... | 492 | 587 | 557 | 630 | 652 | 701 | 680 | 788 |

Within four years there has been an increase of 188 in the number of protected rural crossings, and of 201 in the number of protected urban crossings.

RAILWAY EMPLOYEES.

The general conditions dealt with under the foregoing divisions of this introduction have, quite naturally, produced an expansion in the number of railway employees and the remuneration paid to them.

The number on 30th June last was 155,901, representing an increase of 14,677 over 1911.

The salaries and wages bill for the year amounted to \$87,299,638.81—a gain of \$12,685,900.81 as compared with the preceding year. This increment was equal to 16.9 per cent. From this calculation is omitted \$6,937,984 paid to employees attached to outside operations.

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The following comparative statement will show the total of salaries and wages during the past six years:—

| Employees. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|-------------------------|------------|------------|------------|------------|------------|------------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Salaries and wages..... | 58,719,493 | 60,376,607 | 63,216,662 | 67,167,793 | 74,613,738 | 94,237,623 |

The following table will show the number and classes of employees, and also the number of the various classes per 100 miles of line, in 1912 and five preceding years:—

| Railway Employees. | 1907. | | 1908. | | 1909. | |
|----------------------------|---------|------------------------|---------|------------------------|---------|------------------------|
| | No. | Per 100 miles of line. | No. | Per 100 miles of line. | No. | Per 100 miles of line. |
| General officers..... | 336 | 2 | 318 | 1 | 328 | 1 |
| Other officers..... | 461 | 2 | 526 | 2 | 574 | 2 |
| General office clerks..... | 4,214 | 19 | 4,795 | 21 | 5,967 | 25 |
| Station agents..... | 2,536 | 11 | 2,522 | 11 | 2,624 | 11 |
| Other stationmen..... | 11,829 | 53 | 8,908 | 39 | 10,739 | 45 |
| Enginemen..... | 4,351 | 19 | 3,868 | 17 | 4,104 | 17 |
| Firemen..... | 4,760 | 21 | 4,206 | 18 | 4,330 | 18 |
| Conductors..... | 2,911 | 13 | 2,719 | 12 | 2,831 | 12 |
| Other trainmen..... | 8,261 | 36 | 7,507 | 33 | 8,178 | 34 |
| Machinists..... | 2,486 | 11 | 2,759 | 12 | 3,294 | 14 |
| Carpenters..... | 3,215 | 14 | 3,190 | 14 | 3,377 | 14 |
| Other Shopmen..... | 12,579 | 56 | 11,873 | 52 | 13,858 | 57 |
| Section foremen..... | 3,903 | 17 | 4,017 | 17 | 4,216 | 17 |
| Other trackmen..... | 30,614 | 136 | 20,068 | 87 | 28,401 | 118 |
| Switch tenders, &c..... | 2,364 | 11 | 1,849 | 8 | 1,624 | 7 |
| Telegraph operators..... | 2,987 | 13 | 2,686 | 12 | 2,899 | 12 |
| Floating equipment..... | 5,426 | 24 | 7,273 | 32 | 9,324 | 39 |
| All other employees..... | 20,779 | 93 | 17,320 | 75 | 18,527 | 77 |
| Total..... | 124,012 | 551 | 106,404 | 463 | 125,105 | 520 |

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The following table will show the number and classes of employees, &c,—*Con.*

| Railway Employees. | 1910. | | 1911. | | 1912. | |
|----------------------------|---------|------------------------|---------|------------------------|---------|------------------------|
| | No. | Per 100 miles of line. | No. | Per 100 miles of line. | No. | Per 100 miles of line. |
| General officers..... | 372 | 2 | 341 | 1 | 328 | 1 |
| Other officers..... | 178 | 3 | 878 | 3 | 1,018 | 3 |
| General office clerks..... | 6,835 | 28 | 7,076 | 28 | 7,679 | 29 |
| Station agents..... | 2,879 | 12 | 2,875 | 11 | 3,090 | 12 |
| Other stationmen..... | 12,578 | 51 | 13,334 | 52 | 15,041 | 56 |
| Enginemen..... | 4,419 | 18 | 4,647 | 18 | 5,505 | 20 |
| Firemen..... | 4,885 | 20 | 4,979 | 20 | 6,048 | 21 |
| Conductors..... | 3,323 | 13 | 3,643 | 14 | 4,348 | 16 |
| Other trainmen..... | 7,946 | 32 | 8,472 | 33 | 10,090 | 37 |
| Machinists..... | 2,935 | 12 | 3,092 | 12 | 3,932 | 15 |
| Carpenters..... | 4,545 | 17 | 4,283 | 17 | 4,320 | 16 |
| Other shopmen..... | 15,387 | 62 | 19,075 | 75 | 19,563 | 73 |
| Section foremen..... | 4,539 | 18 | 4,166 | 16 | 4,534 | 17 |
| Other trackmen..... | 30,131 | 122 | 21,628 | 85 | 26,319 | 98 |
| Switch tenders, &c..... | 1,628 | 7 | 1,868 | 7 | 1,658 | 6 |
| Telegraph operators..... | 2,985 | 12 | 3,088 | 12 | 3,425 | 13 |
| Floating equipment..... | 292 | 1 | 8,230 | 32 | 6,761 | 25 |
| All other employees..... | 17,568 | 71 | 29,549 | 116 | 32,228 | 121 |
| Total..... | 123,768 | 501 | 141,224 | 552 | 155,901 | 583 |

The average daily compensation of employees for the past six years is shown in the following table:—

| Employees. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|-----------------------------------|-------|-------|-------|-------|-------|-------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| General officers..... | 11 74 | 11 59 | 11 73 | 10 72 | 11 72 | 12 47 |
| Other officers..... | 4 11 | 4 63 | 4 59 | 4 73 | 4 84 | 4 92 |
| General office clerks..... | 1 70 | 1 81 | 1 81 | 1 94 | 1 98 | 1 99 |
| Station Agents..... | 1 91 | 2 04 | 2 09 | 2 16 | 2 28 | 2 39 |
| Other stationmen..... | 1 56 | 1 71 | 1 65 | 1 65 | 1 73 | 1 77 |
| Enginemen..... | 3 89 | 4 53 | 4 13 | 4 12 | 4 40 | 4 64 |
| Firemen..... | 2 42 | 2 50 | 2 52 | 2 53 | 2 78 | 2 84 |
| Conductors..... | 3 20 | 3 30 | 3 31 | 3 30 | 3 62 | 3 69 |
| Other trainmen..... | 1 92 | 2 06 | 2 13 | 2 12 | 2 44 | 2 54 |
| Machinists..... | 2 41 | 2 68 | 2 89 | 2 98 | 3 14 | 3 34 |
| Carpenters..... | 2 99 | 2 19 | 2 23 | 2 52 | 2 44 | 2 58 |
| Other shopmen..... | 1 99 | 2 16 | 2 33 | 2 19 | 2 22 | 2 33 |
| Section foremen..... | 2 06 | 2 25 | 2 15 | 2 18 | 2 32 | 2 38 |
| Other trackmen..... | 1 45 | 1 57 | 1 59 | 1 58 | 1 66 | 1 77 |
| Switch tenders, &c..... | 1 84 | 1 81 | 2 00 | 1 57 | 1 98 | 1 84 |
| Telegraph operators..... | 1 83 | 2 07 | 2 09 | 2 20 | 2 28 | 2 28 |
| Employees—floating equipment..... | 1 18 | 1 10 | 1 26 | 2 19 | 1 11 | 1 22 |
| All other employees..... | 1 81 | 1 87 | 1 95 | 1 95 | 1 87 | 1 84 |

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The total yearly compensation of railway employees has been distributed under the following heads:—

| — | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|-----------------------------|------------|------------|------------|------------|------------|------------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Way and structures..... | 15,398,885 | 14,715,572 | 14,249,186 | 16,502,902 | 18,157,696 | 21,321,271 |
| Equipment..... | 12,161,917 | 13,008,104 | 14,623,930 | 14,775,782 | 15,544,057 | 17,761,622 |
| Traffic expenses..... | | | 5,353,607 | 1,313,980 | 1,564,399 | 1,679,919 |
| Transportation expenses.... | 27,398,553 | 28,479,096 | 24,656,585 | 32,091,952 | 35,832,034 | 43,988,877 |
| General expenses..... | 3,760,138 | 4,173,835 | 4,333,354 | 2,483,177 | 2,515,552 | 2,547,950 |
| Total..... | 58,719,493 | 60,386,607 | 63,216,662 | 67,167,793 | 74,613,738 | 87,299,639 |

The relationship of the total salaries and wages bill to gross earnings and operating expenses is shown in the following table:—

| — | Ratio to Gross Earnings. | Ratio to Operating Expenses. |
|-----------|--------------------------------|------------------------------------|
| 1907..... | 40.01 | 56.70 |
| 1908..... | 41.09 | 56.26 |
| 1909..... | 43.58 | 60.43 |
| 1910..... | 38.61 | 55.78 |
| 1911..... | 39.53 | 56.94 |
| 1912..... | 39.79 | 57.92 |

RAILWAY TIES.

Inquiries during the past two or three years with respect to the number and cost of railway ties has warranted the publication of the facts in that regard. Following are the figures taken from official schedules for the years 1907, 1911 and 1912:—

| Class. | NUMBER OF TIES. | | |
|-------------------|-----------------|-----------|-----------|
| | 1907. | 1911. | 1912. |
| Cedar..... | 812,033 | 879,325 | 875,561 |
| Oak..... | 779,857 | 462,443 | 314,579 |
| Hemlock..... | 71,871 | 132,831 | 268,044 |
| Spruce..... | 70,837 | 14,859 | 13,635 |
| Fir..... | 43,518 | 7,826 | 15,656 |
| Tamarack..... | 9,956 | 9,758 | 1,064,297 |
| Pine..... | 6,697 | 250,843 | 437,493 |
| Chesnut..... | 1,224 | 25,305 | 36,899 |
| Soft wood..... | 466,759 | 517,085 | 493,404 |
| Hard wood..... | 20,000 | 18,789 | 24,506 |
| Treated..... | | | 157,105 |
| Unclassified..... | 2,921,013 | 4,521,882 | 3,642,957 |
| Total..... | 5,203,765 | 6,840,946 | 7,349,136 |

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Inquiries during the past two or three years with respect to the number and cost of railway ties, &c.—*Con.*

| Class. | Cost of ties. | | | Average cost per tie. | | |
|-------------------|---------------|-----------|-----------|-----------------------|-------|-------|
| | 1907. | 1911. | 1912. | 1907. | 1911. | 1912. |
| | \$ | \$ | \$ | cts. | cts. | cts. |
| Cedar..... | 315,074 | 377,343 | 378,236 | 28.8 | 42.9 | 43.2 |
| Oak..... | 403,762 | 311,073 | 214,084 | 51.8 | 67.2 | 63.1 |
| Hemlock..... | 16,831 | 39,260 | 85,627 | 23.4 | 29.6 | 32.0 |
| Spruce..... | 24,699 | 3,387 | 3,969 | 35.0 | 23.5 | 30.0 |
| Fir..... | 22,398 | 2,343 | 4,423 | 51.4 | 30.0 | 28.0 |
| Tamarack..... | 2,312 | 4,032 | 580,009 | 23.2 | 41.3 | 54.5 |
| Pine..... | 1,556 | 163,884 | 274,101 | 21.8 | 65.3 | 62.6 |
| Chesnut..... | 636 | 15,780 | 19,152 | 52.0 | 62.3 | 52.0 |
| Soft Wood..... | 135,360 | 155,126 | 159,489 | 29.0 | 30.0 | 32.0 |
| Hard Wood..... | 5,300 | 5,301 | 6,304 | 26.5 | 28.2 | 25.7 |
| Treated..... | | | 125,731 | | | 80.0 |
| Unclassified..... | 986,577 | 1,921,070 | 1,436,555 | 34.0 | 42.5 | 39.4 |
| Total..... | 1,912,505 | 2,999,099 | 3,287,683 | 36.7 | 43.8 | 44.7 |

While there are unaccountable variations in the cost of certain varieties of ties, due to mistakes in classification, it may be safely assumed that the average for all classes is correct.

It will be seen that between 1907 and 1912 there was an increase of 21.8 per cent in the average cost of ties. More or less complete inquiries in relation to prices which prevailed 10 years ago reveal an advance of 60 per cent within that period. In the Western Provinces, especially on new lines, the cost is at least 50 per cent higher than in the East.

The rising cost of ties has led to the application of preservative treatment, chiefly with creosote. During the past year 157,105 ties thus treated were put in use, the cost of which averaged 80 cents. It is claimed that the life of a tie thus treated is at least doubled.

With regard to the number of ties actually consumed in the Dominion, the 7,349,136 given above does not include construction work. The 1,330.37 miles of new line brought into operation last year therefore account for 4,650,000 other ties, to which at least 1,000,000 might be safely added for mileage which was completed, but had not been officially classified as operative.

In 1912 there were also 742 miles of second track, yard track and sidings constructed. Some of the ties in the above tables undoubtedly went into this work; but at least 2,000,000 might be added on account of such work charged to capital.

Adding together these various items, it will be seen that the consumption of railway ties in 1912 was not less than 14,999,136 and the total cost was in excess of \$6,700,000.

DESPATCHING BY TELEPHONE.

The special schedule prescribed in 1911 with regard to the use of the telephone for train despatching was continued, and from the returns received it was ascertained that 3,543.91 miles were operated in that way in 1912. This

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was an increase of 237.58 miles as compared with the preceding year. In addition, 1,774.17 miles of line were operated by the use of both the telephone and telegraph.

FOREIGN RAILWAY STATISTICS.

Through the continued courtesy of the Under Secretary of State for External Affairs many reports were received during the year in relation to the railways of other countries. The summary of statistical facts published in 1911 met with such approval, as a helpful addition to domestic data, that an Appendix will be found at the end of this report giving such figures as were received during 1912.

TAXATION OF RAILWAYS.

The tax bill of railways operating in Canada was \$2,200,528.55 for the year ended June 30 last. This was an increase of \$408,138.48, as compared with 1911.

Of the total amount collected in 1912, \$1,528,203.70 went to Provincial Governments, and \$672,324.85 to municipalities. The distribution in that regard was as follows:—

| Province. | Provincial Tax. | Municipal Tax. | Total Taxation. |
|---------------------------|--------------------|-------------------|--------------------|
| | \$ | \$ | \$ |
| Ontario..... | 689,453 92 | 280,995 39 | 970,449 31 |
| Quebec..... | 179,036 11 | 227,074 91 | 406,111 02 |
| Alberta..... | 65,378 38 | 25,803 59 | 91,181 97 |
| British Columbia..... | 124,918 54 | 80,367 95 | 205,286 49 |
| New Brunswick..... | 1 00 | 2,416 00 | 2,417 00 |
| Nova Scotia..... | 50 00 | 616 05 | 666 05 |
| Manitoba..... | 139,343 07 | 47,748 08 | 187,091 15 |
| Saskatchewan..... | 69,928 93 | 1,608 36 | 71,537 29 |
| Prince Edward Island..... | 50 00 | | 50 00 |
| Yukon..... | 5,814 98 | 120 69 | 5,935 67 |
| Outside operations..... | 254,228 77 | 5,573 83 | 259,802 60 |
| Total..... | 1,528,203 70 | 672,324 85 | 2,200,528 55 |

The aggregate taxes collected from railways during the past four years by Provinces, was as follows:—

| Province. | 1909. | 1910. | 1911. | 1912. |
|---------------------------|--------------|--------------|--------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Nova Scotia..... | 926 54 | 16,762 66 | 10,645 70 | 666 05 |
| New Brunswick..... | 782 79 | 1,298 35 | 767 58 | 2,417 00 |
| Prince Edward Island..... | 100 00 | 100 00 | 50 00 | 50 00 |
| Quebec..... | 362,974 16 | 337,490 05 | 372,914 32 | 406,111 02 |
| Ontario..... | 764,620 56 | 747,004 78 | 790,092 89 | 970,449 31 |
| Manitoba..... | 128,082 84 | 92,476 48 | 154,783 10 | 187,001 15 |
| Alberta..... | 98,038 39 | 87,423 93 | 79,019 28 | 91,181 97 |
| Saskatchewan..... | 48,869 56 | 161,575 45 | 196,971 26 | 71,537 29 |
| British Columbia..... | 154,025 07 | 220,687 32 | 5,894 38 | 205,286 49 |
| Yukon..... | 6,020 90 | 5,896 64 | 90,466 40 | 5,935 67 |
| Outside operations..... | 16,895 78 | 121,933 17 | | 259,802 60 |
| Total..... | 1,581,336 59 | 1,792,648 83 | 1,792,390 07 | 2,200,528 55 |

The variation in amounts for the different years is probably due to irregularity in making payments and to the suspension of payments pending the settlement of disputes as to sums due.

Following are the statutory conditions governing the taxation of railways in the various provinces:—

Ontario.—Section 6 of 'An Act to Supplement the Revenues of the Crown,' assented to on April 14 last, provides:

'Every railway company owning, operating or using in whole or in part in this province, a steam or electric railway, shall pay upon each main line thirty dollars per mile for one track, and, where the line consists of two or more tracks, fifteen dollars per mile for each additional track owned, operated or used as aforesaid; upon each branch line twenty dollars per mile for one track, and, where the line consists of two or more tracks, ten dollars per mile for each additional track.'

A municipal tax also exists in the province of Quebec.

Nova Scotia and New Brunswick.—In neither of these provinces are railways subject to any form of taxation.

Manitoba.—Section 5 of the Act relating to Railway Taxation enacts:

'In order to supplement the Revenue of the Crown in the province of Manitoba every railroad company at present owning or operating, or which may hereafter own or operate, any line or lines or railroad within the said province shall annually pay to the Crown in the province a part or portion of the gross earnings of such railway companies in the province of Manitoba as follows:—In and for the year 1900, 1901 and 1902, two per cent of the gross earnings of such companies. In each and every year after the year 1902 such sums as may be determined by the Lieutenant Governor in Council not exceeding, however, three per cent of the gross earnings of the companies.'

Saskatchewan.—Section 3 of the 'Act respecting the Taxation of the Earnings of Railway Companies' provides as follows:—

'Every railway company at present owning or operating or which may hereafter own or operate any line or lines of railway situated or partly situated within Saskatchewan shall during the year one thousand nine hundred and eight and annually thereafter pay to the Crown in this province such part or portion of its gross earnings derived from the said line or lines of railway or such portions thereof as are within Saskatchewan as may be determined by the Lieutenant Governor in Council not to exceed the following:—(a) In respect of that part of the railway or branch of railway in operation for seven years or more three per cent of the gross earnings derived from the operation of the same; (b) In respect of that part of the railway or branch of railway in operation for five years or more and less than seven years one and one-half per cent of such gross earnings: Provided that no tax shall be payable hereunder on the gross earnings of any railway or branch thereof until such railway or branch has been in operation for five years.'

Alberta.—Railways are taxed on a rate of one per cent upon their actual value. Pending an inquiry as to the facts in that regard, the value is assumed by law to be \$20,000 per mile. On that basis taxes have been levied during the past two years.

Following are the statutory conditions governing the taxation of railways in the various provinces:—

Ontario.—Section 6 of 'An Act to Supplement the Revenues of the Crown,' assented on April 14 last, provides:

'Every company owning, operating or using a railway shall pay tax of \$60 per mile for one track, and, where the line consists of two or more tracks, \$20 per mile for each additional track owned, operated or used in any organized county; and of \$40 per mile for one track, and, where the line consists of two

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or more tracks, of \$10 per mile for each additional track, in territory without county organization: Provided that a company owning, operating or using a railway which, either by itself or in conjunction with any other railway leased by it or to which it is leased or with which it is amalgamated or together with which it forms one system does not exceed 150 miles in length from terminus to terminus, shall in lieu of the said tax pay a tax of \$15 per mile for one track and, where the line consists of two or more tracks, of \$5 per mile for each additional track, and where the railway or system does not exceed 30 miles in length from terminus to terminus a tax of \$10 per mile for one track and \$5 per mile for each additional track.

'Every company owning, operating or using a street railway or part thereof in a city for carrying passengers shall pay for each mile of track within the city a tax of : (a) \$20 when such mileage does not exceed 20 miles; (b) \$35 when such mileage exceeds 20 miles but does not exceed 30 miles; (c) \$45 when such mileage exceeds 30 miles but does not exceed 50 miles, and (d) \$60 when such mileage exceeds 50 miles. The mileage shall be computed on the single track, each mile of double track being counted as two miles of single track: but in calculating the mileage switches or sidings, tracks into car stables or car sheds, Y's and curves laid at street corners and portions of track not in general use for passenger traffic shall not be counted.'

The municipalities also impose taxes on railways in Ontario.

Quebec.—Section 8 of 'The Act to impose taxes on Commercial Corporations, &c.,' reads:

ELECTRIC RAILWAYS.

Statistics with regard to electric railways in Canada are, for the first time, defective through the failure to report of two companies:

The Montreal Tramways Company.

The St. John Electric Company.

Under these circumstances, it has been necessary to use the data sent in by these two companies for the year 1911.

In every respect, operations for the year show growth in all departments, and a general extension of street railway interests.

MILEAGE.

Track mileage for the past four years is shown in the following table:—

| Length of Tracks. | 1909. | 1910. | 1911. | 1912. |
|--------------------------------------|----------|----------|----------|----------|
| | Miles. | Miles. | Miles. | Miles. |
| Length of first main track..... | 988.97 | 1,049.07 | 1,223.73 | 1,308.17 |
| Length of second main track..... | 215.05 | 242.39 | 259.74 | 294.50 |
| Total length of main track..... | 1,204.02 | 1,291.46 | 1,483.47 | 1,602.67 |
| Length of sidings and turnouts..... | 83.62 | 91.39 | 103.54 | 120.84 |
| Total, computed as single track..... | 1,287.65 | 1,382.85 | 1,587.01 | 1,723.51 |

It will be observed from the foregoing that there was an increase of 84.44 in first track mileage, and of 34.76 in second track mileage—a total for 1912 of 119.20. The increase in sidings and turnouts amounted to 17.30 miles. The actual gain for the year in trackage of all sorts was 136.50 miles.

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For purposes of comparison, the following table shows first track mileage since 1901:—

| | |
|-----------|----------|
| 1901..... | 674.58* |
| 1902..... | 557.59 |
| 1903..... | 759.36 |
| 1904..... | 766.50 |
| 1905..... | 793.12 |
| 1906..... | 813.47 |
| 1907..... | 814.52 |
| 1908..... | 992.03 |
| 1909..... | 983.97 |
| 1910..... | 1,047.07 |
| 1911..... | 1,223.73 |
| 1912..... | 1,303.17 |

Improperly included double track and sidings...

CAPITAL LIABILITY.

There was an increase for 1912 of \$11,309,599 in capital liability, which brought the total up to \$122,841,946.

The facts with respect to capital liability since 1907 are as follows:—

| — | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. |
|------------------|------------|------------|------------|-------------|-------------|-------------|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Stocks..... | 43,491,746 | 50,295,266 | 51,946,433 | 58,653,826 | 62,251,203 | 70,829,118 |
| Funded debt..... | 31,166,976 | 37,114,619 | 39,658,556 | 43,391,153 | 49,281,144 | 52,012,823 |
| Total..... | 74,658,722 | 87,409,885 | 91,604,989 | 102,044,979 | 111,532,347 | 122,841,946 |

The foregoing statement does not include cash subsidies to the amount of \$493,346 received from governments and municipalities.

EARNINGS AND OPERATING EXPENSES.

Gross earnings from operation in 1912 totalled \$23,499,250.31—an increase of \$3,142,298.61 as compared with 1911.

Following were the sources and items of gross earnings for the year:—

Car Earnings—

| | |
|-------------------------|------------------|
| Passengers..... | \$ 22,007,750 15 |
| Freight..... | 1,025,371 93 |
| Mail and Express..... | 78,818 66 |
| Other car earnings..... | 67,022 30 |

Total car earnings.....\$ 23,178,693 04

Miscellaneous Earnings—

| | |
|-----------------------------------|--------------|
| Advertising..... | \$ 71,226 65 |
| Rent of land and buildings..... | 21,228 39 |
| Rent of tracks..... | 13,836 70 |
| Rent of equipment..... | 56,239 74 |
| Sale of power..... | 37,083 98 |
| Other miscellaneous earnings..... | 120,671 81 |

Total miscellaneous earnings....\$ 320,287 27

Gross earnings from operation..\$ 23,499,250 31

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Following is a table showing gross earnings since 1901:—

| Year. | Gross Earnings. | Year. | Gross Earnings. |
|-----------|-----------------|-----------|-----------------|
| | \$ | | \$ |
| 1901..... | 5,768,283 | 1907..... | 12,630,430 |
| 1902..... | 6,486,438 | 1908..... | 14,007,049 |
| 1903..... | 7,233,677 | 1909..... | 14,611,484 |
| 1904..... | 8,453,609 | 1910..... | 17,100,789 |
| 1905..... | 9,357,125 | 1911..... | 20,356,952 |
| 1906..... | 10,966,871 | 1912..... | 23,499,250 |

The average of the first six years period was \$8,044,334, and for the second period \$17,034,326.

A comparative statement of car earnings for the past six years shows the following result:—

| Gross Car Earnings. | 1907. | 1908. | 1909. |
|------------------------|------------|------------|------------------|
| | \$ | \$ | \$ |
| Passengers..... | 12,013,421 | 13,233,724 | 14,080,755 |
| Freight..... | 344,367 | 346,021 | 386,092 |
| Mails and express..... | 41,951 | 54,883 | 110,452 <i>D</i> |
| Other earnings..... | 233,190 | 372,421 | 34,135 <i>D</i> |
| Total..... | 12,630,430 | 14,007,049 | 14,611,484 |

| Gross Car Earnings. | 1910. | 1911. | 1912. |
|------------------------|---------------|---------------|---------------|
| | \$ | \$ | \$ |
| Passengers..... | 16,125,944 72 | 19,130,376 22 | 22,007,750 15 |
| Freight..... | 575,536 84 | 744,179 11 | 1,025,371 93 |
| Mails and express..... | 68,604 11 | 88,233 13 | 78,818 66 |
| Other earnings..... | 51,241 07 | 100,930 12 | 67,022 30 |
| Total..... | 16,821,376 74 | 20,063,718 58 | 23,499,250 31 |

An outstanding feature in the foregoing statement is the steady rise of earnings from freight. In 1901 the total from this source was \$95,082. In 1904 there had been an increase to \$182,143, and in 1906 to \$288,105. In 1912 the earnings from freight reached \$1,025,372—showing the extent to which that aspect of public service had grown in twelve years.

Table 4 will afford details with respect to earnings.

Following is the balance sheet for 1912:—

| EARNINGS AND INCOME..... | \$ | cts. | \$ | cts. |
|------------------------------------|-----------|------|------------|------|
| Gross earnings from operation..... | | | 23,499,250 | 31 |
| Operating expenses..... | | | 14,266,674 | 63 |
| Net earnings..... | | | 9,232,575 | 68 |
| Miscellaneous income..... | | | 1,617,017 | 78 |
| Gross income..... | | | 10,849,593 | 46 |
| DEDUCTIONS FROM INCOME— | | | | |
| Taxes..... | 1,581,802 | 81 | | |
| Interest—funded debt..... | 1,570,202 | 02 | | |
| “ floating debt..... | 193,068 | 26 | | |
| Other deductions..... | 188,582 | 57 | | |
| | 3,533,655 | 66 | | |
| Undistributed..... | 1,378,906 | 56 | 4,912,562 | 22 |
| Total net income..... | | | 5,937,562 | 24 |

The undistributed amount given above relates to the British Columbia Electric Railway Company, which operates, in addition to an electric railway, a lighting and power plant. A separation is not made in the balance sheet of that Company of items which would establish the real net income of the electric railway interest by itself.

If the undistributed income had been added to net income, as was done in preceding years, the amount of the latter for 1912 would have been \$7,315,937.80, as compared with \$6,592,535.30 in 1911. It would not, however, be strictly correct to do that, since it represents a total from which proper deductions had not been made. The definitely known net income is the sum given in the balance sheet, although it is probably below the actual amount.

The amount of dividends and bonuses paid during the year was, \$4,229,005.75. These payments were equal to 5.9 per cent on the total stock issue.

Following is a comparison of deductions from income for the past four years:—

| | 1909. | 1910. | 1911. | 1912. |
|--------------------------------|--------------|--------------|--------------|--------------|
| | \$ | \$ | \$ | \$ |
| Taxes..... | 843,959 12 | 1,311,953 65 | 1,437,045 07 | 1,581,802 81 |
| Interest on funded debt..... | 1,213,142 24 | 1,449,152 48 | 1,622,780 11 | 1,570,202 02 |
| Interest on floating debt..... | 104,573 13 | 156,546 16 | 157,843 38 | 193,068 26 |
| Other deductions..... | 36,631 99 | 36,106 97 | 155,149 97 | 188,582 57 |
| Total..... | 2,198,306 48 | 2,953,759 26 | 3,352,818 53 | 3,533,655 66 |

Operating expenses for the year totalled \$14,266,674.63 as against \$12,096,134.22 in 1911.

The ratio of operating expenses to gross earnings was 60.71 per cent, as compared with 59.42 in the preceding year.

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Following was the distribution of operating expenses in 1912, with a comparison for 1911:—

| Operating Expenses. | 1911. | 1912. |
|--|---------------|---------------|
| | \$ cts. | \$ cts. |
| Maintenance of way and structures..... | 920,874 93 | 1,228,972 10 |
| Maintenance of equipment..... | 1,758,239 10 | 1,859,939 21 |
| Operations of power plant..... | 2,001,543 00 | 2,535,576 10 |
| Operation of cars..... | 5,768,035 10 | 6,770,560 47 |
| General..... | 1,610,098 62 | 1,871,626 75 |
| Total..... | 12,096,134 22 | 14,266,674 63 |

Following is a comparative statement of the items comprising operating expenses for the past four years:—

| | 1909. | 1910. | 1911. | 1912. |
|---|--------------|--------------|--------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Maintenance of way and structures— | | | | |
| Track and roadway..... | 386,646 54 | 590,363 28 | 693,498 75 | 857,796 61 |
| Electric line..... | 94,249 33 | 152,874 47 | 163,108 91 | 227,562 04 |
| Buildings and fixtures..... | 50,241 32 | 54,657 28 | 64,697 11 | 143,613 40 |
| Maintenance of equipment— | | | | |
| Steam plant..... | 18,008 61 | 38,305 93 | 46,504 31 | 50,137 15 |
| Electric plant..... | 36,682 74 | 45,148 10 | 65,145 02 | 87,570 70 |
| Cars..... | 405,497 36 | 692,276 38 | 790,609 02 | 916,755 20 |
| Electric Equipment of cars..... | 321,050 88 | 481,301 83 | 546,276 52 | 630,521 52 |
| Miscellaneous equipment..... | 48,317 04 | 58,815 63 | 99,831 25 | 86,053 80 |
| Miscellaneous shop expenses..... | 39,608 67 | 202,591 58 | 192,608 03 | 67,493 89 |
| Transportation—Operation of power plant— | | | | |
| Power plant wages..... | 127,015 19 | 178,389 69 | 207,118 54 | 205,858 34 |
| Fuel for power..... | 184,719 72 | 271,410 36 | 332,584 89 | 315,019 83 |
| Water for power..... | 20,818 00 | 21,398 33 | 21,947 47 | 13,979 30 |
| Lubricants and waste for power plant..... | 8,262 43 | 10,538 93 | 10,702 75 | 11,006 39 |
| Miscellaneous supplies and expenses..... | 26,124 49 | 17,916 34 | 29,126 20 | 22,051 25 |
| Hired power..... | 686,128 63 | 1,087,273 72 | 1,390,810 05 | 1,901,757 49 |
| Transportation—Operation of cars— | | | | |
| Superintendence..... | 130,475 58 | 192,567 60 | 250,459 73 | 319,399 37 |
| Wages of conductors..... | 1,181,244 60 | 1,749,916 70 | 2,070,624 01 | 2,423,060 35 |
| Wages of motormen..... | 1,150,002 77 | 1,697,096 68 | 2,024,115 38 | 2,371,529 39 |
| Wages, miscellaneous car service..... | 121,009 71 | 152,950 35 | 294,498 67 | 339,771 00 |
| Wages, car house employees..... | 307,351 76 | 393,998 76 | 287,441 56 | 400,967 61 |
| Car service supplies..... | 53,713 15 | 94,486 16 | 151,489 64 | 161,895 17 |
| Miscellaneous car service expenses..... | 75,940 59 | 183,526 94 | 306,931 96 | 304,898 48 |
| Hired equipment..... | 25,988 40 | 42,136 56 | 55,278 55 | 73,876 17 |
| Cleaning and sanding track..... | 26,703 64 | 65,200 30 | 80,302 13 | 86,514 84 |
| Removal of snow and ice..... | 100,154 28 | 238,881 58 | 246,943 47 | 285,662 53 |
| General— | | | | |
| Salaries of general officers..... | 153,665 61 | 236,575 70 | 279,819 40 | 327,451 09 |
| Salaries of clerks..... | 154,213 54 | 202,712 98 | 250,902 23 | 274,832 47 |
| Printing and stationery..... | 28,157 11 | 33,634 34 | 44,284 36 | 53,073 13 |
| Miscellaneous office expenses..... | 32,422 53 | 44,336 11 | 34,944 72 | 54,474 14 |
| Stable expenses..... | 17,059 38 | 30,817 44 | 33,047 06 | 47,931 82 |
| Store expenses..... | 20,133 95 | 33,841 10 | 37,876 19 | 43,908 89 |
| Advertising and attractions..... | 55,343 96 | 47,411 04 | 49,948 03 | 39,706 15 |
| Miscellaneous general expenses..... | 151,399 58 | 133,752 32 | 165,707 31 | 154,432 11 |
| Damages..... | 201,877 48 | 342,120 26 | 357,279 67 | 536,273 01 |
| Legal expenses..... | 19,147 15 | 8,784 32 | 9,107 93 | 4,406 14 |
| Miscellaneous legal expenses..... | 26,764 29 | 54,336 64 | 63,311 08 | 53,089 47 |
| Rent of land and buildings..... | 15,628 20 | 20,936 74 | 28,310 05 | 29,651 68 |
| Rent of track and terminals..... | 73,087 18 | 98,753 70 | 110,846 74 | 90,731 33 |
| Insurance..... | 85,235 41 | 118,930 80 | 144,713 85 | 148,309 34 |

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The operating expenses of individual electric railways will be found in detail in table 5.

PUBLIC SERVICE.

During the year 488,865,682 passengers were carried, exclusive of 125,453,320 transfers, showing an increase of 62,568,890 as compared with 1911.

The carrying of these passengers involved a car mileage of 80,402,089. Freight, mail, and express business had a car mileage of 1,667,975. There was an increase of 8,867,961 in passenger car mileage, and 583,297 in freight car mileage, over 1911.

The following statement shows the growth of passenger traffic since 1901:—

| | |
|------------|-------------|
| 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..... | 360,964,876 |
| 1911..... | 426,296,792 |
| 1912..... | 488,865,682 |

The number of tons of freight hauled was 1,435,525, as compared with 1,228,362 in 1911. Owing to an erroneous return in 1911 by one of the Ontario Companies, the figures published in that year in relation to freight tonnage were considerably exaggerated. The growth of freight business conducted by electric railways has proceeded steadily since 1901.

EQUIPMENT.

The following statement will show the number and classes of cars in service in 1912, with the figures for the three preceding years:—

| Classes of Cars, &c. | 1909. | 1910. | 1911. | 1912. |
|---|-------|-------|-------|-------|
| Passenger, closed..... | 1,689 | 1,795 | 1,985 | 2,049 |
| Passenger, open..... | 1,017 | 994 | 990 | 866 |
| Passenger, combination..... | 337 | 337 | 455 | 574 |
| Freight..... | 152 | 282 | 357 | 483 |
| Mail, express and baggage..... | 20 | 25 | 33 | 33 |
| Combination, passenger and freight..... | 7 | 7 | 5 | 7 |
| Work..... | 85 | 87 | 108 | 103 |
| Snow ploughs..... | 54 | 62 | 60 | 57 |
| Sweepers..... | 90 | 97 | 106 | 112 |
| Miscellaneous..... | 93 | 103 | 225 | 194 |
| Total..... | 3,544 | 3,789 | 4,325 | 4,478 |

EMPLOYEES.

The number of employees in the service of electric railways on June 30, 1912, was 14,760, as compared with 13,671 in 1911.

The total of salaries and wages for the year was \$9,261,370.26, as against \$8,559,215.04 in 1911.

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Salaries and wages in 1912 were equal to 64·91 per cent of the operating expenses, as compared with 70·76 in the preceding year.

The following comparative table will show the number and classes of employees in 1912 and the three preceding years:—

| Employees. | 1909. | 1910. | 1911. | 1912. |
|----------------------------|--------|--------|--------|--------|
| General administration— | | | | |
| General officers..... | 132 | 150 | 163 | 159 |
| General office clerks..... | 413 | 553 | 694 | 744 |
| Maintenance— | | | | |
| Superintendents..... | 72 | 71 | 89 | 90 |
| Other employees..... | 3,548 | 3,633 | 4,546 | 4,922 |
| Transportation— | | | | |
| Superintendents..... | 100 | 102 | 111 | 118 |
| Other employees..... | 6,292 | 6,881 | 8,157 | 8,727 |
| Total..... | 10,557 | 11,390 | 13,671 | 14,760 |

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SUMMARIES.

The following summaries of statistical facts will enable instructive comparisons to be made:—

| | 1901. | 1902. | 1903. | 1904. |
|---------------------------------------|--------------|--------------|-------------|--------------|
| Total mileage..... | *674.58 | 557.59 | 759.36 | 766.50 |
| Paid up Capital..... | \$39,076,018 | \$41,593,063 | \$47,096,45 | \$50,399,188 |
| Gross earnings..... | 5,768,283 | 6,486,438 | 7,233,677 | 8,453,609 |
| Net earnings..... | 2,333,120 | 2,683,583 | 2,769,819 | 3,127,092 |
| Earnings—passenger traffic..... | 5,529,687 | 6,195,915 | 6,888,409 | 8,082,373 |
| “ freight..... | 95,082 | 127,917 | 164,188 | 182,143 |
| “ mail and express..... | 33,135 | 15,952 | 20,276 | 30,738 |
| “ other sources..... | 110,377 | 146,652 | 160,803 | 158,353 |
| Total operating expenses..... | 3,435,162 | 3,802,855 | 4,472,858 | 5,326,516 |
| Maintenance of way and buildings..... | 310,892 | 445,837 | 481,236 | 666,146 |
| Cost of motive power..... | 502,101 | 541,087 | 777,201 | 1,377,199 |
| Maintenance of cars..... | 322,700 | 353,891 | 606,602 | 659,213 |
| General and operating charges..... | 2,299,468 | 2,462,038 | 2,607,817 | 2,683,957 |
| Total car mileage..... | 31,750,754 | 35,833,841 | 38,028,529 | 42,066,124 |
| Passengers carried..... | 120,934,656 | 135,681,402 | 155,662,812 | 181,689,998 |
| Tons of freight carried..... | 287,926 | 266,182 | 371,286 | 400,161 |
| | 1905. | 1906. | 1907. | 1908. |
| Total mileage..... | 793.12 | 813.74 | 814.52 | 992.03 |
| Paid up Capital..... | \$61,033,321 | 63,857,967 | 73,567,795 | 87,903,231 |
| Gross earnings..... | 9,357,125 | 10,966,871 | 12,630,430 | 14,007,049 |
| Net earnings..... | \$3,438,931 | 4,291,834 | 4,971,624 | 5,311,170 |
| Earnings—passenger traffic..... | \$8,932,913 | 10,438,000 | 12,013,421 | 13,233,724 |
| “ freight..... | \$216,022 | 288,105 | 344,367 | 346,021 |
| “ mail and express..... | \$31,753 | 35,041 | 41,951 | 54,883 |
| “ other sources..... | \$176,435 | 205,724 | 233,190 | 372,421 |
| Total operating expenses..... | \$5,918,194 | 6,675,037 | 7,373,251 | 8,695,880 |
| Maintenance of way and buildings..... | \$629,656 | 608,767 | 765,684 | 912,929 |
| Cost of motive power..... | \$1,240,001 | 1,242,075 | 1,412,358 | 1,803,723 |
| Maintenance of cars..... | \$747,073 | 894,460 | 1,060,783 | 1,118,925 |
| General operating charges..... | \$3,301,462 | 3,929,733 | 4,498,424 | 4,860,303 |
| Total car mileage..... | 45,959,101 | 50,618,836 | 53,361,227 | 56,964,881 |
| Passengers carried..... | 203,467,317 | 237,655,074 | 273,999,404 | 299,099,309 |
| Tons of freight carried..... | 510,350 | 506,024 | 479,731 | 732,475 |
| | 1909. | 1910. | 1911. | 1912. |
| Total mileage..... | 988.97 | 1,047.07 | 1,223.73 | 1,308.17 |
| Paid up Capital..... | \$91,604,989 | 102,044,979 | 111,532,347 | 122,841,946 |
| Gross earnings..... | \$14,611,484 | 17,100,789 | 20,356,952 | 23,499,250 |
| Net earnings..... | \$4,962,501 | 5,383,276 | 6,592,335 | 5,937,031 |
| Earnings—passenger traffic..... | \$14,080,755 | 16,125,995 | 19,130,376 | 22,007,750 |
| “ freight..... | \$386,092 | 575,537 | 744,179 | 1,025,372 |
| “ mail and express..... | \$110,452 | 68,604 | 88,233 | 78,819 |
| “ other sources..... | \$34,185 | 51,241 | 100,930 | 67,022 |
| Total operating expenses..... | \$8,885,235 | 10,121,781 | 12,096,134 | 14,266,675 |
| Maintenance of way and buildings..... | \$643,135 | 797,895 | 920,875 | 1,228,972 |
| Cost of motive power..... | \$1,445,227 | 1,586,927 | 2,001,543 | 2,535,576 |
| Operation of cars..... | †81,184,287 | 4,814,762 | 5,768,085 | 6,770,560 |
| General operating charges..... | \$5,612,041 | 1,406,943 | 1,610,099 | 1,871,627 |
| Total car mileage..... | 60,152,846 | 65,249,166 | 72,618,806 | 82,070,064 |
| Passengers carried..... | 314,026,671 | 360,964,876 | 426,296,792 | 488,865,682 |
| Tons of freight carried..... | | 852,294 | 1,228,362 | 1,435,525 |

*Improperly included, double track and siding. †Maintenance.

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ACCIDENTS.

| Year. | KILLED. | | | | INJURED. | | | | PASSENGERS. | | |
|-----------|-------------|------------|---------|--------|-------------|------------|---------|--------|-----------------|----------------------|-----------------------|
| | Passengers. | Employees. | Others. | Total. | Passengers. | Employees. | Others. | Total. | 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 | 501 | 62 | 212 | 778 | 155,662,812 | 15,566,281 | 308,855 |
| 1904..... | 10 | 3 | 40 | 53 | 508 | 61 | 272 | 844 | 181,689,998 | 18,168,999 | 357,657 |
| 1905..... | 30 | 3 | 23 | 56 | 862 | 87 | 317 | 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 | 37 | 71 | 988 | 216 | 532 | 1,736 | 273,999,404 | 10,148,126 | 277,327 |
| 1908..... | 18 | 6 | 43 | 67 | 1,156 | 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 | 28,517,879 | 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 | 238,455 |
| 1912..... | 16 | 8 | 86 | 110 | 1,950 | 412 | 736 | 3,128 | 488,865,682 | 30,554,180 | 156,287 |

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Details with regard to electric railways will be found among the tables constituting the body of the subjoined report.

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, 1912.

| Name of Railway. | Description. | DISTANCE. | |
|---|---|-----------|--------|
| | | Miles. | Total. |
| Alberta Railway and Irrigation Co. (now, Can. Pac. R'ly.)..... | From Lethbridge, Alberta, to Coutts, on International boundary..... | 64·61 | 111·82 |
| | Stirling to Cardston..... | 47·21 | |
| Albert 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 Rand—Main line..... | 85·00 | 134·38 |
| | Branch—Michipicoten to Hawk Lake..... | 26·04 | |
| | Other branches..... | 23·34 | |
| Algoma Eastern, formerly Manitoulin and North Shore | Sudbury to Crean Hill..... | | 22·70 |
| Atlantic, Quebec and Western | Paspebiac to end of steel..... | | 52·25 |
| Baie des Chaleurs in Atlantic and Lake Superior System (now Quebec Oriental)..... | Matapedia Station on I.C.R. to Paspebiac..... | | 100·00 |
| Bay of Quinte Railway..... | Deseronto to Bannockburn..... | 76·00 | 89·39 |
| | “ west of Deseronto..... | 2·00 | |
| | Yarker to Sydenham..... | 11·39 | |
| Bedlington and Nelson..... | International boundary at Port Hill to Jet. Can. Pac. Ry. at Creston, and from Jet. with C. P. R. at Sirdar to Kuskanook..... | | 15·30 |
| Brandon, Saskatchewan and Hudson Bay..... | International boundary at Bannerman to Brandon, Man..... | | 69·45 |
| Bessemer and Barry's Bay... | (Not operated)..... | | 5·00 |
| British Yukon..... | White Pass to Whitehorse Spur, B.C..... | 90·32 | 101·12 |
| | Macrae to Pueblo..... | 10·80 | |
| Buctouche and Moncton..... | Moncton, on Intercolonial Railway, to Buctouche, N.B..... | | 32·00 |
| Brockville, Westport and North Western (C.N.R.)... | Brockville to Westport, Ont..... | | 45·00 |
| Bruce Mines and Algoma.... | Town of Bruce Mines to Rock Lake Mine..... | | 17·28 |
| Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway, now in Grand Trunk System..... | City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, near Parry Sound..... | | 396·41 |
| Central Counties..... | From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont..... | 22·24 | 38·49 |
| Leased to Canada Atlantic..... | South Indian, on Canada Atlantic, to Rockland..... | 16·25 | |
| Canadian Northern..... | Port Arthur to Rainy River..... | 284·80 | 38·49 |
| | International boundary to Paddington..... | 106·60 | |
| | Beaver to Edmonton..... | 749·10 | |
| | Branches—Twin City Junction to Gunflint Lake..... | 73·30 | |
| | “ Carman Junction to Somerset..... | 78·90 | |
| | “ Neepawa Junction to McCreary Junction..... | 70·40 | |
| | “ North Junction to Prince Albert..... | 360·50 | |
| | “ Sifton Junction to Winnipegosis..... | 20·70 | |
| | “ Emerson to South Junction..... | 72·70 | |

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TABLE 1.—Showing Location of Railways, &c.—*Continued.*

| Name of Railway. | Description. | DISTANCE. | |
|--|--|-----------|----------|
| | | Miles. | Total. |
| Canadian Northern— <i>Con.</i> | Branches—Winnipeg Transfer Track..... | 15-20 | |
| | “ Rossburn Junction to Ross Jet..... | 190-60 | |
| | “ Greenway to Adelpha..... | 51-80 | |
| | “ Arizona Junction to C. N. Junction..... | 298-80 | |
| | “ Brandon Junction to Carberry..... | 22-90 | |
| | “ St. James to Gypsumville..... | 156-70 | |
| | “ Hartney to Virden..... | 37-00 | |
| | “ Battleford to Battleford Junction..... | 8-00 | |
| | “ Edmonton Junction to Mornville..... | 21-50 | |
| | “ Edmonton to Stony Plains..... | 21-00 | |
| | “ Oakland to end of steel..... | 34-50 | |
| | “ Thunderhill Junction to Preeceville..... | 72-10 | |
| | “ Dalmeny N. to Laird..... | 27-80 | |
| | “ Paddington to Birdhill..... | 8-70 | |
| | “ Saskatoon to Alsask..... | 169-80 | |
| | “ Stratheona to Edmonton..... | 7-22 | |
| | “ Ochre River to end of track..... | 15-00 | |
| | “ Hudson Bay Jet. to Le Pas..... | 87-50 | |
| | “ Hallboro to Beulah..... | 75-00 | |
| | “ Prince Albert to Blaine Lake..... | 64-00 | |
| | “ Luxton to Bienfait..... | 16-30 | |
| | “ North Battleford to Edom..... | 38-30 | |
| | “ Maryfield to Radville..... | 139-80 | |
| | “ Vegreville to Drumeller..... | 173-40 | |
| | “ Delisle to McRorie..... | 45-80 | |
| | “ Shellbrook to Big River..... | 56-50 | |
| | | | 3,672-22 |
| Canada Southern..... | Main Line—Windsor, Ont., to Suspension Bridge, Niagara Falls..... | 226-18 | |
| | Amherstburg Branch—Essex Centre to Amherstburg..... | 16-83 | |
| | St. Clair Branch—St. Clair Junction to Courtwright..... | 60-48 | |
| | Fort Erie Branch—Fort Erie to Welland Junction..... | 17-50 | |
| | Erie and Niagara Branch—Old Fort Erie to Niagara..... | 30-60 | |
| | Oil Springs Branch—Oil Springs to Oil City..... | 5-50 | |
| Leased..... | Sarnia, Chatham and Erie—Oil City to Petrolia..... | 7-00 | |
| “ | Leamington and St. Clair—Comber to Leamington..... | 15-95 | |
| | | | 380-04 |
| Canada Eastern, now includ- ed in Intercolonial Railway | Late Northern and Western of New Brunswick..... Fredericton to Loggieville..... | 125-00 | |
| Canadian Pacific— Owned..... | Main Line—Montreal to Vancouver..... | | 2,903-00 |
| | Branches—Dunmore to Crowsnest..... | 209-50 | |
| | “ Quebec to St. Martins Junction..... | 159-80 | |
| | “ Piles Junction to Grand Piles..... | 26-90 | |
| | “ Berthier Junction to Berthier..... | 2-10 | |
| | “ Lauvraie to St. Félix..... | 16-60 | |
| | “ Ste. Therese Junction to St. Jérôme..... | 13-30 | |
| | “ Ste. Therese to St. Eustache..... | 6-00 | |
| Montreal and Western..... | “ St. Jérôme to Labelle..... | 66-90 | |
| | “ St. Lin Junction to St. Lin..... | 15-10 | |
| | “ Buckingham Stn. to Buckingham Village..... | 3-20 | |
| Brockville and Ottawa Ry... | “ Carleton Junction to Brockville..... | 44-90 | |
| | “ Sudbury to Sault St. Marie..... | 179-30 | |
| | “ Sudbury to Copper Mines..... | 5-60 | |
| | “ Dymont to Ottamine..... | 6-90 | |
| | “ Molson to Lac du Bonnet..... | 21-50 | |
| | “ McGregor to Varcoe..... | 55-50 | |
| | “ Whittier Junction to Emerson..... | 63-80 | |
| | “ Rugby Junction to Manitou..... | 100-30 | |
| | “ Rugby Junction to Gimli..... | 56-50 | |
| | “ Rosenfeldt to Gretna..... | 13-80 | |
| | “ Rugby Junction to Arborg..... | 74-40 | |
| | “ Rudyard to Kaleida..... | 6-50 | |

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

| Name of Railway. | Description. | DISTANCE. | |
|---|---|-----------|----------|
| | | Miles. | Total. |
| Canadian Pacific— <i>Con.</i> | Souris Branch—{Kenmay to Estevan..... | 156-20 | - |
| | {Glenboro' to Souris..... | 46-00 | |
| | {Deloraine to Napinka..... | 18-60 | |
| | Branches—Schwitzer Junction to Regina..... | 210-20 | |
| | " North Portal to Pasqua..... | 160-60 | |
| | " New Westminster Jet. to New Westminster | 8-20 | |
| Lake Temiscamingue Colon- ization..... | " Mattawa to Kippewa..... | 47-20 | |
| | " Mission Junction to Sumas..... | 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 | |
| | " Cranbrook to Kimberly..... | 19-30 | |
| | " Deloraine to Lyleton..... | 37-40 | |
| | " Fernie to Fernie Mines..... | 5-00 | |
| | " Kirkella to Hardisty..... | 561-30 | |
| | " Marysville Junction to Marysville..... | 0-90 | |
| | " Crowsnest to Kootenay Landing..... | 182-00 | |
| | " Selkirk Junction to Selkirk..... | 1-30 | |
| | " Wolsley to Reston..... | 122-40 | |
| | " Lauder to Tilston..... | 28-90 | |
| | " Bolton Junction to Romford..... | 227-00 | |
| | " Moosejaw to Outlook..... | 118-10 | |
| | " Stoughton to Ogerna..... | 88-60 | |
| | " Langdon to Acme..... | 39-80 | |
| | " Kipp to Aldersyde..... | 84-90 | |
| | " Kerrobert to Macklin..... | 46-10 | |
| | " Molson to Whittier..... | 43-60 | |
| | " Kerrobert to Rosetown..... | 57-80 | |
| | " Valeport to Bulyea..... | 18-80 | |
| | " Regina to Colonsay..... | 133-10 | |
| | " Irricana to Standard..... | 36-50 | |
| | " Montana to Coutts..... | 66-30 | |
| | " Stirling to Cardston..... | 47-30 | |
| | Total mileage owned..... | | 3,837-10 |
| Lines leased..... | Atlantic and Northwest (in Canada)— | | 6,740 10 |
| | South end Lachine Bridge to Maine bound- ary, Que..... | 181-90 | |
| | Eganville Jet. to Eganville, Ont..... | 19-20 | |
| | | 201-10 | |
| | St. Lawrence and Ottawa— | | |
| | Ottawa to Prescott, Ont..... | 51-70 | |
| | Chaudiere Junction to Sussex St., Ottawa.. | 6-60 | |
| | | 58-30 | |
| | Ontario and Quebec— | | |
| | Montreal (Windsor Sta.) to Montreal Jet... 4-80 | | |
| | Mile End to Adirondack Jet..... | 10-00 | |
| | St. Luc Jet. to Western Jet..... | 2-10 | |
| | Montreal Jet. to Toronto (Union Station).. | 338-90 | |
| | Leaside Jet. " "..... | 5-30 | |
| | London to Windsor..... | 112-60 | |
| | | 473-70 | |
| | Credit Valley— | | |
| | Toronto Junction to St. Thomas..... | 116-80 | |
| | Streetsville Junction to Melville Jet..... | 31-60 | |
| | Cataract to Elora..... | 27-30 | |
| | | 175-80 | |
| | West Ontario Pacific—Woodstock to London. | 26-70 | |

3 GEORGE V., A. 1913

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

| Name of Railway. | Description. | DISTANCE. | |
|--|--|--|--------|
| | | Miles. | Total. |
| Canadian Pacific— <i>Con.</i> Leased lines..... | Toronto, Grey and Bruce— Toronto Junction to Owen Sound..... 116.40 Orangeville Junction to Teeswater..... 67.80 Wingham Junction to Wingham..... 4.50 Mount Forest Tank to Mount Forest..... 1.20 Guelph Junction— Guelph Junction on Credit Valley Ry. to Guelph..... Joliette and Brandon— St. Felix to St. Gabriel de Brandon..... Montreal and Ottawa— Vaudeuil to Jct. with Canada Atlantic.... 86.70 Rigaud to Pt. Fortune..... 6.80 Lindsay, Bobcaygeon and Pontypool— Burketon Junction to Bobcaygeon..... Toronto, Hamilton and Buffalo— Hamilton Junction to Hamilton..... Cap de la Madeleine— From Main Line C.P.R., at Junction with Piles Branch to Cap de la Madeleine..... New Brunswick— Woodstock to Maine boundary..... 59.40 Newburg Junction to Gibson..... 59.10 Aroostook Junction to Edmundston..... 57.10 St. John and Maine— Vanceboro to St. John..... 90.30 Fairville to West St. John..... 3.40 Fredericton— Fredericton Junction to Fredericton..... 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 St. Stephen and Milltown Ry.— St. Stephen to Milltown..... Tobique Valley— Perth Centre to Plaster Rock..... Manitoba and Northwestern— Portage-la-Prairie to Lanigan..... 348.50 Binscarth to Russell..... 11.30 Bradenbury South..... 1.00 Saskatchewan and Western—Minnedosa to Gauthier Junction..... 18.20 Manitoba Southwestern Colonization— Manitou to Deloraine..... 100.60 Rugby Junction to Glenboro..... 102.70 Elm Creek to Carman..... 12.20 Great Northwest Central— Chater to Miniota..... 71.00 Forrest to Lenore..... 40.70 British Columbia Southern— Nelson to Proctor..... 20.40 Yahk to Kingsgate..... 10.50 | 189.90 15.30 11.00 93.50 38.70 2.70 2.30 175.60 93.70 22.10 117.50 4.60 27.50 379.00 215.50 111.70 30.90 | |

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—Continued.

| Name of Railway. | Description. | DISTANCE. | |
|--|--|-----------|-----------|
| | | Miles. | Total. |
| Canadian Pacific— <i>Con.</i> Leased Lines..... | Northern Colonization— Labelle to Mont Laurier..... | 58-00 | |
| | Shuswap and Okanagan— From Jct. with C.P.R. at Sicamous to Lake Okanagan..... | 50-80 | |
| | Nakusp and Slocan— Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C..... | 36-40 | |
| | 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 25-10 | 156-70 | |
| | 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 Eborne extension..... 10-00 | 26-90 | |
| | Calgary and Edmonton— Calgary Junction to Stratheona..... 190-60 " to Macleod Junction..... 107-20 Wetaskiwin to Hardisty..... 100-30 Lacombe to Coronation..... 106-70 | 504-80 | |
| | Ottawa Northern and Western— Hull to Waltham..... 77-90 Hull Junction to Maniwaki..... 80-70 | 158-60 | |
| | Tillsonburg, Lake Erie and Pacific— Ingersoll to Port Burwell..... 33-40 Embryo 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 Coldwater..... | 13-30 | |
| | St. Mary's and Western Ontario— Embryo to St. Mary's..... | 15-70 | |
| | Orford Mountain— Eastman to Windsor..... 36-00 Eastman to Troy Junction..... 23-40 | 59-40 | |
| | St. Maurice Valley— Three Rivers to Grand Mère..... | 27-30 | |
| | New Brunswick Southern— Shore Line Junction to Bay Shore Junction..... | 81-00 | |
| | Total mileage leased..... | | 3,972 30 |
| | " owned..... | | 6,740 10 |
| | " in Can. Pac. system..... | | 10,712-40 |

3 GEORGE V., A. 1913

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

| Name of Railway. | Description. | DISTANCE. | |
|-----------------------------|--|-----------|----------|
| | | Miles. | Total. |
| Canadian Government Rys. | Intercolonial— | | |
| | Halifax to St. Rosalie Junction..... | 796-04 | |
| | Dartmouth Branch..... | 12-00 | |
| | Truro to Sydney..... | 214-27 | |
| | Pt. du Chene to St. John..... | 101-29 | |
| | Indian Town Branch..... | 21-95 | |
| | St. Leonard Junction to Nicolet..... | 14-70 | |
| | River Ouelle Branch..... | 6-19 | |
| | St. Charles Junction to Chaudiere Junction..... | 16-73 | |
| | Dalhousie Branch..... | 6-28 | |
| | Pictou to Oxford Junction..... | 69-39 | |
| | Brown's Point to Stellarton..... | 11-90 | |
| | New Glasgow Junction to Pictou Landing..... | 8-18 | |
| | Pugwash Junction to Pugwash..... | 4-54 | |
| | Fredericton to Loggieville..... | 124-80 | |
| | Sydney Mines Branch..... | 7-07 | |
| | Ferrona Junction to Sunny Brae..... | 12-48 | |
| | Freight Branches..... | 35-08 | |
| | | | 1,462-89 |
| | Windsor Branch (32 miles) of I. C. Ry. is operated by Dominion Atlantic Ry. | | |
| | Prince Edward Island— | | |
| | Main Line—Tignish to Georgetown..... | 158-60 | |
| | Charlottetown to Murray Harbour..... | 52-30 | |
| | Branch—Mount Stewart to Souris..... | 39-33 | |
| | Branch—Montague Junction to Montague..... | 6-20 | |
| | Branch—Emerald to Cape Traverse..... | 12-90 | |
| | | | 269-33 |
| Canadian Northern Ontario. | Toronto to Parry Sound..... | 145-40 | |
| | Parry Sound Junction to Sudbury Junction..... | 112-50 | |
| | Sudbury Junction to Ruel..... | 65-70 | |
| | East Don to Desoronto..... | 133-90 | |
| | Branches..... | 20-19 | |
| | Business Spurs..... | 14-66 | |
| | | | 492-35 |
| Canadian Northern Quebec. | Quebec to Montreal..... | 176-07 | |
| | Joliette to Hawkesbury..... | 67-05 | |
| | Garneau Junction to River à Pierre Jet'n..... | 39-84 | |
| | St. Jerome Junction to Huberdean..... | 45-28 | |
| | St. Jacques Junction to Rawdon..... | 15-88 | |
| | Shawinigan Junction to Falls..... | 3-41 | |
| | Lorette Junction to Transcontinental Jet..... | 5-30 | |
| | Hedleyville Junction to Montmorency River..... | 7-22 | |
| | Spurs..... | 9-22 | |
| | | | 369-27 |
| Cape Breton Railway..... | Point Tupper to St. Peters..... | 30-00 | |
| | Terminal to St. Peters..... | 1-00 | |
| | | | 31-00 |
| Caraquet..... | From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B..... | | 68-00 |
| Carillon and Grenville..... | Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.)..... | | 13-00 |
| Central Ontario..... | Pictou to Trenton Junction..... | 32-17 | |
| | Trenton Junction to Coe Hill..... | 72-60 | |
| | Ormsby Junction to Maynooth..... | 35-36 | |
| | | | 140-13 |

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

| Name of Railway. | Description. | DISTANCE. | |
|--|--|-----------|----------|
| | | Miles. | Total. |
| 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, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia..... | Windsor to Yarmouth..... | 170.78 | |
| | Branches— | | |
| | Wilmot to Torbrook..... | 5.26 | |
| | From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)..... | 14.15 | |
| | Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased..... | 31.47 | |
| | Windsor to Truro..... | 57.35 | |
| | | | 279.01 |
| Eastern British Columbia.... | Corbin to McGillivray, B.C..... | 14.00 | |
| | Branches..... | 2.00 | |
| | | | 16.00 |
| Elgin and Havelock..... | From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B..... | 27.00 | |
| | Havelock to Keith's Mills..... | 1.00 | |
| | | | 28.00 |
| Essex Terminal..... | Grand Trunk Jet. to Sandwich..... | 8.50 | |
| | Windsor Branch Line..... | 1.50 | |
| | | | 10.00 |
| Esquimalt and Nanaimo.... | Victoria to Wellington, Island of Vancouver..... | | 78.00 |
| 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. | | |
| Grand Trunk (owned)— | | | |
| Eastern Division..... | | 722.88 | |
| Northern Division..... | | 893.59 | |
| Middle Division..... | | 1,080.59 | |
| Southern Division..... | | 245.55 | |
| | | | 2,942.61 |
| Leased and partly owned.... | Buffalo and Lake Huron Ry..... | | |
| | Fort Erie to Goderich..... | 161.30 | |
| | | | 161.30 |
| | Total mileage owned and leased..... | | 3,103.91 |
| 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..... | Under construction. (See, Introduction.) | | |
| Gulf Shore, now, Caraquet... | Junction with Caraquet Railway at Pokemouche to Tracadie..... | | 16.78 |

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

| Name of Railway. | Description. | DISTANCE. | |
|--|--|--|-----------------------------------|
| | | Miles. | * Total. |
| Halifax and Southwestern, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach, and Liverpool and Milton..... | Halifax to Yarmouth..... Mahone Junction to Lunenburg..... Bridgewater Junction to Port Wade..... New Germany Junction to Caledonia..... Liverpool to Rapid Falls..... Nictaux to Torbrook Mines..... Shelburne to Battery Point Wharf..... | 246-60 7-00 92-50 22-10 4-85 4-16 1-11 | 378-32 |
| 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 | | |
| Irondale, Bancroft and Ottawa..... | From Junction with Grand Trunk Railway near Kinmount Station, to Junction with Central Ontario Ry..... | | 51-00 |
| Inverness and Richmond, now Inverness Ry. and Coal Co. Kaslo and Slocan (Can. Pac. Ry.)..... | Inverness to Point Tupper Junction..... From Kaslo to McGuigan, B.C..... Branches..... | 23-18 0-19 | 60-91 23-37 |
| Kent Northern..... | Richibucto, N.B., to Kent Jct., Intercolonial Railway | | 27-00 |
| Kettle Valley..... | Carson to Lynch Creek, B.C..... | | 22-20 |
| Kingston and Pembroke..... | Main Line Kingston to Renfrew..... Glendower Branch—Bedford to Zanesville Mine..... Robertsville Branch—To Robertsville Mines..... Branches—To Doran's Mills, Charcoal Works McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Cameron Bay..... (Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew)..... | 103-40 4-10 0-90 1-40 | 109-80 31-81 12-00 30-00 |
| Klondike Mines..... | Dawson City to Sulphur Springs..... | | 198-81 |
| Lenora Mount Sicker..... | Lenora Mines to Crofton, B.C..... | | 23-66 |
| Lotbinière and Megantic..... | Lyster Station, Grand Trunk, to St. Jean des Chailons..... | | 1-91 |
| Lake Erie and Detroit River. Erie and Huron..... | Walkerville, Ont., to St. Thomas..... Rondeau to Sarnia..... | 126-78 72-03 | 15-00 |
| London and Port Stanley..... | London to Port Stanley on Lake Erie..... | | |
| Maganetawan River..... | Burks Falls, on Grand Trunk Ry., to Maganetawan River..... | | |
| Maritime Coal, Railway and Power Co..... | Maccan to Joggins Coal Mine..... | | |
| The Manitoba Ry., formerly—The Northern Pacific and Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern, the Waskada and Northeastern leased to Govt. of Manitoba and operated by the Canadian Northern..... | International boundary to Winnipeg, and branches..... | | 350-63 |

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—Continued.

| Name of Railway. | Description. | DISTANCE. | |
|---|--|-----------|--------|
| | | Miles. | Total. |
| Marmora Ry. and Mining Co., operated by Central Ontario..... | Central Ontario Junction to Wanston..... | | 9.60 |
| Midland of Nova Scotia (formerly Stewiacke Valley)... | From Windsor to Truro, N.S., <i>see</i> 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..... | 31.95 | |
| | Branch—Stanstead Junction to Stanstead..... | 3.51 | 35.46 |
| Mid. of Man. now Gr. North. | International Boundary at Gretna to Portage la Prairie..... | 76.52 | |
| | International Boundary near Haskett to Morden..... | 15.25 | 91.77 |
| Midland of Manitoba..... | Terminals at Winnipeg..... | | 6.05 |
| Montreal and Vermont Jct.... | From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, 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..... | 32.00 | |
| | Marieville to Cesaire..... | 8.60 | |
| | Farnham to Freligsburgh..... | 18.00 | 58.60 |
| Montreal and Atlantic (formerly Southeastern)..... | Main Line—Farnham to Richford on International Boundary..... | 43.70 | |
| | Drummondville Junction to Drummondville..... | 59.20 | |
| | | 102.90 | |
| | Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume..... | 60.50 | 163.40 |
| | (Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.) | | |
| Morrissey, Fernie and Michel. | From Swinton to Carbonado, B.C., and leased line.. | | 10.85 |
| Napierville Junction..... | St. Constant Junction to Rouse's Point..... | | 27.06 |
| 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, Intercolonial Railway to Cape Tormentine..... | | 36.00 |
| 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 |
| 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 |

TABLE 1.—Showing Location of Railways, &c.—Continued.

| Name of Railway. | Description. | DISTANCE. | |
|--|---|-----------|--------|
| | | Miles. | Total. |
| Phillipsburg Ry. and Quarry Co..... | Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Phillipsburg, Missisquoi Co. | | 6-00 |
| Pontiac and Renfrew..... | From Wyman's Station, on Pontiac Pacific Junction Ry., to Bristol Iron Mines, County Pontiac, Que... .. | | 4-25 |
| Princeton Branch of Washington Co., Ry., (U.S.), now, Maine Central..... | International Boundary near Waring to International Boundary near Woodland..... | | 5-10 |
| Qu'Appelle, Long Lake and Saskatchewan (in Canadian Northern System)..... | From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert..... | | 250-02 |
| Quebec Bridge and approaches to connect adjacent railways | (Across St. Lawrence River at Quebec, under construction 10 miles.) | | |
| Quebec and Lake St. John.... | Quebec to Chambord Junction..... | 176-00 | |
| | Chambord Junction to Chicoutimi..... | 51-00 | |
| | Valcartier to Clarks..... | 5-50 | |
| | Chambord Junction to Roberval..... | 13-30 | |
| | La Tuque Junction to La Tuque..... | 39-70 | |
| | Roberval to Roberval Wharf..... | 1-00 | 286-50 |
| 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 and New Brunswick. | From Chaudiere Junction to Connors, N.B., 135 miles (3 miles under construction.) | | |
| Quebec, Montmorency and Charlevoix, now, Quebec Ry., Light and Power Co. | Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente..... | | 27-50 |
| Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties..... | Noyan Junction to Bellevue Junction..... | 80-82 | |
| And South Shore Railway.... | From Fortierville Junction with Grand Trunk at St. Lambert..... | 109-69 | |
| | St. Constant Junction to Napierville Junction..... | 1-40 | 191-91 |
| Red Mountain..... | From International boundary line at Patterson, B.C., to Rossland..... | | 9-59 |
| Restigouche and Western, now International of New Brunswick..... | Campbellton, N.B., to St. Leonard's..... | | 112-00 |
| Rutland and Noyan..... | International boundary to Noyan Jet..... | | 3-39 |
| Stanstead, Shefford and Chambly..... | From Junction with Montreal and Vermont Junction Railway, near St. John, 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, 2-00 miles. | | |

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Concluded.*

| Name of Railway. | Description. | DISTANCE. | |
|--|--|-----------|-----------|
| | | Miles. | Total. |
| 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 Beauharnois..... | 13-30 | |
| | | | 46-12 |
| 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..... | 25-65 | |
| | Spurs..... | 2-29 | |
| | | | 67-11 |
| St. Mary's River, now Alberta Railway and Irrigation Co. | | | |
| Temiskaming and Northern Ontario..... | North Bay to Cochrane..... | 252-80 | |
| | Englehart to Charlton..... | 7-80 | |
| | Cobalt to Kerr Lake..... | 3-90 | |
| | Haileybury to Moore's Cove..... | 1-64 | |
| | Iroquois Falls to Timmins..... | 33-20 | |
| | Liskeard to Lake Temiskaming..... | -90 | |
| | North Bay Junction to Nipissing Jct..... | 2-04 | |
| | | | 302-28 |
| Thousand Islands..... | Gananoque on St. Lawrence River to Thousand Island Junction..... | | 6-33 |
| Temiscouata..... | Rivière du Loup, Que., to Edmundston, N.B., on the New Brunswick Railway..... | 81-00 | |
| | Branch—Edmundston 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 | |
| | Hamilton to Grand Trunk Junction..... | 0-27 | |
| | | | 80-15 |
| Victoria and Sydney..... | Victoria to Sydney, B.C..... | | 15-97 |
| Victoria Terminal Railway and Ferry..... | City of Victoria..... | | -99 |
| Vancouver, Victoria and Eastern..... | Laurier to Danville..... | 16-47 | |
| | 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 S. Westminster..... | 21-05 | |
| | International Boundary to Port Guichon..... | 46-60 | |
| | New Westminster to Vancouver..... | 14-79 | |
| | Burrard Inlet to Vancouver..... | 1-93 | |
| | | | 231-56 |
| Wellington Colliery..... | Union Bay to Cumberland..... | | 10-75 |
| York and Carleton..... | Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B..... | | 10-50 |
| | Total mileage..... | | 26,727-23 |

3 GEORGE V., A. 1913

TABLE 2.—SUMMARY of Mileage operated for the

| Number. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------|---|------------------------------------|--------------------------------|----------------------------|-----------------------------------|---------------------------------------|-------------------------|-----------|
| | Name of Railway. | SINGLE TRACK. | | | | | | |
| | | Line represented by Capital Stock. | Line of proprietary companies. | Line operated under lease. | Line operated under contract, &c. | Line operated under track-age rights. | Total mileage operated. | |
| Main line. | B'ches. and spurs. | | | | | | | |
| 1 | Alberta Railway and Irrigation Co., now C. P. Railway | 111·29 | 0·53 | | | | 1·60 | 113·42 |
| 2 | Algoma Central and Hudson Bay | 111·04 | 23·34 | | | | | 134·38 |
| 3 | Algoma Eastern | 22·70 | | | | | 3·25 | 25·95 |
| 4 | Atlantic, Quebec and Western | 52·25 | | | | | 1·75 | 54·00 |
| 5 | Bay of Quinte | 78·00 | 11·39 | | | | 19·00 | 108·39 |
| 6 | Bedlington and Nelson | 15·30 | | | | | 8·67 | 23·97 |
| 7 | Bessemer and Barrys Bay (†) | 5·00 | | | | | | 5·00 |
| 8 | Brandon, Saskatchewan and Hudson Bay | 69·45 | | | | | | 69·45 |
| 9 | British Yukon | 85·80 | 15·32 | | | | | 101·12 |
| 10 | Brockville, Westport & Northwestern | 45·00 | | | | | | 45·00 |
| 11 | Bruce Mines and Algoma (†) | 17·28 | | | | | | 17·28 |
| 12 | Canada Southern | 226·18 | 153·86 | | | | 16·76 | 396·80 |
| | Canadian Government Rys.— | | | | | | | |
| 13 | Intercolonial | 1,427·81 | 35·08 | | | | 40·30 | 1,503·19 |
| 14 | Prince Edward Island | 150·90 | 118·43 | | | | | 269·33 |
| 15 | Canadian Northern | 1,140·50 | 2,531·72 | | 350·68 | 250·02 | | 4,272·92 |
| 16 | " " Ontario | 457·50 | 34·85 | | | | 3·80 | 496·15 |
| 17 | " " Quebec | 243·12 | 126·15 | | | | 58·60 | 427·87 |
| 18 | Canadian Pacific | 2,903·00 | 3,588·20 | 2,660·30 | 1,376·50 | 184·40 | 37·30 | 10,749·70 |
| 19 | Carillon and Grenville (†) | 13·00 | | | | | | 13·00 |
| 20 | Cape Breton | 31·00 | | | | | | 31·00 |
| 21 | Caraquet | 68·00 | | | 16·78 | | | 84·78 |
| 22 | Central Ontario | 140·13 | | | 9·60 | | | 149·73 |
| 23 | Crows Nest Southern | 74·18 | | | | | | 74·18 |
| 24 | Cumberland Ry., and Coal Company | 32·00 | | | | | | 32·00 |
| 25 | Dominion Atlantic | 170·78 | 76·76 | | 31·47 | | 14·42 | 293·43 |
| 26 | Eastern, B.C. | 14·00 | 2·00 | | | | | 16·00 |
| 27 | Elgin and Havelock | 28·00 | | | | | | 28·00 |
| 28 | Esquimalt and Nanaimo | 78·00 | | | | | | 78·00 |
| 29 | Essex Terminal | 8·50 | 1·50 | | | | | 10·00 |
| 30 | Grand Trunk | 2,942·61 | | | | 161·30 | 13·94 | 3,117·85 |
| 31 | Grand Trunk (Canada Atlantic) | 396·41 | | | 59·85 | | | 456·26 |
| 32 | *Grand Trunk Pacific | * | | | | | | * |
| 33 | Halifax and South Western | 246·60 | 131·72 | | | | 2·30 | 380·62 |
| 34 | Hereford | 52·18 | | | | | | 52·18 |
| 35 | International of New Brunswick | 112·00 | | | | | | 112·00 |
| 36 | Inverness Railway and Coal Co | 60·91 | | | | | | 60·91 |
| 37 | Irondale, Bancroft and Ottawa | 51·00 | | | | | | 51·00 |
| 38 | Kaslo and Slocan | 23·37 | | | | | | 23·37 |
| 39 | Kent Northern | 27·00 | | | | | | 27·00 |
| 40 | Kettle Valley | 22·20 | | | | | | 22·20 |
| 41 | Kingston and Pembroke | 103·40 | 6·40 | | | | | 109·80 |
| 42 | Klondike Mines | 31·81 | | | | | | 31·81 |
| 43 | Lake Erie and Detroit River (Pere Marquette) | 198·81 | | | | | 136·78 | 335·59 |
| 44 | London and Port Stanley | 23·66 | | | | | | 23·66 |
| 45 | Lotbinière and Megantic | 30·00 | | | | | | 30·00 |
| 46 | Midland of Manitoba | 6·05 | | | | | 69·02 | 75·07 |
| 47 | Maganetawan River | 1·91 | | | | | | 1·91 |
| 48 | Manitoba Great Northern | 91·77 | | | | | 0·99 | 92·76 |
| 49 | Maritime Coal, Railway & Power Co. | 12·06 | 3·00 | | | | | 15·00 |
| 50 | Massawippi Valley | 35·46 | | | | | 2·95 | 38·41 |
| 51 | Montreal and Atlantic | 102·90 | | | 60·50 | | | 163·40 |
| 52 | Montreal and Province Line | 50·00 | 8·60 | | | | | 58·60 |
| 53 | Montreal and Vermont Junction | 23·60 | | | | | | 23·60 |

† Not operated during year.

* Under construction—1,448·37 miles track laid.

SESSIONAL PAPER No. 20b

Year ended June 30, 1912—All Tracks.

| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
|--------|-----------|------------------------------------|---------------------|-----------------------------|--|-------------------------|--------|--------|---------|
| | | SECOND TRACK. | | | | | | | |
| Rails. | | Line represented by Capital Stock. | | Lines operated under lease. | Lines operated under track-age rights. | Total mileage operated. | Rails. | | Number. |
| Iron. | Steel. | Main Line. | Branches and spurs. | | | | Iron. | Steel. | |
| | 111.82 | | | | | | | | 1 |
| | 134.38 | | | | | | | | 2 |
| | 22.70 | | | | | | | | 3 |
| | 52.25 | | | | | | | | 4 |
| | 89.39 | | | | | | | | 5 |
| | 15.30 | | | | | | | | 6 |
| | 5.00 | | | | | | | | 7 |
| | 69.45 | | | | | | | | 8 |
| | 101.12 | | | | | | | | 9 |
| | 45.00 | | | | | | | | 10 |
| | 17.28 | | | | | | | | 11 |
| | 380.04 | 226.18 | 16.86 | | 1.77 | 244.81 | | 243.04 | 12 |
| | 1,462.89 | 24.60 | 2.10 | | 37.60 | 64.30 | | 26.70 | 13 |
| | 269.33 | | | | | | | | 14 |
| | 4,272.92 | | | | | | | | 15 |
| | 492.35 | | | | | | | | 16 |
| | 369.27 | 0.80 | | | | 0.80 | | 0.80 | 17 |
| | 10,712.40 | 560.50 | | 193.70 | | 754.20 | | 754.20 | 18 |
| | 13.00 | | | | | | | | 19 |
| | 31.00 | | | | | | | | 20 |
| | 84.78 | | | | | | | | 21 |
| | 149.73 | | | | | | | | 22 |
| | 74.18 | | | | | | | | 23 |
| | 32.00 | | | | | | | | 24 |
| 2.84 | 276.17 | | | | | | | | 25 |
| | 16.00 | | | | | | | | 26 |
| | 28.00 | | | | | | | | 27 |
| | 78.00 | | | | | | | | 28 |
| | 10.00 | | | | | | | | 29 |
| | 3,103.91 | 706.81 | | | | 706.81 | | 706.81 | 30 |
| | 456.26 | 0.88 | | | | 0.88 | | 0.88 | 31 |
| | * | | | | | | | | 32 |
| | 378.32 | | | | | | | | 33 |
| | 52.18 | | | | | | | | 34 |
| | 112.00 | | | | | | | | 35 |
| | 60.91 | | | | | | | | 36 |
| | 51.00 | | | | | | | | 37 |
| | 23.37 | | | | | | | | 38 |
| | 27.00 | | | | | | | | 39 |
| | 22.20 | | | | | | | | 40 |
| 6.40 | 103.40 | | | | | | | | 41 |
| | 31.81 | | | | | | | | 42 |
| | 198.81 | | | | | | | | 43 |
| | 23.66 | | | | | | | | 44 |
| | 30.00 | | | | | | | | 45 |
| | 6.05 | | | | | | | | 46 |
| | 1.91 | | | | | | | | 47 |
| | 91.77 | | | | | | | | 48 |
| | 15.00 | | | | | | | | 49 |
| | 35.46 | | | | | | | | 50 |
| | 163.40 | 6.40 | | | | 6.40 | | 6.40 | 51 |
| | 58.60 | | | | | | | | 52 |
| | 23.60 | | | | | | | | 53 |

3 GEORGE V., A. 1913

TABLE 2—SUMMARY of Mileage operated for the

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---------|--|------------------------------------|--------------------------|--|-------------------------------|---|--|
| Number. | Name of Railway. | SINGLE TRACK. | | | | | |
| | | Line represented by Capital Stock. | | Line of pro- prietary com- panies. | Line operated under lease. | Line operated under con- tract, &c. | Line operated under track- age rights. |
| | | Main line. | B'ches. and spurs. | | | | |
| 54 | Moncton and Buctouche..... | 32'60 | | | | | 32'00 |
| 55 | Morrissey, Fernie and Michel..... | 5'82 | | | 5'03 | | 10'85 |
| 56 | Napierville Junction..... | 27'06 | | | | | 27'06 |
| 57 | Nelson and Fort Sheppard..... | 55'42 | | | | 5'42 | 60'84 |
| 58 | New Brunswick Coal and Railway Co. | 58'00 | | | | | 58'00 |
| 59 | New Brunswick and P. E. Island..... | 36'00 | | | | | 36'00 |
| 60 | New Westminster Southern..... | 23'73 | | | | 1'48 | 25'21 |
| 61 | North Shore..... | 6'13 | 2'50 | | | | 8'63 |
| 62 | Nosbonsing and Nipissing..... | 5'50 | | | | | 5'50 |
| | Nova Scotia Steel and Coal Co's Rail- way, now Intercolonial Railway..... | | | | | | |
| 63 | Ottawa and New York..... | 56'90 | | | | 1'90 | 58'80 |
| 64 | Phillipsburg Railway and Quarry Co. | 6'00 | | | | | 6'00 |
| 65 | Pontiac and Renfrew..... | 4'25 | | | | | 4'25 |
| 66 | Princeton Branch, of Washington Co. Railway..... | 5'10 | | | | | 5'10 |
| 67 | Quebec Central..... | 138'00 | 115'00 | | | 5'00 | 258'00 |
| 68 | Quebec Oriental..... | 100'00 | | | | | 100'00 |
| 69 | Quebec Railway Light and Power Co. | 27'50 | | | | 3'00 | 30'50 |
| 70 | Quebec and Lake St. John..... | 227'00 | 59'50 | | | | 286'50 |
| 71 | Quebec, Montreal and Southern..... | 191'91 | | | | | 191'91 |
| 72 | Red Mountain..... | 9'59 | | | | | 9'59 |
| 73 | Rutland and Noyan..... | 3'39 | | | | | 3'39 |
| 74 | Salisbury and Albert..... | 45'06 | | | | | 45'00 |
| 75 | Schomberg and Aurora..... | 14'40 | | | | | 14'40 |
| 76 | Stanstead, Shefford and Chambly..... | 43'00 | | | | | 43'00 |
| 77 | St. Clair Tunnel..... | 1'13 | | | | | 1'13 |
| 78 | St. Lawrence and Adirondack..... | 32'82 | | | 13'30 | | 55'04 |
| 79 | St. Martins..... | 30'00 | | | | | 30'00 |
| 80 | Sydney and Louisburg (Dominion Coal Co.)..... | 39'17 | 25'65 | 1'09 | 1'20 | | 67'11 |
| 81 | Temiscouata..... | 113'00 | | | | | 113'00 |
| 82 | Temiskaming and Northern Ontario. | 252'80 | 49'48 | | | | 302'28 |
| 83 | Thousand Islands..... | 6'08 | 0'25 | | | | 6'33 |
| 84 | Toronto, Hamilton and Buffalo..... | 79'88 | 0'27 | | | 4'36 | 84'51 |
| 85 | Vancouver Copper Co's Railway..... | 12'00 | | | | | 12'00 |
| 86 | Vancouver, Victoria and Eastern..... | 231'56 | | | | 1'48 | 233'04 |
| 87 | Victoria and Sidney and Terminal Railway..... | 16'96 | | | | | 16'96 |
| 88 | Wellington Colliery Co's Railway..... | 10'75 | | | | | 10'75 |
| 89 | York and Carleton..... | 10'50 | | | | | 10'50 |
| | Final totals..... | 14,423'71 | 7,121'50 | 2,661'39 | 1,924'91 | 595'72 | 27,190'22 |

SESSIONAL PAPER No. 20b

Year ended June 30, 1912—All Tracks.

| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
|---------------|-----------|------------------------------------|---------------------|----------------------------|---------------------------------------|-------------------------|--------|----------|---------|
| SECOND TRACK. | | | | | | | | | |
| Rails. | | Line Represented by Capital Stock. | | Line operated under lease. | Line operated under track-age rights. | Total mileage operated. | Rails. | | Number. |
| Iron. | Steel. | Main Line. | Branches and spurs. | | | | Iron. | Steel. | |
| ..... | 32 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 54 |
| ..... | 10 85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 55 |
| ..... | 27 06 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 56 |
| ..... | 55 42 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 57 |
| ..... | 58 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 58 |
| ..... | 36 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 59 |
| ..... | 23 73 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 60 |
| ..... | 8 63 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 61 |
| ..... | 5 50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 62 |
| | | | | | | | | | |
| ..... | 56 90 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 63 |
| ..... | 6 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 64 |
| ..... | 4 25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 65 |
| ..... | 5 10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 66 |
| | | | | | | | | | |
| ..... | 253 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 67 |
| ..... | 100 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 68 |
| ..... | 27 50 | 9 50 | ..... | ..... | ..... | 9 50 | ..... | 9 50 | 69 |
| ..... | 286 50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 70 |
| ..... | 191 91 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 71 |
| ..... | 9 59 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 72 |
| ..... | 3 39 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 73 |
| ..... | 45 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 74 |
| ..... | 14 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 75 |
| ..... | 43 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 76 |
| ..... | 1 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 77 |
| ..... | 46 12 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 78 |
| ..... | 30 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 79 |
| | | | | | | | | | |
| ..... | 67 11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 80 |
| ..... | 113 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 81 |
| ..... | 302 28 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 82 |
| ..... | 6 33 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 83 |
| ..... | 80 15 | 3 89 | 0 27 | ..... | 0 38 | 4 54 | ..... | 4 16 | 84 |
| ..... | 12 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 85 |
| ..... | 231 56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 86 |
| | | | | | | | | | |
| ..... | 16 96 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 87 |
| ..... | 10 75 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 88 |
| ..... | 10 50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 89 |
| 9 24 | 26,717 99 | 1,539 56 | 19 23 | 193 70 | 39 75 | 1,792 24 | ..... | 1,752 49 | ..... |

3 GEORGE V., A. 1913

TABLE 2.—SUMMARY of Mileage Operated for the Year

| Number. | 32 | 43 | 44 | 46 | 48 | 49 | 51 | 52 |
|---------|---|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|--------|----------|
| | YARD TRACK AND SIDINGS. | | | | | | | |
| | Name of Railway. | Line represented by Capital Stock. | | Line operated under lease. | Line operated under trackage rights. | Total Mileage operated. | Rails. | |
| | | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| 1 | Alberta Ry. & Irrigation Co. (now in C.P.Ry.) | 11 59 | | | | 11 59 | | 11 59 |
| 2 | Algoma Central and Hudson Bay | 24 71 | 5 95 | | | 30 66 | | 30 66 |
| 3 | Algoma Eastern | 4 80 | 2 92 | | | 7 72 | | 7 72 |
| 4 | Atlantic, Quebec and Western | | | | | | | |
| 5 | Bay of Quinté | 11 30 | 4 00 | | | 15 30 | | 15 30 |
| 6 | Bedlington and Nelson | 1 28 | | | | 1 28 | | 1 28 |
| 7 | Bessemer and Barry's Bay | | | | | | | |
| 8 | Brandon, Saskatchewan and Hudson Bay | 10 25 | | | | 10 25 | | 10 25 |
| 9 | British Yukon | | | | | | | |
| 10 | Brockville, Westport and North Western | 2 00 | | | | 2 00 | | 2 00 |
| 11 | Bruce Mines and Algoma | | | | | | | |
| 12 | Canada Southern | 170 27 | 44 56 | | | 214 83 | | 214 83 |
| 13 | Canadian Govt. Railways:— | | | | | | | |
| 13 | Intercolonial | 391 43 | | | | 391 43 | | 391 43 |
| 14 | Prince Edward Island | 11 15 | 9 10 | | | 20 25 | 58 | 19 67 |
| 15 | Canadian Northern | 153 94 | 310 06 | 47 04 | | 511 04 | | 511 04 |
| 16 | Canadian Northern (Ontario) | 38 55 | 7 66 | | | 46 21 | | 46 21 |
| 17 | Canadian Northern (Quebec) | 18 20 | 38 23 | | | 56 43 | | 56 43 |
| 18 | Canadian Pacific | 2,911 10 | | | | 2,911 10 | | 2,911 10 |
| 19 | Carillon and Grenville | | | | | | | |
| 20 | Cape Breton | | | | | | | |
| 21 | Caraquet | 3 50 | | | | 3 50 | | 3 50 |
| 22 | Central Ontario | 15 50 | | 50 | | 16 00 | | 16 00 |
| 23 | Crow's Nest Southern | 13 36 | | | | 13 36 | | 13 36 |
| 24 | Cumberland Ry. & Coal Co. | 16 00 | | | | 16 00 | | 16 00 |
| 25 | Dominion Atlantic | 15 17 | 13 44 | 6 93 | | 35 54 | 8 78 | 26 76 |
| 26 | Eastern B. C. | | | | | | | |
| 27 | Elgin and Havelock | | | | | | | |
| 28 | Esquimalt and Nanaimo | | | | | | | |
| 29 | Essex Terminal | | | | | | | |
| 30 | Grand Trunk | 1,146 68 | | | | 1,146 68 | | 1,146 68 |
| 31 | Grand Trunk (Canada Atlantic) | 104 78 | | 5 29 | | 110 07 | | 110 07 |
| 32 | *Grand Trunk Pacific | | | | | | | |
| 33 | Halifax and South Western | 12 31 | 9 71 | | | 22 02 | | 22 02 |
| 34 | Hereford | 8 39 | | | | 8 39 | 0 12 | 8 27 |
| 35 | Inverness Railway & Coal Co. | 7 80 | | | | 7 80 | | 7 80 |
| 36 | International of New Brunswick | 5 00 | | | | 5 00 | | 5 00 |
| 37 | Irondale, Bancroft and Ottawa | 1 00 | | | | 1 00 | | 1 00 |
| 38 | Kaslo and Slocan | | | | | | | |
| 39 | Kent Northern | | | | | | | |
| 40 | Kettle Valley | 1 49 | | | | 1 49 | | 1 49 |
| 41 | Kingston and Pembroke | 24 00 | | | | 24 00 | 24 00 | |
| 42 | Klondike Mines | 2 00 | | | | 2 00 | | 2 00 |
| 43 | Lake Erie and Detroit River (Père Marquette) | 69 58 | | | 23 03 | 92 61 | | 69 58 |
| 44 | London and Port Stanley | 10 13 | | | | 10 13 | | 10 13 |
| 45 | Lotbinière and Mégantic | 3 00 | | | | 3 00 | | 3 00 |
| 46 | Maganetawan River | | | | | | | |
| 47 | Manitoba Great Northern | 8 88 | | | | 8 88 | | 8 88 |
| 48 | Maritime Railway, Coal & Power Co. | 3 00 | | | | 3 00 | | 3 00 |
| 49 | Massawippi Valley | 9 13 | | | | 9 13 | | 9 13 |
| 50 | Midland of Manitoba | 6 02 | | | | 6 02 | | 6 02 |
| 51 | Montreal and Atlantic | 37 20 | | | | 37 20 | | 37 20 |
| 52 | Montreal and Province Line | 2 50 | | | | 2 50 | | 2 50 |
| 53 | Montreal and Vermont Junction | 2 00 | | | | 2 00 | | 2 00 |
| 54 | Moncton and Buctouche | 2 00 | | | | 2 00 | | 2 00 |

*Under Construction—1448 37 track laid.

SESSIONAL PAPER No. 20b

ending June 30, 1912.—All Tracks.

| 53 | 54 | 55 | 56 | 57 | 58 | 59 | 61 | 62 | |
|---------------------------------------|------------------------|--------------------------------------|----------------------------------|---|--|-------------------------------|--------|-----------|---------|
| TOTAL MILEAGE OPERATED—ALL TRACKS. | | | | | | | | | |
| Line represented by Capital Stock. | | Line of Proprietary Companies. | Line operated under lease. | Line operated under contract, &c. | Line operated under trackage rights. | Total Mileage operated. | Rails. | | Number. |
| Main line. | Branches and spurs. | | | | | | Iron. | Steel. | |
| 122 88 | 53 | | | | 1 60 | 125 01 | | 123 41 | 1 |
| 135 75 | 29 29 | | | | | 165 04 | | 165 04 | 2 |
| 27 50 | 2 92 | | | | 3 25 | 33 67 | | 30 42 | 3 |
| 52 25 | | | | | 1 75 | 54 00 | | 52 25 | 4 |
| 89 30 | 15 39 | | | | 19 00 | 123 69 | | 104 69 | 5 |
| 16 58 | | | | | 8 67 | 25 25 | | 16 58 | 6 |
| 5 00 | | | | | | 5 00 | | 5 00 | 7 |
| 79 70 | | | | | | 79 70 | | 79 70 | 8 |
| 85 80 | 15 32 | | | | | 101 12 | | 101 12 | 9 |
| 47 00 | | | | | | 47 00 | | 47 00 | 10 |
| 17 28 | | | | | | 17 28 | | 17 28 | 11 |
| 622 63 | 215 28 | | | | 18 53 | 856 44 | | 837 91 | 12 |
| 1,843 84 | 37 18 | | | | 77 90 | 1,958 92 | | 1,881 02 | 13 |
| 162 05 | 127 53 | | | | | 289 58 | 58 | 289 00 | 14 |
| 1,294 44 | 2,841 78 | | 397 72 | 250 02 | | 4,783 96 | | 4,783 96 | 15 |
| 496 05 | 42 51 | | | | 3 80 | 542 36 | | 538 56 | 16 |
| 262 12 | 164 38 | | | | 58 60 | 485 10 | | 426 50 | 17 |
| 6,374 60 | 3,588 20 | 2,660 30 | 1,570 20 | 184 40 | 37 30 | 14,415 00 | | 14,377 70 | 18 |
| 13 00 | | | | | | 13 00 | | 13 00 | 19 |
| 31 00 | | | | | | 31 00 | | 31 00 | 20 |
| 71 50 | | | 16 78 | | | 83 28 | | 88 28 | 21 |
| 155 63 | | | 10 10 | | | 165 73 | | 165 73 | 22 |
| 87 54 | | | | | | 87 54 | | 87 54 | 23 |
| 48 00 | | | | | | 48 00 | | 48 00 | 24 |
| 185 95 | 90 20 | | 38 40 | | 14 42 | 328 97 | 11 62 | 302 93 | 25 |
| 14 00 | 2 00 | | | | | 16 00 | | 16 00 | 26 |
| 28 00 | | | | | | 28 00 | | 28 00 | 27 |
| 78 00 | | | | | | 78 00 | | 78 00 | 28 |
| 8 50 | 1 50 | | | | | 10 00 | | 10 00 | 29 |
| 4,796 10 | | | | 161 30 | 13 94 | 4,971 34 | | 4,957 40 | 30 |
| 502 07 | | | 65 14 | | | 567 21 | | 567 21 | 31 |
| 258 91 | 141 43 | | | | 2 30 | 402 64 | | 400 34 | 32 |
| 60 57 | | | | | | 60 57 | 0 12 | 60 45 | 33 |
| 68 71 | | | | | | 68 71 | | 68 71 | 34 |
| 117 00 | | | | | | 117 00 | | 117 00 | 35 |
| 52 00 | | | | | | 52 00 | | 52 00 | 36 |
| 23 37 | | | | | | 23 37 | | 23 37 | 37 |
| 27 00 | | | | | | 27 00 | | 27 00 | 38 |
| 23 69 | | | | | | 23 69 | | 23 69 | 39 |
| 127 40 | 6 40 | | | | | 133 80 | 30 40 | 103 40 | 40 |
| 33 81 | | | | | | 33 81 | | 33 81 | 41 |
| 268 39 | | | | | 159 81 | 428 20 | | 268 39 | 42 |
| 33 79 | | | | | | 33 79 | | 33 79 | 43 |
| 33 06 | | | | | | 33 06 | | 33 06 | 44 |
| 1 91 | | | | | | 1 91 | | 1 91 | 45 |
| 100 65 | | | | | 0 99 | 101 64 | | 100 65 | 46 |
| 15 00 | 3 00 | | | | | 18 00 | | 18 00 | 47 |
| 44 59 | | | | | 2 95 | 47 54 | | 44 59 | 48 |
| 12 07 | | | | | 69 02 | 81 09 | | 12 07 | 49 |
| 146 50 | | | 60 50 | | | 207 00 | | 207 00 | 50 |
| 52 50 | 8 60 | | | | | 61 10 | | 61 10 | 51 |
| 25 60 | | | | | | 25 60 | | 25 60 | 52 |
| 34 00 | | | | | | 34 00 | | 34 00 | 53 |

3 GEORGE V., A. 1913

TABLE 2.—SUMMARY of Mileage Operated for the Year

| Number. | 32 | 43 | 44 | 46 | 48 | 49 | 51 | 52 |
|---------|---|------------------------------------|---------------------|----------------------------|--------------------------------------|-------------------------|--------|----------|
| | Name of Railway. | YARD TRACK AND SIDINGS. | | | | | | |
| | | Line represented by Capital Stock. | | Line operated under lease. | Line operated under trackage rights. | Total Mileage operated. | Rails. | |
| | | Main line. | Branches and spurs. | | | | Iron. | Steel. |
| 55 | Morrissey, Fernie and Michel..... | | | | | | | |
| 56 | Napierville Junction..... | 3 36 | | | | 3 36 | | 3 36 |
| 57 | Nelson and Fort Sheppard..... | 2 89 | | | | 2 89 | | 2 89 |
| 58 | New Brunswick Coal & Railway Co. | 7 00 | | | | 7 00 | | 7 00 |
| 59 | New Brunswick and P. E. Island..... | 1 60 | | | | 1 60 | | 1 60 |
| 60 | New Westminster Southern..... | 1 12 | | | | 1 12 | | 1 12 |
| 61 | North Shore..... | 1 37 | | | | 1 37 | | 1 37 |
| 62 | Nosbonsing and Nipissing..... | | | | | | | |
| | Nova Scotia Steel & Coal Co., now Inter-colonial Railway..... | | | | | | | |
| 63 | Ottawa and New York..... | 7 53 | | | | 7 53 | | 7 53 |
| 64 | Phillipsburg Railway & Quarry Co. | | | | | | | |
| 65 | Pontiac and Renfrew..... | | | | | | | |
| 66 | Princeton Branch of Washington Co. R'ly | | | | | | | |
| 67 | Quebec Central..... | | | | | | | |
| 68 | Quebec Oriental..... | | | | | | | |
| 69 | Quebec Railway, Light & Power Co..... | 6 50 | | | | 6 50 | | 6 50 |
| 70 | Quebec and Lake St. John..... | 36 21 | 3 66 | | | 39 87 | | 39 87 |
| 71 | Quebec, Montreal and Southern..... | 23 15 | 3 09 | | | 26 24 | | 26 24 |
| 72 | Red Mountain..... | 3 68 | | | | 3 68 | | 3 68 |
| 73 | Rutland and Noyan..... | 0 77 | | | | 0 77 | | 0 77 |
| 74 | Salisbury and Albert..... | 5 00 | | | | 5 00 | 3 00 | 2 00 |
| 75 | Schomberg and Aurora..... | | | | | | | |
| 76 | Stanstead, Shefford and Chambly..... | 3 43 | | | | 3 43 | | 3 43 |
| 77 | St. Clair Tunnel..... | | | | | | | |
| 78 | St. Lawrence and Adirondack..... | 5 36 | | 3 22 | | 8 58 | | 8 58 |
| 79 | St. Martins..... | | | | | | | |
| 80 | Sydney & Louisburg (Dominion Coal Co.) .. | | 47 70 | | | 47 70 | | 47 70 |
| 81 | Temiscouata..... | 5 86 | 2 74 | | 0 25 | 8 85 | | 8 60 |
| 82 | Temiskaming and Northern Ontario..... | 83 82 | 7 21 | | | 91 03 | | 91 03 |
| 83 | Thousand Islands..... | 1 00 | | | | 1 00 | | 1 00 |
| 84 | Toronto, Hamilton and Buffalo..... | 42 39 | | | | 42 39 | | 42 39 |
| 85 | Vancouver Copper Co..... | | | | | | | |
| 86 | Vancouver, Victoria and Eastern..... | 40 99 | | | | 40 99 | | 40 99 |
| 87 | Victoria and Sidney and Terminal R'ly.. | 1 89 | | | | 1 89 | | 1 89 |
| 88 | Wellington Colliery Co..... | | | | | | | |
| 89 | York and Carleton..... | | | | | | | |
| | Final totals..... | 5,575 91 | 510 03 | 62 98 | 23 28 | 6,172 20 | 36 48 | 6,112 44 |

SESSIONAL PAPER No. 20b

ending June 30, 1912.—All Tracks—*Continued.*

| 53 | 54 | 55 | 56 | 57 | 58 | 59 | 61 | 62 | |
|---------------------------------------|------------------------|--------------------------------------|----------------------------------|---|--|-------------------------------|--------|-----------|---------|
| TOTAL MILEAGE OPERATED—ALL TRACKS. | | | | | | | | | |
| Line represented by Capital Stock. | | Line of Proprietary Companies. | Line operated under lease. | Line operated under contract, &c. | Line operated under trackage rights. | Total Mileage operated. | Rails. | | Number. |
| Main line. | Branches and spurs. | | | | | | Iron. | Steel. | |
| 5·82 | | | 5·03 | | | 10·85 | | 10·85 | 55 |
| 30·42 | | | | | | 30·42 | | 30·42 | 56 |
| 58·31 | | | | | 5·42 | 63·73 | | 58·31 | 57 |
| 65·00 | | | | | | 65·00 | | 65·00 | 58 |
| 37·60 | | | | | | 37·60 | | 37·60 | 59 |
| 24·85 | | | | | 1·48 | 26·33 | | 24·85 | 60 |
| 7·50 | 2·50 | | | | | 10·00 | | 10·00 | 61 |
| | | | | | | 5·50 | | 5·50 | 62 |
| 64·43 | | | | | 1·90 | 66·33 | | 64·43 | 63 |
| 6·00 | | | | | | 6·00 | | 6·00 | 64 |
| 4·25 | | | | | | 4·25 | | 4·25 | 65 |
| 5·10 | | | | | | 5·10 | | 5·10 | 66 |
| 138·00 | 115·00 | | | | 5·00 | 258·00 | | 253·00 | 67 |
| 100·00 | | | | | | 100·00 | | 100·00 | 68 |
| 43·50 | | | | | 3·00 | 46·50 | | 43·50 | 69 |
| 263·21 | 63·16 | | | | | 326·37 | | 326·37 | 70 |
| 215·06 | 3·09 | | | | | 218·15 | | 218·15 | 71 |
| 13·27 | | | | | | 13·27 | | 13·27 | 72 |
| 4·16 | | | | | | 4·16 | | 4·16 | 73 |
| 50·00 | | | | | | 50·00 | 3·00 | 47·00 | 74 |
| 14·40 | | | | | | 14·40 | | 14·40 | 75 |
| 46·43 | | | | | | 46·43 | | 46·43 | 76 |
| 1·13 | | | | | | 1·13 | | 1·13 | 77 |
| 38·18 | | | 16·52 | | 8·92 | 63·62 | | 54·76 | 78 |
| 30·00 | | | | | | 30·00 | | 30·00 | 79 |
| 39·17 | 73·35 | 1·09 | 1·20 | | | 114·81 | | 114·81 | 80 |
| 118·86 | 2·74 | | | | 0·25 | 121·85 | | 121·60 | 81 |
| 336·62 | 56·69 | | | | | 393·31 | | 393·31 | 82 |
| 7·08 | 0·25 | | | | | 7·33 | | 7·33 | 83 |
| 126·16 | 0·54 | | | | 4·74 | 131·44 | | 126·70 | 84 |
| 12·00 | | | | | | 12·00 | | 12·00 | 85 |
| 272·55 | | | | | 1·48 | 274·03 | | 272·55 | 86 |
| 18·85 | | | | | | 18·85 | | 18·85 | 87 |
| 10·75 | | | | | | 10·75 | | 10·75 | 88 |
| 10·50 | | | | | | 10·50 | | 10·50 | 89 |
| 21,539·18 | 7,650·76 | 2,661·39 | 2,181·59 | 595·72 | 526·02 | 35,154·66 | 45·72 | 34,582·92 | |

3 GEORGE V., A. 1913

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1912.

NOVA SCOTIA.

| Number. | Name of Railway. | Mileage owned in NOVA SCOTIA. on June 30. | | Increase. | Decrease. |
|---------|---|---|----------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | Canadian Government Railway—Intercolonial | 494·13 | 481·61 | 12·52 | |
| 2 | Cape Breton | 31·00 | 31·00 | | |
| 3 | Cumberland Railway & Coal Company. | 32·00 | 32·00 | | |
| 4 | Dominion Atlantic, and | 247·54 | 247·40 | ·14 | |
| 5 | Windsor Branch of Intercolonial. | 31·47 | 31·47 | | |
| 6 | Halifax and South Western. | 378·32 | 377·87 | ·45 | |
| 7 | Inverness Railway and Coal Company. | 60·91 | 60·91 | | |
| 8 | Maritime Railway Coal & Power Company. | 15·00 | 15·00 | | |
| 9 | Nova Scotia Steel & Coal Co's. R'y., now I.C.R. | | 12·50 | | 12·50 |
| 10 | Sydney & Louisburg, (Dominion Coal Co. | 67·11 | 64·06 | 3·05 | |
| | Total | 1,357·48 | 1,353·82 | 16·16 | 12·50 |

PRINCE EDWARD ISLAND.

| Number. | Name of Railway. | Mileage owned in PRINCE EDWARD ISLAND, on June 30. | | Increase. | Decrease. |
|---------|--|---|--------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | Canadian Government R'y.—Prince Edward Island. | 269·33 | 269·33 | | |
| | Total. | 269·35 | 269·33 | | |

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TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1912—*Continued.*

NEW BRUNSWICK.

| Number. | Name of Railway. | Mileage owned in NEW BRUNSWICK on June 30. | | Increase. | Decrease. |
|---------|--|--|----------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | Canadian Government Railway—Intercolonial..... | 504·69 | 504·69 | | |
| 2 | Canadian Pacific..... | 519·40 | 519·40 | | |
| 3 | Caraquet, and..... | 68·00 | 68·00 | | |
| 4 | Gulf Shore..... | 16·78 | 16·78 | | |
| 5 | Elgin and Havelock..... | 28·00 | 28·00 | | |
| 6 | International of New Brunswick..... | 112·00 | 113·50 | ..... | *1·50 |
| 7 | Kent Northern..... | 27·00 | 27·00 | | |
| 8 | Moncton and Buctouche..... | 32·00 | 34·00 | ..... | *2·00 |
| 9 | New Brunswick Coal and Railway Company..... | 58·00 | 58·00 | | |
| 10 | New Brunswick and Prince Edward Island..... | 36·00 | 36·00 | | |
| 11 | North Shore..... | 8·63 | 8·63 | | |
| 12 | Princeton Branch of Wash'n. Co. Ry. (U.S.). | 5·10 | 5·10 | | |
| 13 | Salisbury and Albert..... | 45·00 | 45·00 | | |
| 14 | St. Martins..... | 30·00 | 30·00 | | |
| 15 | Temiscouata..... | 44·00 | 44·00 | | |
| 16 | York and Carleton..... | 10·50 | 10·50 | | |
| | Total..... | 1,545·10 | 1,548·60 | ..... | 3·50 |

*Yard track, sidings.

3 GEORGE V., A. 1913

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces, for the Year ending June 30, 1912—*Continued.*

QUEBEC.

| Number. | Name of Railway. | Mileage owned in QUEBEC on June 30. | | Increase. | Decrease. |
|---------|---|---|----------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | Atlantic, Quebec and Western..... | 52 25 | 52 25 | | |
| 2 | Canadian Government Railway: Intercolonial..... | 464 07 | 464 07 | | |
| 3 | Canadian Pacific..... | 1,063 00 | 1,063 00 | | |
| 4 | Canadian Northern Quebec..... | 369 27 | 368 81 | .46 | |
| 5 | Carillon and Grenville | 13 00 | 13 00 | | |
| 6 | Grand Trunk..... | 437 92 | 437 92 | | |
| 7 | Grand Trunk (Canada Atlantic) | 66 38 | 66 38 | | |
| 8 | Hereford.. .. | 52 18 | 52 18 | | |
| 9 | Lotbinière and Megantic..... | 30 00 | 30 00 | | |
| 10 | Massawippi Valley..... | 35 46 | 35 46 | | |
| 11 | Montreal and Atlantic..... | 163 40 | 163 40 | | |
| 12 | Montreal and Province Line. | 58 60 | 58 60 | | |
| 13 | Montreal and Vermont Junction | 23 60 | 23 60 | | |
| 14 | Napierville Junction..... | 27 06 | 27 06 | | |
| 15 | Phillipsburg Railway and Quarry Co. | 6 00 | 6 00 | | |
| 16 | Quebec Oriental | 100 00 | 100 00 | | |
| 17 | Quebec Central..... | 253 00 | 253 00 | | |
| 18 | Quebec and Lake St. John | 286 50 | 286 50 | | |
| 19 | Quebec Railway Light and Power Co..... | 27 50 | 27 00 | .50 | |
| 20 | Quebec, Montreal and Southern.. .. | 191 91 | 191 91 | | |
| 21 | Rutland & Noyan..... | 3 39 | 3 39 | | |
| 22 | Stanstead, Shefford and Chambly | 43 00 | 43 00 | | |
| 23 | St. Lawrence and Adirondack..... | 46 12 | 46 12 | | |
| 24 | Temiscouata..... | 69 00 | 69 00 | | |
| | Total | 3,882 61 | 3,881 65 | .96 | |

SESSIONAL PAPER No. 20b

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Province for the Year ending June 30, 1912—*Continued*

ONTARIO.

| Number. | Name of Railway. | Mileage owned in ONTARIO, on June 30. | | Increase. | Decrease. |
|---------|---|---|----------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | Algoma Central and Hudson Bay..... | 134·38 | 89·64 | 44·74 | |
| 2 | Algoma Eastern..... | 22·70 | 22·70 | | |
| 3 | Bay of Quinté..... | 89·39 | 89·39 | | |
| 4 | Bessemer and Barry's Bay..... | 5·00 | 5·00 | | |
| 5 | Brockville, Westport and North Western..... | 45·00 | 45·00 | | |
| 6 | Bruce Mines and Algoma..... | 17·28 | 17·28 | | |
| 7 | Canada Southern..... | 380·04 | 380·04 | | |
| 8 | Canadian Northern..... | 401·10 | 398·20 | 2·90 | |
| 9 | Canadian Northern Ontario..... | 492·35 | 342·90 | 149·45 | |
| 10 | Canadian Pacific..... | 2,886·60 | 2,886·30 | ·30 | |
| 11 | Central Ontario, and..... | 140·13 | 140·13 | | |
| 12 | Marmora Railway and Mining Co..... | 9·60 | 9·60 | | |
| 12a | Essex Terminal..... | 10·00 | | 10·00 | |
| 13 | Grand Trunk..... | 2,665·99 | 2,657·04 | 8·95 | |
| 14 | Grand Trunk (Canada Atlantic)..... | 389·88 | 389·88 | | |
| 15 | Irondale, Bancroft and Ottawa..... | 51·00 | 51·00 | | |
| 16 | Kingston and Pembroke..... | 109·80 | 109·80 | | |
| 17 | Lake Erie and Detroit River (Père Marquette)..... | 198·81 | 198·81 | | |
| 18 | London and Port Stanley..... | 23·66 | 23·66 | | |
| 19 | Magametawan River..... | 1·91 | 1·91 | | |
| 20 | Nosbonsing and Nipissing..... | 5·50 | 5·50 | | |
| 21 | Ottawa and New York..... | 56·90 | 56·90 | | |
| 22 | Pontiac and Renfrew..... | 4·25 | 4·25 | | |
| 23 | Schomberg and Aurora..... | 14·40 | 14·40 | | |
| 24 | St. Clair Tunnel..... | 1·13 | 1·13 | | |
| 25 | Temiskaming and Northern Ontario..... | 302·28 | 294·78 | 7·50 | |
| 26 | Thousand Islands..... | 6·33 | 6·33 | | |
| 27 | Toronto, Hamilton and Buffalo..... | 80·15 | 80·15 | | |
| | Total..... | 8,545·56 | 8,321·72 | 223·84 | |

3 GEORGE V., A. 1913

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces, for the Year ending June 30, 1912—*Continued.*

MANITOBA.

| Number. | Name of Railway. | Mileage owned in MANITOBA on June 30. | | Increase. | Decrease. |
|---------|---|---|----------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | Brandon, Saskatchewan and Hudson Bay..... | 69·45 | 69·45 | | |
| 2 | Canadian Northern..... | 1,758·25 | 1,747·06 | 11·19 | |
| 3 | Canadian Pacific..... | 1,594·90 | 1,537·90 | 37·00 | |
| 4 | Midland of Manitoba..... | 6·05 | | 6·05 | |
| 5 | Manitoba Great Northern..... | 91·77 | 91·77 | | |
| | Total..... | 3,520·42 | 3,466·18 | 54·24 | |

SASKATCHEWAN.

| Number. | Name of Railway. | Mileage owned in SASKATCHEWAN on June 30. | | Increase. | Decrease. |
|---------|------------------------|---|----------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | Canadian Northern..... | 1,718·75 | 1,321·02 | 397·73 | |
| 2 | Canadian Pacific..... | 2,035·10 | 1,799·70 | 235·40 | |
| | Total..... | 3,753·85 | 3,120·72 | 633·13 | |

ALBERTA.

| Number. | Name of Railway. | Mileage owned in ALBERTA on June 30. | | Increase. | Decrease. |
|---------|--|--|----------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | Alberta Railway and Irrigation Co..... | 111·82 | 111·82 | | |
| 2 | Canadian Northern..... | 394·82 | 221·42 | 173·40 | |
| 3 | Canadian Pacific..... | 1,390·00 | 1,161·00 | 229·00 | |
| | Total..... | 1,896·64 | 1,494·24 | 402·40 | |

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TABLE 3—SUMMARY of Single-track Railway Mileage owned in Provinces, for the Year ending June 30, 1912—*Concluded*.

BRITISH COLUMBIA.

| Number. | Name of Railway. | Mileage owned in BRITISH COLUMBIA. on June 30. | | Increase. | Decrease. |
|---------|---------------------------------------|--|----------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | Bedlington & Nelson..... | 15.30 | 15.30 | | |
| 2 | British Yukon..... | 31.22 | 31.22 | | |
| 3 | Canadian Pacific..... | 1,223.40 | 1,223.00 | .40 | |
| 4 | Crow's Nest Southern..... | 74.18 | 74.18 | | |
| 5 | Eastern British Columbia..... | 16.00 | 16.00 | | |
| 6 | Esquimalt & Nanaimo..... | 78.00 | 78.00 | | |
| 7 | Kaslo & Slocan..... | 23.37 | 23.37 | | |
| 8 | Kettle Valley..... | 22.20 | 22.20 | | |
| 9 | Morrissey, Fernie & Michel..... | 10.85 | 10.85 | | |
| 10 | Nelson & Fort Sheppard..... | 55.42 | 55.42 | | |
| 11 | New Westminster Southern..... | 23.73 | 23.73 | | |
| 12 | Red Mountain..... | 9.59 | 9.59 | | |
| 13 | Vancouver Copper Co's Ry..... | 12.00 | 12.00 | | |
| 14 | Vancouver, Victoria & Eastern..... | 231.56 | 219.40 | 12.16 | |
| 15 | Victoria & Sydney..... | 15.97 | 15.97 | | |
| 16 | Victoria Terminal Ry. & Ferry Co..... | .99 | .91 | .08 | |
| 17 | Wellington Colliery Co's Ry..... | 10.75 | 10.75 | | |
| | Total..... | 1,854.53 | 1,841.89 | 12.64 | |

YUKON TERRITORY.

| Number. | Name of Railway. | Mileage owned in YUKON TERRITORY. on June 30. | | Increase. | Decrease. |
|---------|---------------------|---|--------|-----------|-----------|
| | | 1912. | 1911. | | |
| 1 | British Yukon..... | 69.90 | 69.90 | | |
| 2 | Klondike Mines..... | 31.81 | 31.81 | | |
| | Total..... | 101.71 | 101.71 | | |

3 GEORGE V., A. 1913

TABLE 4.—Amount of Railway Capital at the

| Number. | 1 | 2 | 3 | 4 | 5 | 6 |
|---------|---|-----------------------------|--------------------------------|---|---|--------------------------------|
| | Name of Railway. | Stocks. | | | Funded | |
| | | Amount Out- standing. | Amount per Mile of Line. | Proportion to Total Railway Capital. | Amount Out- standing. Cols. 8+9+10+11 | Amount per Mile of Line. |
| | | | | 100 × Col. 2. Col. 12. | | |
| | | \$ | \$ | p. c. | \$ | \$ |
| 1 | Alberta Ry. and Irrigation Co.... | 1,223,500 | 10,924 | 100·00 | ..... | ..... |
| 2 | Algoma Central and Hudson Bay.. | 10,000,000 | 28,993 | 49·00 | 10,080,000 | 29,225 |
| 3 | Algoma Eastern..... | 2,800,000 | 123,348 | 52·83 | 2,500,000 | 110,132 |
| 4 | Atlantic, Quebec and Western .. | 1,967,700 | 37,659 | 43·70 | 2,535,580 | 48,528 |
| 5 | Bay of Quinté..... | 1,395,000 | 14,940 | 62·70 | 830,000 | 8,888 |
| 6 | Bedlington and Nelson..... | 1,000,000 | 65,359 | 100·00 | ..... | ..... |
| 7 | Brandon, Sask. and Hudson Bay.. | 2,150,000 | 30,958 | 100·00 | ..... | ..... |
| 8 | *Brandon Transfer..... | 12,600 | ..... | 100·00 | ..... | ..... |
| 9 | British Yukon..... | 2,934,119 | 29,016 | 58·92 | 2,044,760 | 20,221 |
| 10 | Brockville, Westport and North Western, (now Can. Northern)..... | ..... | ..... | ..... | ..... | ..... |
| 11 | Bruce Mines and Algoma..... | 99,000 | 5,729 | 33·79 | 194,000 | 11,226 |
| 12 | Canada Southern..... | 15,000,000 | 39,470 | 42·70 | 20,130,000 | 52,968 |
| 13 | Canadian Govt. Ry's.— | ..... | ..... | ..... | ..... | ..... |
| 14 | Intercolonial..... | ..... | ..... | ..... | ..... | ..... |
| 15 | Prince Edward Island..... | ..... | ..... | ..... | ..... | ..... |
| 16 | Canadian Northern..... | 70,000,000 | 14,605 | 34·90 | 130,073,397 | 27,138 |
| 17 | Canadian Northern Ontario..... | 250,000 | 508 | 2·00 | 12,311,000 | 25,004 |
| 18 | Canadian Northern Quebec..... | 9,550,000 | 25,862 | 52·26 | 8,725,511 | 23,629 |
| 19 | Canadian Pacific..... | 246,695,097 | 26,538 | 56·04 | 193,512,340 | 20,816 |
| 20 | Montreal and Western..... | 5,000 | 75 | 100·00 | ..... | ..... |
| 21 | Leased— | ..... | ..... | ..... | ..... | ..... |
| 22 | Atlantic and North West..... | 3,416,000 | 9,877 | 33·52 | 6,775,066 | 19,586 |
| 23 | British Columbia Southern.... | 172,200 | 821 | 12·78 | 1,175,000 | 5,600 |
| 24 | Calgary and Edmonton..... | 1,000,000 | 2,270 | 10·90 | 8,158,894 | 18,548 |
| 25 | Cap de la Madeleine..... | 20,000 | 8,571 | 100·00 | ..... | ..... |
| 26 | Columbia and Kootenay..... | 250,000 | 4,166 | 16·30 | 1,277,500 | 21,291 |
| 27 | Columbia and Western..... | 1,000,000 | 6,365 | 14·94 | 5,691,000 | 36,225 |
| 28 | Fredericton..... | 319,280 | 14,447 | 76·17 | 100,000 | 4,525 |
| 29 | Great North West Central.... | 500,000 | 4,504 | 27·26 | 1,375,000 | 12,387 |
| 30 | Guelph and Goderich..... | 125,000 | 1,564 | 4·92 | 2,415,000 | 30,225 |
| 31 | Guelph Junction..... | 21,000 | 1,354 | 10·82 | 173,000 | 11,161 |
| 32 | Kootenay and Arrow Head.... | 1,000,000 | 30,120 | 56·18 | 780,000 | 23,494 |
| 33 | Lindsay, Bobcaygeon and Pon- typool..... | 200,000 | 5,168 | 100·00 | ..... | ..... |
| 34 | Manitoba North Western..... | 6,872,814 | 20,108 | 55·60 | 5,489,153 | 16,059 |
| 35 | Manitoba South West Coloni- zation..... | 700,000 | 3,256 | 21·04 | 2,616,000 | 12,167 |
| 36 | Montreal and Lake Maskinonge | 25,000 | 2,272 | 20·00 | 100,000 | 9,090 |
| 37 | Montreal and Ottawa..... | 227,200 | 2,430 | 12·20 | 1,636,250 | 17,500 |
| 38 | Nakusp and Slocan..... | 300,000 | 8,219 | 31·67 | 647,074 | 17,728 |
| 39 | New Brunswick..... | 4,780,800 | 10,858 | 37·93 | 7,821,127 | 17,763 |
| 40 | New Brunswick and Canada .. | 2,179,867 | 18,318 | 92·77 | 170,000 | 1,429 |
| 41 | New Brunswick Southern.... | 49,000 | 581 | 9·00 | 500,000 | 5,931 |
| 42 | Nicola, Kamloops and Similka- meen..... | 250,000 | 5,319 | 17·54 | 1,175,000 | 25,000 |
| 43 | Northern Colonization..... | 300,000 | 12,766 | 21·14 | 1,118,000 | 47,574 |
| 44 | Ontario and Quebec..... | 2,000,000 | 2,946 | 9·26 | 19,502,591 | 28,871 |
| 45 | Ottawa, Northern and Western | 1,300,000 | 8,207 | 30·00 | 3,075,000 | 19,413 |
| 46 | Orford Mountain..... | 501,000 | 9,109 | 41·64 | 702,000 | 12,764 |
| 47 | Shuswap and Okanagan..... | 750,000 | 14,763 | 40·00 | 1,139,253 | 22,426 |
| 48 | St. John Bridge and Ry. Ex- tension..... | 200,000 | 100,000 | 61·54 | 125,000 | 62,500 |
| 49 | St. John and Maine..... | 2,654,153 | 28,296 | 92·43 | 216,664 | 2,310 |
| 50 | St. Lawrence and Ottawa..... | 789,909 | 13,549 | 44·79 | 973,334 | 16,695 |
| 51 | St. Marys and Western Ontario | 250,000 | 16,393 | 55·70 | 198,250 | 13,000 |
| 52 | St. Maurice Valley..... | 500,000 | 18,518 | 34·60 | 945,000 | 35,000 |
| 53 | St. Stephen and Milltown.... | 50,000 | 10,870 | 100·00 | ..... | ..... |

SESSIONAL PAPER No. 20b

Close of the Year ended June 30, 1912.

| 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|--|-----------------------------|------------------------------------|------------------|------------------------------------|--|--|---------|
| DEBT. | DESIGNATION OF FUNDED DEBT. | | | | SUMMARY. | | |
| Proportion to Total Railway Capital. 100 × 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. | Number. |
| Col. 12. | | | | | | | |
| p. c. | \$ | \$ | \$ | \$ | \$ | \$ | |
| ..... | ..... | ..... | ..... | ..... | 1,223,500 | 10,924 | 1 |
| 51·00 | 10,080,000 | ..... | ..... | ..... | 20,080,000 | 58,218 | 2 |
| 47·17 | 2,500,000 | ..... | ..... | ..... | 5,300,000 | 233,480 | 3 |
| 56·30 | 2,535,580 | ..... | ..... | ..... | 4,503,280 | 86,187 | 4 |
| 37·30 | 830,000 | ..... | ..... | ..... | 2,225,000 | 23,828 | 5 |
| ..... | ..... | ..... | ..... | ..... | 1,000,000 | 65,359 | 6 |
| ..... | ..... | ..... | ..... | ..... | 2,150,000 | 30,958 | 7 |
| ..... | ..... | ..... | ..... | ..... | 12,600 | ..... | 8 |
| 41·08 | 2,044,760 | ..... | ..... | ..... | 4,978,879 | 49,237 | 9 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 |
| 66·21 | 194,000 | ..... | ..... | ..... | 293,000 | 16,955 | 11 |
| 57·30 | 20,130,000 | ..... | ..... | ..... | 35,130,000 | 92,438 | 12 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| 65·10 | 93,855,208 | 6,040,306 | 15,000,000 | 15,177,883 | 200,073,397 | 41,743 | 15 |
| 98·00 | 12,311,000 | ..... | ..... | ..... | 12,561,000 | 25,512 | 16 |
| 47·74 | 8,725,511 | ..... | ..... | ..... | 18,275,511 | 49,491 | 17 |
| 43·96 | 192,472,340 | ..... | ..... | 1,040,000 | 440,207,437 | 47,354 | 18 |
| ..... | ..... | ..... | ..... | ..... | 5,000 | 75 | 19 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 20 |
| 66·48 | 6,775,066 | ..... | ..... | ..... | 10,191,066 | 29,463 | 21 |
| 87·22 | 1,175,000 | ..... | ..... | ..... | 1,347,200 | 6,421 | 22 |
| 89·10 | 8,158,894 | ..... | ..... | ..... | 9,158,894 | 20,818 | 23 |
| ..... | ..... | ..... | ..... | ..... | 20,000 | 8,571 | 24 |
| 83·70 | 1,277,500 | ..... | ..... | ..... | 1,527,500 | 25,457 | 25 |
| 85·06 | 5,691,000 | ..... | ..... | ..... | 6,691,000 | 42,590 | 26 |
| 23·83 | 100,000 | ..... | ..... | ..... | 419,280 | 18,972 | 27 |
| 72·74 | 1,375,000 | ..... | ..... | ..... | 1,875,000 | 16,891 | 28 |
| 95·08 | 2,415,000 | ..... | ..... | ..... | 2,540,000 | 31,789 | 29 |
| 89·18 | 173,000 | ..... | ..... | ..... | 194,000 | 12,515 | 30 |
| 43·82 | 780,000 | ..... | ..... | ..... | 1,780,000 | 53,614 | 31 |
| ..... | ..... | ..... | ..... | ..... | 200,000 | 5,168 | 32 |
| 44·40 | 5,489,153 | ..... | ..... | ..... | 12,361,967 | 36,167 | 33 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 34 |
| 78·96 | 2,616,000 | ..... | ..... | ..... | 3,316,000 | 15,423 | 35 |
| 80·60 | 100,000 | ..... | ..... | ..... | 125,000 | 11,362 | 36 |
| 87·80 | 1,636,250 | ..... | ..... | ..... | 1,863,450 | 19,939 | 37 |
| 68·33 | 647,074 | ..... | ..... | ..... | 947,074 | 25,947 | 38 |
| 62·07 | 7,821,127 | ..... | ..... | ..... | 12,601,927 | 28,621 | 39 |
| 7·23 | 170,000 | ..... | ..... | ..... | 2,349,867 | 19,747 | 40 |
| 91·00 | 500,000 | ..... | ..... | ..... | 549,000 | 6,512 | 41 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 42 |
| 82·46 | 1,175,000 | ..... | ..... | ..... | 1,425,000 | 30,319 | 43 |
| 78·86 | 1,118,000 | ..... | ..... | ..... | 1,418,000 | 60,340 | 44 |
| 90·74 | 19,502,591 | ..... | ..... | ..... | 21,502,591 | 31,817 | 45 |
| 70·00 | 3,075,000 | ..... | ..... | ..... | 4,375,000 | 27,620 | 46 |
| 58·36 | 702,000 | ..... | ..... | ..... | 1,203,000 | 21,873 | 47 |
| 60·00 | 1,139,233 | ..... | ..... | ..... | 1,889,253 | 37,189 | 48 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 49 |
| 33·46 | 125,000 | ..... | ..... | ..... | 325,000 | 162,500 | 50 |
| 7·57 | 216,664 | ..... | ..... | ..... | 2,870,817 | 30,606 | 51 |
| 55·21 | 973,334 | ..... | ..... | ..... | 1,763,243 | 30,244 | 52 |
| 44·30 | 198,250 | ..... | ..... | ..... | 448,250 | 29,393 | 53 |
| 65·40 | 945,000 | ..... | ..... | ..... | 1,445,000 | 53,518 | 54 |
| ..... | ..... | ..... | ..... | ..... | 50,000 | 10,870 | 55 |

3 GEORGE V., A. 1913

TABLE 4.—Amount of Railway Capital at the

| Number. | 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 × Col. 2. Col. 12 | Amount Out- standing. Cols. 8 + 9 + 10 + 11 | Amount per Mile of Line. |
| | | | | | | |
| | Canadian Pacific— <i>Con.</i> | \$ | \$ | p. c. | \$ | \$ |
| | Leased— <i>Con.</i> | | | | | |
| 52 | Tillsonburg, Lake Erie and Pa- cific..... | 400,000 | 11,976 | 27.26 | 1,067,500 | 25,000 |
| 53 | Tobique Valley..... | 29,900 | 1,068 | 9.65 | 280,000 | 10,000 |
| 54 | Toronto, Grey and Bruce..... | 785,490 | 4,127 | 18.32 | 3,500,000 | 18,392 |
| 55 | Vancouver and Lulu Island.... | 25,000 | 962 | 5.21 | 455,000 | 16,852 |
| 56 | Walkerton and Lucknow..... | 19,000 | 504 | 2.50 | 740,000 | 19,628 |
| 57 | West Ontario Pacific..... | 21,000 | 789 | 100.00 | | |
| 58 | Berlin, Wellesley and Lake Huron..... | 500,000 | 38,461 | 54.00 | 426,000 | 32,769 |
| 59 | *South Ontario Pacific..... | 20,000 | | 100.00 | | |
| 60 | Georgian Bay & Seaboard.... | 250,000 | 19,230 | 38.52 | 399,000 | 30,692 |
| 61 | *Kootenay Central..... | 250,000 | | 100.00 | | |
| 62 | *Central of Canada..... | 2,352,000 | | 32.60 | 4,866,666 | |
| 63 | Cape Breton..... | 1,000,000 | 32,258 | 100.00 | | |
| 64 | Caraguet..... | 1,250,000 | 18,382 | 71.40 | 500,000 | 7,353 |
| 65 | Carillon & Grenville..... | 200,000 | 15,385 | 100.00 | | |
| 66 | Central Ontario & Marmora Ry. & Mining Co..... | 3,331,000 | 23,857 | 76.96 | 1,000,000 | 7,143 |
| 67 | Esquimalt & Nanaimo..... | 115,421 | 11,542 | 53.11 | 100,000 | 10,000 |
| 68 | Crow's Nest Southern..... | 4,180,000 | 56,349 | 100.00 | | |
| 69 | Cumberland Ry. & Coal Co..... | + | + | | | |
| 70 | Dominion Atlantic..... | 2,433,333 | 8,721 | 31.62 | 5,260,475 | 18,845 |
| 71 | Eastern British Columbia..... | 420,000 | 30,000 | 81.40 | 96,000 | 6,857 |
| 72 | Elgin & Havelock..... | 44,900 | 1,603 | 47.30 | 50,000 | 1,786 |
| 73 | *Erie, London & Tillsonburg..... | 2,500,000 | 32,500 | 100.00 | | |
| 74 | *Fort William Terminal..... | 125,000 | | 100.00 | | |
| 75 | Essex Terminal..... | 12,500 | | 100.00 | | |
| 76 | Grand Trunk..... | 32,500 | 3,250 | 100.00 | | |
| 77 | Buffalo & Lake Huron..... | 231,923,288 | 78,456 | 60.33 | 152,100,425 | 51,453 |
| 78 | Grand Trunk: Can. Atlantic, Ot- tawa, Arnprior & Parry Sound.. | 2,605,632 | 14,967 | 39.48 | 4,279,456 | 22,942 |
| 79 | Leased: Central Counties..... | 7,200,000 | 18,163 | 31.03 | 16,000,092 | 40,362 |
| 80 | Pembroke Southern..... | 500,000 | 12,990 | 56.81 | 380,000 | 9,873 |
| 81 | *Grand Trunk Pacific..... | 178,000 | 8,334 | 54.27 | 150,000 | 7,022 |
| 82 | Gulf Shore..... | 24,942,000 | | 18.00 | 97,659,722 | |
| 83 | *Ha-Ha Bay..... | 6,250 | 390 | 100.00 | | |
| 84 | Halifax & South Western..... | 600,000 | | 100.00 | | |
| 85 | Hereford..... | 1,000,000 | 2,704 | 18.72 | 4,341,954 | 11,741 |
| 86 | *Huron & Ontario..... | 800,000 | 15,137 | 50.00 | 800,000 | 15,137 |
| 87 | *Indian River..... | 3,000,000 | | 95.24 | 150,000 | |
| 88 | International of New Brunswick.. | 15,000 | | 100.00 | | |
| 89 | Inverness Ry. & Coal Co..... | 1,320,000 | 12,000 | 59.56 | 896,000 | 8,000 |
| 90 | Irondale, Bancroft & Ottawa..... | 7,500,000 | 114,504 | 77.40 | 2,131,000 | 35,000 |
| 91 | Kaslo & Slocan (now Can. Pac. Ry.) | 53,500 | 1,049 | 10.62 | 450,000 | 8,823 |
| 92 | Kent Northern..... | 1,000,000 | 31,516 | 57.15 | 750,000 | 23,637 |
| 93 | Kettle Valley..... | 75,000 | 2,777 | 67.64 | 34,000 | 1,333 |
| 94 | Kingston & Pembroke..... | 375,000 | 16,892 | 46.01 | 440,000 | 19,820 |
| 95 | Clonldike Mines..... | 3,393,550 | 30,907 | 85.57 | 572,000 | 5,209 |
| 96 | Lake Erie & Detroit River, & London & Port Stanley..... | 1,375,000 | 44,353 | 56.50 | 1,091,250 | 34,102 |
| 97 | Lotbinière & Megantic..... | 1,400,000 | 7,042 | 31.81 | 3,000,000 | 15,000 |
| 98 | Maganetawan River..... | 537,158 | 22,382 | 28.40 | 1,332,854 | 56,409 |
| 99 | Manitoba (Can. Northern)..... | 50,000 | 1,666 | 100.00 | | |
| 100 | Maritime Coal, Ry. & Power Co.. | 30,000 | 15,706 | 100.00 | | |
| 101 | Massawippi Valley..... | 1,432,200 | 4,086 | 20.43 | 5,576,800 | 15,911 |
| 102 | Manitoba Great Northern..... | 2,000,000 | 133,333 | 70.00 | 929,500 | 61,966 |
| 103 | Montreal & Atlantic..... | 800,000 | 22,560 | 100.00 | | |
| 104 | | 2,041,000 | 22,241 | 100.00 | | |
| 105 | | 3,200,000 | 31,098 | 71.34 | 1,065,000 | 10,350 |

* Under construction. † Capital included in Dominion Coal Co.

SESSIONAL PAPER No. 20b

Close of the Year ended June 30, 1912—Continued.

| 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|---|-----------------------------|-----------------------------|---------------|------------------------------|-----------------------------------|-------------------------------------|---------|
| DEBT. | DESIGNATION OF FUNDED DEBT. | | | | SUMMARY. | | |
| Proportion to Total Railway Capital. 100 × 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. | Number. |
| Col. 12. | | | | | | | |
| p. c. | \$ | \$ | \$ | \$ | \$ | \$ | |
| 72.74 | 1,067,500 | | | | 1,467,500 | 26,976 | 52 |
| 90.35 | 280,000 | | | | 309,900 | 11,068 | 53 |
| 81.68 | 3,500,000 | | | | 4,285,490 | 22,519 | 54 |
| 94.79 | 455,000 | | | | 480,000 | 17,778 | 55 |
| 97.50 | 740,000 | | | | 759,000 | 20,132 | 56 |
| | | | | | 21,000 | 789 | 57 |
| 46.00 | 426,000 | | | | 926,000 | 71,230 | 58 |
| | | | | | 20,000 | | 59 |
| 61.48 | 399,000 | | | | 649,000 | 49,922 | 60 |
| | | | | | 250,000 | | 61 |
| 68.00 | 4,866,666 | | | | 7,218,666 | | 62 |
| | | | | | 1,000,000 | 32,258 | 63 |
| 28.60 | 500,000 | | | | 1,750,000 | 25,735 | 64 |
| | | | | | 200,000 | 15,385 | 65 |
| 23.04 | 1,000,000 | | | | 4,331,000 | 31,000 | 66 |
| 46.89 | 100,000 | | | | 215,421 | 21,542 | 67 |
| | | | | | 4,180,000 | 56,349 | 68 |
| | | | | | | | 69 |
| 68.38 | 4,901,707 | 358,768 | | | 7,693,808 | 27,575 | 70 |
| 18.60 | 96,000 | | | | 516,000 | 36,857 | 71 |
| 52.70 | 50,000 | | | | 94,900 | 3,389 | 72 |
| | | | | | 2,500,000 | 32,501 | 73 |
| | | | | | 125,000 | | 74 |
| | | | | | 12,500 | | 75 |
| | | | | | 32,500 | 3,250 | 76 |
| 39.67 | 152,100,425 | | | | 384,023,713 | 129,909 | 77 |
| 60.52 | 4,279,456 | | | | 6,885,088 | 37,909 | 78 |
| 68.97 | 16,000,092 | | | | 23,200,092 | 58,525 | 79 |
| 43.19 | 380,000 | | | | 880,000 | 22,863 | 80 |
| 45.73 | 150,000 | | | | 328,000 | 15,356 | 81 |
| 82.00 | 97,659,722 | | | | 122,601,722 | | 82 |
| | | | | | 6,250 | 390 | 83 |
| | | | | | 600,000 | | 84 |
| 81.28 | 4,341,954 | | | | 5,341,954 | 14,445 | 85 |
| 50.09 | 800,000 | | | | 1,600,000 | 30,274 | 86 |
| 4.76 | 150,000 | | | | 3,150,000 | | 87 |
| | | | | | 15,000 | | 88 |
| 40.44 | 896,000 | | | | 2,216,000 | 20,000 | 89 |
| 22.60 | 2,131,000 | | | | 9,631,000 | 149,504 | 90 |
| 89.38 | 450,000 | | | | 503,500 | 9,872 | 91 |
| 42.85 | 750,000 | | | | 1,750,000 | 55,153 | 92 |
| 32.36 | 34,000 | | | | 109,000 | 4,110 | 93 |
| 53.99 | 440,000 | | | | 815,000 | 36,712 | 94 |
| 14.43 | 572,000 | | | | 3,965,550 | 36,116 | 95 |
| 43.50 | 935,040 | 156,210 | | | 2,466,250 | 78,457 | 96 |
| 68.19 | 3,000,000 | | | | 4,400,000 | 22,132 | 97 |
| 71.60 | 1,332,854 | | | | 1,870,012 | 78,791 | 98 |
| | | | | | 50,000 | 1,666 | 99 |
| | | | | | 3,600 | 15,706 | 100 |
| 79.57 | 5,576,800 | | | | 7,009,000 | 19,997 | 101 |
| 30.00 | 929,500 | | | | 2,929,500 | 195,299 | 102 |
| | | | | | 800,000 | 22,560 | 103 |
| | | | | | 2,041,000 | 22,241 | 104 |
| 28.66 | 1,065,600 | | | | 4,265,000 | 41,448 | 105 |

3 GEORGE V., A. 1913

TABLE 4.—Amount of Railway Capital at the

| | 1 | 2 | 3 | 4 | 5 | 6 |
|---------|--|-----------------------------|--------------------------------|---|---|--------------------------------|
| | | STOCKS. | | | FUNDED | |
| Number. | Name of Railway. | Amount Out- standing. | Amount per Mile of Line. | Propor- tion to Total Railway Capital. | Amount Out- standing. Cols. 8+9+10+11 | Amount per Mile of Line. |
| | | | | 100 Col. 2. | | |
| | | | | Col. 12. | | |
| | | \$ | \$ | p. c. | \$ | \$ |
| 106 | Lake Champlain & St. Lawrence Junction..... | 600,000 | 9,917 | 61.35 | 378,000 | 6,248 |
| 107 | Moncton & Buctouche..... | 250,000 | 7,812 | 80.65 | 60,000 | 1,875 |
| 108 | Montreal & Province Line..... | 1,000,000 | 17,064 | 83.33 | 200,000 | 4,926 |
| 109 | Montreal & Vermont Junction | 1,000,000 | 42,373 | 100.00 | | |
| 110 | Morrissey, Fernie & Michel..... | 1,263,000 | 217,010 | 98.00 | 22,500 | 3,866 |
| 111 | Napierville Junction..... | 600,000 | 22,173 | 100.00 | | |
| 112 | Nelson & Fort Sheppard..... | 2,816,800 | 50,826 | 100.00 | | |
| 114 | New Brunswick and P. E. Island.. | 214,850 | 5,968 | 72.62 | 81,000 | 2,250 |
| 115 | New Brunswick Coal and Ry. Co.. | + | | | | |
| 116 | New Westminster Southern..... | 600,000 | 25,284 | 100.00 | | |
| 117 | North Shore..... | 98,000 | 11,355 | 73.68 | 35,000 | 4,056 |
| 118 | Nosbonsing and Nipissing..... | 250,000 | 45,455 | 100.00 | | |
| 119 | Nova Scotia Steel and Coal Co's Ry. | \$ | | | \$ | |
| 120 | Ottawa and now York..... | 1,000,000 | 17,575 | 38.46 | 1,600,000 | 28,119 |
| 121 | Pere Marquette, (Canada)..... | | | | 5,870,000 | 29,500 |
| 122 | Phillipsburg Ry. and Quarry Co.. | 124,500 | 20,750 | 75.70 | 40,000 | 6,666 |
| 123 | Pontiac and Renfrew..... | 20,000 | 4,706 | 100.00 | | |
| 124 | Princeton Branch, of Wash'n Co. Ry., Now Maine Central. | 86,950 | 17,049 | 50.00 | 86,950 | 17,049 |
| 125 | *Quinze and Blanche River..... | 125,000 | | 100.00 | | |
| 126 | Qu'Appelle, Long Lake and Sask., (C.N.R.)..... | 201,000 | 787 | 3.00 | 5,051,463 | 19,770 |
| 127 | Quebec Central..... | 3,381,603 | 15,233 | 35.17 | 6,233,406 | 28,079 |
| 128 | Quebec Oriental..... | 117,000 | 1,170 | 5.66 | 1,948,000 | 19,480 |
| 129 | Quebec and Lake St. John..... | 4,524,000 | 15,791 | 49.00 | 4,590,566 | 16,023 |
| 130 | Quebec, Montreal and Southern..... | 1,000,000 | 5,211 | 14.28 | 6,000,000 | 31,264 |
| 131 | Quebec Ry. Light and Power Co.. | 3,250,000 | 120,000 | 56.13 | 2,513,434 | 93,107 |
| 132 | *Quebec and New Brunswick..... | 387,900 | | 100.00 | | |
| 133 | Red Mountain..... | 412,600 | 43,024 | 100.00 | | |
| 134 | Rutland and Noyan..... | 100,000 | 29,499 | 50.00 | 100,000 | 29,499 |
| 135 | Salisbury and Albert..... | 150,000 | 3,333 | 100.00 | | |
| 136 | Schomberg and Aurora..... | 250,000 | 17,361 | 45.90 | 300,000 | 20,000 |
| 137 | Stanstead, Shefford and Chambly.. | 608,750 | 14,157 | 79.60 | 155,865 | 3,625 |
| 138 | St. Clair Tunnel..... | 350,000 | 155,555 | 12.28 | 2,500,000 | 1,111,111 |
| 139 | St. Martins..... | 99,000 | 3,300 | 52.38 | 90,000 | 3,000 |
| 140 | *St. John Valley and River du Loup | 34,932 | | 100.00 | | |
| 141 | St. Lawrence and Adirondack..... | 1,230,655 | 37,497 | 57.37 | 914,418 | 27,862 |
| 142 | Sydney and Louisburg (Dom. Coal Co.)..... | + | | | + | |
| 143 | Temiskaming and Northern Ontario | \$ | | | | |
| 144 | Temiscouata..... | 1,000,000 | 8,849 | 24.41 | 3,099,669 | 27,401 |
| 145 | Thousand Islands..... | 60,000 | 8,185 | 51.85 | 58,000 | 7,913 |
| 146 | Toronto, Hamilton and Buffalo..... | 2,500,000 | 30,618 | 36.80 | 4,280,000 | 52,419 |
| 147 | *Trans-Canada..... | 37,700 | | 100.00 | | |
| 148 | Vancouver Copper Co's. Ry..... | | | | 92,466 | 7,705 |
| 149 | Vancouver, Victoria and Eastern..... | 19,050,000 | 82,268 | 100.00 | | |
| 150 | Vancouver, Westminster and Yukon | 3,522,000 | 234,800 | 100.00 | | |
| 151 | Victoria and Sidney..... | 103,000 | 6,450 | 27.00 | 300,000 | 18,785 |
| 152 | Victoria Terminal Ry. and Ferry Co..... | 250 | 252 | 100.00 | | |
| 153 | Wellington Colliery Co's. Ry..... | 500,000 | 46,511 | 100.00 | | |
| 154 | York and Carleton..... | 105,000 | 10,000 | 100.00 | | |
| | Total..... | 770,459,351 | | | 818,478,175 | |

*Under construction. +Owned and operated by the New Brunswick Govt.

§Capital included in Nova Scotia Steel and Coal Co., Ltd.

SESSIONAL PAPER No. 20b

Close of the Year ended June 30, 1912—*Concluded.*

| 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|---|-----------------------------|----------------------------|---------------|------------------------------|--------------------------------------|--|---------|
| DEBT. | DESIGNATION OF FUNDED DEBT. | | | | SUMMARY. | | |
| Proportion to Total Railway Capital. 100×Col. 5. | Bonds. | Miscellaneous Obligations. | Income Bonds. | Equipment Trust Obligations. | Total Railway Capital. Cols. 2+5. | Amount per Mile of Line. Cols. 3+6. | Number. |
| Col. 12. | | | | | | | |
| p. c. | \$ | \$ | \$ | \$ | \$ | \$ | |
| 38.65 | 373,000 | | | | 978,000 | 16,165 | 106 |
| 19.35 | 60,000 | | | | 310,000 | 9,687 | 107 |
| 16.67 | 200,000 | | | | 1,200,000 | 21,990 | 108 |
| | | | | | 1,000,000 | 42,373 | 109 |
| 2.00 | 22,500 | | | | 1,285,500 | 220,876 | 110 |
| | | | | | 600,000 | 22,173 | 111 |
| 27.38 | 81,000 | | | | 2,816,800 | 50,826 | 112 |
| | | | | | 295,850 | 8,278 | 114 |
| | | | | | † | | 115 |
| | | | | | 600,000 | 25,284 | 116 |
| 26.32 | 35,000 | | | | 133,000 | 15,411 | 117 |
| | | | | | 250,000 | 45,455 | 118 |
| | | | | | \$ | | 119 |
| 61.54 | 1,325,000 | | 275,000 | | 2,600,000 | 45,694 | 120 |
| 100.00 | 5,870,000 | | | | 5,870,000 | 29,500 | 121 |
| 24.30 | | 40,000 | | | 164,500 | 27,416 | 122 |
| | | | | | 20,000 | 4,706 | 123 |
| 50.00 | 86,950 | | | | 173,900 | 34,098 | 124 |
| | | | | | 125,000 | | 125 |
| 97.00 | 5,051,463 | | | | 5,252,463 | 20,577 | 126 |
| 64.83 | 4,588,473 | | 1,644,933 | | 9,615,009 | 43,312 | 127 |
| 94.34 | 1,948,000 | | | | 2,065,000 | 20,650 | 128 |
| 51.00 | 4,391,033 | | 199,533 | | 9,114,566 | 31,814 | 129 |
| 85.82 | | 6,000,000 | | | 7,000,000 | 36,475 | 130 |
| 43.87 | 2,500,000 | 13,434 | | | 5,763,434 | 213,107 | 131 |
| | | | | | 387,900 | | 132 |
| 50.00 | 100,000 | | | | 412,600 | 43,024 | 133 |
| | | | | | 200,000 | 58,998 | 134 |
| | | | | | 150,000 | 3,333 | 135 |
| 54.10 | 300,000 | | | | 550,000 | 37,361 | 136 |
| 20.40 | 153,865 | | | | 764,615 | 17,782 | 137 |
| 87.72 | 2,500,000 | | | | 2,850,000 | 1,266,666 | 138 |
| 47.62 | 90,000 | | | | 189,000 | 6,300 | 139 |
| | | | | | 34,932 | | 140 |
| 42.63 | 914,418 | | | | 2,145,073 | 65,359 | 141 |
| | | | | | † | | 142 |
| | | | | | \$ | | 143 |
| 75.59 | 3,099,669 | | | | 4,099,669 | 36,250 | 144 |
| 48.15 | 58,000 | | | | 118,000 | 16,098 | 145 |
| 63.20 | 4,280,000 | | | | 6,780,000 | 83,037 | 146 |
| | | | | | 37,700 | | 147 |
| 100.00 | 92,466 | | | | 92,466 | 7,705 | 148 |
| | | | | | 19,050,000 | 82,268 | 149 |
| | | | | | 3,522,000 | 234,800 | 150 |
| 73.00 | 300,000 | | | | 403,000 | 25,235 | 151 |
| | | | | | 250 | 252 | 152 |
| | | | | | 500,000 | 46,511 | 153 |
| | | | | | 105,000 | 10,000 | 154 |
| | 772,532,108 | 12,608,718 | 17,119,466 | 16,217,883 | 1,588,937,526 | | |

†General capital of the Dominion Coal Co. ‡Owned and operated by the Ontario Govt.

3 GEORGE V., A. 1913

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

| Number. | Name of Railway. | By DOMINION GOVERNMENT. | | | By PROVINCIAL | |
|---------|---|-------------------------|-------------------|---------|----------------------|-------------------|
| | | Bonus Granted. | Bonus Paid up. | Loan. | Name of Province. | Bonus Granted. |
| | | \$ cts. | \$ cts. | \$ cts. | | \$ cts. |
| 1 | Albert Southern (abandoned) | 50,460 00 | 50,460 00 | | New Brunswick | 48,680 00 |
| 2 | Harvey Branch (abandoned) | 5,553 57 | 5,553 57 | | " | 9,000 00 |
| 3 | Alberta Ry. & Irrigation Co. | 148,094 00 | 148,094 00 | | | |
| 4 | Algoma Central & Hudson Bay | 1,058,560 00 | 1,058,560 00 | | | |
| 5 | Algoma Eastern | 1,241,600 00 | 100,638 72 | | | |
| 6 | Atlantic, Quebec & Western | 488,182 00 | 488,182 00 | | | |
| 7 | Bay of Quinte | 350,455 25 | 350,455 25 | | Ontario | 84,000 00 |
| 8 | Bedlington & Nelson (nil). | | | | | |
| 9 | Brandon, Sask'n & Hudson Bay (nil) | | | | | |
| 10 | British Yukon (nil) | | | | | |
| 11 | Brockville, Westport & N'th Western | 140,800 00 | 140,800 00 | | Ontario | |
| 12 | Bruce Mines & Algoma | 53,920 00 | 53,920 00 | | " | 50,918 00 |
| 13 | Canada & Gulf Terminal | 210,053 59 | 210,053 59 | | | |
| 14 | Canada Southern, including Sarnia, Chatham & Erie | | | | Ontario | |
| 15 | Leamington & St. Clair. | 51,200 00 | 51,200 09 | | " | 147,859 00 |
| 16 | Can. Gov't. Rly's.— | | | | | |
| 17 | Intercolonial, including | | | | | |
| 18 | Canada Eastern | 374,839 84 | 374,839 84 | | | |
| 19 | Drummond County | 423,936 00 | 423,936 00 | | Quebec | |
| 20 | Fredericton & St. Marys' Bridge | 30,000 00 | 30,000 00 | | | |
| 21 | Prince Edward Island | | | | | |
| 22 | Can. Northern, including : | 374,606 00 | 374,606 00 | | | |
| 23 | Winnipeg Great North'n | | | | | |
| 24 | Port Arthur, Duluth & Western | 271,200 00 | 271,200 00 | | Ontario | 255,571 00 |
| 25 | Ontario & Rainy River | 1,534,526 00 | 1,534,526 00 | | " | 1,072,800 00 |
| 26 | Manitoba | | | | Manitoba | 641,575 25 |
| 27 | Canadian Northern Ont. | 2,255,872 00 | 2,240,832 00 | | Ontario (a) | |
| 28 | Canadian Northern Quebec | 2,020,616 89 | 2,020,616 89 | | Quebec | 1,194,129 46 |
| 29 | Can. Pacific: Main line. | 30,053,283 00 | 29,863,460 43 | | Manitoba | 375,377 50 |
| 30 | Owned—Canada Central. | 6,10,189,521 00 | 6,10,189,521 00 | | British Columbia | 37,500 00 |
| 31 | Lake Temiscaming Colonization | 1,525,250 00 | 1,525,250 00 | | Ontario | 1,479,000 00 |
| 32 | North Shore | 310,335 95 | 310,335 95 | | Quebec | 350,076 82 |
| 33 | Montreal & Western | 1,500,000 00 | 1,500,000 00 | | Quebec | 472,500 00 |
| 34 | Que. Montreal, Ottawa & Occidental | 361,270 00 | 361,270 00 | | " | 727,000 00 |
| 35 | Leased—Atlantic & North West | 3,888,800 00 | 3,888,800 00 | | " | 711,122 02 |
| 36 | Cap de la Madeleine | 7,424 00 | 7,424 00 | | | |
| 37 | Columbia & Kootenay | 88,800 00 | 88,800 00 | | | |
| 38 | Credit Valley | | | | Ontario | 531,000 00 |
| 39 | Fredericton | | | | New Brunswick | 230,900 00 |
| 40 | Guelph & Goderich | | | | Ontario | |
| 41 | Guelph Junction | 51,200 00 | 46,000 00 | | | |
| 42 | Lindsay, Bobcaygeon & Pontypool | 185,173 06 | 185,173 06 | | " | 52,500 00 |
| 43 | Manitoba & North-Western | | | | Manitoba | |
| 44 | Manitoba & South-Western Colonization | | | | " | |
| 45 | Montreal & Lake Maskinongé | 41,280 00 | 41,280 00 | | Quebec | 87,750 00 |
| 46 | Montreal & Ottawa | 192,000 00 | 192,000 00 | | Ontario | 100,000 00 |
| 47 | Nakusp & Slocan | 121,600 00 | 117,760 00 | | Quebec | 182,210 00 |
| | | | | | British Columbia | |

(a) Ontario Government guaranty of bonds 318 miles at \$20,000 per mile. (b) Paid for 6,793,014 acres of land relinquished.

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by Governments and Municipalities, to June 30, 1912.

| GOVERNMENTS. | | | BY MUNICIPALITIES. | | | |
|-------------------|--------------|----------------------------|--------------------|-------------------|------------|----------------------------|
| Bonus Paid up. | Loan. | Subscription to Shares. | Bonus Granted. | Bonus Paid up. | Loan. | Subscription to Shares. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 48,680 00 | | | | | | |
| 9,000 00 | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| 84,000 00 | | | 197,990 43 | 197,990 43 | | |
| | | | | | | |
| | | | | | | |
| 50,918 00 | | | 116,000 00 | 116,000 00 | | |
| | | | 500 00 | 500 00 | | |
| | | | | | | |
| | | | 322,500 00 | 322,500 00 | | |
| 147,859 00 | | | | | | |
| | | | | | | |
| | | | 15,000 00 | 15,000 01 | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| 255,571 00 | | | 40,000 00 | 40,000 00 | | |
| 1,072,800 00 | | | 50,000 00 | 50,000 00 | | |
| 641,573 25 | | | | | | |
| (a) 1,194,129 46 | | | 20,000 00 | 20,000 00 | | |
| 372,157 50 | | | 72,000 00 | 72,000 00 | | 200,000 00 |
| 37,500 00 | | | 572,500 00 | 464,761 29 | | |
| 1,479,000 00 | | | | | | 42,500 00 |
| | | | | | | |
| 350,076 82 | | | | | | |
| 472,500 00 | | | | | | |
| | | | | | | |
| 727,000 00 | 1,176,956 00 | | 25,000 00 | 25,000 00 | 771,644 62 | |
| | | | | | | |
| 699,192 08 | | | | | | 325,000 00 |
| | | | | | | |
| | | | | | | |
| 531,000 00 | | | 1,085,000 00 | 1,085,000 00 | | |
| 230,000 00 | | | 80,000 00 | 80,000 00 | | |
| | | | 31,000 00 | 31,000 00 | | 193,000 00 |
| | | | | | | |
| 52,500 00 | | | 73,000 00 | 73,000 00 | | |
| | | | | | | |
| | | | 215,600 00 | 215,600 00 | | |
| | | | | | | |
| | 900,000 00 | | | | | |
| 87,750 00 | | | | | | |
| 100,000 00 | | | | | | |
| 182,210 00 | | | 5,300 00 | 5,300 00 | | |
| | 647,074 00 | | | | | |

206-31½

3 GEORGE V., A. 1913

TABLE 5.—STATEMENT of Aid, Granted and Paid to Railways by

| Number. | Name of Railway. | BY DOMINION GOVERNMENT. | | | BY PROVINCIAL | |
|---------|---|-------------------------|-------------------|---------------|----------------------|-------------------|
| | | Bonus Granted. | Bonus Paid Up. | Loan. | Name of Province. | Bonus Granted. |
| | | \$ cts. | \$ cts. | \$ cts. | | \$ cts. |
| | Canadian Pacific—Leased | | | | | |
| | <i>Continued.</i> | | | | | |
| 48 | New Brunswick..... | | | | New Brunswick. | 76,000 00 |
| 49 | New Brunswick & Can- ada..... | | | | " | 575,000 00 |
| 50 | Nicola, Kamloops & Similkameen..... | 300,800 00 | 300,800 00 | | | |
| 51 | Northern Colonization..... | 355,200 00 | 355,200 00 | | Quebec..... | 96,000 00 |
| 52 | Ontario & Quebec..... | 196,000 00 | 196,000 00 | | Ontario..... | |
| 53 | Orford Mountain..... | 192,942 50 | 192,942 50 | | Quebec..... | 138,884 92 |
| 54 | Ottawa, Northern & Western..... | 950,000 00 | 821,009 20 | | Ontario..... | 50,000 00 |
| 55 | Saskatchewan & West- ern..... | | | | Quebec..... | 1,316,389 15 |
| 56 | Shuswap & Okanagan..... | 163,200 00 | 163,200 00 | | Manitoba..... | |
| 57 | St. John Bridge and Ry. Extension..... | | | 433,900 00 | New Brunswick. | 5,181 81 |
| 58 | St. John & Maine..... | | | | " | 880,000 00 |
| 59 | St. Lawrence & Ottawa | | | | Ontario..... | |
| 60 | St. Mary's & Western Ontario..... | 67,709 00 | 67,709 00 | | " | |
| 61 | St. Stephen & Mill- town..... | 14,848 00 | 14,848 00 | | New Brunswick. | 13,920 00 |
| 62 | Tillsonburg, Lake Erie & Pacific..... | 158,871 48 | 117,431 48 | | Ontario..... | 38,564 00 |
| 63 | Vancouver and Lulu Island..... | 61,760 00 | 61,760 00 | | | |
| 64 | Tobique Valley..... | 134,016 00 | 134,016 00 | | New Brunswick | 70,000 00 |
| 65 | Toronto, Grey & Bruce | 14,656 00 | 14,656 00 | | Ontario..... | 375,282 00 |
| 66 | West Ontario Pacific..... | 60,000 00 | 60,000 00 | | " | |
| 67 | New Brunswick Sou'n | | | | New Brunswick | 413,000 00 |
| 68 | Cape Breton..... | 196,800 00 | 196,800 00 | | Nova Scotia..... | 99,200 00 |
| 69 | Caraquet..... | 224,000 00 | 224,000 00 | | New Brunswick | 180,000 00 |
| 70 | Carillon & Grenville.. (nil) | | | | | |
| 71 | Central Ontario &..... | 204,893 49 | 204,893 49 | | Ontario..... | 278,000 00 |
| 72 | Marmora Railway & Min- ing Co..... | 30,720 00 | 30,720 00 | | " | 19,149 39 |
| 73 | Colchester Coal & Ry Co. | 12,800 00 | 12,800 00 | | | |
| 74 | Crows Nest Southern.. (nil) | | | | | |
| 75 | Cumberland Railway & Coal Co..... | 44,800 00 | 39,850 00 | | Nova Scotia... | 184,450 00 |
| 76 | Dominion Atlantic, in- cluding— | | | | | |
| 77 | Windsor & Annapolis.... | 1,193,369 00 | 1,193,369 00 | | | |
| 78 | Cornwallis Valley..... | 44,800 00 | 44,800 00 | | Nova Scotia... | 44,800 00 |
| 79 | Western Counties..... | 500,000 00 | 500,000 00 | | " " | 679,197 45 |
| 80 | Midland of N. S..... | 399,060 40 | 399,060 40 | | " " | 135,600 00 |
| 81 | Eastern British Columbia (nil) | | | | | |
| 82 | Edmonton, Yukon & Pa- cific (C.N.R.)..... | 160,000 00 | 91,200 00 | | | |
| 83 | Elgin & Havelock..... | †82,652 82 | †82,652 82 | | New Brunswick | 107,500 00 |
| 84 | Esquimalt & Nanaimo (C.P.R.)..... | 750,000 00 | 750,000 00 | | | |
| 85 | Grand Trunk, including | | | 15,142,633 33 | | |
| 86 | Beauharnois Junction.... | 62,400 00 | 62,400 00 | | Quebec..... | 179,073 00 |
| 87 | Brantford, Norfolk & Port Burwell..... | | | | Ontario..... | 68,000 00 |
| 88 | Buffalo & Lake Huron..... | | | | " | |
| 89 | Cobourg, Blairton & Mar- mora..... | | | | " | 18,740 00 |
| 90 | Grand Trunk, Victoria Jubilee Bridge..... | 500,000 00 | 500,000 00 | | | |
| 91 | Grand Trunk, Georgian Bay & Lake Erie..... | | | | Ontario..... | 336,000 00 |

SESSIONAL PAPER No. 20b

Governments and Municipalities, to June 30, 1912—*Continued.*

| GOVERNMENTS. | | | BY MUNICIPALITIES. | | | |
|-------------------|-----------|----------------------------|--------------------|-------------------|------------|----------------------------|
| Bonus Paid Up. | Loan. | Subscription to Shares. | Bonus Granted. | Bonus Paid Up. | Loan. | Subscription to Shares. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 76,000 00 | | | 23,000 00 | 23,000 00 | | |
| 575,000 00 | | | 47,500 00 | 47,500 00 | | |
| 96,000 00 | | | | | | |
| 138,884 92 | | | 52,500 00 | 52,500 00 | | |
| 50,000 00 | | | 3,000 00 | 3,000 00 | | |
| 1,192,672 58 | | | 150,000 00 | 150,000 00 | | |
| | | | 101,000 00 | 100,000 00 | | |
| | | | 10,000 00 | 10,000 00 | | |
| 5,181 81 | | | | | | |
| 880,000 00 | | 300,000 00 | | | | 60,000 00 |
| | | | | | 300,000 00 | 90,000 00 |
| | | | 80,000 00 | 77,996 39 | | |
| 13,920 00 | | | | | | |
| 38,564 00 | | | 75,000 00 | 75,000 00 | | |
| 70,000 00 | | | | | | |
| 375,282 00 | | | 988,000 00 | 969,561 44 | | |
| | | | 25,000 00 | 25,000 00 | | |
| 413,000 00 | | | 3,000 00 | 3,000 00 | | |
| 99,200 00 | | | 10,000 00 | 10,000 00 | | |
| 180,000 00 | | | | | | |
| 278,000 00 | | | 93,500 00 | 93,500 00 | | |
| 19,149 39 | | | | | | |
| 173,650 00 | | | | | | |
| 44,800 00 | | | 27,685 00 | 27,685 00 | | |
| 679,197 45 | | | 250,000 00 | 250,000 00 | | |
| 183,510 40 | | | 36,000 00 | 36,000 00 | | |
| 107,500 00 | | | 13,000 00 | 13,000 00 | | |
| 179,073 00 | | | | | | |
| 68,000 00 | | | 966,000 00 | 966,000 00 | | |
| 18,740 00 | 26,000 00 | | 113,500 00 | 113,500 00 | | |
| 336,000 00 | | | 929,000 00 | 929,000 00 | | |

3 GEORGE V., A. 1913

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

| Number. | Name of Railway. | BY DOMINION GOVERNMENT. | | | BY PROVINCIAL | |
|---------|---|-------------------------|-------------------|---------------|----------------------|-------------------|
| | | Bonus Granted. | Bonus Paid up. | Loan. | Name of Province. | Bonus Granted. |
| | | \$ cts. | \$ cts. | \$ cts. | | \$ cts. |
| 92 | Grand Junction, Belleville & North Hastings..... | 21,888 00 | 21,888 00 | | " | 224,660 00 |
| 93 | Owen Sound Branch..... | 39,744 00 | 39,744 00 | | " | |
| 94 | Hamilton & North West- ern..... | | | | Ontario..... | 565,020 00 |
| 95 | London, Huron & Bruce..... | | | | " | 178,630 00 |
| 96 | Midland, Ontario..... | | | | " | 168,350 00 |
| 97 | Montreal & Champlain Junction..... | 103,600 00 | 103,600 00 | | Quebec..... | 150,000 00 |
| 98 | Northern..... | | | | Ontario..... | 196,188 00 |
| 99 | North Simcoe..... | | | | " | 83,300 00 |
| 100 | Northern Pacific Junction..... | 1,320,000 00 | 1,320,000 00 | | | |
| 101 | South Norfolk..... | 54,400 00 | 54,400 00 | | Ontario..... | |
| 102 | Toronto Belt Line..... | | | | | |
| 103 | Toronto & Nipissing..... | | | | Ontario..... | 105,212 00 |
| 104 | Lake Simcoe Junction..... | | | | " | 53,000 00 |
| 105 | Victoria..... | | | | " | 312,000 00 |
| 106 | Waterloo Junction..... | 32,800 00 | 32,800 00 | | " | |
| 107 | Wellington, Grey & Bruce..... | | | | " | 241,276 00 |
| 108 | Whitby, Port Perry & Lindsay..... | | | | " | 94,957 59 |
| 109 | Grand Trunk;—Canada At- lantic division, including | 282,355 20 | 282,355 20 | | { Ontario..... | 270,000 00 |
| 110 | Ottawa, Arnprior & Parry Sound..... | 932,512 00 | 932,512 00 | | { Quebec..... | 200,000 00 |
| 111 | Central Counties..... | | | | Ontario..... | 577,326 06 |
| 112 | Pembroke Southern..... | 64,000 00 | 64,000 00 | | " | 55,500 00 |
| 113 | *Grand Trunk Pacific.... { | (c) 4,994,416 66 | (c) 4,994,416 66 | 10,000,000 00 | " | 376,320 00 |
| 114 | Gulf Shore..... | 1,269,299 20 | 1,269,299 20 | | New Brunswick | 41,950 00 |
| 115 | Halifax & South Western, including..... | 53,699 20 | 53,699 20 | | | |
| 116 | Central of N. S. & Nova Scotia Southern..... | 819,874 93 | 819,874 93 | | Nova Scotia.... | 3,899,605 00 |
| 117 | Halifax & Yarmouth..... | 653,776 00 | 653,776 00 | | " " | |
| 118 | Middleton & Victoria Beach..... | 160,000 00 | 160,000 00 | | " " | 156,499 33 |
| 119 | Hereford..... | 125,760 00 | 125,760 00 | | " " | 96,000 00 |
| 120 | Inverness Railway & Coal Co..... | 170,560 00 | 170,560 00 | | Quebec..... | 103,000 00 |
| 121 | *International of New Brunswick..... | 627,000 00 | 368,545 97 | | Nova Scotia.... | 272,000 00 |
| 122 | Irondale, Bancroft & Ot- tawa..... | 726,080 00 | 725,238 07 | | New Brunswick | 275,000 00 |
| 123 | Kaslo & Slocan.....(nil) | 144,000 00 | 144,000 00 | | Ontario..... | 315,000 00 |
| 124 | Kent Northern..... | †58,334 27 | †58,334 27 | | New Brunswick | 135,000 00 |
| 125 | St. Louis & Richibucto (abandoned)..... | 22,400 00 | 22,400 00 | | " " | 21,000 00 |
| 126 | Kettle Valley..... | 246,571 52 | 246,571 52 | | | |
| 127 | Kingston & Pembroke..... | 48,000 00 | 48,000 00 | | Ontario..... | 456,493 00 |
| 128 | Klondike Mines..... | 197,184 00 | 197,184 00 | | | |
| 129 | L'Assomption (abandoned). Lake Erie & Detroit River, | 11,200 00 | 11,200 00 | | | |
| 130 | & London & Port Stanley | 571,851 00 | 571,851 00 | | Ontario..... | 83,000 00 |
| 131 | Liverpool & Milton (now Halifax & South Western. | 32,000 00 | 32,000 00 | | | |
| 132 | Lotbiniere & Megantic.... | 96,000 00 | 96,000 00 | | Quebec..... | 126,994 00 |
| 133 | Manitoba & Great North- ern.....(nil). | | | | | |
| 134 | Maganetawan River..... | 3,552 00 | 3,552 00 | | Ontario..... | 10,000 00 |
| 135 | Maritime Coal, Ry. & Power Co..... | 40,700 00 | 40,700 00 | | Nova Scotia.... | 39,788 00 |
| 136 | Massawippi Valley..... | 5,376 00 | 5,376 00 | | Quebec..... | 5,000 00 |
| 137 | | | | | | |

‡ Includes used iron rails.

* Under construction.

† Used iron rails.

(c) This amount was

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By Governments and Municipalities to June 30, 1912—*Continued.*

| GOVERNMENTS. | | | BY MUNICIPALITIES. | | | |
|-------------------|---------|----------------------------|--------------------|-------------------|--------------|----------------------------|
| Bonus Paid up. | Loan. | Subscription to Shares. | Bonus Granted. | Bonus Paid up. | Loan. | Subscription to Shares. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 224,660 00 | | | 213,000 00 | 213,000 00 | | 50,000 00 |
| | | | 85,500 00 | 85,500 00 | | |
| 565,020 00 | | | 599,805 00 | 599,805 00 | | |
| 178,630 00 | | | 311,500 00 | 311,500 00 | | |
| 168,350 00 | | | 144,870 85 | 144,870 85 | | |
| 150,000 00 | | | 21,774 00 | 21,774 00 | | |
| 196,188 00 | | | 241,980 00 | 241,980 00 | | 390,000 00 |
| 83,300 00 | | | | | | |
| | | | 65,000 00 | 65,000 00 | | |
| 105,212 00 | | | 376,702 59 | 376,702 59 | | |
| 53,000 00 | | | 100,000 00 | 100,000 00 | | |
| 312,000 00 | | | 186,000 00 | 186,000 00 | | |
| | | | 47,000 00 | 47,000 00 | | |
| 241,276 00 | | | 682,000 00 | 682,000 00 | | |
| 94,957 59 | | | 222,094 93 | 222,094 93 | | |
| 270,000 00 | | | 154,392 00 | 152,900 00 | | 32,000 00 |
| 200,000 00 | | | | | | |
| 577,326 06 | | | 24,000 00 | 24,000 00 | | |
| 55,500 00 | | | 20,000 00 | 20,000 00 | | |
| 376,320 00 | | | 350,000 00 | 350,000 00 | | |
| 41,950 00 | | | | | | |
| 3,899,605 00 | | | | | | |
| | | | 88,874 17 | 88,874 17 | | |
| 156,499 33 | | | 15,338 93 | 15,338 93 | | |
| 84,226 36 | | | | | | |
| 233,000 00 | | | 100,000 00 | 50,000 00 | | |
| 275,000 00 | | | 5,000 00 | 5,000 00 | | |
| 135,000 00 | | | | | | |
| 135,000 00 | | | | | | |
| 21,000 00 | | | | | | |
| 456,493 00 | | | 509,320 00 | 509,320 00 | | |
| 83,000 00 | | | 356,500 00 | 356,500 00 | | |
| | | | | | 1,332,854 00 | 414,000 00 |
| 126,994 00 | | | | | | |
| 10,000 00 | | | | | | |
| 39,788 00 | | | | | | |
| 5,000 00 | | | | | | 65,000 00 |

paid to the Company under the "Implement Clause" by the Dominion Government.

3 GEORGE V., A. 1913.

TABLE 5.—STATEMENT of Aid, Granted and Paid to Railways by

| Number. | Name of Railway. | BY DOMINION GOVERNMENT. | | | BY PROVINCIAL | |
|---------|---|-------------------------|-------------------|---------|--------------------------------|-------------------------|
| | | Bonus Granted. | Bonus Paid up. | Loan. | Name of Province. | Bonus Granted. |
| | | \$ cts. | \$ cts. | \$ cts. | | \$ cts. |
| 138 | Minudie Coal & Ry. Co.... | 18,544 00 | 18,544 00 | | Quebec | 444,000 00 |
| 139 | Montreal & Atlantic & Lake | | | | | |
| 140 | Champlain & St. Lawrence Jct..... | | | | Quebec | 250,280 00 |
| 141 | Montreal & Province Line. | 58,560 00 | 58,560 00 | | " | 231,122 00 |
| 142 | Montreal & Vermont Junction (nil) | | | | | |
| 143 | Moncton & Buctouche..... | 102,400 00 | 101,600 00 | | New Brunswick | 86,000 00 |
| 144 | Morrissey, Fernie & Michel (nil) | | | | | |
| 145 | Napierville Junction..... | 173,440 00 | 173,440 00 | | Quebec | |
| 146 | Nelson & Fort Sheppard (nil) | | | | | |
| 147 | New Brunswick Coal & Ry. Co..... | 190,400 00 | 190,400 00 | | New Brunswick | 224,000 00 |
| 148 | New Brunswick & P. E. Island..... | 113,440 00 | 113,440 00 | | New Brunswick | 99,708 90 |
| 149 | New Westminster Southern (nil) | | | | | |
| 150 | North Shore..... | 27,616 00 | 27,616 00 | | New Brunswick | 16,200 00 |
| 151 | Nosbonsing & Nipissing (nil) | | | | | |
| 152 | Nova Scotia Steel & Coal Co's Ry..... | 40,000 00 | 39,840 00 | | Nova Scotia | 40,000 00 |
| 153 | Ottawa & New York..... | 262,384 00 | 262,384 00 | | Ontario | 33,000 00 |
| 154 | Phillipsburg Ry. & Quarry Co..... | 23,712 00 | 23,712 00 | | Quebec | 25,667 00 |
| 155 | Pontiac & Renfrew..... | 13,600 00 | 13,600 00 | | " | 17,433 60 |
| 156 | Princeton Branch of Wash. Central Ry. (U.S.) now, Maine Central Ry..... | | | | Quebec | 250,000 00 |
| 157 | Quebec Bridge & R'y Co..... | 374,353 33 | 374,353 33 | | " | 1,076,123 14 |
| 158 | Quebec Central..... | 533,301 30 | 533,301 30 | | " | 2,533,000 00 |
| 159 | Quebec & Lake St. John.. | 1,454,695 00 | 1,261,463 50 | | " | 1,596,390 00 |
| 160 | Quebec Oriental..... | 828,435 84 | 828,435 84 | | | |
| 161 | Quebec & Saguenay..... | 104,992 00 | 104,992 00 | | | |
| 162 | Quebec R'y, Light & Power Co..... | 96,000 00 | 96,000 00 | | Quebec | 306,945 50 |
| 163 | Quebec, Montreal & South- ern, including— | 500,386 25 | 500,386 25 | | " | 210,000 00 |
| 164 | United Counties, East Richelieu Valley..... | 69,952 00 | 69,952 00 | | " | 115,215 00 |
| 165 | South Shore..... | 296,998 38 | 296,998 38 | | " | 276,645 00 |
| 166 | Red Mountain..... (nil) | | | | | |
| 167 | Rutland & Noyan..... (nil) | | | | | |
| 168 | Salisbury & Albert..... | †29,665 45 | †29,391 01 | | New Brunswick. | 455,000 00 |
| 169 | Schonberg & Aurora..... | 48,000 00 | 46,144 00 | | | |
| 170 | Stanstead, Shefford & Chamblly..... (nil) | | | | | |
| 171 | St. Clair Tunnel..... | 375,000 00 | 375,000 00 | | | |
| 172 | St. Lawrence & Adirondack | 149,481 60 | 149,481 60 | | Quebec | 70,400 00 |
| 173 | *St. John Valley & Riv. du Loup..... | | | | | |
| 174 | St. Martins..... | †83,612 54 | †83,612 54 | | New Brunswick. | 145,600 00 |
| 175 | St. Maurice Valley (C.P.R.) | 173,120 00 | 173,120 00 | | | |
| 176 | Sydney & Louisburg (Dom. Coal Co.)..... | 89,600 00 | 87,808 00 | | Nova Scotia.... | 87,808 00 |
| 177 | Temiskaming & Northern Ontario (Ontario Gov't)..... | | | | | |
| 178 | Temiscouata..... | 645,950 00 | 645,950 00 | | { Quebec..... New Brunswick | 362,250 00 66,000 00 |
| 179 | Thousand Islands..... | 61,200 00 | 29,840 00 | | Ontario..... | |
| 180 | Toronto, Hamilton & Buf- falo..... | 57,600 00 | 57,600 00 | | " | |

* Under construction. † Includes loan used iron rails.

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Governments and Municipalities to June 30th, 1912—*Continued.*

| GOVERNMENTS. | | | BY MUNICIPALITIES. | | | |
|-------------------|---------|----------------------------|--------------------|-------------------|---------|----------------------------|
| Bonus Paid Up. | Loan. | Subscription to Shares. | Bonus Granted. | Bonus Paid Up. | Loan. | Subscription to Shares. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 315,891 89 | | | | | | 528,000 00 |
| 250,280 00 | | | 51,000 00 | 36,000 00 | | |
| 231,122 00 | | | 25,000 00 | 25,000 00 | | |
| 94,500 00 | | | | | | |
| | | | 10,000 00 | 10,000 00 | | |
| 224,000 00 | | | | | | |
| 99,768 90 | | | | | | |
| 16,200 00 | | | | | | |
| 40,000 00 | | | 4,000 00 | 4,000 00 | | |
| 35,000 00 | | | 85,000 00 | 85,000 00 | | |
| 25,667 00 | | | | | | |
| 17,433 60 | | | | | | |
| 250,000 00 | | | 300,000 00 | 290,817 46 | | |
| 1,076,123 14 | | | 103,000 00 | 103,000 00 | | |
| 2,368,816 88 | | | 12,000 00 | 12,000 00 | | 450,000 00 |
| 947,199 25 | | | 50,500 00 | 9,000 00 | | |
| 306,945 50 | | | | | | |
| 207,565 00 | | | | | | |
| 115,215 00 | | | | | | |
| 276,645 00 | | | 25,000 00 | 25,000 00 | | |
| 455,000 00 | | | 70,000 00 | 70,000 00 | | |
| 70,400 00 | | | | | | |
| 145,600 00 | | | | | | |
| 82,000 00 | | | | | | |
| 362,250 00 | | | 25,000 00 | 25,000 00 | | |
| 66,000 00 | | | 10,000 00 | 10,000 00 | | |
| | | | 268,000 00 | 265,500 00 | | |

3 GEORGE V., A. 1913

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

| Number. | Name of Railway. | BY DOMINION GOVERNMENT. | | | BY PROVINCIAL | |
|---------|---|-------------------------|-------------------|---------------|----------------------|-------------------|
| | | Bonus Granted. | Bonus Paid Up. | Loan. | Name of Province. | Bonus Granted. |
| | | \$ cts. | \$ cts. | \$ cts. | | \$ cts. |
| 181 | Vancouver, Victoria & Eastern..... (nil) | | | | | |
| 182 | Victoria & Sidney..... | | | | British Columbia | 119,635 00 |
| 183 | Victoria Terminal Rly & Ferry Co..... (nil) | | | | | |
| 184 | Thessalon & Northern (Ontario)..... | 6,112 00 | 6,112 00 | | | |
| 185 | Wellington Colliery Co. (nil) | | | | | |
| 186 | York & Carleton..... | 32,896 00 | 32,896 00 | | New Brunswick. | 25,247 00 |
| | Final totals..... | 87,641,092 51 | 85,553,327 96 | 25,576,533 33 | | 34,224,739 89 |

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by Governments and Municipalities to June 30, 1912—*Concluded.*

| GOVERNMENTS. | | | BY MUNICIPALITIES. | | | |
|-------------------|--------------|----------------------------|--------------------|-------------------|--------------|----------------------------|
| Bonus Paid up. | Loan. | Subscription to Shares. | Bonus Granted. | Bonus Paid up. | Loan. | Subscription to Shares. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 119,635 00 | | | 179,452 50 | 179,452 50 | | |
| | | | | | | |
| | | | | | | |
| 25,247 00 | | | | | | |
| 32,895,485 16 | 2,750,030 00 | 300,000 00 | 13,056,180 40 | 12,807,324 98 | 2,404,498 62 | 2,839,500 00 |

3 GEORGE V., A. 1913

TABLE 6.—EARNINGS of Railways for the Year ending June 30, 1912.

| Number. | Name of Railway. | EARNINGS. | | | | | 6 | NET EARNINGS. | |
|---------|--|---------------|---------------|--------------------------------|--|---------------------|------|---------------|------------|
| | | 3 | 4 | A | 5 | Operating Expenses. | | 1912. | Cols. 5-6. |
| | | Passenger. | Freight. | Other Earnings from Operation. | Total Gross, including other Earnings from Operation. Cols. 3 + 4 + A. | | | | |
| | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| 1 | Alberta Railway & Irrigation Co. | 96,448 88 | 269,172 54 | 18,161 05 | 383,782 47 | 213,078 14 | | 170,704 33 | |
| 2 | Algoma Central and Hudson Bay | 51,521 81 | 314,189 75 | 179,343 20 | 545,054 76 | 325,823 95 | | 219,230 81 | |
| 3 | Atlantic, Quebec and Western | 11,918 61 | 14,814 45 | 23 40 | 26,786 46 | 46,653 12 | | 19,866 66 | |
| 4 | Algona, Eastern | 1,928 75 | 94,940 53 | 1,242 68 | 97,811 96 | 58,051 30 | | 39,760 66 | |
| 5 | Bay of Quinté | 47,988 41 | 185,306 61 | 5,538 61 | 238,833 63 | 186,794 60 | | 52,039 03 | |
| 6 | Bedfordton and Nelson | 315 95 | 2,251 01 | 0 09 | 2,567 05 | 10,234 19 | | 7,637 14 | |
| 7 | Brandon, Saskatchewan and Hudson Bay | 25,916 81 | 52,757 13 | 406 48 | 83,080 45 | 97,981 48 | | 14,901 03 | |
| 8 | British Yukon | 66,370 86 | 210,045 75 | 3,569 93 | 279,926 54 | 77,833 46 | | 202,093 08 | |
| 9 | Brockville, Westport and Northwestern | 39,139 92 | 36,282 31 | 81 58 | 75,502 81 | 43,252 91 | | 32,250 87 | |
| 10 | Canada, Southern | 3,085,335 86 | 6,533,468 86 | 47,834 34 | 9,666,639 06 | 5,098,535 93 | | 4,568,083 13 | |
| 11 | Canadian Government Railways (Intercolonial) | 3,558,498 19 | 7,259,766 09 | 185,145 79 | 11,003,440 07 | 10,732,892 84 | | 250,547 23 | |
| 12 | " " (Prince Edward Island) | 157,310 56 | 180,499 41 | 10,963 58 | 378,773 55 | 456,967 23 | | 78,193 68 | |
| 13 | Canadian Northern | 3,997,900 24 | 15,375,039 11 | 1,287,154 28 | 20,860,093 63 | 14,422,126 14 | | 6,437,667 49 | |
| 14 | " " Ontario | 258,772 26 | 595,436 54 | 27,744 61 | 881,953 41 | 851,664 52 | | 30,288 59 | |
| 15 | " " Quebec | 318,786 09 | 955,316 36 | 23,438 38 | 1,327,533 83 | 1,088,213 53 | | 239,291 30 | |
| 16 | Canadian Pacific | 35,098,796 85 | 79,204,412 07 | 1,930,603 19 | 116,233,812 11 | 75,388,984 55 | | 40,814,827 56 | |
| 17 | Cape Breton | 4,985 89 | 4,336 60 | 16 25 | 9,338 74 | 19,715 05 | | 10,376 31 | |
| 18 | Caracquet | 21,343 65 | 45,291 60 | | 66,635 25 | 56,178 92 | | 10,456 33 | |
| 19 | Central Ontario | 33,447 27 | 220,632 21 | 7,229 39 | 321,368 87 | 193,418 97 | | 127,949 90 | |
| 20 | Crows Nest Southern | 24,708 46 | 127,036 49 | 702 37 | 152,447 32 | 152,729 11 | | 281 79 | |
| 21 | Cumberland Railway & Coal Co. | 18,245 10 | 97,590 85 | 163 67 | 115,999 62 | 82,558 21 | | 33,441 41 | |
| 22 | Dominion Atlantic | 421,033 78 | 579,297 22 | 4,914 44 | 1,005,245 44 | 585,684 63 | | 419,560 81 | |
| 23 | Eastern British Columbia | 4,333 60 | 37,798 13 | 112 40 | 42,244 13 | 26,178 23 | | 16,065 90 | |
| 24 | Elgin and Havelock | 4,333 08 | 9,519 20 | | 13,852 28 | 10,441 02 | | 3,411 26 | |
| 25 | Essex Terminal | | 35,022 86 | 261 00 | 35,283 86 | 17,641 93 | | 17,641 93 | |
| 26 | Grand Trunk | 12,426,044 70 | 22,978,790 95 | 397,139 43 | 35,801,975 08 | 25,139,278 37 | | 10,662,696 71 | |
| 27 | Grand Trunk (Canada Atlantic) | 509,347 04 | 1,634,225 61 | 29,790 55 | 2,173,363 23 | 1,921,694 74 | | 251,668 49 | |
| 28 | Grand Trunk (Southwestern) | 232,270 91 | 242,507 54 | 3,252 80 | 478,031 25 | 425,286 09 | | 52,745 16 | |
| 29 | Hereford | 26,111 24 | 53,363 27 | 1,164 87 | 74,639 38 | 106,860 40 | | 32,221 02 | |
| 30 | Inverness Railway & Coal Co. | 23,627 48 | 175,839 64 | 1,237 08 | 200,701 20 | 111,291 72 | | 89,412 48 | |
| 31 | Irontrale, Bancroft and Ottawa | 9,018 38 | 16,822 18 | 539 90 | 26,380 46 | 22,853 40 | | 3,527 06 | |
| 32 | International of New Brunswick (Records destroyed by fire) | | 12,022 89 | | 12,022 89 | 15,253 58 | | 5,493 48 | |
| 33 | Kent Northern | 8,724 17 | | | 20,747 06 | | | | |

3 GEORGE V., A. 1913

TABLE 7.—EARNINGS and Income for the Year ending June 30, 1912.

| Number. | Name of Railway. | REVENUE FROM TRANSPORTATION. | | | | | | | | Proportion to Total Earnings, 100 × Col. 6, Col. 16. |
|---------|---|------------------------------|-----------------------------|------------|--------------|---|--|------------------------------|-------|--|
| | | 1 | 2 | 3 | 4 | 5 | A | 6 | 7 | |
| | | Passenger Revenue. | Revenue per Passenger mile. | Mail. | Express. | Excess Baggage, ParLOUR and Chair Car Revenue and other items | Total Passenger Service Train Revenue. | Passenger Earnings per Mile. | | |
| | | \$ cts. | Cents. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ c. | |
| 1 | Alberta Ry., and Irrigation Co. | 84,482 33 | 2 805 | 801 04 | 10,229 10 | 936 41 | 96,448 88 | 1 167 92 | 25 13 | |
| 2 | Algonia Central and Hudson Bay | 51,513 61 | 3 698 | | | 8 20 | 51,521 81 | 62277 | 9 45 | |
| 3 | Atlantic, Quebec and Western | 11,586 78 | 3 088 | | 325 28 | 6 55 | 11,918 61 | 32904 | 44 49 | |
| 4 | Algonia Eastern | 1,628 75 | 3 913 | | | | 1,628 75 | 38491 | 1 66 | |
| 5 | Bay of Quinte | 38,127 36 | 2 390 | 6,455 46 | 3,405 59 | | 47,988 41 | 28756 | 20 09 | |
| 6 | Bedford and Nelson | 329 24 | 3 995 | | | 16 71 | 345 95 | 16761 | 13 32 | |
| 7 | Brandon, Saskatchewan and Hudson Bay | 25,147 54 | 2 704 | 2,866 17 | 2,101 30 | 301 83 | 29,916 84 | 68822 | 36 01 | |
| 8 | British Yukon | 59,205 12 | 10 002 | 4,500 00 | 1 912 41 | 753 33 | 66,370 86 | 1 59614 | 23 70 | |
| 9 | Brockville, Westport and Northwestern | 33,716 11 | 1 507 | 3,362 80 | 1,397 41 | 653 60 | 39,139 92 | 67833 | 51 83 | |
| 10 | Canada Southern | 2,470,432 49 | 2 333 | 135,622 97 | 418,138 02 | 61,142 38 | 3,085,335 86 | 1 59396 | 31 91 | |
| 11 | Canadian Govt. Rys. (Intercolonial) | 2,943,536 25 | 1 686 | 201,955 53 | 242,095 65 | 170,910 76 | 3,558,498 19 | 1 13751 | 32 33 | |
| 12 | " (P. E. Island) | 156,018 29 | 1 681 | 24,166 30 | 2,508 23 | 4,617 69 | 187,310 56 | 53232 | 49 45 | |
| 13 | Canadian Northern | 3,349,317 00 | 2 114 | 112,177 63 | 466,137 11 | 70,248 50 | 3,997,900 24 | 1 20634 | 19 17 | |
| 14 | " Ontario | 226,439 60 | 2 004 | 633 41 | 21,907 97 | 9,791 28 | 238,772 26 | 54455 | 29 34 | |
| 15 | Canadian Pacific | 313,733 88 | 1 583 | 4,954 82 | 20,341 47 | 9,749 92 | 348,780 09 | 82677 | 26 27 | |
| 16 | Cape Breton | 31,282,157 69 | 1 943 | 847,351 74 | 2,451,634 93 | 517,652 49 | 35,098,796 85 | 1 64637 | 30 19 | |
| 17 | Caraquet | 4,696 85 | 2 849 | | 231 14 | 57 90 | 4,985 80 | 25295 | 53 38 | |
| 18 | Central Ontario | 18,045 73 | 2 753 | 3,115 90 | | 182 02 | 21,343 63 | 45387 | 32 03 | |
| 19 | Crow's Nest Southern | 79,795 57 | 2 090 | 6,637 06 | 7,014 64 | | 93,447 27 | 55519 | 29 07 | |
| 20 | Cumberland Ry. and Coal Co. | 21,250 80 | 3 831 | 1,298 08 | 1,882 98 | 276 51 | 24,708 46 | 53991 | 16 20 | |
| 21 | Dominion Atlantic | 14,219 08 | 2 471 | 914 08 | 2,412 95 | 707 99 | 18,245 10 | 67253 | 15 72 | |
| 22 | Eastern British Columbia | 377,178 36 | 2 017 | 13,444 28 | 17,297 52 | 13,203 62 | 421,033 78 | 85422 | 41 88 | |
| 23 | Essex Terminal | 4,108 60 | 5 640 | 225 00 | | | 4,333 60 | 56251 | 10 25 | |
| 24 | Elgin and Havelock | 3,529 21 | 2 380 | 676 08 | 127 79 | | 4,333 08 | 22108 | 31 28 | |
| 25 | Grand Trunk | 10,414,767 62 | 1 815 | 308,557 08 | 1,313,050 63 | 330,168 77 | 12,426,044 70 | 1 43629 | 34 77 | |
| 26 | Grand Trunk (Canada Atlantic) | 437,790 85 | 2 123 | 23,640 21 | 30,031 63 | 17,884 35 | 509,347 04 | 68494 | 23 43 | |
| 27 | Halifax and South Western | 198,876 37 | 2 765 | 6,685 86 | 21,212 71 | 5,495 97 | 232,270 91 | 70876 | 48 58 | |
| 28 | Hereford | 16,520 76 | 2 246 | 2,684 72 | 692 50 | 213 26 | 20,111 24 | 30094 | 26 94 | |
| 29 | Inverness Ry., and Coal Co. | 22,317 75 | 2 629 | | 491 59 | 818 14 | 23,627 48 | 55058 | 11 77 | |
| 30 | Irondale, Bancroft and Ottawa | 7,196 85 | 2 540 | 1,014 12 | 680 21 | 127 70 | 9,018 38 | 26259 | 34 18 | |
| 31 | International of N. B., (Records destroyed by fire) | | | | | | | | | |
| 32 | Kent Northern | 7,341 87 | 3 162 | 1,882 30 | | | 8,724 17 | 51616 | 42 05 | |

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| | 3-413 | 7,188 11 | 3,548 78 | 556 50 | 513 45 | 29173 | 12-33 |
|---|---------------|--------------|--------------|--------------|---------------|---------|-------|
| 34 Kettle Valley | 55,233 17 | 1,667 50 | 401 70 | | 66,516 56 | 51443 | 29-45 |
| 35 Kingston and Pembroke | 15 510 | 1,508 58 | ..... | ..... | 2,069 20 | 1-26324 | 3-44 |
| 36 Klondike Mines | 2-671 | 1,622 04 | ..... | ..... | 5,695 78 | 3-30329 | 15-72 |
| 37 Lofmiere and Megantic | 1-131 | 1,914 47 | 4,619 78 | 459 32 | 38,640 87 | 4-8311 | 32-58 |
| 38 London and Port Stanley | 1-793 | 496 06 | 549 24 | 51 75 | 9,692 23 | 7-28300 | 58-03 |
| 39 Maine Central (Formerly Washington County) | 2-757 | 300 48 | 439 61 | 94 51 | 7,766 28 | 2-3746 | 6-32 |
| 40 Manitoba Great Northern | 3-253 | 406 06 | 572 63 | 139 64 | 7,444 40 | 7-07919 | 11-69 |
| 41 Maritime Coal Ry. and Power Co. | 3-394 | 3,211 45 | 999 96 | 592 50 | 71,988 09 | 7-25510 | 32-62 |
| 42 Massachusetts Valley | 2-089 | 801 28 | 45 91 | 263 97 | 17,988 09 | 4-9211 | 36-78 |
| 43 Moncton and Buctouche | 2-486 | 644 16 | 2,191 48 | 499 41 | 22,613 19 | 1-32986 | 36-97 |
| 44 Midland Ry. Co., of Manitoba | 2-313 | 10,814 12 | 13,798 50 | 3,466 43 | 22,710 96 | 7-7404 | 26-06 |
| 45 Montreal and Atlantic | 1-841 | 2,419 56 | 4,068 80 | 696 83 | 63,669 99 | 8-85000 | 49-61 |
| 46 Montreal and Province Line | 2-350 | 2,530 50 | 5,126 20 | 770 00 | 61,656 00 | 9-66386 | 50-37 |
| 47 Montreal and Vermont Junction | 1-473 | ..... | 759 42 | 24 69 | 7,690 50 | 3-0811 | 9-63 |
| 48 Morrissey, Fernie and Michel | 2-575 | 1,502 40 | 3,912 78 | 1,123 82 | 5,637 40 | 3-3353 | 7-97 |
| 49 Napierville Junction | 3-580 | 1,285 30 | 363 27 | ..... | 32,311 75 | 8-6027 | 40-30 |
| 50 Nelson and Fort Sheppard | 2-602 | 2,252 44 | 296 72 | ..... | 11,775 57 | 2-06900 | 21-39 |
| 51 New Brunswick Coal and Ry., Co. | 1-858 | 2,212 41 | ..... | ..... | 12,383 13 | 4-0040 | 34-28 |
| 52 New Brunswick and P. E. Island | 3-501 | 3,097 50 | 417 18 | 126 78 | 11,058 07 | 6-69600 | 25-51 |
| 53 New Westminster Southern | 2-892 | 4 250 22 | 3,692 63 | 1,265 71 | 196 65 | 1-04056 | 10-26 |
| 54 North Shore | 2-072 | 8,241 14 | 28,082 06 | 2,850 14 | 82,848 56 | 1-07248 | 43-76 |
| 55 Ottawa and New York | 2-037 | ..... | ..... | ..... | 170,453 64 | 6-1133 | 7-16 |
| 56 Pere Marquette | 2-107 | 19,923 08 | 16,526 32 | 14,010 44 | 418,238 86 | 8-8134 | 30-35 |
| 57 Phillipsburg Ry. and Quarry Co. | 2-021 | 13,559 04 | 15,851 27 | 8,971 02 | 290,400 59 | 1-20227 | 35-13 |
| 58 Quebec Central | 2-574 | 4,945 87 | 8,175 02 | 1,745 05 | 149,464 27 | 7-0324 | 37-17 |
| 59 Quebec and Lake St. John | 2-615 | 3,390 40 | 1,570 08 | 78 64 | 40,798 76 | 7-1115 | 44-85 |
| 60 Quebec, Montreal and Southern | 1-472 | 240 80 | 481 80 | 137 76 | 11,843 82 | 1-56934 | 15-81 |
| 61 Quebec Oriental | 3-513 | 87 64 | 271 40 | ..... | 3,606 34 | 5-6592 | 18-36 |
| 62 Quebec Ry., Light and Power Co. | 2-000 | 2,260 80 | 283 40 | 154 53 | 8,807 88 | 1-61879 | 63-53 |
| 63 Red Mountain | 2-815 | 2,260 80 | 283 40 | 154 53 | 9,319 52 | 3-39556 | 40-21 |
| 64 Rutland and Noyan | 3-001 | 1,744 39 | 6,020 59 | 770 34 | 6,035 00 | 2-6814 | 46-46 |
| 65 Salisbury and Albert | 2-515 | 4,091 84 | 6,895 32 | 1,767 75 | 41,068 32 | 6-6944 | 41-15 |
| 66 Schomberg and Aurora | 1-600 | 376 45 | 55 55 | ..... | 236,845 97 | 1-26833 | 39-88 |
| 67 Stanstead, Shefford and Chambly | 2-439 | 1,036 82 | 965 78 | 891 40 | 6,188 49 | 3-5202 | 32-56 |
| 68 St. Clair Tunnel | 2-289 | 5,659 01 | 1,500 01 | 1,125 86 | 41,631 24 | 1-11013 | 5-48 |
| 69 St. Lawrence and Adirondack | 2-494 | 18,869 90 | 12,872 02 | 9,298 18 | 61,346 89 | 4-26449 | 28-66 |
| 70 St. Martins | 2-526 | 732 00 | 3,653 88 | 2,936 38 | 760,190 14 | 1-66955 | 39-27 |
| 71 Sydney and Louisburg | 3-150 | 3,496 58 | 21,578 01 | 2,936 38 | 13,336 57 | 4-0091 | 33-38 |
| 72 Temiscouata | 1-900 | 4,996 11 | 26,284 02 | 8,537 18 | 369,164 53 | 1-25781 | 25-16 |
| 73 Temiskaming and Northern Ontario | 2-897 | 27 10 | ..... | ..... | 27,241 84 | 1-19355 | 32-05 |
| 74 Thousand Islands | 2-737 | 428 70 | 19,867 16 | 6,012 18 | 2,405 06 | 1-82597 | 45-16 |
| 75 Toronto, Hamilton and Buffalo | 2-789 | 1,379 08 | ..... | ..... | 28,359 24 | 1-30148 | 47-49 |
| 76 Vancouver, Victoria and Eastern | 1-770 | 360 00 | ..... | ..... | 648,497 26 | 8-7923 | 28-42 |
| 77 Victoria Terminal Ry. and Ferry Co. | 2-843 | 20 00 | 257 60 | ..... | 4,605 75 | 1-4762 | 4-84 |
| 78 Victoria and Sidney, B. C. .... | ..... | ..... | ..... | ..... | 1,983 20 | 2-3133 | 31-97 |
| 79 Wabash (in Canada) ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 80 Wellington Colliery Co. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 81 York and Carlton ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total | 56,543,663 60 | 1,914,720 39 | 5,294,388 08 | 1,295,414 59 | 65,048,186 66 | ..... | 29 65 |

Operating Revenues.] TABLE 7.—Earnings and Income for the Year ending June 30, 1912—Continued.

| Number. | Name of Railway. | REVENUE FROM TRANSPORTATION. | | | | | REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION. | | | | | SUMMARY OF REVENUES. | |
|---------|--|------------------------------|---------------------------|--|--|------------------------------------|--|-------------------------------------|--|--------------------------------|---|----------------------|--|
| | | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | | | |
| | | Freight Revenue. | Revenue per Ton per Mile. | Switching Revenue, Special Serv. Train Rev. and Miscellaneous. | Proportion to Total Earnings, 100 Col. 9 + B. Col. 16. | Total Revenue from Transportation. | Station and Train Privileges, Storage and Car Service. | Telegraph, Rents and other Sources. | Total Operating Revenues, Col. 13 + 14 + 15. | Total Earnings per Train Mile. | | | |
| | \$ cts. | Cents. | \$ cts. | % | p. c. | \$ cts. | % cts. | \$ cts. | % cts. | \$ | % | | |
| 1 | Alberta Ry. and Irrigation Co. | 269,172 54 | 2 347 | 4 524 59 | 70 13 | 365,621 42 | 1,543 09 | 16,617 96 | 383,782 47 | 3 086 98 | | | |
| 2 | Algoma Central and Hudson Bay .. | 208,908 77 | 1 431 | 4 141 76 | 57 64 | 365,711 56 | 121,898 75 | 57,494 45 | 515,054 76 | 4 147 48 | | | |
| 3 | Atlantic, Quebec and Western .. | 14,844 45 | 2 807 | 37 212 | 55 41 | 26,763 06 | 23 40 | ... | 26,786 46 | 67 147 | | | |
| 4 | Algoma Eastern .. | 93,747 63 | 1 993 | 4 919 71 | 97 16 | 96,569 28 | 92 45 | 1,150 23 | 97,811 96 | 5 099 41 | | | |
| 5 | Bay of Quinté .. | 184,819 61 | 1 851 | 337 36 | 76 45 | 233,295 02 | 2,379 12 | 3,159 49 | 238,833 63 | 1 208 12 | | | |
| 6 | Bedfordton and Nelson .. | 2,247 39 | 7 363 | 1 07 283 | 86 67 | 2,586 96 | 0 09 | ... | 2,597 05 | 1 220 42 | | | |
| 7 | Brandon, Saskatchewan & Hud. B. | 50,201 18 | 1 323 | 2 331 91 | 63 50 | 82,673 97 | 406 48 | ... | 83,080 45 | 1 254 39 | | | |
| 8 | British Yukon .. | 210,045 75 | 10 306 | 4 961 77 | 75 03 | 276,416 61 | 661 58 | 2,845 35 | 279,926 54 | 6 315 32 | | | |
| 9 | Brookville, Westport & N. Western | 36,282 31 | 3 593 | 1 229 97 | 48 05 | 75,422 23 | 47 58 | 31 00 | 75,503 81 | 1 267 69 | | | |
| 10 | Canada Southern .. | 6,488,553 07 | 613 | 3 584 37 | 67 98 | 9,618,804 72 | 20,119 58 | 27,714 76 | 9,666,639 06 | 2 664 94 | | | |
| 11 | Canadian Govt. Ry. Intercolonial | 7,165,722 70 | 3 565 | 94 013 39 | 67 97 | 10,818,264 28 | 46,365 97 | 138,779 82 | 11,003,410 07 | 1 432 29 | | | |
| 12 | " " P. E. Island. | 180,499 41 | 3 757 | 88 892 | 47 65 | 397,809 97 | 889 20 | 10,074 38 | 378,773 53 | 1 047 79 | | | |
| 13 | Canadian Northern .. | 15,337,533 95 | 757 | 2 37 600 | 74 66 | 19,572,339 35 | 55,669 87 | 1,231,484 43 | 20,860,093 63 | 2 258 64 | | | |
| 14 | " " Ontario .. | 586,163 58 | 963 | 9 272 96 | 67 51 | 831,208 80 | 4,614 97 | 23,129 64 | 881,953 41 | 1 397 08 | | | |
| 15 | " " Quebec .. | 872,026 49 | 1 199 | 1 951 04 | 71 96 | 1,304,096 45 | 18,044 38 | 5,394 00 | 1,327,534 83 | 1 892 67 | | | |
| 16 | Canadian Pacific .. | 78,588,172 52 | 772 | 2 89 121 | 68 14 | 114,303,208 92 | 555,248 22 | 1,375,354 97 | 116,233,812 11 | 2 471 99 | | | |
| 17 | Cape Breton .. | 4,836 60 | 4 710 | 162 50 | 46 41 | 9,322 49 | 16 25 | ... | 9,338 74 | 4 732 8 | | | |
| 18 | Caracquet .. | 43,742 60 | 2 492 | 962 06 | 67 97 | 66,635 25 | ... | 7,229 39 | 66,635 25 | 1 415 42 | | | |
| 19 | Central Ontario .. | 220,692 21 | 2 325 | 2 357 02 | 68 67 | 314,139 48 | ... | ... | 321,368 87 | 1 440 04 | | | |
| 20 | Crow's Nest Southern .. | 126,852 49 | 1 572 | 184 00 | 83 58 | 151,744 95 | 221 50 | 480 87 | 152,447 32 | 1 769 95 | | | |
| 21 | Cumberland Ry. and Coal Co. | 97,590 85 | 1 550 | 2 097 96 | 84 13 | 115,835 95 | 1 07 | 162 60 | 115,999 92 | 2 466 95 | | | |
| 22 | Dominion Atlantic .. | 578,842 22 | 2 552 | 1 91 954 | 57 62 | 1,000,331 00 | 1,882 00 | 3,632 44 | 1,005,245 44 | 1 643 76 | | | |
| 23 | Eastern British Columbia .. | 37,788 13 | 2 517 | 4 906 40 | 89 47 | 42,131 73 | 36 40 | 76 00 | 42,244 13 | 5 483 40 | | | |
| 24 | Elgin and Havelock .. | 9,519 20 | 2 406 | 4 856 7 | 68 72 | 13,852 28 | ... | ... | 13,852 28 | 7 067 5 | | | |
| 25 | Essex Terminal .. | 34,822 86 | 2 886 | 1 81 466 | 99 26 | 35,022 86 | 261 00 | ... | 35,283 86 | 1 828 18 | | | |
| 26 | Grand Trunk .. | 22,562,596 45 | 687 | 416,194 50 | 64 18 | 35,044,835 65 | 177,130 95 | 220,009 38 | 35,801,975 08 | 1 890 79 | | | |
| 27 | Grand Trunk (Canada Atlantic) .. | 1,520,313 78 | 782 | 113,911 86 | 75 19 | 2,143,572 68 | 8,358 85 | 21,431 70 | 2,173,363 23 | 1 506 70 | | | |
| 28 | Halifax and Southwestern .. | 236,838 94 | 1 979 | 5,668 60 | 50 73 | 474,778 45 | 1,247 17 | 2,005 63 | 478,031 25 | 1 295 49 | | | |
| 29 | Hereford .. | 53,860 27 | 1 827 | 3 60 | 71 41 | 73,474 51 | 246 34 | 918 53 | 74,639 38 | 3 566 40 | | | |
| 30 | Inverness Ry. and Coal Co. | 175,759 61 | 1 018 | 89 00 | 87 61 | 199,467 12 | 233 94 | 1,003 14 | 200,701 20 | 1 791 44 | | | |
| 31 | Irondale, Bancroft and Ottawa .. | 16,592 18 | 2 643 | 230 00 | 63 76 | 25,840 56 | ... | 539 90 | 26,380 46 | 7 681 2 | | | |
| 32 | International of N. B. (Records destroyed by fire.) .. | 12,022 89 | 4 978 | ... | 57 95 | 20,747 06 | ... | ... | 20,747 06 | 1 227 49 | | | |
| 33 | Kent Northern .. | ... | ... | 711 33 | ... | ... | ... | ... | ... | ... | | | |

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| | | | | | | | | | | |
|--|----------------|--------|--------------|---------|--------|----------------|--------------|--------------|----------------|---------|
| 34 Kettle Valley..... | 2,832 88 | 7 248 | 733 39 | 2 02629 | 85 72 | 4,079 72 | 80 00 | 2,990 95 | 4,159 72 | 2 36347 |
| 35 Kingston and Pembroke..... | 146,394 42 | 2 210 | 17,401 64 | 1 52880 | 72 49 | 230,312 62 | Dr. 7,396 85 | 2,990 95 | 225,936 72 | 1 63092 |
| 36 Klondike Mines..... | 57,594 07 | 23 427 | ..... | 1 52880 | 95 88 | 59,633 27 | ..... | 401 04 | 60,031 31 | 7 77948 |
| 37 L'Anse-au-Loup and Megantic..... | 30,510 37 | 3 822 | ..... | 1 62462 | 84 24 | 36,206 15 | ..... | 9 00 | 36,215 15 | 1 83768 |
| 38 London and Port Stanley..... | 72,625 48 | 886 | 6,419 46 | 1 40140 | 66 66 | 117,685 81 | 296 57 | 589 58 | 118,371 96 | 97550 |
| 39 Maine Central (form. Washing. Co.) | 7,008 50 | 707 | ..... | 60314 | 41 97 | 16,700 73 | ..... | ..... | 16,700 73 | 1 05734 |
| 40 Manitoba Great Northern..... | 114,874 36 | 953 | 125 42 | 2 63541 | 93 61 | 122,766 06 | 77 35 | ..... | 122,843 91 | 2 38028 |
| 41 Maritime Coal Ry. and Power Co., | 56,224 63 | 2 777 | ..... | 2 63492 | 88 31 | 63,669 03 | ..... | ..... | 63,669 03 | 2 87058 |
| 42 Mississippi Valley..... | 146,419 26 | 854 | 1,310 54 | 1 53942 | 66 45 | 219,717 89 | 382 53 | 528 92 | 220,629 34 | 1 13002 |
| 43 Moncton and Bucktonche..... | 18,480 57 | 3 673 | ..... | 84324 | 63 02 | 29,265 59 | ..... | 53 93 | 29,319 52 | 1 13578 |
| 44 Midland Ry. Co. of Manitoba..... | 38,354 55 | 2 476 | 105 27 | 4 08495 | 62 88 | 61,073 01 | 82 77 | ..... | 61,155 78 | 2 31484 |
| 45 Montreal and Atlantic..... | 838,745 21 | 1 156 | 7,989 55 | 1 73362 | 77 64 | 1,084,445 72 | 6,427 65 | 18,975 76 | 1,109,848 53 | 1 69863 |
| 46 Montreal and Province Line..... | 62,361 45 | 2 521 | 149 89 | 1 33857 | 48 71 | 126,172 33 | 578 14 | 1,569 74 | 128,320 21 | 2 20260 |
| 47 Montreal and Vermont Junction..... | 60,390 39 | 614 | 244 62 | 1 22678 | 49 53 | 122,291 01 | 105 60 | 4 00 | 122,400 61 | 1 08180 |
| 48 Morrissey, Fernie and Michel..... | 64,330 60 | 2 767 | 7,777 63 | 2 92314 | 90 47 | 79,708 73 | ..... | ..... | 79,708 73 | 3 23126 |
| 49 Napierville Junction..... | 64,637 69 | 853 | ..... | 2 41718 | 91 48 | 70,275 09 | 375 95 | ..... | 70,651 04 | 2 64205 |
| 50 Nelson and Fort Sheppard..... | 44,483 08 | 3 940 | 451 20 | 2 36620 | 56 04 | 77,246 63 | 237 10 | 2,686 57 | 80,169 70 | 1 41183 |
| 51 New Brunswick Coalfield Ry. Co., | 32,737 71 | 1 367 | ..... | 58389 | 67 84 | 44,533 28 | ..... | 3,748 39 | 48,281 67 | 86060 |
| 52 New Brunswick and P.E. Island..... | 24,677 28 | 3 394 | ..... | 47493 | 65 41 | 37,610 41 | ..... | 115 97 | 37,726 38 | 63727 |
| 53 New Westminster Southern..... | 38,718 56 | 5 575 | 30 00 | 1 78919 | 65 66 | 52,806 63 | 121 14 | 6,089 50 | 59,017 27 | 2 72047 |
| 54 North Shore..... | 1,723 77 | 5 004 | ..... | 35556 | 89 74 | 1,920 42 | ..... | ..... | 1,920 42 | 39612 |
| 55 Ottawa and New York..... | 102,616 84 | 1 119 | 111 42 | 1 76886 | 54 26 | 185,576 82 | 1,079 51 | 2,600 21 | 189,316 54 | 1 39847 |
| 56 Père Marquette..... | 2,171,327 59 | 569 | 28,037 14 | 2 47610 | 92 47 | 2,303,818 37 | 2,778 64 | 5,742 62 | 2,378,339 63 | 2 09945 |
| 57 Phillipsburg Ry. and Quarry Co., | 6,651 38 | ..... | ..... | ..... | 100 00 | 6,651 38 | ..... | ..... | 6,651 38 | ..... |
| 58 Quebec Central..... | 921,302 19 | 1 294 | ..... | 2 99271 | 68 19 | 1,339,541 05 | 2,940 56 | 8,557 50 | 1,351,039 11 | 1 83059 |
| 59 Quebec and Lake St. John..... | 503,325 74 | 1 411 | 2,108 57 | 1 75598 | 63 34 | 785,894 90 | 4,582 66 | 7,577 75 | 798,055 31 | 1 65076 |
| 60 Quebec, Montreal and Southern..... | 251,025 88 | 1 247 | 1,014 97 | 1 63904 | 62 69 | 401,505 12 | 451 66 | 55 38 | 402,012 16 | 1 43430 |
| 61 Quebec Oriental..... | 50,112 34 | 1 946 | ..... | 65053 | 55 09 | 90,911 10 | 37 67 | ..... | 90,948 77 | 90523 |
| 62 Quebec Ry., Light and Power Co., | 59,823 74 | 2 011 | 2,592 20 | 2 72214 | 83 85 | 74,239 76 | 133 29 | ..... | 74,883 26 | 2 45712 |
| 63 Red Mountain..... | 13,339 09 | 5 634 | 2,417 50 | 1 14025 | 80 35 | 19,382 84 | 58 31 | 193 48 | 19,634 63 | 1 41725 |
| 64 Rutland and Noyan..... | 5,055 77 | 1 503 | ..... | 2 97800 | 36 47 | 13,863 65 | ..... | ..... | 13,863 65 | 1 76168 |
| 65 Salisbury and Albert..... | 13,104 13 | 5 779 | ..... | 55026 | 56 53 | 22,423 65 | 752 98 | ..... | 23,176 63 | 98373 |
| 66 Schomberg and Aurora..... | 6,932 66 | 6 069 | ..... | 30802 | 53 37 | 12,967 66 | ..... | 22 12 | 12,989 78 | 57714 |
| 67 Stanstead, Shefford and Chamblay..... | 55,640 31 | 2 548 | 475 18 | 1 27359 | 50 22 | 97,183 81 | 2,534 33 | 80 77 | 99,798 91 | 1 12884 |
| 68 St. Clair Tunnel..... | 296,936 00 | ..... | ..... | ..... | 100 00 | 296,936 00 | ..... | ..... | 296,936 00 | ..... |
| 69 St. Lawrence and Adirondack..... | 333,432 42 | 1 149 | 923 79 | 2 86323 | 59 68 | 591,202 18 | 2,473 56 | 97 26 | 593,773 03 | 1 90922 |
| 70 St. Martins..... | 12,406 75 | 5 313 | ..... | 70573 | 65 27 | 18,595 24 | 56 75 | 354 04 | 19,060 03 | 1 08111 |
| 71 Sydney and Louisbourg..... | 673,790 17 | 1 101 | 26,353 81 | 2 82625 | 92 24 | 741,775 22 | 4,572 14 | 12,080 64 | 759,028 00 | 2 82597 |
| 72 Temiscouata..... | 148,703 52 | 2 352 | 461 56 | 1 95089 | 69 68 | 210,511 97 | 1,591 22 | 1,945 27 | 214,048 46 | 1 42498 |
| 73 Temiskaming and Northern Ontario | 1,072,095 10 | 1 443 | 13,255 08 | 2 50060 | 56 08 | 1,845,590 32 | 17,783 80 | 72,117 32 | 1,935,421 44 | 2 20290 |
| 74 Thousand Islands..... | 24,050 84 | 10 622 | ..... | 74103 | 60 19 | 37,357 41 | 2,967 76 | 39,955 17 | 39,955 17 | 1 23106 |
| 75 Toronto, Hamilton and Buffalo..... | 1,025,052 29 | 1 127 | 62,581 54 | 6 01405 | 74 17 | 1,457,408 36 | 8,324 29 | 1,579 72 | 1,467,312 37 | 3 07227 |
| 76 Vancouver, Victoria and Eastern..... | 533,303 25 | 2 011 | 8,335 86 | 3 32498 | 66 15 | 833,840 95 | 12,613 94 | 2,621 13 | 849,076 02 | 2 70000 |
| 77 Victoria Terminal Ry. & Ferry Co., | 2,264 36 | 6 940 | 3 00 | 2 31363 | 43 29 | 4,732 42 | 504 09 | ..... | 5,236 51 | 2 64604 |
| 78 Victoria and Sidney, B.C. | 30,544 40 | 6 589 | 165 00 | 1 93701 | 51 43 | 59,068 64 | 644 99 | ..... | 59,713 63 | 1 86669 |
| 79 Wabash (in Canada)..... | 1,623,174 51 | 5 582 | 5,593 17 | 1 90899 | 71 38 | 2,277,264 94 | 4,208 80 | 113 00 | 2,281,586 83 | 1 44375 |
| 80 Wellington Colliery Co., | 90,543 07 | 1 668 | ..... | 2 90202 | 95 16 | 95,148 82 | ..... | ..... | 95,148 82 | 3 04964 |
| 81 York and Carleton..... | 3,686 86 | 2 582 | ..... | 43005 | 65 63 | 5,670 06 | ..... | ..... | 5,670 06 | 66168 |
| Final Total..... | 148,030,898 60 | ..... | 1,930,241 53 | ..... | 68 35 | 215,009,326 79 | 1,086,687 37 | 3,307,738 63 | 219,403,752 79 | ..... |

3 GEORGE V., A. 1913

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—Continued.

| — | | 11 | 12 | 13 | 15 | 16 | 18 | 19 | 20 | 24 |
|------------------------------------|---|---------------------------------|---|-------------------------------|----------------------------------|--------------------------------|----------------------------------|--------------------|-----------------------------|----------------------|
| MAINTENANCE OF WAY AND STRUCTURES. | | | | | | | | | | |
| Number. | Name of Railway. | Over and under Grade Crossings. | Grade Crossings, Fences, Cattle Guards and Signs. | Snow and Sand and Snow Sheds. | Signals and Interlocking Plants. | Telegraph and Telephone Lines. | Buildings, Fixtures and Grounds. | Docks and Wharves. | Roadway Tools and Supplies. | Injuries to Persons. |
| | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| 1 | Alberta Railway and Irrigation Co | ... | 3,257 23 | ... | ... | 874 52 | 3,593 30 | ... | 1,985 29 | 12 00 |
| 2 | Algoma Central and Hudson Bay | ... | 341 93 | ... | ... | 3,800 58 | 5,473 09 | 911 87 | 43 84 | ... |
| 3 | Atlantic, Quebec and Western. | 246 58 | ... | 194 25 | ... | 207 07 | 66 50 | ... | ... | ... |
| 4 | Algoma Eastern. | ... | 33 74 | ... | ... | 1,143 57 | 151 92 | ... | 550 40 | 2 00 |
| 5 | Bay of Quinté | ... | 766 00 | ... | 133 65 | 49 20 | 2,097 84 | 346 85 | 174 76 | ... |
| 6 | Bedfordton and Nelson. | Cr. 0 16 | 5 89 | ... | ... | 6 98 | 91 54 | ... | 125 28 | 53 56 |
| 7 | Brandon, Saskatchewan and Hudson Bay | 4 05 | 275 37 | 111 33 | 250 80 | 273 37 | 1,610 46 | ... | 416 44 | 30 00 |
| 8 | British Yukon. | ... | 1 35 | 384 63 | ... | 439 64 | 2,045 91 | 109 38 | 295 00 | 1 28 |
| 9 | Brookville, Westport and Northwestern | ... | 2,110 87 | ... | 44,134 35 | 1,623 57 | 1,184 10 | 64 17 | ... | ... |
| 10 | Canada Southern | 3,546 68 | 32,378 76 | ... | 5,939 54 | 10,553 13 | 53,842 47 | 2,278 24 | 8,617 53 | 1,033 65 |
| 11 | Canadian Government Rys. (Intercolonial). | 1,795 60 | 50,027 77 | 14,305 78 | 34 38 | 572 64 | 260,355 11 | 27,261 10 | 21,516 07 | 313 62 |
| 12 | " " (P. E. Island). | ... | 7,282 23 | 879 10 | ... | ... | 8,299 55 | 1,673 81 | 2,125 46 | ... |
| 13 | Canadian Northern. | 32 76 | 29,381 22 | 2,764 14 | 9,739 22 | 46,074 23 | 189,363 63 | 1,844 33 | 28,054 15 | 14,175 11 |
| 14 | " " Ontario. | 10 90 | 1,830 55 | 76 18 | 1,131 79 | 4,264 22 | 6,147 33 | 87 03 | 2,635 19 | 404 50 |
| 15 | " " Quebec | 31 25 | 12,087 01 | 498 37 | 2,461 28 | 267 94 | 10,881 72 | ... | 3,340 20 | 200 34 |
| 16 | Canadian Pacific. | 10,367 65 | 271,531 69 | 142,598 03 | 56,551 32 | Cr. | 2,303,251 13 | 71,411 79 | 231,878 85 | 71,983 02 |
| 17 | Cape Breton. | ... | 13 50 | ... | ... | 445,821 37 | 2,303,251 13 | ... | ... | ... |
| 18 | Caracquet. | ... | 127 03 | ... | ... | 767 43 | 53 30 | ... | 215 21 | ... |
| 19 | Central Ontario. | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20 | Crow's Nest Southern | 600 00 | 2,701 38 | ... | ... | 262 07 | 2,669 20 | ... | 1,029 75 | ... |
| 21 | Cumberland Railway and Coal Co. | ... | 164 06 | 21 79 | ... | 329 21 | 1,362 28 | ... | 969 33 | 33 25 |
| 22 | Dominion Atlantic | ... | 347 71 | 56 80 | ... | 8 40 | 1,012 01 | ... | 264 07 | ... |
| 23 | Eastern British Columbia | 29 76 | 7,238 42 | 535 76 | 92 52 | 224 65 | 5,669 97 | 407 00 | 2,708 49 | 100 00 |
| 24 | Elgin and Havelock | ... | ... | ... | ... | 7 39 | 319 22 | ... | 472 27 | ... |
| 25 | Essex Terminal | ... | 28 12 | ... | ... | ... | 166 77 | ... | 39 98 | ... |
| 26 | Grand Trunk | ... | ... | ... | 2,057 93 | 30 07 | ... | ... | 150 38 | ... |
| 27 | " " (Canada Atlantic) | 49,419 71 | 118,461 03 | 9,193 66 | 33,961 00 | 9,069 19 | 573,429 54 | 14,011 61 | 29,356 31 | 4,795 78 |
| 28 | Halifax and South Western | 30 00 | 16,972 41 | 3,461 52 | 754 56 | 8,243 50 | 52,465 21 | 1,060 84 | 5,766 35 | 112 34 |
| 29 | Hereford | 65 79 | 2,851 86 | ... | 70 70 | 623 26 | 4,663 05 | 2,370 05 | 1,560 47 | 25 00 |
| 30 | Inverness Railway and Coal Co. | 4 80 | 1,435 71 | 189 99 | 331 87 | 5 57 | 1,203 28 | ... | 332 65 | 1 17 |
| 31 | Irondele, Bancroft and Ottawa. | ... | 1,257 16 | ... | ... | 160 58 | 1,271 90 | 216 38 | 94 24 | ... |
| 32 | International of New Brunswick | destroyed by fire. | 67 72 | ... | ... | 33 88 | 457 03 | ... | ... | ... |
| 33 | Kent Northern. | ... | ... | 40 00 | ... | ... | ... | ... | 15 75 | ... |

SESSIONAL PAPER No. 20b

[illegible]

SESSIONAL PAPER No. 20b

| | 130 79 | 2,382 28 | 1,299 16 | 71 96 | 17,338 12 | 63,621 47 |
|--|-----------|------------|------------|------------|---------------|------------|
| 34 Kettle Valley..... | 110 40 | 2,382 28 | 1,299 16 | 71 96 | 17,338 12 | 63,621 47 |
| 35 Kingston and Pembroke..... | 24 50 | | | | 2,774 07 | 17,294 29 |
| 36 Klondike Mines..... | 32 41 | 88 50 | | 595 23 | 1,481 37 | 12,268 54 |
| 37 Lothburiere and Megantic..... | 6 93 | | | | 14,919 94 | 21,659 91 |
| 38 London and Port Stanley..... | 155 80 | | | 388 91 | 84 02 | 87 29 |
| 39 Maine Central (formerly Washington County) | 17 12 | | | 1,429 65 | 4,224 99 | 32,555 00 |
| 40 Maritime Coal, Railway and Power Co..... | 55 24 | 45 78 | 7 02 | 180 00 | 3,675 69 | 11,634 70 |
| 41 Maritime Coal, Railway and Power Co..... | 55 24 | 360 00 | | 1,429 65 | 14,856 98 | 38,345 12 |
| 42 Mississippi Valley..... | | 589 86 | | 8,825 28 | 887 45 | 12,001 87 |
| 43 Moncton and Buctouche..... | 6 23 | 11,613 07 | | 455 21 | 925 81 | 3,635 77 |
| 44 Midland Railway Co. of Manitoba..... | 669 48 | 761 89 | | 3,635 77 | 53,836 66 | 33,730 87 |
| 45 Montreal and Atlantic..... | 4 53 | 12 06 | | 721 46 | 305 58 | 14,502 49 |
| 46 Montreal and Province Line..... | 4 09 | | | 613 19 | | 9,513 31 |
| 47 Montreal and Vermont Junction..... | | | 99 00 | | 7,519 86 | 6,072 09 |
| 48 Morrissey, Ferme and Michel..... | 34 93 | | | 155 48 | 2,229 28 | 56,164 49 |
| 49 Napierville Junction..... | 99 06 | 2,838 00 | | 586 54 | 5,292 07 | 27,943 62 |
| 50 Nelson and Fort Sheppard..... | | | | | 6,937 07 | 9,496 63 |
| 51 New Brunswick Coal and Railway Co..... | | | | | 2,435 78 | 12,114 72 |
| 52 New Brunswick and P. E. Island..... | 42 51 | | 1 91 | 157 00 | | 17 50 |
| 53 New Westminster Southern..... | 6 32 | 537 31 | | 2,867 35 | 9,438 52 | 46,086 05 |
| 54 North Shore..... | 309 66 | 92,754 87 | | 5,699 01 | 140,632 04 | 218,011 39 |
| 55 Ottawa and New York..... | | | | | | 2,500 00 |
| 56 Pere Marquette..... | 246 63 | | | 8,569 01 | 40,458 43 | 190,109 30 |
| 57 Phillipsburg Railway and Quarry Co..... | 100 58 | | | 2,499 11 | 70,624 51 | 129,828 89 |
| 58 Quebec Central..... | 154 43 | | | 6,541 14 | 26,280 07 | 137,889 64 |
| 59 Quebec and Lake St. John..... | 15 00 | 319 99 | | 463 64 | 8,214 99 | 26,741 47 |
| 60 Quebec, Montreal and Southern..... | 12 25 | 407 86 | | 289 79 | 3,394 04 | 8,861 37 |
| 61 Quebec Oriental..... | 25 44 | | | 193 95 | 2,279 08 | 13,061 81 |
| 62 Quebec Railway, Light and Power Co..... | 6 94 | 86 87 | | 66 54 | 640 01 | 3,303 01 |
| 63 Red Mountain..... | | | | | 1,195 82 | 10,497 51 |
| 64 Rutland and Noyan..... | 45 27 | | | | 758 67 | 6,238 54 |
| 65 Salisbury and Albert..... | | | | | 228 54 | 24,931 14 |
| 66 Schomberg and Aurora..... | 17 61 | 76 61 | | 632 72 | 9,138 64 | 70,666 03 |
| 67 Stanstead, Shefford and Chambly..... | | | | 648 31 | 509 77 | 163,920 08 |
| 68 St. Clair Tunnel..... | 29 51 | 19,199 53 | | 2,910 17 | 62,619 06 | 51,517 07 |
| 69 St. Lawrence and Adirondack..... | | | | | 5,749 93 | 370,436 18 |
| 70 St. Martins..... | 11 52 | | | | 95,373 72 | 6,710 20 |
| 71 Sydney and Louisburg..... | 3,002 29 | | | | 1,743 88 | 169,451 39 |
| 72 Temiscouata..... | 3,312 07 | | | | 59,496 00 | 199,806 93 |
| 73 Temiskaming and Northern Ontario..... | 12 00 | | | | 35,780 22 | 1,003 07 |
| 74 Thousand Islands..... | 50 00 | 4,299 85 | | | 11 79 | 18,388 49 |
| 75 Toronto, Hamilton and Buffalo..... | 79 75 | | | | 3,228 05 | 234,664 28 |
| 76 Toronto, Hamilton and Buffalo..... | 5 00 | 4,711 38 | | | 269,373 18 | 28,561 35 |
| 77 Vancouver, Victoria and Eastern..... | 274 19 | | | | 8,546 48 | 1,081 87 |
| 78 Victoria Terminal Railway and Ferry Co..... | | | | | | |
| 79 Wabash (in Canada)..... | 23 40 | 253,271 61 | | | | |
| 80 Wellington Colliery Co..... | | | | | | |
| 81 York and Carleton..... | | | | | | |
| Final total..... | 65,492 46 | 569,214 59 | 569,126 91 | 648,612 28 | 12,017,379 67 | 930,638 21 |
| | | | | | | 6,846 88 |

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| | | | | | | | | |
|--|--------------|----------|-----------|-----------|------------|------------|---------------|--------------|
| 34 Kettle Valley..... | 417 40 | | 51 14 | 5,231 12 | | | 29,332 95 | 55 00 |
| 35 Kingston and Pembroke..... | 46 80 | | 14 45 | | | | 5,195 39 | 1,336 25 |
| 36 Kiondike Mines..... | 20 86 | 5 00 | | 1,020 13 | | | 3,048 22 | |
| 37 Lacbriere and Megantic..... | 919 56 | | 60 61 | 55 41 | | | 25,144 01 | 1,646 32 |
| 38 London and Port Stanley..... | 25 70 | | 8 77 | | | | 2,279 61 | 190 98 |
| 39 Maine Central (formerly Washington Co.)... | 293 88 | | 25 12 | 26 31 | | | 13,079 60 | 508 37 |
| 40 Nantouba Great Northern..... | 344 73 | | 57 61 | | | | 4,119 13 | 1,383 37 |
| 41 Maritime Coal, Railway and Power Co..... | | | | | | | 34,121 63 | |
| 42 Mississippi Valley..... | | | | | | | 2,536 96 | |
| 43 Moncton and Buctouche..... | 69 89 | | 8 67 | 10 03 | | | 2,701 21 | 285 43 |
| 44 Midland Railway Co. of Manitoba..... | 4,077 79 | | 418 74 | | | | 110,997 13 | |
| 45 Montreal and Atlantic..... | 87 97 | | 43 33 | | | | 5,741 31 | 392 70 |
| 46 Montreal and Province Line..... | | | 108 23 | | | | 10,974 56 | 981 60 |
| 47 Montreal and Vermont Junction..... | | | | | | | 13,274 57 | |
| 48 Morrissey, Fernie and Michel..... | 81 06 | | 45 14 | | | | 5,352 58 | 348 14 |
| 49 Napierville Junction..... | | | 23 72 | | | | 9,371 55 | 428 86 |
| 50 Nelson and Port Sheppard..... | 232 99 | | | | | | 12,856 71 | |
| 51 New Brunswick Coal and Railway Co..... | 2,990 49 | | | | | | 5,844 99 | |
| 52 New Brunswick and Prince Edward Island..... | 78 67 | | 8 73 | | | | 4,112 37 | 216 24 |
| 53 New Westminster Southern..... | | | | | | | | |
| 54 North Shore..... | 704 23 | | 40 06 | 1 00 | 43 83 | | 20,803 14 | 3,904 19 |
| 55 Ottawa and New York..... | 8,810 81 | | 577 72 | 445 24 | 501 24 | | 417,274 03 | 17,185 87 |
| 56 Pere Marquette..... | | | | | | | | |
| 57 Phillipsburg Railway and Quarry Co..... | | | | | | | | |
| 58 Quebec Central..... | 4,639 13 | 3,218 91 | 193 49 | 6,450 86 | 71,448 42 | 45,547 17 | 138,951 57 | 8,214 59 |
| 59 Quebec and Lake St. John..... | 3,274 06 | | 214 86 | 136 17 | | | 135,095 75 | 11,429 72 |
| 60 Quebec Montreal and Southern..... | 1,118 87 | | 433 95 | | | | 73,091 47 | 3,598 82 |
| 61 Quebec Oriental..... | 337 48 | | | 338 67 | | | 12,585 95 | |
| 62 Quebec Railway, Light and Power Co..... | 190 92 | | 20 81 | 1,971 96 | | | 10,693 97 | 158 39 |
| 63 Red Mountain..... | | | | 9 98 | | | 2,817 57 | 125 87 |
| 64 Rutland and Noyan..... | 47 34 | | 4 27 | 89 36 | | 0 64 | 2,132 64 | 241 82 |
| 65 Salisbury and Albert..... | 87 09 | | | | | | 2,538 11 | |
| 66 Schomberg and Aurora..... | | | | | | | 889 96 | |
| 67 Stanstead, Shefford and Chambly..... | 116 67 | | 43 33 | | | | 7,498 73 | 392 70 |
| 68 St. Clair Tunnel..... | | | | | | | 11,339 93 | |
| 69 St. Lawrence and Adirondack..... | 0 63 | | 676 03 | 3,294 04 | | | 22,985 68 | 1,230 24 |
| 70 St. Martins..... | | | | 1 75 | | | 575 49 | 86 85 |
| 71 Sydney and Louisbourg..... | | | | 105 59 | | | 151,125 66 | 765 90 |
| 72 Temiscouata..... | | | 52 08 | 6,701 30 | | | 25,462 83 | 2,228 23 |
| 73 Temiskaming and Northern Ontario..... | | | 947 32 | 812 19 | | | 234,089 22 | 9,507 61 |
| 74 Thousand Islands..... | 5,318 13 | | | 12 25 | | | 2,037 77 | 232 73 |
| 75 Toronto, Hamilton and Buffalo..... | | | 647 21 | 1,115 72 | 140 72 | 7,760 84 | 124,164 37 | 10,652 37 |
| 76 Vancouver, Victoria and Eastern..... | 6,044 94 | | 121 05 | 1 19 07 | | | 67,066 29 | 2,569 92 |
| 77 Victoria Terminal Railway and Ferry Co..... | 1,146 13 | | | | | | 338 00 | 59 96 |
| 78 Victoria and Sidney, British Columbia..... | | | | | | | 5,336 83 | 1,044 24 |
| 79 Wabash (in Canada)..... | 12,233 16 | | 1,064 49 | 218 42 | 62,456 82 | 1,150 08 | 511,155 62 | 18,288 73 |
| 80 Wellington Colliery Co..... | | | | | | | 36,374 92 | |
| 81 York and Carleton..... | | | | 100 00 | | | 100 00 | |
| Final total..... | 1,070,366 36 | 3,223 91 | 92,060 58 | 89,250 47 | 154,426 47 | 150,298 83 | 29,811,510 09 | 1,072,922 35 |

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| | | | | | | | |
|---|--------------|------------|------------|------------|----------|--------------|--------------|
| 34 Kettle Valley | 255 00 | 92 20 | | 17 30 | 28 00 | 72 30 | 45 00 |
| 35 Kingston and Pembroke | 170 00 | | | 478 42 | 287 75 | 2,189 87 | 1,724 27 |
| 36 Klondike Mines | ..... | ..... | ..... | 30 | ..... | 35 01 | ..... |
| 37 Lothbiero and Megantic | 2,264 80 | 34 71 | 425 39 | 544 27 | ..... | 5,899 16 | 1,147 87 |
| 38 London and Port Stanley | 144 31 | 172 20 | ..... | 46 02 | 11 | 470 19 | 148 53 |
| 39 Maine Central (formerly Washington County) | 150 65 | 6 52 | 11 38 | 20 22 | ..... | 2,743 17 | 1,073 62 |
| 40 Manitoba Great Northern | 322 87 | 48 35 | ..... | 238 93 | 1 00 | 2,108 07 | 420 00 |
| 41 Maritime Coal Railway and Power Co. | 434 04 | 10 00 | ..... | 2 69 | ..... | 2,672 43 | ..... |
| 42 Massawippi Valley | ..... | ..... | ..... | 193 66 | ..... | 263 66 | ..... |
| 43 Moncton and Buctouche | 70 00 | ..... | ..... | 97 99 | 48 | 1,148 08 | 554 07 |
| 44 Midland Railway Co. of Manitoba | 214 99 | 12 15 | 9,613 41 | ..... | ..... | 9,615 41 | 7,359 18 |
| 45 Montreal and Atlantic | ..... | ..... | ..... | 184 13 | 2 59 | 1,340 40 | 593 87 |
| 46 Montreal and Province Line | 582 23 | 21 57 | 31 50 | 455 21 | 18 40 | 4,728 58 | 1,427 60 |
| 47 Montreal and Vermont Junction | 2,752 86 | 53 38 | ..... | 109 91 | ..... | 2,232 55 | 2,232 55 |
| 48 Morrissey, Fernie and Michel | ..... | ..... | ..... | 210 86 | 4 04 | 593 69 | 197 99 |
| 49 Napierville Junction | 21 39 | ..... | ..... | 112 99 | ..... | 2,747 15 | 1,500 11 |
| 50 Nelson and Fort Sheppard | 1,078 50 | 24 98 | ..... | ..... | ..... | ..... | ..... |
| 51 New Brunswick Coal and Railway Co. | 709 36 | ..... | ..... | 102 03 | 1 25 | 1,149 42 | 462 73 |
| 52 New Brunswick and P. E. Island | ..... | ..... | ..... | 1,086 68 | 60 | 6,366 63 | 2,159 24 |
| 53 New Westminster Southern | 605 02 | 23 00 | ..... | 5,191 35 | ..... | 57,931 52 | 16,465 73 |
| 54 North Shore | ..... | ..... | ..... | 2,727 62 | 204 66 | 28,343 08 | 8,442 52 |
| 55 Ottawa and New York | 432 32 | 85 74 | 3 38 | 1,086 68 | ..... | 19,798 35 | 12,168 18 |
| 56 Pere Marquette | 3,421 29 | 1,841 06 | 7,158 63 | 1,146 82 | 8 00 | 5,606 65 | 2,498 75 |
| 57 Phillipsburg Railway and Quarry Co. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 58 Quebec Central | 6,348 14 | 784 40 | ..... | 2,727 62 | 204 66 | 28,343 08 | 8,442 52 |
| 59 Quebec and Lake St. John | 1,919 80 | 127 31 | ..... | 1,086 63 | 13 80 | 19,798 35 | 12,168 18 |
| 60 Quebec, Montreal and Southern | 158 65 | 88 30 | ..... | 1,146 82 | 8 00 | 5,606 65 | 2,498 75 |
| 61 Quebec Oriental | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 62 Quebec Railway, Light and Power Co. | 712 79 | 25 69 | ..... | 30 87 | 5 57 | 1,367 53 | 893 39 |
| 63 Red Mountain | 316 85 | 13 12 | ..... | 59 82 | 1 12 | 613 51 | 472 06 |
| 64 Rutland and Noyau | 119 42 | 10 41 | 100 59 | 72 51 | 5 70 | 712 92 | 99 90 |
| 65 Salisbury and Albert | 27 15 | ..... | ..... | ..... | ..... | 27 25 | ..... |
| 66 Schomberg and Aurora | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 67 Stanstead, Shefford and Chambly | 967 00 | 19 75 | 12 60 | 183 67 | 7 52 | 1,773 57 | 702 08 |
| 68 St. Clair Tunnel | ..... | ..... | ..... | 363 67 | 1 52 | 6,049 18 | 3,342 82 |
| 69 St. Lawrence and Adirondack | 966 61 | ..... | 274 08 | ..... | ..... | ..... | ..... |
| 70 St. Martins | 38 37 | ..... | ..... | 22 50 | 55 10 | 1,437 57 | 3,012 92 |
| 71 Sydney and Louisburg | 492 57 | 101 90 | ..... | 151 27 | ..... | 3,371 12 | 5,477 19 |
| 72 Temiscouata | 882 03 | 169 69 | 1,585 85 | 1,516 09 | ..... | 16,402 95 | 9,658 67 |
| 73 Temiskaming and Northern Ontario | 3,193 38 | 83 79 | ..... | ..... | 31 19 | 263 92 | 600 00 |
| 74 Thousand Islands | ..... | ..... | ..... | 1,092 37 | ..... | 16,786 01 | 18,476 85 |
| 75 Toronto, Hamilton and Buffalo | 1,689 80 | 334 80 | 636 59 | 1,292 16 | 20 18 | 15,576 90 | 7,502 87 |
| 76 Vanconver, Victoria and Eastern | 3,289 36 | 189 16 | ..... | ..... | ..... | 59 56 | 25 12 |
| 77 Victoria Terminal Railway and Ferry Co. | 6,765 57 | ..... | ..... | 7,671 24 | 21 75 | 1,044 24 | 438 28 |
| 78 Victoria and Sidney, British Columbia | ..... | ..... | ..... | ..... | ..... | 92,953 27 | 17,927 89 |
| 79 Vavash (in Canada) | 46,320 58 | 2,065 49 | 12,258 88 | ..... | ..... | ..... | ..... |
| 80 Wellington Colliery Co. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 81 York and Carleton | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Final Total | 2,376,970 60 | 107,472 05 | 185,507 55 | 458,175 87 | 6,021 54 | 5,293,699 75 | 1,664,102 69 |

SESSIONAL PAPER No. 20b

| | | | | | | | | |
|--|------------|---------------|-----------|----------|--------------|------------|--------------|-----------|
| 34 Kettle Valley | 1,088 45 | 13,023 51 | 53 44 | 79 77 | 20 95 | 1,147 50 | 1,495 75 | |
| 35 Kingston and Pembroke | | 1,983 40 | 907 71 | 118 33 | 202 30 | 97 98 | | |
| 36 Klondike Mines | | 1,072 66 | 82 51 | 0 29 | 577 83 | 2,020 58 | 11,331 27 | 193 60 |
| 37 Lotbinière and Mégantic | | 367 86 | 240 00 | 91 61 | | | | |
| 38 London and Port Stanley | | 2,180 19 | 1,005 05 | 111 49 | 1,096 29 | | 532 50 | |
| 39 Maine Central (formerly Washington Co.) | | 2,112 89 | 1,255 00 | 13 78 | 1,676 76 | | | |
| 40 Manitoba Great Northern | | 5,211 23 | 51,080 13 | 175 09 | 773 26 | | 505 73 | 7 40 |
| 41 Maritime Coal Railway and Power Co. | | 6,414 10 | 5,188 16 | 0 14 | 8,156 75 | 2,326 83 | 11,583 47 | 80 19 |
| 42 Massachusetts Valley | | 241 10 | 3,508 73 | 0 35 | 1,016 90 | 4 20 | 1 71 | 16 60 |
| 43 Moncton and Buctouche | | 732 41 | 1,153 15 | | 588 86 | 12 03 | | 0 38 |
| 44 Midland Railway Co. of Manitoba | | 225 06 | 2,458 36 | | 86 77 | | | |
| 45 Montreal and Province Line | | 874 39 | 3,762 43 | 46 47 | 428 82 | | | |
| 46 Montreal and Vermont Junction | | 135 35 | 1,224 50 | 32 28 | 457 33 | | | |
| 47 Montreal and Quebec | | 856 88 | 13,478 44 | 69 35 | 28 91 | | | |
| 48 Morrissey, Fernie and Michel | | 7,255 60 | 84,106 82 | 1,199 48 | 9,666 13 | 4,165 08 | 22,406 00 | 665 50 |
| 49 Napierville Junction | | | | | 6,235 26 | | | |
| 50 Nelson and Port Sheppard | | | | | | | | |
| 51 New Brunswick Coal and Railway Co. | | | | | | | | |
| 52 New Brunswick and P. E. Island | | | | | | | | |
| 53 New Westminster Southern | | | | | | | | |
| 54 North Shore | | | | | | | | |
| 55 Ottawa and New York | | | | | | | | 461 15 |
| 56 Pere Marquette | | | | | | | | |
| 57 Phillipsburg Railway and Quarry Co. | | | | | | | | |
| 58 Quebec Central | | | | | | | | |
| 59 Quebec and Lake St. John | | | | | | | | |
| 60 Quebec, Montreal and Southern | | | | | | | | |
| 61 Quebec Oriental | | | | | | | | |
| 62 Quebec Railway, Light and Power Co. | | | | | | | | |
| 63 Red Mountain | | | | | | | | |
| 64 Rutland and Noyan | | | | | | | | |
| 65 Salisbury and Albert | | | | | | | | |
| 66 Schonberg and Aurora | | | | | | | | |
| 67 Stanstead, Stefford and Chambly | | | | | | | | |
| 68 St. Clair Tunnel | | | | | | | | |
| 69 St. Lawrence and Adirondack | | | | | | | | |
| 70 St. Martins | | | | | | | | |
| 71 Sydney and Louisburg | | | | | | | | |
| 72 Timiscamata | | | | | | | | |
| 73 Temiskaming and Northern Ontario | | | | | | | | |
| 74 Thousand Islands | | | | | | | | |
| 75 Toronto, Hamilton and Buffalo | | | | | | | | |
| 76 Vancouver, Victoria and Eastern | | | | | | | | |
| 77 Victoria Terminal Railway and Ferry Co. | | | | | | | | |
| 78 Victoria and Sidney, British Columbia | | | | | | | | |
| 79 Wabash (in Canada) | | | | | | | | |
| 80 Wellington Colliery Co. | | | | | | | | |
| 81 York and Carleton | | | | | | | | |
| Final total | 989,010 82 | 10,949,743 16 | 55,836 65 | 5,278 84 | 1,132,917 80 | 577,624 19 | 3,331,536 42 | 94,521 95 |

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| | | | | | | | | | |
|---|---------------------|-------------------|---------------------|-------------------|------------------|------------------|---------------------|-------------------|-----------------|
| 34 Kettle Valley | 1,576 23 | | 1,244 36 | | 46 11 | 20 85 | 3,427 90 | | |
| 35 Kingston and Foulbrook | | | | | | | | | |
| 36 Klondike Mines | | 32 08 | 95 | | | | | | |
| 37 Laciniere and Megantic | 6,364 47 | 2,277 24 | 3,828 06 | 204 00 | 16 32 | 13 17 | | | |
| 38 London and Port Stanley | | | | | | | | | |
| 39 Maine Central | | | | | | | | | |
| 40 Manitoba Great Northern | 1,140 00 | 593 66 | 1,850 20 | 319 46 | 198 21 | 85 25 | 754 73 | | |
| 41 Maritime Coal Railway and Power Coal Co. | | | | | | | 251 55 | | |
| 42 Massachusetts Valley | | | | | | | | | |
| 43 Moncton and Buctouche | | | | | | | | | |
| 44 Midland Railway Co. of Manitoba | 386 61 | 257 20 | 1,342 91 | 117 19 | 63 03 | 7 02 | 630 90 | | |
| 45 Montreal and Atlantic | 7,632 62 | 1,613 28 | 8,802 20 | 219 95 | 181 21 | 243 62 | 53,658 26 | | |
| 46 Montreal and Province Line | | 11 23 | | 10 69 | | | 297 86 | 75 | |
| 47 Montreal and Vermont Junction | | | | | | | | 7 50 | |
| 48 Morrissey, Permie and Michel | | | | | | | | | |
| 49 Napierville Junction | | 132 63 | 2,722 48 | 71 80 | 29 01 | 8 18 | 88 64 | 288 45 | |
| 50 Nelson and Fort Sheppard | | | | | | | 7,449 40 | 427 18 | |
| 51 New Brunswick Coal and Railway Co. | | | | | | | | | |
| 52 New Brunswick and Prince Edward Island | | | | | | | | | |
| 53 New Westminster Southern | | | | | | | | | |
| 54 North Shore | | | | | | | | | |
| 55 Ottawa and New York | 16,321 23 | 6,718 12 | 33,434 69 | 1,570 31 | 410 58 | 125 89 | 3,105 36 | 370 25 | |
| 56 Pere Marquette | | | | | | | 33,341 96 | | |
| 57 Phillipsburg Railway and Quarry Co. | | | | | | | | | |
| 58 Quebec Central | | | | | | | | | |
| 59 Quebec and Lake St. John | 3,245 27 | | 8,773 20 | 94 64 | 101 78 | 128 21 | | 2,512 83 | 1,634 69 |
| 60 Quebec, Montreal and Southern | 1,367 42 | 1,038 47 | 11,060 96 | 315 14 | 150 70 | 102 36 | 1,755 18 | 876 87 | |
| 61 Quebec Oriental | | | | | | | | | |
| 62 Quebec Railway, Light and Power Co. | 1,053 38 | 68 31 | 1,423 80 | 46 00 | 77 24 | 34 59 | 7 15 | | |
| 63 Red Mountain | | | | | | | | | |
| 64 Rutland and Noyan | 91 46 | 31 89 | 142 10 | 5 63 | 188 | 188 | 110 22 | 113 03 | |
| 65 Salisbury and Albert | | | | | | | | | |
| 66 Schomberg and Aurora | | | | | | | | | |
| 67 Stanstead, Shefford and Chambly | | 7 50 | | 9 49 | | | 317 45 | | |
| 68 St. Clair Tunnel | 12,732 25 | | | | | | | | |
| 69 St. Lawrence and Adirondack | | 17 92 | | | | | | | |
| 70 St. Martins | | | | | | | 95,524 29 | 260 00 | |
| 71 Sydney and Louisburg | | | | | | | | | |
| 72 Temiscouata | | | | | | | | | |
| 73 Temiskaming and Northern Ontario | 17,961 49 | 6,536 98 | 31,637 58 | 627 66 | 619 63 | 295 83 | 25,328 51 | 43,304 91 | |
| 74 Thousand Islands | | | | | | | | | |
| 75 Toronto, Hamilton and Buffalo | 28,391 13 | 3,861 25 | 46,879 47 | 2,107 48 | 452 66 | 324 34 | | 74,166 99 | |
| 76 Vancouver, Victoria and Eastern | 4,644 74 | 932 69 | 7,281 18 | 122 81 | 77 14 | 39 29 | | | |
| 77 Victoria Terminal Railway and Ferry Co. | | | | | | | | | |
| 78 Victoria and Sidney, B.C. | | | | | | | | | |
| 79 Wabash (in Canada) | 2,414 09 | 6 37 | 2,412 23 | 4 66 | Or. 127 38 | 2 46 | 275,978 80 | 200 68 | |
| 80 Wellington Colliery Co. | | | | | | | | | |
| 81 York and Carleton | | | | | | | | | |
| Total | 2,088,282 16 | 590,541 03 | 2,588,822 97 | 120,426 90 | 38,920 16 | 54,854 87 | 1,475,070 08 | 913,905 89 | 1,634 69 |

Final total

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| | 227 97 | 4,645 66 | 26,191 81 | 652 07 | 15 50 | 17 58 | 341 25 | 269 47 |
|---|--------------|--------------|---------------|--------------|------------|------------|--------------|------------|
| 34 Kettle Valley..... | 10,314 39 | 948 90 | 7,151 87 | 26,191 81 | 745 21 | 385 99 | 341 25 | 11,708 14 |
| 35 Kingston and Pembroke..... | 2,372 80 | 481 56 | 3,407 17 | 21,750 28 | 1,187 68 | 385 56 | 351 41 | 3,205 60 |
| 36 Klondike Mines..... | 1,283 40 | 3,749 17 | 2,712 52 | 10,098 60 | 209 88 | 26 75 | 27 77 | 10,218 95 |
| 37 L'Ange-de-la-Mer and Port Stanley..... | 1,926 01 | 1,222 32 | 3,771 50 | 3,771 50 | 723 13 | 429 33 | 171 41 | 1,672 05 |
| 38 London and Port Stanley..... | 5,273 90 | 986 26 | 3,771 50 | 3,771 50 | 723 13 | 429 33 | 160 44 | 6,671 44 |
| 39 Maine Central..... | 3,324 43 | 5,189 22 | 30,343 67 | 1,481 29 | 30 00 | 381 49 | 361 33 | 3,904 97 |
| 40 Manitoba Great Northern..... | 17,167 90 | 414 83 | 6,349 39 | 3,554 19 | 30 00 | 132 50 | 49 22 | 21,542 05 |
| 41 Maritime Coal Railway and Power Co..... | 1,737 50 | 16,314 93 | 153,834 79 | 734 41 | 218 24 | 114 98 | 31 47 | 1,683 10 |
| 42 Mississippi Valley..... | 2,511 72 | 962 14 | 15,315 90 | 939 31 | 379 31 | 141 19 | 29 11 | 2,511 92 |
| 43 Moncton and Buctouche..... | 62,458 34 | 217 30 | 9,304 18 | 9,304 18 | 379 31 | 141 19 | 29 11 | 66,811 89 |
| 44 Midland Railway Co. of Manitoba..... | 4,912 25 | 555 51 | 9,592 44 | 415 39 | 221 67 | 159 59 | 174 13 | 5,861 30 |
| 45 Montreal and Atlantic..... | 4,912 25 | 698 43 | 9,592 44 | 415 39 | 221 67 | 159 59 | 174 13 | 5,861 30 |
| 46 Montreal and Province Line..... | 7,305 79 | 698 43 | 9,592 44 | 415 39 | 221 67 | 159 59 | 174 13 | 8,457 12 |
| 47 Montreal and Vermont Junction..... | 5,618 85 | 698 43 | 9,592 44 | 415 39 | 221 67 | 159 59 | 174 13 | 8,457 12 |
| 48 Morrissey, Ferrie and Michel..... | 1,778 54 | 698 43 | 9,592 44 | 415 39 | 221 67 | 159 59 | 174 13 | 2,135 38 |
| 49 Niperville Junction..... | 4,790 59 | 698 43 | 9,592 44 | 415 39 | 221 67 | 159 59 | 174 13 | 4,636 45 |
| 50 Nelson and Fort Sheppard..... | 4,790 59 | 698 43 | 9,592 44 | 415 39 | 221 67 | 159 59 | 174 13 | 4,636 45 |
| 51 New Brunswick Coal and Railway Co..... | 3,402 86 | 9 60 | 2,906 67 | 20,374 90 | 9,496 77 | 3,647 91 | 3,252 76 | 4,468 19 |
| 52 New Brunswick and P. E. Island..... | 2,453 15 | 9 60 | 2,906 67 | 20,374 90 | 9,496 77 | 3,647 91 | 3,252 76 | 3,041 41 |
| 53 New Westminster Southern..... | 8,376 67 | 15,585 95 | 212,453 46 | 57 00 | 23 17 | 25 90 | 28 06 | 8,341 41 |
| 54 North Shore..... | 8,376 67 | 15,585 95 | 212,453 46 | 57 00 | 23 17 | 25 90 | 28 06 | 8,341 41 |
| 55 Ottawa and New York..... | 91,266 26 | 10,285 04 | 189,555 20 | 189,555 20 | 4,416 08 | 349 83 | 349 83 | 98,191 68 |
| 56 Pere Marquette..... | 63,369 62 | 18,077 48 | 156,585 72 | 156,585 72 | 4,416 08 | 349 83 | 349 83 | 105,604 93 |
| 57 Phillipsburg Railway and Quarry Co..... | 48,528 53 | 5,909 67 | 56,560 14 | 56,560 14 | 6,023 43 | 1,655 93 | 1,655 93 | 60,143 01 |
| 58 Quebec Central..... | 14,790 86 | 2,472 28 | 13,882 33 | 22 23 | 3,291 07 | 862 50 | 617 61 | 47,043 91 |
| 59 Quebec and Lake St. John..... | 5,378 60 | 327 85 | 5,645 10 | 68 39 | 22 23 | 565 57 | 12 30 | 14,840 33 |
| 60 Quebec, Montreal and Southern..... | 2,993 19 | 375 90 | 3,984 22 | 173 33 | 21 06 | 136 09 | 43 53 | 5,561 24 |
| 61 Quebec Oriental..... | 2,293 05 | 197 44 | 1,425 29 | 39 40 | 2 96 | 25 80 | 15 48 | 4,160 73 |
| 62 Quebec Railway, Light and Power Co..... | 667 86 | 82 39 | 4,437 91 | 2,938 00 | 587 93 | 139 99 | 44 39 | 2,558 15 |
| 63 Red Mountain..... | 1,778 75 | 1,078 02 | 14,469 14 | 14,469 14 | 587 93 | 139 99 | 44 39 | 669 26 |
| 64 Rutland and Noyan..... | 5,110 02 | 5,480 14 | 83,475 87 | 83,475 87 | 936 18 | 1,069 24 | 527 66 | 1,740 00 |
| 65 Salisbury and Albert..... | 26,799 58 | 343 40 | 2,114 63 | 2,114 63 | 40 43 | 46 59 | 40 43 | 2,622 03 |
| 66 Schomberg and Aurora..... | 45,019 22 | 9,365 52 | 58,027 56 | 58,027 56 | 4,348 12 | 3,137 16 | 2,944 83 | 4,461 90 |
| 67 Stanstead, Shefford and Chambly..... | 9,179 69 | 29,497 14 | 203,923 75 | 16,842 32 | 891 55 | 422 62 | 1,177 64 | 35,359 67 |
| 68 St. Clair Tunnel..... | 70,340 99 | 64 79 | 6,765 43 | 5 00 | 131 91 | 3,804 33 | 1,278 39 | 32,359 67 |
| 69 St. Lawrence and Adirondack..... | 2,725 10 | 19,144 96 | 112,905 58 | 6,754 30 | 2,147 35 | 1,655 78 | 1,186 77 | 1,728 45 |
| 70 St. Martins..... | 40,864 85 | 7,547 63 | 71,614 70 | 3,323 30 | 831 67 | 649 05 | 1 28 | 9,897 25 |
| 71 Sydney and Louisburg..... | 173 54 | 643 60 | 6,848 78 | 106 01 | 223 98 | 19 91 | 3,282 91 | 79,758 58 |
| 72 Temiskaming and Northern Ontario..... | 2,744 47 | 22,511 99 | 226,650 62 | 12,017 85 | 4,757 09 | 5,142 87 | 113,158 73 | 1,186 77 |
| 73 Temiskaming..... | 107,170 34 | 1,681 00 | 525 00 | 50 00 | 52 40 | 743 24 | 8,342 60 | 47,687 96 |
| 74 Toronto, Hamilton and Buffalo..... | 9,243 62 | 1,681 00 | 525 00 | 50 00 | 52 40 | 743 24 | 8,342 60 | 43,057 65 |
| 75 Toronto, Hamilton and Buffalo..... | 9,243 62 | 1,681 00 | 525 00 | 50 00 | 52 40 | 743 24 | 8,342 60 | 43,057 65 |
| 76 Vancouver, Victoria and Eastern..... | 9,197,792 77 | 2,830,518 62 | 21,591,999 64 | 1,042,137 09 | 351,407 64 | 388,381 63 | 9,994,675 15 | 208 01 |
| 77 Victoria Terminal Railway Ferry Co..... | 2,744 47 | 643 60 | 6,848 78 | 106 01 | 223 98 | 19 91 | 3,282 91 | 208 01 |
| 78 Victoria and Sidney, British Columbia..... | 107,170 34 | 22,511 99 | 226,650 62 | 12,017 85 | 4,757 09 | 5,142 87 | 113,158 73 | 3,282 91 |
| 79 Wabash (in Canada)..... | 9,243 62 | 1,681 00 | 525 00 | 50 00 | 52 40 | 743 24 | 8,342 60 | 113,158 73 |
| 80 Wellington Colliery Co..... | 9,243 62 | 1,681 00 | 525 00 | 50 00 | 52 40 | 743 24 | 8,342 60 | 8,342 60 |
| 81 York and Carleton..... | 9,197,792 77 | 2,830,518 62 | 21,591,999 64 | 1,042,137 09 | 351,407 64 | 388,381 63 | 9,994,675 15 | 600 00 |
| Final total..... | 9,197,792 77 | 2,830,518 62 | 21,591,999 64 | 1,042,137 09 | 351,407 64 | 388,381 63 | 9,994,675 15 | |

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[illegible]

3 GEORGE V., A. 1913

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—Continued.

| Number. | Name of Railway. | TRANSPORTATION EXPENSES—Continued. | | | | | | | | | | | |
|---------|--|------------------------------------|--------------------------|--------------------------|---------------------|----------------------------------|----------------------|----------------------------|----------------------------|--------------------------------|------|---------------|------|
| | | 126 | 127 | 128 | 129 | 130 | 131 | 134 | 135 | 138 | | | |
| | | Other Expenses. | Loss and damage—Freight. | Loss and damage—Passage. | Damage to Property. | Damage to Stock on Right of Way. | Injuries to Persons. | Operating Joint Tracks—Dr. | Operating Joint Tracks—Cr. | Total Transportation Expenses. | | | |
| | | \$ | cts. | % | cts. | % | cts. | \$ | cts. | % | cts. | \$ | cts. |
| 1 | Alberta Railway and Irrigation Co. | 192 88 | 1,327 27 | | | | | 12,512 84 | | | | 107,141 59 | |
| 2 | Algoma Central and Hudson Bay | 2,579 59 | 37 82 | | | | | 65 70 | 10 33 | | | 117,327 94 | |
| 3 | Atlantic, Quebec and Western | 108 00 | 16 34 | | | | | 5 00 | | | | 23,188 21 | |
| 4 | Algoma Eastern | 264 06 | 31 50 | | | | | | | | | 29,655 43 | |
| 5 | Bay of Quinte | 14,769 89 | 4 91 | 12 00 | 847 16 | 85 20 | | 7,800 00 | | | | 108,764 22 | |
| 6 | Bedfordton and Nelson | | 0 99 | | | | | | 20 00 | | | 658 66 | |
| 7 | Brandon, Saskatchewan and Hudson Bay | 84 12 | 261 36 | 6 53 | 48 82 | 367 00 | 2,146 56 | | 2,146 56 | | | 49,078 41 | |
| 8 | British Yukon | 781 45 | 21 75 | | | | 0 64 | | | | | 29,851 72 | |
| 9 | Brockville, Westport and Northwestern | | 19 24 | | 50 00 | 15 00 | | | | | | 22,045 51 | |
| 10 | Canada Southern | 2,766 43 | 70,041 71 | 543 69 | 3,219 91 | 716 00 | 12,254 20 | 27,052 65 | 31,679 08 | | | 2,930,756 82 | |
| 11 | Canadian Government Rys. (Intercolonial) | 29,464 52 | 40,343 81 | 290 39 | 5,201 91 | 5,416 23 | 1,979 31 | 11,482 13 | | | | 5,770,587 62 | |
| 12 | " " (P. E. Island) | | 513 74 | 3 25 | 530 99 | 65 00 | 19 40 | | | | | 236,086 08 | |
| 13 | Canadian Northern | 2,015 85 | 82,938 15 | 1,242 20 | 92,794 66 | 7,947 28 | 49,249 98 | | | | | 8,003,665 70 | |
| 14 | " " Ontario | 3,134 27 | 6,345 21 | 180 70 | 979 68 | 168 79 | 1,075 52 | 16,226 00 | | | | 465,211 38 | |
| 15 | " " Quebec | 328 50 | 2,903 39 | 264 07 | 5,460 35 | 1,848 77 | 3,750 88 | 3,300 00 | 300 00 | | | 633,440 97 | |
| 16 | Canadian Pacific | 78,368 98 | 890,156 53 | 10,960 98 | 229,595 68 | 26,114 73 | 243,979 35 | 31,568 66 | 18,243 87 | | | 38,923,650 02 | |
| 17 | Cape Breton | | | | | 14 00 | | | | | | 8,333 33 | |
| 18 | Caracquet | 4,729 77 | 262 55 | | | 115 00 | | | | | | 26,688 13 | |
| 19 | Central Ontario | | 255 96 | | 194 71 | 257 00 | 1,021 73 | | | | | 107,778 97 | |
| 20 | Crow's Nest Southern | 223 24 | 411 11 | 6 57 | 352 68 | 1,224 75 | 80 81 | | | | | 52,328 05 | |
| 21 | Cumberland Railway and Coal Co. | 2,668 48 | 11 70 | | | | | | | | | 42,212 51 | |
| 22 | Dominion Atlantic | 353 90 | 2,778 95 | 139 74 | 2,289 32 | 336 40 | 541 20 | | | | | 332,811 60 | |
| 23 | Eastern British Columbia | 2 10 | 11 71 | | | | | | | | | 11,362 02 | |
| 24 | Elgin and Havelock | 39 02 | | | | | | | | | | 5,023 39 | |
| 25 | Essex Terminal | 3,789 96 | | | | | | | | | | 9,570 31 | |
| 26 | Grand Trunk | 111,555 73 | 222,855 66 | 3,801 99 | 24,399 95 | 21,739 35 | 164,891 76 | 8,707 05 | 10,473 26 | | | 12,921,388 46 | |
| 27 | " " (Canada Atlantic) | 8,718 10 | 7,351 35 | 246 08 | 2,804 60 | 1,367 43 | 2,879 74 | 756 79 | 1,694 82 | | | 1,027,668 36 | |
| 28 | Halifax and Southwestern | | 523 96 | 8 00 | | 57 00 | 1,231 81 | | | | | 215,041 52 | |
| 29 | Hereford | 58 52 | 380 25 | | 11 72 | 61 73 | 439 38 | | | | | 45,755 24 | |
| 30 | Inverness Railway and Coal Co. | | 50 89 | | 50 00 | 106 00 | | | | | | 48,835 89 | |
| 31 | Ipsdale, Bancroft and Ottawa | | 38 40 | | | 10 00 | | | | | | 11,493 42 | |
| 32 | International of New Brunswick (Records destroyed by fire) | | | | | | | | | | | 6,924 88 | |
| 33 | Kent Northern | 5 00 | | | | | | | | | | | |

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| | 3 80 | 258 46 | 33 0 | 102 38 | 5 31 | 192 14 | 299 46 | 1,406 13 |
|---|------------|--------------|-----------|------------|-----------|------------|------------|---------------|
| 4 Kettle Valley | 438 55 | 258 46 | 33 0 | 102 38 | 5 31 | 192 14 | 299 46 | 84,671 13 |
| 5 Kingston and Pembroke | 925 00 | 253 00 | 17 00 | 8 00 | | | | 17,629 07 |
| 36 Klondike Mines | 741 14 | 67 71 | 4 61 | | | | | 9,119 16 |
| 37 Lofburne and Megantic | 15 28 | 1,844 02 | | 245 61 | 58 67 | 2,097 18 | 2,416 17 | 93,950 49 |
| 38 London and Port Stanley | 11 02 | 154 42 | | | | | | 7,736 59 |
| 39 Maine Central (formerly Washington County) | 62 09 | 176 27 | 2 36 | 30 47 | 141 04 | 1,783 82 | | 47,288 48 |
| 40 Manitoba Great Northern | | 93 83 | | | 105 00 | | | 20,092 34 |
| 41 Maritime Coal Railway and Power Co. | 41 41 | 306 30 | | 27 53 | 32 00 | 416 60 | 947 95 | 111,690 41 |
| 42 Massachusetts Valley | 712 47 | 13 21 | | | | | | 9,291 61 |
| 43 Moncton and Buctouche | 44 97 | | | | | | | 26,259 82 |
| 44 Midland Railway Co. of Manitoba | 380 81 | 4,338 44 | 13 11 | 1 38 | 1 27 | 9 16 | 3,177 82 | 492,273 09 |
| 45 Montreal and Atlantic | | 482 20 | | 655 90 | 154 20 | 951 52 | 513 55 | 39,676 23 |
| 46 Montreal and Province Line | | 482 20 | | 189 00 | 20 00 | 79 47 | 75 00 | 37,438 06 |
| 47 Montreal and Vermont Junction | | Cr. 1,288 91 | 1 19 | 1,625 00 | 20 00 | 108 29 | | 33,464 19 |
| 48 Morrissey, Ferme and Michel | 1,413 12 | 120 90 | 15 00 | 480 67 | 358 27 | 6,453 26 | | 29,227 41 |
| 49 Napierville Junction | 0 31 | 158 39 | | 131,949 98 | 118 24 | 19 92 | | 170,257 81 |
| 50 Nelson and Port Sheppard | 118 83 | 170 21 | Cr. 3 93 | 3,304 00 | 36 00 | | | 26,314 31 |
| 51 New Brunswick Coal and Railway Co. | 1,556 62 | 10 10 | | | 166 33 | 34 27 | | 14,810 03 |
| 52 New Brunswick and P. E. Island | | 1 60 | | | | | | 11,614 00 |
| 53 New Westminster Southern | 30 76 | 322 42 | | 5 62 | | | | 1,467 22 |
| 54 North Shore | | | | | | | | 84,988 76 |
| 55 Ottawa and New York | 156 99 | 491 06 | 57 00 | 487 68 | 1,373 12 | 1,288 97 | 2,229 60 | 884,054 89 |
| 56 Pere Marquette | 1,006 45 | 31,136 39 | | 4,475 67 | | 20,072 00 | 23,535 00 | |
| 57 Phillipsburg Railway and Quarry Co. | | | | | | | | |
| 58 Quebec Central | 47,527 41 | 1,578 30 | 5 00 | 315 20 | 315 50 | 3,294 22 | 300 00 | 490,145 36 |
| 59 Quebec and Lake St. John | 798 59 | 466 00 | 63 35 | 343 45 | 206 00 | 313 80 | 300 00 | 374,029 08 |
| 60 Quebec, Montreal and Southern | 159 48 | 1,639 18 | 7 50 | 5,115 38 | 51 16 | 3,450 75 | 2,779 89 | 170,429 23 |
| 61 Quebec Oriental | 227 95 | 172 93 | | | 222 20 | 21 50 | | 42,388 53 |
| 62 Quebec Railway, Light and Power Co. | 20 80 | 90 38 | | 4 11 | 49 85 | 8 35 | | 27,229 77 |
| 63 Red Mountain | 20 28 | 50 63 | 7 50 | 21 97 | 1 68 | 22 59 | | 14,743 96 |
| 64 Rutland and Noyan | 25 80 | 61 90 | 0 94 | 7 04 | 5 16 | 66 60 | 3 28 | 4,630 01 |
| 65 Salsburg and Albert | 654 65 | 10 13 | | | | | | 10,224 10 |
| 66 Schomberg and Aurora | 447 48 | | | | | | | 8,079 22 |
| 67 Stanstead, Shefford and Chambley | | 183 60 | 0 50 | 307 68 | 253 09 | 19 35 | | 47,029 88 |
| 68 St. Clair Tunnel | 14,179 93 | | | | | 1,399 25 | | 59,407 86 |
| 69 St. Lawrence and Adirondack | 119 38 | 1,682 39 | 43 84 | 1,289 60 | 571 48 | 1,946 23 | 10,394 06 | 290,631 74 |
| 70 St. Martins | 377 99 | | | | | | | 7,022 43 |
| 71 Sydney and Louisburg | 9,229 59 | 51 37 | | 389 84 | | 100 80 | | 231,635 05 |
| 72 Temiscouata | | 66 61 | | 632 81 | 216 60 | 166 95 | | 68,850 73 |
| 73 Temiskaming and Northern Ontario | 245 22 | 2,567 95 | 70 99 | 4 00 | 364 82 | 220 90 | | 679,030 75 |
| 74 Thousand Islands | 77 38 | 37 78 | 2,248 45 | | 31 00 | | | 20,094 93 |
| 75 Toronto, Hamilton and Buffalo | 362 96 | 3,803 40 | 5 83 | 1,236 64 | 466 00 | 3,297 32 | 5,433 23 | 471,008 42 |
| 76 Vancouver, Victoria and Eastern | 924 24 | 2,699 51 | 113 48 | 384 80 | 1,642 17 | 3,005 43 | | 396,595 86 |
| 77 Victoria Terminal Railway and Ferry Co. | | 30 16 | | | | 41 91 | | 1,376 95 |
| 78 Victoria and Sydney, British Columbia | | 470 45 | | | | 635 36 | | 22,236 84 |
| 79 Wabash (in Canada) | 20,925 64 | 39,808 32 | 83 50 | 5,697 27 | 1,295 36 | 9,164 50 | 538 51 | 1,050,153 97 |
| 80 Wellington Colliery Co. | 534 20 | | | | | | | 41,593 66 |
| 81 York and Carleton | | | | | | | | 2,288 40 |
| Final total | 372,159 75 | 1,424,702 68 | 20,410 21 | 528,670 31 | 70,755 46 | 554,323 50 | 204,207 42 | 78,969,543 65 |

3 GEORGE V., A. 1913

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1912—Continued.

| Number. | Name of Railway. | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 148 |
|---------|---|--|---|---------------------------------------|----------------|------------|-----------------------------|------------|--------------------------|-----------------|
| | | GENERAL EXPENSES. | | | | | | | | |
| | | Salaries and Expenses of General Officers. | Salaries and Expenses of Clerks and Attendants. | General Office Supplies and Expenses. | Levy Expenses. | Insurance. | Relief Department Expenses. | Pensions. | Stationery and Printing. | Other Expenses. |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1 | Alberta Railway and Irrigation Co. | 7,081 00 | 4,461 40 | 1,743 35 | 1,781 00 | 2,569 47 | ..... | ..... | 472 04 | 3,192 99 |
| 2 | Algoma Central and Hudson Bay. | 6,145 54 | 4,907 07 | 3,411 63 | 2,533 50 | 6,401 92 | 348 69 | 1,942 41 | 696 47 | 6,200 56 |
| 3 | Atlantic, Quebec and Western. | 2,437 06 | 901 90 | 59 57 | ..... | 439 53 | ..... | ..... | 60 15 | 251 52 |
| 4 | Algoma Eastern. | 2,350 82 | 1,515 99 | 963 19 | 1,037 26 | 473 42 | 88 19 | ..... | 112 58 | 3,220 75 |
| 5 | Bay of Quinte. | 4,494 59 | 667 60 | 571 82 | 1,120 86 | 2,481 62 | ..... | ..... | 1,203 90 | 160 38 |
| 6 | Bellington and Nelson. | 63 46 | 32 69 | 3 46 | 701 85 | 138 33 | ..... | ..... | ..... | ..... |
| 7 | Brandon, Saskatchewan and Hudson Bay. | 512 43 | 1,036 93 | 74 40 | 1,355 99 | 1,206 74 | 3 41 | ..... | 92 02 | 241 24 |
| 8 | British Yukon. | 4,265 58 | 2,849 13 | 2,526 05 | 46 54 | 1,429 32 | ..... | ..... | 110 62 | 391 90 |
| 9 | Brookville, Westport and Northwestern. | 977 43 | 610 00 | 394 19 | 500 22 | 235 31 | ..... | ..... | 135,78 | 1 30 |
| 10 | Canada Southern. | 33,724 87 | 65,004 34 | 7,681 92 | 32,394 43 | 2,830 95 | ..... | 8,780 39 | 8,814 66 | 1,716 46 |
| 11 | Canadian Government Rys. (Intercolonial). | 26,255 06 | 106,578 08 | 2,698 92 | 9,569 34 | ..... | 9,400 00 | 77,638 81 | 15,714 69 | 3,909 61 |
| 12 | " " (P. E. Island). | 1,603 75 | 7,365 46 | 329 34 | 58 02 | ..... | 5,116 64 | ..... | 528 34 | 168 34 |
| 13 | Canadian Northern. | 53,316 71 | 175,887 91 | 24,381 84 | 61,372 46 | 171,372 94 | ..... | ..... | 22,090 67 | 39,404 25 |
| 14 | " " Ontario. | 5,145 64 | 13,227 38 | 3,391 27 | 3,182 60 | 11,720 29 | ..... | ..... | 1,568 24 | 499 62 |
| 15 | " " Quebec. | 5,120 55 | 13,541 45 | 1,692 67 | 11,087 48 | 9,562 85 | ..... | ..... | 1,428 77 | 4,751 71 |
| 16 | Canadian Pacific. | 457,768 00 | 576,148 76 | 118,228 06 | 338,037 19 | 396,000 00 | ..... | ..... | 81,776 30 | 288,652 56 |
| 17 | Cape Breton. | 2,861 31 | ..... | ..... | ..... | 381 76 | ..... | ..... | 94 93 | 57 00 |
| 18 | Caraguet. | 4,190 26 | ..... | 500 00 | ..... | 310 75 | ..... | ..... | 100 00 | ..... |
| 19 | Central Ontario. | 3,377 64 | 1,920 16 | 984 62 | 205 53 | 975 27 | ..... | ..... | 88 73 | ..... |
| 20 | Crow's Nest Southern. | 855 54 | 1,602 45 | 96 99 | 3,490 26 | 1,620 62 | ..... | 4 38 | 126 30 | 389 95 |
| 21 | Cumberland Railway and Coal Co. | 762 96 | 428 27 | 1,560 53 | ..... | 569 50 | ..... | ..... | 460 53 | ..... |
| 22 | Dominion Atlantic. | 10,121 55 | 9,963 55 | 3,241 20 | 613 54 | 3,199 27 | 82 50 | 2,763 65 | 1,295 36 | 23,607 14 |
| 23 | Eastern British Columbia. | ..... | 677 38 | 2 55 | ..... | 231 80 | ..... | ..... | 23 65 | ..... |
| 24 | Elgin and Havelock. | 345 88 | 149 65 | ..... | ..... | 45 00 | ..... | ..... | 20 00 | 28 14 |
| 25 | Essex Terminal. | 2,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 26 | Grand Trunk. | 208,811 21 | 274,325 37 | 47,882 99 | 60,571 95 | 101,007 18 | 11,875 11 | 101,791 50 | 40,206 67 | 64,430 00 |
| 27 | " (Canada Atlantic) | 10,439 42 | 22,567 84 | 1,311 19 | 215 84 | 21,596 73 | ..... | 1,000 00 | 2,537 19 | 577 10 |
| 28 | Halifax and South Western. | 6,594 55 | 8,046 16 | 1,486 93 | 471 99 | 3,412 65 | ..... | ..... | 416 74 | 852 04 |
| 29 | Hereford. | 791 34 | 1,491 26 | 116 53 | 543 06 | 600 86 | ..... | 37 38 | 362 54 | 217 67 |
| 30 | Inverness Railway and Coal Co. | 1,636 80 | 3,644 44 | 848 21 | 139 95 | 1,071 76 | ..... | ..... | 402 08 | 279 88 |
| 31 | Ironclad, Bancroft and Ottawa. | ..... | 1,292 00 | 166 89 | ..... | 112 92 | ..... | ..... | 9 50 | 17 91 |
| 32 | International of New Brunswick (Records destroyed by fire). | | | | | | | | | |
| 33 | Kent Northern. | 1,500 00 | | 15 29 | | 125 00 | | | 20 00 | |

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| | 202 05 | 1 665 51 | 36 04 | 8 08 | 250 32 | 216 93 | | | 10 40 | 53 39 |
|---|--------------|--------------|------------|------------|------------|-----------|------------|--------|------------|------------|
| 34 Kettle Valley | 3,021 54 | 1,665 51 | 36 04 | 8 08 | 250 32 | 216 93 | | | 10 40 | 53 39 |
| 35 Kingston and Pembroke | 6,600 00 | 2,785 50 | 660 73 | 660 73 | 62 00 | 2,000 00 | | | 136 94 | 1,963 12 |
| 36 Klondike Mines | 4,014 74 | 1,303 12 | 147 10 | 147 10 | 62 00 | 420 00 | | | 93 30 | 339 69 |
| 37 Lachapelle and Mégantic | 816 48 | 2,731 67 | 107 75 | 107 75 | 615 41 | 1,000 21 | | | 93 78 | 140 26 |
| 38 London and Port Stanley | 154 89 | 291 53 | 23 46 | 23 46 | 102 39 | 1,000 21 | | 1 73 | 294 13 | 104 81 |
| 39 Maine Central (formerly Washington County) | 479 02 | 1,100 18 | 69 01 | 69 01 | 1,571 36 | 1,156 11 | | 3 10 | 71 70 | 42 08 |
| 40 Manitoba Great Northern | 1,040 00 | 600 00 | | | 1,571 36 | 1,156 11 | | | 91 44 | 172 29 |
| 41 Maritime Coal Railway and Power Co. | 1,974 62 | 3,327 33 | | | 1,768 86 | 1,369 31 | | | 77 15 | 7 76 |
| 42 Mississippi Valley | 1,800 00 | 407 55 | 17 65 | 23,069 92 | 104 07 | 222 94 | | 76 | 155 35 | 379 32 |
| 43 Moncton and Buctouche | 171 79 | 829 72 | 37 45 | 1,022 20 | 6,047 68 | 2,348 40 | | | | 31 49 |
| 44 Midland Railway Co. of Manitoba | | 2,088 39 | 125 41 | 386 21 | 1,022 20 | 821 46 | | | | 257 50 |
| 45 Montreal and Atlantic | | 1,290 60 | | | 386 21 | 811 00 | | | | 43 71 |
| 46 Montreal and Province Line | 515 23 | 9,231 46 | | | | 1,178 21 | | | 132 01 | 84 63 |
| 47 Montreal and Vermont Junction | 4,495 00 | 825 65 | 134 29 | 1 90 | | 65 66 | | | 329 96 | 249 20 |
| 48 Morrissey, Fernie and Michel | 248 07 | 1,018 85 | 68 54 | 3,642 12 | 452 40 | 452 40 | | | 396 00 | 416 38 |
| 49 Napierville Junction | 608 76 | 1,289 00 | | 3 00 | 217 66 | | | 3 15 | 83 55 | 2,652 44 |
| 50 Nelson and Fort Sheppard | 2,839 95 | 400 00 | | | | | | | 286 87 | 5,581 09 |
| 51 New Brunswick Coal and Railway Co. | 1,500 00 | 486 50 | | | | | | | | 848 48 |
| 52 New Brunswick and P. E. Island | 288 53 | | | | | | | 1 14 | 39 22 | 81 82 |
| 53 New Westminster Southern | | | | | 929 53 | 279 47 | | | | |
| 54 North Shore | 1,349 50 | 3,191 17 | 910 12 | 1,499 14 | 279 17 | | | 31 20 | 424 36 | 213 21 |
| 55 Ottawa and New York | 7,815 42 | 28,577 58 | 1,610 93 | 5,898 25 | 8,026 87 | | | 17 45 | 2,806 64 | 1,010 48 |
| 56 Pore Marquette | 2,500 00 | 600 00 | 15 00 | | | | | | | |
| 57 Phillipsburg Railway and Quarry Co. | 16,969 14 | 9,231 46 | | | | | | 854 92 | | |
| 58 Quebec Central | 15,717 18 | 10,292 17 | 1,444 53 | 513 90 | 2,342 52 | 7,200 00 | | | 1,584 99 | 28,148 00 |
| 59 Quebec and Lake St. John | 3,000 11 | 7,786 17 | 1,316 99 | 2,342 52 | 4,788 07 | | | | 824 08 | 1,713 36 |
| 60 Quebec, Montreal and Southern | 2,944 23 | 985 15 | 255 67 | 1,335 91 | 234 10 | 1,848 07 | | | 749 64 | 373 66 |
| 61 Quebec Oriental | 1,199 01 | 2,295 11 | 378 25 | 214 78 | 1,439 88 | | | | 236 69 | 502 96 |
| 62 Quebec Railway, Light and Power Co. | 194 98 | 361 52 | 24 92 | 598 86 | 235 99 | | | | 236 61 | 2,711 25 |
| 63 Red Mountain | 90 51 | 297 71 | 46 57 | 80 35 | | | | 1 11 | 32 03 | 89 95 |
| 64 Rutland and Noyan | 1,536 50 | | 29 00 | 125 00 | 54 50 | | | | 37 98 | 16 27 |
| 65 Salisbury and Albert | | 120 00 | 41 64 | 27 00 | 172 50 | | | | 3 00 | 529 60 |
| 66 Selkirk and Aurora | | 832 52 | 35 51 | 655 92 | 324 47 | | | | 45 53 | 90 75 |
| 67 Stanstead, Shefford and Champlain | 527 27 | | | | | | | | 132 00 | 38 67 |
| 68 St. Clair Tunnel | | | | | | | | | | |
| 69 St. Lawrence and Adirondack | 1,329 23 | 5,306 78 | 1,707 37 | 2,601 51 | 374 25 | | | 26 47 | 670 17 | 201 13 |
| 70 St. Martins | 360 00 | 23 92 | 50 00 | 75 00 | | | | | 32 25 | 135 33 |
| 71 Sydney and Louisburg | 2,307 59 | 7,824 52 | 13,201 75 | 45 10 | 2,150 26 | | | | 898 00 | |
| 72 Temiscouata | 3,205 88 | 449 00 | 576 75 | 979 18 | 1,324 39 | | | | 295 65 | 4,065 80 |
| 73 Temiskaming and Northern Ontario | 17,404 88 | 31,013 58 | 4,861 02 | 8,432 77 | 22,855 57 | | | | 1,968 42 | 1,226 48 |
| 74 Thousand Islands | 2,829 25 | 413 70 | 632 52 | 453 34 | | | | | 14 99 | 174 09 |
| 75 Toronto, Hamilton and Buffalo | 12,094 99 | 11,135 98 | 907 51 | 2,619 63 | 111 03 | | | | 853 44 | 563 36 |
| 76 Vancouver, Victoria and Buffalo | 2,828 52 | 5,597 75 | 320 66 | 9,993 63 | 6,615 86 | | | 15 77 | 451 70 | 1,106 75 |
| 77 Victoria Terminal Railway and Ferry Co. | 193 43 | | 24 01 | 2 01 | | | | | 36 44 | 10 12 |
| 78 Victoria and Sidney, British Columbia | | 2,848 79 | 288 56 | 32 11 | 135 83 | | | | 583 93 | 11 88 |
| 79 Wabush (in Canada) | 15,432 55 | 36,132 57 | 6,712 71 | 15,515 81 | 6,379 22 | | | | 2,699 67 | 851 86 |
| 80 Wallington Colliery Co. | | | | | | | | | | |
| 81 York and Carleton | | | | | | 5 00 | | | | |
| Final total | 1,011,334 22 | 1,512,453 07 | 296,635 75 | 601,957 19 | 831,127 09 | 30,261 38 | 191,858 13 | | 198,698 78 | 478,766 18 |

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TABLE 9.—INCOME ACCOUNT for

| Number. | Name of Railway. | Net Operating Revenue. | Net Operating Deficit. | OUTSIDE OPERATIONS. | | | |
|---------------------------|--|------------------------------|------------------------------|---------------------|---------------|--------------|---------|
| | | | | Revenue. | Expenses. | Profit. | Loss. |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1 | Alberta Ry. & Irrigation Co.. | 170,794 33 | | | | | |
| 2 | Algoma Central & Hudson Bay | 219,230 81 | | 236,893 17 | 142,591 37 | 94,211 80 | |
| 3 | Algoma Eastern | 39,760 66 | | | | | |
| 4 | Atlantic, Quebec & Western.. | | 19,866 66 | | | | |
| 5 | Bay of Quinté..... | 52,039 03 | | | | | |
| 6 | Bedlington and Nelson..... | | 7,637 14 | | | | |
| 7 | Brandon, Sask. & Hudson Bay | | 14,901 03 | | | | |
| 8 | British Yukon..... | 202,093 08 | | | | | |
| 9 | Brockville, Westport and North Western | 32,250 87 | | | | | |
| 10 | Canada Southern | 4,568,083 13 | | 170,453 47 | 155,043 74 | 15,409 73 | |
| Canadian Govt. Railways:— | | | | | | | |
| 11 | Intercolonial..... | 250,517 23 | | | | | |
| 12 | P. E. Island | | 78,193 68 | | | | |
| 13 | Canadian Northern | 6,437,667 49 | | | | | |
| 14 | Canadian Northern Ontario... | 30,288 89 | | | | | |
| 15 | Canadian Northern Quebec... | 239,291 30 | | | | | |
| 16 | Canadian Pacific | 40,844,827 56 | | 20,030,885 74 | 14,289,705 44 | 5,741,180 30 | |
| 17 | Cape Breton..... | | 10,376 31 | | | | |
| 18 | Caraguet | 16,456 33 | | | | | |
| 19 | Carillon and Grenville..... | | | | | | |
| 20 | Central Ontario..... | 127,949 90 | | | | | |
| 21 | Crow's Nest Southern..... | | 281 79 | | | | |
| 22 | Cumberland Ry. & Coal Co.. | 33,441 41 | | | | | |
| 23 | Dominion Atlantic..... | 419,560 81 | | 544,050 55 | 521,018 41 | 23,032 14 | |
| 24 | Eastern B. C | 16,065 90 | | | | | |
| 25 | Elgin and Havelock | 3,411 26 | | | | | |
| 26 | Essex Terminal | 17,641 93 | | | | | |
| 27 | Grand Trunk | 10,662,696 71 | | 230,858 05 | 218,348 85 | 12,509 20 | |
| 28 | Grand Trunk (Can. Atlantic). | 251,668 49 | | | | | |
| 29 | Halifax and South Western .. | 52,745 16 | | | | | |
| 30 | Hereford | | 32,221 02 | 811 49 | 1,055 06 | | 243 57 |
| 31 | Inverness Ry. & Coal Co.. | 89,412 48 | | | | | |
| 32 | Irondale, Bancroft & Ottawa.. | 3,527 06 | | | | | |
| 33 | Kaslo and Slokan | | | | | | |
| 34 | Kent Northern | 5,493 48 | | | | | |
| 35 | Kettle Valley | 891 28 | | | | | |
| 36 | Kingston and Pembroke..... | 37,027 80 | | | | | |
| 37 | Klondike Mines..... | 8,505 59 | | 6,041 55 | 5,728 45 | 313 10 | |
| 38 | London and Port Stanley..... | | 33,712 12 | | | | |
| 39 | Lotbinière and Megantic..... | 5,600 29 | | | | | |
| 40 | Manitoba Great Northern..... | 22,516 16 | | | | | |
| 41 | Maritime Coal, Railway & Power Co..... | 26,105 71 | | | | | |
| 42 | Massawippi Valley..... | 26,896 21 | | | | | |
| 43 | Moncton and Buctouche..... | 5,976 23 | | | | | |
| 44 | Montreal and Atlantic..... | 164,245 86 | | | | | |
| 45 | Montreal and Province Line.. | 44,926 62 | | | | | |
| 46 | Montreal and Vermont Jct .. | 49,529 86 | | | | | |
| 47 | Morrissey, Fennie and Michel. | 3,122 45 | | | | | |
| 48 | Midland of Manitoba | 17,933 00 | | | | | |
| 49 | Napierville Junction..... | 27,654 07 | | | | | |
| 50 | Nelson and Fort Sheppard .. | | 166,901 51 | | | | |
| 51 | New Brunswick Coal & Rail- way Co | | 29,091 54 | | | | |
| 52 | New Brunswick & P. E. Island. | 4,826 25 | | | | | |
| 53 | New Westminster Southern .. | 27,944 46 | | | | | |
| 54 | North Shore | 176 27 | | | | | |
| 55 | Ottawa and New York..... | 22,720 78 | | | | | |
| 56 | Père Marquette, in Canada... | 795,304 15 | | | | | |
| 57 | Phillipsburg Ry. & Quarry Co | 1,036 38 | | | | | |
| 58 | Princeton Branch of Washing- ton Co. Ry | 2,812 89 | | | | | |
| 59 | Quebec Central..... | 407,062 75 | | | | | |

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the Year ended June 30, 1912.

| Total Net Revenue. | Taxes Deduction. | TOTAL OPERATING. | | Other Income from all Other Sources. | TOTAL GROSS CORPORATE | | Number. |
|-----------------------|---------------------|------------------|------------|--|-----------------------|------------|---------|
| | | Income. | Loss. | | Income. | Loss. | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 170,704 33 | 6,750 28 | 163,954 05 | | | 163,954 05 | | 1 |
| 313,442 61 | 2,717 50 | 310,725 11 | | 4,544 04 | 315,269 15 | | 2 |
| 39,760 66 | 309 16 | 39,451 50 | | 403 75 | 39,855 25 | | 3 |
| | | | 19,866 66 | 597 39 | | 19,269 27 | 4 |
| 52,039 03 | 3,082 98 | 48,956 05 | | 2,500 00 | 51,456 05 | | 5 |
| | 1,531 98 | | 9,169 12 | | | 9,169 12 | 6 |
| | 1,758 63 | | 16,659 66 | 363 09 | | 16,296 57 | 7 |
| 202,093 08 | 5,814 98 | 196,278 10 | | 18,182 11 | 214,460 21 | | 8 |
| 32,250 87 | 989 67 | 31,261 20 | | | 31,261 20 | | 9 |
| 4,583,492 86 | 60,522 13 | 4,522,970 73 | | 190,438 61 | 4,713,409 34 | | 10 |
| | | | | | | | 11 |
| 6,437,667 49 | 184,585 02 | 6,253,082 47 | | | 6,253,082 47 | | 12 |
| 30,288 89 | 19,766 59 | 10,522 30 | | 17,390 32 | 27,912 62 | | 13 |
| 239,291 30 | 6,802 25 | 232,489 05 | | 130 52 | 232,619 57 | | 14 |
| 46,586,007 86 | 1,187,763 70 | 45,398,244 16 | | 5,194,560 04 | 50,592,804 20 | | 15 |
| | | | | | | | 16 |
| | | | | | | | 17 |
| | | | | | | | 18 |
| 127,949 90 | 3,723 52 | 124,226 38 | | | 124,226 38 | | 19 |
| | 7,730 04 | | 8,011 83 | 249 91 | | 7,761 92 | 20 |
| | | | | | | | 21 |
| 442,592 95 | 721 23 | 441,871 72 | | 909 01 | 442,780 73 | | 22 |
| 16,065 90 | 1,794 02 | 14,271 88 | | | 14,271 88 | | 23 |
| | | | | | | | 24 |
| | | | | | | | 25 |
| 10,675,205 91 | 503,030 12 | 10,172,175 79 | | 2,251,905 37 | 12,424,081 16 | | 26 |
| 251,668 49 | 34,579 42 | 217,089 07 | | 38,354 98 | 255,444 05 | | 27 |
| 52,745 16 | 25 00 | 52,720 16 | | | 52,720 16 | | 28 |
| | 1,714 70 | | 34,179 29 | 10 00 | | 34,169 29 | 29 |
| | | | | | | | 30 |
| 3,527 06 | 870 18 | 2,656 88 | | | 2,656 88 | | 31 |
| | | | | | | | 32 |
| 5,493 48 | | 5,493 48 | | | 5,493 48 | | 33 |
| 891 28 | 1,123 34 | | 232 06 | | | 232 06 | 34 |
| 37,027 80 | 3,541 95 | 33,485 85 | | 517 89 | 34,003 74 | | 35 |
| 8,818 69 | | 8,818 69 | | | 8,818 69 | | 36 |
| | 3,223 17 | | 36,935 29 | 4,924 15 | | 32,011 14 | 37 |
| | | | | | | | 38 |
| 22,516 16 | 2,470 31 | 20,045 85 | | 597 27 | 20,643 12 | | 39 |
| | | | | | | | 40 |
| 26,105 71 | | 26,105 71 | | | 26,105 71 | | 41 |
| 26,896 21 | 2,124 40 | 24,771 81 | | 1,670 22 | 26,442 03 | | 42 |
| | | | | | | | 43 |
| 164,245 86 | 19,137 32 | 145,108 54 | | 1,400 00 | 146,508 54 | | 44 |
| 44,926 62 | 3,300 00 | 41,626 62 | | 276 50 | 41,903 12 | | 45 |
| 49,529 86 | 500 00 | 49,029 86 | | 268 50 | 49,298 36 | | 46 |
| 3,122 45 | | 3,122 45 | | | 3,122 45 | | 47 |
| 17,933 00 | 501 12 | 17,431 88 | | 693 65 | 18,125 53 | | 48 |
| 27,654 07 | 939 71 | 26,714 36 | | 69 23 | 26,783 59 | | 49 |
| | 5,412 30 | | 172,313 81 | 10 37 | | 172,303 44 | 50 |
| | | | | | | | 51 |
| 4,826 25 | | 4,826 25 | | | 4,826 25 | | 52 |
| 27,944 46 | 1,167 12 | 26,777 34 | | 17 00 | 26,794 34 | | 53 |
| 176 27 | | 176 27 | | | 176 27 | | 54 |
| 22,720 78 | 2,262 74 | 20,458 04 | | 431 53 | 20,889 57 | | 55 |
| 795,304 15 | | 795,304 15 | | 205,576 31 | 1,000,880 46 | | 56 |
| | | | | | | | 57 |
| | | | | | | | 58 |
| 2,812 89 | | 2,812 89 | | | 2,812 89 | | 59 |
| 407,062 75 | | 407,062 75 | | 15,516 16 | 422,578 91 | | 60 |

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TABLE 9.—INCOME ACCOUNT for the

| Number. | Name of Railway. | Net Operating Revenue. | Net Operating Deficit. | OUTSIDE OPERATIONS. | | | |
|---------|--|------------------------------|------------------------------|---------------------|---------------|--------------|---------|
| | | | | Revenue. | Expenses. | Profit. | Loss. |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 60 | Quebec Oriental..... | 5,078 94 | | | | | |
| 61 | Quebec Ry., Light & Power Co. | 18,256 60 | | | | | |
| 62 | Quebec and Lake St. John.... | 102,181 33 | | | | | |
| 63 | Quebec, Montreal & Southern. | | 4,415 31 | | | | |
| 64 | Red Mountain | | 13,144 58 | | | | |
| 65 | Rutland and Noyan..... | 2,369 17 | | | | | |
| 66 | Salisbury and Albert..... | | 2,387 94 | | | | |
| 67 | Schomberg and Aurora..... | | 2,715 36 | | | | |
| 68 | Stanstead, Shefford & Chambly | 16,019 20 | | | | | |
| 69 | St. Lawrence and Adirondack | 190,987 68 | | | | | |
| 70 | St. Martins. | 5,083 24 | | | | | |
| 71 | Sydney and Louisburg | 242,093 17 | | | | | |
| 72 | St. Clair Tunnel | 212,376 38 | | | | | |
| 73 | Temiscouata..... | 51,380 06 | | | | | |
| 74 | Temiskaming and Northern Ontario..... | 547,784 00 | | | | | |
| 75 | Thousand Islands..... | 6,270 46 | | | | | |
| 76 | Toronto, Hamilton & Buffalo.. | 657,778 30 | | | | | |
| 77 | Vancouver, Victoria & Eastern | 233,069 50 | | | | | |
| 78 | Victoria and Sidney | 8,786 13 | | 1,870 65 | 126 18 | 1,744 47 | |
| 79 | Victoria Terminal Railway & Ferry Co..... | 2,163 82 | | | | | |
| 80 | Wellington Colliery Co..... | | 11,381 11 | | | | |
| 81 | Wabash, in Canada | 316,896 89 | | | | | |
| 82 | York and Carleton..... | 2,224 79 | | | | | |
| | Totals..... | 69,104,440 02 | 427,227 10 | 21,221,774 67 | 15,333,617 50 | 5,888,400 74 | 243 57 |

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Year ended June 30, 1912—*Continued.*

| Total Net Revenue. | Taxes Deduction. | TOTAL OPERATING. | | Other Income from all Other Sources. | TOTAL GROSS CORPORATE. | | Number. |
|-----------------------|---------------------|------------------|------------|--|------------------------|------------|---------|
| | | Income. | Loss. | | Income. | Loss. | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 5,078 94 | | 5,078 94 | | | 5,078 94 | | 60 |
| 102,181 33 | 1,642 71 | 100,538 62 | | 5,517 53 | 106,056 15 | | 61 |
| | 7,753 35 | | 12,168 66 | 145,375 78 | 133,207 12 | | 62 |
| | 1,073 58 | | 14,218 16 | 5 00 | | 14,213 16 | 63 |
| 2,369 17 | 19 50 | 2,349 67 | | 4,000 00 | 6,349 67 | | 64 |
| | | | 2,715 36 | | | 2,715 36 | 65 |
| 16,019 20 | 700 00 | 15,319 20 | | 142 42 | 15,461 62 | | 66 |
| 190,987 68 | 1,850 85 | 189,136 83 | | 609 75 | 189,746 58 | | 67 |
| | | | | | | | 68 |
| 212,376 38 | 30,037 61 | 182,338 77 | | 1,396 00 | 183,734 77 | | 69 |
| 51,380 06 | 3,432 88 | 47,947 18 | | 5,640 14 | 53,587 32 | | 70 |
| 547,784 00 | | 547,784 00 | | 103,103 66 | 650,887 66 | | 71 |
| 6,270 46 | 76 18 | 6,194 28 | | 2,307 20 | 8,501 48 | | 72 |
| 657,778 30 | 6,312 52 | 651,465 78 | | 53,001 76 | 704,467 54 | | 73 |
| 233,669 50 | 48,717 11 | 184,352 39 | | | 184,352 39 | | 74 |
| 10,530 60 | 797 94 | 9,732 66 | | | 9,732 66 | | 75 |
| 2,163 82 | 2,287 01 | | 123 19 | 518 96 | 395 77 | | 76 |
| | | | | | | | 77 |
| | | | | | | | 78 |
| | | | | | | | 79 |
| | | | | | | | 80 |
| | | | | | | | 81 |
| | | | | | | | 82 |
| 73,990,792 53 | 2,186,987 82 | 71,834,357 71 | 326,593 09 | 8,274,126 12 | 80,090,032 07 | 308,141 33 | |

3 GEORGE V., A. 1913

TABLE 9.—INCOME ACCOUNT for

| Number. | Name of Railway. | DEDUCTIONS FROM | | | | | |
|---------|---|--|------|--------------|------|--|------|
| | | Rents accrued for lease of other roads. | | Other rents. | | Loss on separately operated prop- erties. | |
| | | \$ | cts. | \$ | cts. | \$ | cts. |
| 1 | Alberta Railway and Irrigation Co. | | | 15,262 | 71 | | |
| 2 | Algoma Central and Hudson Bay | | | 32,184 | 18 | | |
| 3 | Algoma Eastern | | | 2,292 | 65 | | |
| 4 | Atlantic, Quebec and Western | | | 105 | 32 | | |
| 5 | Bay of Quinté | | | 10 | 00 | | |
| 6 | Bedlington and Nelson | | | 4,173 | 09 | | |
| 7 | Brandon, Saskatchewan and Hudson Bay | | | 4,444 | 20 | | |
| 8 | British Yukon | | | | | | |
| 9 | Brockville, Westport and North Western | | | 1,022 | 36 | | |
| 10 | Canada Southern | | | 1,610,857 | 55 | 35,065 | 65 |
| 13 | Canadian Northern | 238,960 | 00 | 372,037 | 36 | | |
| 14 | Canadian Northern Ontario | | | 950 | 00 | | |
| 15 | Canadian Northern, Quebec | | | 13,195 | 23 | | |
| 16 | Canadian Pacific | 2,374,575 | 63 | 857,274 | 66 | | |
| 21 | Crow's Nest Southern | | | 8,831 | 78 | | |
| 20 | Central Ontario | | | 10,498 | 61 | | |
| 23 | Dominion Atlantic | 103,111 | 50 | 20,504 | 00 | | |
| 24 | Eastern British Columbia | | | 373 | 44 | | |
| 27 | Grand Trunk | 755,336 | 22 | 826,998 | 76 | | |
| 28 | Grand Trunk (Canada Atlantic division) | 25,000 | 00 | 1,114 | 00 | | |
| 29 | Halifax and South Western | | | 6,988 | 90 | | |
| 30 | Hereford | | | 617 | 56 | | |
| 32 | Irondale, Bancroft and Ottawa | | | 1,369 | 55 | | |
| 31 | Kent Northern | | | | | | |
| 35 | Kettle Valley | | | 778 | 31 | | |
| 36 | Kingston and Pembroke | | | | | | |
| 37 | Klondike Mines | | | | | | |
| 38 | London and Port Stanley | 17,438 | 89 | 14,197 | 85 | | |
| 40 | Manitoba Great Northern | | | 14,518 | 36 | | |
| 41 | Maritime Coal, Railway and Power Co. | | | 4,231 | 14 | | |
| 42 | Massawippi Valley | 24,000 | 00 | 29,992 | 61 | | |
| 44 | Montreal and Atlantic | 33,120 | 00 | 31,665 | 50 | | |
| 45 | Montreal and Province Line | | | 17,167 | 38 | | |
| 46 | Montreal and Vermont Junction | | | 17,091 | 83 | | |
| 48 | Midland of Manitoba | | | 9,002 | 28 | | |
| 47 | Morrissey, Fernie and Michel | | | | | | |
| 49 | Napierville Junction | | | 8,247 | 04 | | |
| 60 | Nelson and Fort Sheppard | | | 5,623 | 12 | | |
| 52 | New Brunswick and P. E. Island | | | 1,595 | 57 | | |
| 53 | New Westminster Southern | | | 3,846 | 50 | | |
| 54 | North Shore | | | | | | |
| 55 | Ottawa and New York | | | 14,165 | 25 | | |
| 56 | Père Marquette | 166,661 | 98 | 445,628 | 01 | | |
| 58 | Maine Central (Princeton Branch) | | | 48 | 82 | | |
| 59 | Quebec Central | | | | | | |
| 60 | Quebec Oriental | | | 4,712 | 93 | | |
| 62 | Quebec and Lake St. John | | | 38,471 | 56 | | |
| 63 | Quebec, Montreal and Southern | | | 2,448 | 01 | | |
| 64 | Red Mountain | | | 807 | 03 | | |
| 65 | Rutland and Noyan | | | | | | |
| 67 | Schomberg and Aurora | | | | | | |
| 68 | Stanshead, Shefford and Chambly | | | 15,249 | 99 | | |
| 69 | St. Lawrence and Adirondack | 10,000 | 00 | 163,819 | 91 | | |
| 72 | St. Clair Tunnel | | | | | | |
| 73 | Temiscouata | | | | | | |
| 74 | Temiskaming and Northern Ontario | | | 18,712 | 11 | | |
| 75 | Thousand Islands | | | 141 | 14 | | |
| 76 | Toronto, Hamilton and Buffalo | | | 114,350 | 10 | | |
| 77 | Vancouver, Victoria and Eastern | | | 45,371 | 75 | | |
| 78 | Victoria and Sidney | | | 4,307 | 07 | | |
| 79 | Victoria Terminal Railway and Ferry Co. | | | 272 | 62 | | |
| | Final totals | 3,748,204 | 22 | 4,817,569 | 35 | 35,065 | 65 |

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the Year ended June 30, 1912.—Continued.

| GROSS CORPORATE INCOME. | | | | NET CORPORATE. | | | | Number. |
|--|-----------------|-------------------|--------------------------|----------------------|---------------|--------------|----|---------|
| Interest accrued on Funded Debt. | Other interest. | Sinking Funds. | All other Deductions. | Total Deductions. | Income. | Loss. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | | |
| | | | | 15,262 71 | 148,691 34 | | 1 | |
| 164,967 31 | 12,740 86 | | 2,003 83 | 211,896 18 | 103,372 97 | | 2 | |
| 18,838 91 | 1,350 20 | | 500 00 | 22,981 76 | 16,873 49 | | 3 | |
| | | | | 105 32 | | 19,374 59 | 4 | |
| 42,750 00 | 6,948 68 | 10,000 00 | 2,500 00 | 62,208 68 | | 10,752 63 | 5 | |
| | | | | 4,173 09 | | 13,342 21 | 6 | |
| | | | | 4,444 20 | | 20,740 77 | 7 | |
| 102,238 00 | | | 13,764 08 | 116,002 08 | 98,458 13 | | 8 | |
| | | | 750 00 | 1,772 36 | 29,488 84 | | 9 | |
| 1,145,200 00 | | | | 2,791,123 20 | 1,922,286 14 | | 10 | |
| 5,221,487 14 | | | | 5,882,434 50 | 420,647 97 | | 13 | |
| | 200 03 | | | 1,150 03 | 26,762 59 | | 14 | |
| 343,760 97 | | | | 356,956 20 | | 124,336 63 | 15 | |
| 1,995,498 33 | 15,403 37 | | | 5,242,751 99 | 45,350,052 21 | | 16 | |
| | | | | 8,831 78 | | 16,593 70 | 21 | |
| 48,818 04 | | 9,723 33 | | 69,049 98 | 55,176 40 | | 20 | |
| 170,251 44 | | | | 293,866 94 | 148,913 79 | | 23 | |
| 25,200 00 | | | | 25,573 44 | | 11,301 56 | 24 | |
| 5,711,548 13 | | | 959,491 87 | 8,253,374 68 | 4,170,706 18 | | 27 | |
| 640,007 36 | | | 3,433 60 | 669,555 96 | | 414,111 91 | 28 | |
| 12,750 00 | | | | 19,738 90 | 32,981 26 | | 29 | |
| 32,000 00 | | | 500 00 | 33,117 56 | | 67,286 85 | 20 | |
| | | | | 1,369 55 | 1,287 33 | | 32 | |
| 2,040 00 | 40 00 | | 2,000 00 | 4,080 00 | 1,413 48 | | 34 | |
| 22,000 00 | | | | 22,778 31 | | 23,010 37 | 35 | |
| 17,160 00 | | | | 17,160 00 | 16,843 74 | | 36 | |
| | | | | | 8,818 69 | | 37 | |
| | | | | 31,636 74 | | 63,647 88 | 38 | |
| | | | | 14,518 36 | 6,124 76 | | 40 | |
| | | | | 4,231 14 | 21,874 57 | | 41 | |
| | | | | 53,992 61 | | 27,550 58 | 42 | |
| 52,650 00 | | | | 117,435 15 | 29,073 39 | | 44 | |
| | 8,000 00 | | | 25,167 38 | 16,735 74 | | 45 | |
| | | | 20,000 00 | 37,091 83 | 12,206 53 | | 46 | |
| | | | | 9,602 28 | 9,123 25 | | 48 | |
| 3,871 32 | 12 83 | | | 3,884 15 | | 761 70 | 47 | |
| | | | | 8,247 04 | 18,536 55 | | 49 | |
| | | | | 5,623 12 | | 177,926 56 | 50 | |
| 4,698 71 | | | | 6,294 28 | | 1,468 03 | 52 | |
| | | | | 3,846 50 | 22,947 84 | | 53 | |
| 2,100 00 | | | | 2,100 00 | | 1,923 73 | 54 | |
| | | | | 14,165 25 | 6,724 32 | | 55 | |
| 249,800 00 | | | | 862,089 99 | 138,790 47 | | 56 | |
| | 3,150 00 | | | 3,198 82 | | 385 93 | 58 | |
| 117,741 60 | | | | 117,741 60 | 304,837 31 | | 59 | |
| 63,310 00 | | | 5,939 00 | 73,961 93 | | 68,882 99 | 60 | |
| 170,167 81 | 85,364 13 | | | 294,003 50 | | 187,947 35 | 62 | |
| | 266,842 29 | | | 269,290 30 | | 136,083 18 | 63 | |
| | | | | 807 03 | | 15,020 19 | 64 | |
| 4,000 00 | | | | 4,000 00 | 2,349 67 | | 65 | |
| | 25,010 27 | | | 25,010 27 | | 27,725 63 | 67 | |
| 6,234 60 | | | | 21,484 59 | | 6,022 97 | 68 | |
| 48,768 98 | | | | 222,588 89 | | 32,842 31 | 69 | |
| 125,000 00 | | | | 125,000 00 | 58,734 77 | | 72 | |
| 12,166 66 | | 9,733 33 | | 21,899 99 | 31,687 33 | | 73 | |
| | | | 3,815 59 | 22,527 70 | 628,359 96 | | 74 | |
| 3,018 33 | | | | 3,159 47 | 5,342 01 | | 75 | |
| 171,200 00 | 11,412 14 | | | 296,962 24 | 407,505 20 | | 76 | |
| | | | | 45,371 75 | 138,980 64 | | 77 | |
| | 1,505 16 | | | 5,812 23 | 3,920 43 | | 78 | |
| | | | | 272 62 | 123 15 | | 79 | |
| 16,751,193 64 | 437,979 96 | 29,466 66 | 1,014,698 97 | 26,834,178 45 | 54,416,732 54 | 1,469,040 25 | | |

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TABLE 9.—INCOME Account for

| Number. | Name of Railway. | DISPOSAL OF NET | | | |
|---------|------------------------------------|------------------|---------------------|----------------------|---------------|
| | | DIVIDENDS ON | | | Total. |
| | | Common Stock. | Preferred Stock. | Other Securities. | |
| | | \$ cts. | \$ cts. | \$ cts. | |
| 2 | Algoma Central and Hudson Bay..... | | | | |
| 8 | British Yukon..... | 5,000 00 | 86,080 95 | | 91,080 95 |
| 10 | Canada Southern..... | 450,000 00 | | | 450,000 00 |
| 16 | Canadian Pacific..... | 18,000,000 00 | 8,424,344 83 | | 26,424,344 83 |
| 20 | Central Ontario..... | | | | |
| 27 | Grand Trunk..... | | 4,167,365 53 | | 4,167,365 53 |
| 30 | Hereford..... | 32,000 00 | | | 32,000 00 |
| | Final totals..... | 18,487,000 00 | 12,677,791 31 | | 31,164,791 31 |

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the Year ended June 30, 1912—*Concluded.*

CORPORATE INCOME.

| Additions and Better- ments Charged to Income. | Appropriations to Reserve. | Miscellaneous. | Applied to Improvements | Total Deductions. | BALANCE TO | | Number. |
|--|-------------------------------|----------------|-------------------------------|----------------------|--|---|---------|
| | | | | | Credit of Profit and Loss Account. | Debit of Profit and Loss Account. | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| | 5,000 00 | | | 5,000 00 | 98,372 97 | | 2 |
| | 5,946 47 | | | 97,027 42 | 1,430 71 | | 8 |
| | | | | 450,000 00 | 1,472,286 14 | | 10 |
| | | | 289,234 48 | 26 713,579 31 | 18,636,472 90 | | 16 |
| 16,505 14 | 2,692 69 | 1,571 20 | | 20,769 03 | 34,407 37 | | 20 |
| | | | | 4,167,365 53 | 3,340 65 | | 27 |
| 154 60 | | | | 32,154 60 | | 99,441 45 | 30 |
| 16,659 74 | 13,639 16 | 1,571 20 | 289,234 48 | 31,485,895 89 | 20,246,310 74 | 99,441 45 | |

3 GEORGE V., A. 1913

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated for the Year ending June 30, 1912.

| No. | Name of Railway. | Passengers Carried. | Passengers Carried One Mile. | Mileage of Revenue Passenger Trains. | Mileage of Revenue Mixed Trains. | Total Passenger Revenue. | Total Passenger Earnings. | Total other Earnings. |
|-----|---|---------------------|------------------------------|--------------------------------------|----------------------------------|--------------------------|---------------------------|-----------------------|
| | | No. | No. | Miles. | Miles. | \$ cts. | \$ cts. | \$ cts. |
| 1 | Alberta Railway and Irrigation Co. | 74,215 | 3,011,316 | 64,832 | 17,750 | 84,482 33 | 96,448 88 | 12,161 05 |
| 2 | Algonia and Central and Hudson Bay | 37,773 | 1,392,862 | 43,216 | 39,513 | 51,513 61 | 51,513 61 | 179,343 20 |
| 3 | Atlantic, Quebec and Western | 17,282 | 375,191 | | 36,222 | 11,586 78 | 11,918 61 | 23 40 |
| 4 | Algoma Eastern | 4,631 | 41,618 | | 19,181 | 1,628 75 | 1,628 75 | 1,242 68 |
| 5 | Bay of Quinte | 108,128 | 1,594,922 | | 166,883 | 38,127 36 | 47,988 41 | 5,338 61 |
| 6 | Bedford and Nelson | 1,201 | 8,241 | | 2,636 | 329 24 | 345 95 | 0 09 |
| 7 | Brandon, Saskatchewan and Hudson Bay | 97,896 | 930,129 | 43,470 | | 25,147 54 | 29,916 84 | 406 48 |
| 8 | British Yukon | 9,914 | 591,914 | 1,972 | | 59,205 12 | 66,370 86 | 3,569 93 |
| 9 | Brookville, Westport and Northwestern | 71,574 | 2,297,229 | 29,530 | 28,170 | 33,716 11 | 39,139 92 | 81 58 |
| 10 | Canada Southern | 1,278,979 | 105,873,239 | 1,804,139 | 131,499 | 2,470,432 49 | 3,085,335 86 | 47,834 34 |
| 11 | Canadian Government Railways—Intercolonial | 3,473,273 | 174,533,564 | 2,742,863 | 385,492 | 2,943,536 25 | 3,558,198 19 | 185,145 79 |
| 12 | Canadian Government Railways—P. E. Island. | 404,564 | 9,280,143 | 144,145 | 297,729 | 196,018 29 | 187,310 56 | 10,963 58 |
| 13 | Canadian Northern | 1,681,760 | 158,400,017 | 2,638,953 | 655,110 | 3,349,317 00 | 3,997,900 21 | 1,287,151 28 |
| 14 | Canadian Northern Ontario | 247,540 | 11,299,577 | 332,417 | 142,785 | 226,459 60 | 258,772 26 | 27,744 61 |
| 15 | Canadian Northern Quebec | 614,260 | 19,819,446 | 211,216 | 210,639 | 313,733 88 | 348,780 09 | 23,438 38 |
| 16 | Canadian Pacific | 13,593,569 | 1,610,251,856 | 19,591,927 | 1,727,792 | 31,282,157 69 | 35,098,796 85 | 1,930,603 19 |
| 17 | Cape Breton | 7,176 | 164,848 | | 19,711 | 4,696 85 | 4,985 89 | 16 25 |
| 18 | Carriquet | 17,383 | 653,316 | | 47,078 | 18,045 75 | 21,343 65 | |
| 19 | Central Ontario | 162,761 | 3,816,871 | 129,534 | 45,072 | 79,795 57 | 93,147 27 | 7,229 39 |
| 20 | Crow's Nest Southern | 22,634 | 554,720 | 45,608 | 156 | 21,250 89 | 24,708 46 | 762 37 |
| 21 | Cumberland Railway and Coal Co. | 16,306 | 575,049 | 517 | 26,612 | 14,216 08 | 18,245 10 | 163 67 |
| 22 | Dominion Atlantic | 420,320 | 18,704,240 | 397,297 | 185,619 | 977,178 36 | 421,033 78 | 4,914 44 |
| 23 | Eastern British Columbia | 7,195 | 72,840 | | 7,704 | 4,108 60 | 4,333 60 | 112 40 |
| 24 | Elgin and Havelock | 11,465 | 118,265 | | 19,600 | 3,529 21 | 4,353 08 | |
| 25 | Essex Terminal | | | | | | | |
| 26 | Grand Trunk | 11,506,224 | 573,956,527 | 8,133,032 | 518,418 | 10,414,767 62 | 12,426,044 70 | 4,261 00 |
| 27 | Grand Trunk (Canada Atlantic) | 591,968 | 20,624,385 | 611,110 | 132,495 | 437,790 51 | 509,317 01 | 397,139 43 |
| 28 | Halifax and Southwestern | 215,886 | 7,192,454 | 87,554 | 240,137 | 198,876 37 | 232,270 91 | 29,790 55 |
| 29 | Heretford | 34,297 | 735,494 | 33,797 | 33,631 | 16,520 76 | 20,111 24 | 3,252 80 |
| 30 | International of New Brunswick, (Records destroyed by fire) | | | | | | | 1,164 87 |
| 31 | Inverness Railway and Coal Co. | 35,886 | 848,851 | | 42,914 | 22,317 75 | 23,627 48 | 1,257 08 |
| 32 | Ipswiche, Bancroft and Ottawa | 15,257 | 283,265 | | 34,311 | 7,196 35 | 9,018 38 | 539 90 |
| 33 | Kent Northern | 8,690 | 232,200 | | 16,902 | 7,341 87 | 8,724 17 | 8,724 17 |
| 34 | Kettle Valley | 781 | 15,043 | | 1,760 | 513 45 | 513 45 | 80 00 |
| 35 | Kingston and Pembroke | 98,529 | 2,561,754 | 31,393 | 97,968 | 55,253 17 | 66,546 56 | 4,465 90 |

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| | | 10,730 | 1,638 | 1,467 50 | 2,069 78 | 401 01 |
|--|------------|---------------|------------|------------|---------------|--------------|
| 36 Klondike Mines | 463 | 156,758 | 18,780 | 4,187 20 | 5,695 78 | 9 00 |
| 37 L'Anse-au-Loup and Megantic | 10,279 | 2,815,529 | 14,840 | 31,939 73 | 38,640 87 | 886 15 |
| 38 London and Port Stanley | 172,485 | 496,113 | 4,175 | 8,896 77 | 9,692 23 | 77 85 |
| 39 Maine Central | 97,277 | 244,297 | 23,761 | 6,336 10 | 7,766 28 | |
| 40 Manitoba Great Northern | 10,887 | 198,956 | 10,516 | 6,431 65 | 7,444 40 | |
| 41 Maritime Coal Railway and Power Co. | 21,191 | 2,803,014 | | 67,184 18 | 71,988 00 | 911 45 |
| 42 Massawippi Valley | 152,867 | 463,061 | | 9,673 86 | 10,785 02 | 53 35 |
| 43 Montreal and Buctouche | 22,457 | 344,063 | | 194,631 91 | 222,710 96 | 25,402 81 |
| 44 Montreal and Atlantic | 306,379 | 3,068,030 | 131,713 | 56,475 80 | 63,660 99 | 2,147 88 |
| 45 Montreal and Province Line | 122,476 | 2,265,117 | 17,518 | 53,229 21 | 61,656 00 | 109 60 |
| 46 Montreal and Vermont Junction | 122,476 | 2,265,117 | | 7,600 50 | 7,600 50 | |
| 47 Morrissey, Ferme and Michel | 84,550 | 515,755 | 24,668 | 19,278 14 | 22,613 19 | 82 77 |
| 48 Midland Railway Co. of Manitoba | 13,893 | 775,316 | | 4,853 29 | 5,637 40 | 375 35 |
| 49 Napierville Junction | 188,443 | 188,443 | | 25,727 75 | 32,311 75 | 2,923 67 |
| 50 Nelson and Fort Sheppard | 23,602 | 720,003 | 57,560 | 10,127 00 | 11,775 57 | 3,748 39 |
| 51 New Brunswick Coal and Railway Co. | 18,640 | 389,162 | 56,102 | 10,423 97 | 12,933 13 | 115 97 |
| 52 New Brunswick and Prince Edward Island | 26,841 | 581,182 | 7,240 | 10,116 61 | 14,058 07 | 6,210 64 |
| 53 New Westminster Southern | 25,166 | 297,558 | 21,641 | 196 65 | 196 65 | |
| 54 North Shore | 850 | 6,800 | 4,848 | 73,640 00 | 82,848 56 | 3,739 72 |
| 55 Ottawa and New York | 138,844 | 3,553,598 | | 131,280 30 | 170,453 64 | 8,521 26 |
| 56 Pere Marquette | 312,770 | 6,261,271 | 6,245 | 368,179 02 | 418,238 86 | 11,498 06 |
| 57 Phillipsburg Railway and Quarry Co. | | | 242,958 | 242,016 26 | 280,400 59 | 12,160 41 |
| 58 Quebec Central | 402,682 | 17,469,070 | 231,592 | 134,598 33 | 149,464 27 | 507 04 |
| 59 Quebec and Lake St. John | 352,463 | 11,973,434 | 188,569 | 33,739 64 | 40,738 76 | 37 67 |
| 60 Quebec and Lake St. John | 230,665 | 5,229,971 | 126,512 | 11,843 82 | 11,843 82 | 623 50 |
| 61 Quebec, Montreal and Southern | 26,917 | 1,351,237 | 40,178 | 2,695 98 | 3,606 31 | 251 79 |
| 62 Quebec Oriental | 100,449 | 804,604 | | 8,448 84 | 8,807 88 | |
| 63 Quebec Railway, Light and Power Co. | | | 7,547 | 9,319 52 | 9,319 52 | 752 98 |
| 64 Red Mountain | 8,552 | 76,748 | | 6,035 00 | 6,035 00 | 22 12 |
| 65 Rutland and Noyan | 124,578 | 422,319 | | 31,533 00 | 41,068 82 | 2,615 10 |
| 66 Salisbury and Albert | 11,403 | 235,190 | 6,588 | 24,091 06 | 236,845 97 | 2,570 82 |
| 67 Schomberg and Aurora | 20,634 | 201,112 | | 5,156 49 | 6,188 49 | 410 79 |
| 68 Stanstead, Shefford and Chambly | 171,112 | 1,269,672 | 44,225 | 38,737 34 | 41,631 24 | 17,252 78 |
| 69 St. Clair Tunnel | | | | 53,061 98 | 61,346 89 | 3,536 49 |
| 70 St. Lawrence and Adirondack | 627,935 | 13,378,914 | 186,591 | 673,150 01 | 760,130 14 | 89,901 12 |
| 71 St. Martins | 11,120 | 211,372 | | 341,153 56 | 369,161 53 | 9,901 01 |
| 72 Sydney and Louisburg | 120,135 | 1,692,585 | 16,972 | 292,264 53 | 272,141 84 | 15,253 07 |
| 73 Toniconata | 68,129 | 2,127,433 | 73,751 | 2,437 96 | 2,405 06 | 504 09 |
| 74 Tonikaming and Northern Ontario | 44,467 | 26,885,025 | 440,883 | 27,930 54 | 28,359 24 | 644 99 |
| 75 Thousand Islands | 47,358 | 284,145 | | 621,238 81 | 648,437 26 | 4,321 89 |
| 76 Toronto, Hamilton and Buffalo | 581,302 | 17,404,896 | 793,496 | 31,200 | 4,605 75 | |
| 77 Vancouver, Victoria and Eastern | 286,776 | 8,018,508 | 138,118 | 1,705 60 | 1,983 20 | |
| 78 Victoria Terminal Railway and Ferry Co. | 88,046 | 87,166 | 999 | | | |
| 79 Victoria and Sidney, B.C. | 91,121 | 1,091,336 | 16,135 | | | |
| 80 Wabash (in Canada) | 584,529 | 35,095,556 | 726,412 | | | |
| 81 Wellington Colliery Railway Co. | 7,706 | 82,829 | | | | |
| York and Carleton | 6,085 | 60,850 | 8,573 | | | |
| Final total | 11,124,181 | 2,910,251,636 | 40,440,393 | 6,473,382 | 65,018,186 66 | 4,394,426 00 |

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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, 1912—*Concluded*.

| Number. | Name of Railway. | Tons Carried. | | Tons Carried One Mile. | | Mileage of Revenue Mixed Trains. | | Mileage of Revenue Freight Trains. | | Total Freight Revenue. | | Total Freight Earnings. | | Total Revenue Train Mileage. | | Total Gross Earnings. | | Total Operating Expenses. | |
|---------|--|-------------------|----------------|------------------------|------------|----------------------------------|------------|------------------------------------|------------|------------------------|------------|-------------------------|------------|------------------------------|------------|-----------------------|------|---------------------------|------|
| | | Number. | Number. | Number. | Miles. | Miles. | % | Miles. | % | cts. | cts. | % | cts. | Miles. | % | % | cts. | % | cts. |
| 1 | Alberta Ry. and Irrigation Co. | 174,348 | 11,408,205 | 41,741 | 269,172 | 54 | 269,172 | 54 | 269,172 | 54 | 269,172 | 54 | 269,172 | 54 | 124,323 | 383,782 | 47 | 213,078 | 14 |
| 2 | Algoma Central and Hudson Bay | 444,285 | 14,594,790 | 39,513 | 208,908 | 77 | 208,908 | 77 | 314,189 | 75 | 314,189 | 75 | 314,189 | 75 | 131,418 | 545,054 | 76 | 325,823 | 95 |
| 3 | Atlantic, Quebec and Western | 15,470 | 528,832 | 36,222 | 14,844 | 45 | 14,844 | 45 | 14,844 | 45 | 14,844 | 45 | 14,844 | 45 | 39,892 | 26,786 | 46 | 46,653 | 12 |
| 4 | Algoma Eastern | 505,612 | 4,703,691 | 19,181 | 93,747 | 63 | 93,747 | 63 | 14,940 | 53 | 14,940 | 53 | 14,940 | 53 | 19,181 | 97,811 | 96 | 58,051 | 30 |
| 5 | Bay of Quinte | 276,509 | 9,982,033 | 166,883 | 184,819 | 61 | 184,819 | 61 | 185,306 | 61 | 185,306 | 61 | 185,306 | 61 | 197,689 | 238,833 | 63 | 186,794 | 60 |
| 6 | Brandon, Saskatchewan & Hudson Bay | 3,388 | 30,521 | 2,036 | 2,247 | 39 | 2,247 | 39 | 2,251 | 01 | 2,251 | 01 | 2,251 | 01 | 2,128 | 2,767 | 05 | 10,234 | 19 |
| 7 | Burlington and Nelson | 80,553 | 3,795,513 | 22,624 | 50,201 | 18 | 52,757 | 13 | 52,757 | 13 | 52,757 | 13 | 52,757 | 13 | 66,235 | 83,080 | 45 | 97,981 | 48 |
| 8 | British Yukon | 24,374 | 2,038,112 | 39,610 | 20,015 | 75 | 210,045 | 75 | 210,045 | 75 | 210,045 | 75 | 210,045 | 75 | 44,325 | 279,926 | 54 | 77,833 | 46 |
| 9 | Brookville, Westport and Northwestern | 30,306 | 1,003,658 | 28,170 | 36,282 | 31 | 36,282 | 31 | 36,282 | 31 | 36,282 | 31 | 36,282 | 31 | 59,560 | 73,503 | 81 | 43,252 | 94 |
| 10 | Canada Southern | 7,004,713 | 1,039,380,230 | 131,499 | 6,488,853 | 07 | 6,488,853 | 07 | 6,553,468 | 86 | 6,553,468 | 86 | 6,553,468 | 86 | 3,627,339 | 9,666,639 | 06 | 5,098,555 | 93 |
| 11 | Canadian Gov't Railways, (Intercolonial) | 4,974,692 | 1,267,674,858 | 385,492 | 7,163,722 | 70 | 7,259,766 | 09 | 7,259,766 | 09 | 7,259,766 | 09 | 7,259,766 | 09 | 7,582,385 | 11,003,410 | 07 | 10,752,892 | 84 |
| 12 | " " " (P. E. Island) | 121,242 | 4,804,726 | 207,729 | 180,499 | 41 | 180,499 | 41 | 180,499 | 41 | 180,499 | 41 | 180,499 | 41 | 361,496 | 378,773 | 55 | 436,907 | 23 |
| 13 | Canadian Northern | 5,970,449 | 2,024,003,946 | 655,110 | 15,337,533 | 95 | 15,575,039 | 11 | 15,575,039 | 11 | 15,575,039 | 11 | 15,575,039 | 11 | 8,235,664 | 20,860,093 | 63 | 14,422,426 | 14 |
| 14 | Canadian Northern, Ontario | 648,581 | 60,889,252 | 237,730 | 386,103 | 58 | 595,436 | 54 | 595,436 | 54 | 595,436 | 54 | 595,436 | 54 | 712,432 | 881,953 | 41 | 851,661 | 52 |
| 15 | Canadian Northern, Quebec | 874,143 | 72,701,542 | 298,751 | 87,203 | 49 | 959,316 | 36 | 959,316 | 36 | 959,316 | 36 | 959,316 | 36 | 701,409 | 1,327,534 | 83 | 1,088,243 | 53 |
| 16 | Canadian Pacific | 25,940,238 | 10,180,782,322 | 1,727,732 | 78,568,172 | 52 | 79,201,412 | 07 | 79,201,412 | 07 | 79,201,412 | 07 | 79,201,412 | 07 | 47,020,362 | 116,233,812 | 11 | 73,388,984 | 56 |
| 17 | Cape Breton | 6,474 | 92,064 | 19,711 | 4,336 | 60 | 4,336 | 60 | 4,336 | 60 | 4,336 | 60 | 4,336 | 60 | 19,711 | 9,338 | 71 | 19,175 | 05 |
| 18 | Carleton | 37,484 | 1,461,878 | 47,078 | 43,742 | 60 | 45,291 | 60 | 45,291 | 60 | 45,291 | 60 | 45,291 | 60 | 47,078 | 64,635 | 25 | 56,178 | 92 |
| 19 | Central Ontario | 269,177 | 7,493,217 | 45,072 | 220,692 | 21 | 220,692 | 21 | 220,692 | 21 | 220,692 | 21 | 220,692 | 21 | 223,166 | 321,368 | 87 | 193,418 | 97 |
| 20 | Crow's Nest Southern | 177,489 | 8,071,631 | 40,557 | 126,832 | 49 | 127,036 | 49 | 127,036 | 49 | 127,036 | 49 | 127,036 | 49 | 86,921 | 152,447 | 32 | 132,729 | 11 |
| 21 | Cumberland Ry. and Coal Co | 389,197 | 6,295,732 | 26,612 | 97,930 | 85 | 97,930 | 85 | 97,930 | 85 | 97,930 | 85 | 97,930 | 85 | 47,634 | 115,999 | 62 | 82,558 | 21 |
| 22 | Dominion Atlantic | 412,300 | 22,676,500 | 185,649 | 578,842 | 22 | 579,297 | 22 | 579,297 | 22 | 579,297 | 22 | 579,297 | 22 | 611,552 | 1,005,245 | 44 | 585,684 | 63 |
| 23 | Eastern British Columbia | 140,824 | 1,501,232 | 7,704 | 37,788 | 13 | 37,788 | 13 | 37,788 | 13 | 37,788 | 13 | 37,788 | 13 | 7,704 | 42,241 | 33 | 26,178 | 23 |
| 24 | Elgin and Havelock | 15,371 | 395,604 | 19,600 | 9,519 | 20 | 9,519 | 20 | 9,519 | 20 | 9,519 | 20 | 9,519 | 20 | 19,600 | 13,852 | 26 | 10,441 | 02 |
| 25 | Essex Terminal | 120,661 | 1,206,610 | 19,300 | 34,892 | 86 | 35,022 | 86 | 35,022 | 86 | 35,022 | 86 | 35,022 | 86 | 19,300 | 35,283 | 86 | 17,641 | 93 |
| 26 | Grand Trunk | 17,972,015 | 3,282,187,091 | 518,498 | 22,562,596 | 45 | 22,562,596 | 45 | 22,562,596 | 45 | 22,562,596 | 45 | 22,562,596 | 45 | 18,931,330 | 35,801,975 | 08 | 25,133,278 | 37 |
| 27 | " " (Canada Atlantic) | 1,720,419 | 194,492,967 | 132,495 | 1,634,225 | 64 | 1,634,225 | 64 | 1,634,225 | 64 | 1,634,225 | 64 | 1,634,225 | 64 | 1,442,469 | 2,173,363 | 23 | 1,421,694 | 74 |
| 28 | Halifax and Southwestern | 252,442 | 11,966,755 | 240,137 | 236,838 | 94 | 242,507 | 94 | 242,507 | 94 | 242,507 | 94 | 242,507 | 94 | 368,910 | 478,031 | 25 | 472,286 | 09 |
| 29 | Hersford | 145,616 | 2,920,280 | 33,031 | 53,360 | 27 | 53,360 | 27 | 53,360 | 27 | 53,360 | 27 | 53,360 | 27 | 78,042 | 74,639 | 38 | 106,800 | 40 |
| 30 | International of New Brunswick | Recorded by fire. | | | | | | | | | | | | | | | | | |
| 31 | Inverness Ry. and Coal Co. | 306,771 | 17,268,215 | 69,121 | 175,759 | 64 | 175,759 | 64 | 175,759 | 64 | 175,759 | 64 | 175,759 | 64 | 112,635 | 200,704 | 20 | 111,291 | 72 |
| 32 | Frontale, Bancroft and Ottawa | 24,148 | 627,760 | 31,344 | 16,592 | 18 | 16,592 | 18 | 16,592 | 18 | 16,592 | 18 | 16,592 | 18 | 34,344 | 26,380 | 46 | 22,853 | 40 |
| 33 | Kent Northern | 9,106 | 262,602 | 16,902 | 12,022 | 89 | 12,022 | 89 | 12,022 | 89 | 12,022 | 89 | 12,022 | 89 | 16,902 | 20,747 | 06 | 15,253 | 58 |
| 34 | Kettle Valley | 2,963 | 39,082 | 1,790 | 2,892 | 88 | 3,566 | 27 | 3,566 | 27 | 3,566 | 27 | 3,566 | 27 | 1,790 | 4,159 | 72 | 2,208 | 44 |
| 35 | Kingston and Pembroke | 140,922 | 6,623,334 | 97,968 | 146,394 | 42 | 163,796 | 06 | 163,796 | 06 | 163,796 | 06 | 163,796 | 06 | 138,533 | 225,936 | 72 | 188,908 | 92 |
| 36 | Klondike Mines | 23,841 | 245,716 | 1,638 | 57,594 | 07 | 57,594 | 07 | 57,594 | 07 | 57,594 | 07 | 57,594 | 07 | 7,717 | 60,034 | 31 | 51,528 | 72 |

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| | | | | | | | | |
|----|---|------------|----------------|-----------|----------------|-------------|----------------|----------------|
| 37 | Longueville and Megantic..... | 56,675 | 798,325 | 18,780 | 30,510 37 | 19,707 | 36,251 15 | 30,614 86 |
| 38 | London and Port Stanley..... | 537,978 | 8,200,468 | 11,840 | 72,625 48 | 121,548 | 118,571 06 | 132,281 08 |
| 39 | Maine Central..... | 198,283 | 991,415 | 9,133 | 7,008 50 | 15,735 | 16,700 73 | 13,887 84 |
| 40 | Manitoba Great Northern..... | 194,294 | 11,397,496 | 23,761 | 114,969 78 | 51,669 | 122,843 91 | 100,337 75 |
| 41 | Maritime Coal Ry. and Power Co..... | 199,417 | 2,024,240 | 10,516 | 56,224 63 | 22,180 | 63,669 03 | 37,503 32 |
| 42 | Massachusetts Valley..... | 563,151 | 17,146,104 | 95,964 | 146,419 26 | 195,243 | 220,629 34 | 193,733 13 |
| 43 | Moncton and Bucklebe..... | 26,201 | 503,178 | 21,916 | 18,480 57 | 21,916 | 29,319 52 | 23,343 29 |
| 44 | Montreal and Atlantic..... | 1,339,601 | 73,829,960 | 131,713 | 853,745 41 | 665,125 | 1,109,848 53 | 945,602 67 |
| 45 | Montreal and Province Line..... | 96,080 | 2,473,230 | 17,518 | 62,361 25 | 101,632 | 128,320 21 | 83,393 59 |
| 46 | Montreal and Vermont Junction..... | 447,932 | 9,827,924 | 49,426 | 60,635 01 | 113,145 | 122,400 61 | 72,870 73 |
| 47 | Morrissey, Fernie and Michel..... | 381,099 | 2,424,703 | 21,668 | 72,108 23 | 24,648 | 79,708 73 | 76,586 28 |
| 48 | Midland Ry. Co. of Manitoba..... | 24,184 | 1,549,295 | 9,415 | 38,334 55 | 26,419 | 61,155 78 | 43,222 78 |
| 49 | Naperville, Jct..... | 271,534 | 7,579,803 | 9,839 | 64,637 69 | 26,731 | 70,651 04 | 42,986 97 |
| 50 | Nelson and Fort Sheppard..... | 25,694 | 1,128,889 | 16,902 | 44,483 08 | 56,784 | 80,169 70 | 217,071 21 |
| 51 | New Brunswick Coal and Ry. Co..... | 56,906 | 2,395,879 | 56,102 | 32,757 71 | 56,102 | 48,281 67 | 77,373 21 |
| 52 | New Brunswick and P. E. Island..... | 48,475 | 727,125 | 25,000 | 24,677 28 | 59,200 | 37,726 38 | 32,900 13 |
| 53 | New Westminster Southern..... | 52,277 | 694,547 | 16 | 38,718 56 | 21,657 | 59,017 27 | 31,072 81 |
| 54 | North Shore..... | 4,306 | 31,448 | 4,848 | 1,723 77 | 4,848 | 1,920 42 | 1,744 15 |
| 55 | Ottawa and New York..... | 221,688 | 9,173,068 | 58,076 | 102,616 84 | 135,403 | 189,316 54 | 165,545 76 |
| 56 | Pare Marquette..... | 2,007,845 | 381,106,818 | 6,643 | 2,171,327 59 | 1,160,474 | 2,378,339 63 | 583,435 48 |
| 57 | Phillipsburg Ry. and Quarry Co..... | 11,592 | 87,352 | 6,245 | 6,651 38 | 6,245 | 6,651 38 | 5,619 00 |
| 58 | Quebec Central..... | 931,257 | 71,197,944 | 242,938 | 921,202 19 | 738,035 | 1,351,039 11 | 943,976 36 |
| 59 | Quebec and Lake St. John..... | 381,416 | 35,662,632 | 44,637 | 503,494 31 | 483,446 | 798,055 31 | 685,873 98 |
| 60 | Quebec, Montreal and Southern..... | 389,663 | 20,131,805 | 86,026 | 251,025 88 | 280,255 | 402,012 16 | 406,427 47 |
| 61 | Quebec Oriental..... | 32,314 | 2,574,978 | 40,178 | 50,112 38 | 94,235 | 90,948 77 | 85,869 83 |
| 62 | Quebec Ry., Light and Power Co..... | 162,784 | 1,986,879 | 22,929 | 59,823 74 | 30,476 | 74,883 26 | 56,626 06 |
| 63 | Red Mountain..... | 27,103 | 237,120 | 6,588 | 13,339 00 | 13,854 | 19,634 63 | 32,773 21 |
| 64 | Rutland and Noyan..... | 99,248 | 336,451 | 23,560 | 5,055 77 | 7,874 | 13,863 65 | 11,494 48 |
| 65 | Salisbury and Albert..... | 21,844 | 226,757 | 22,507 | 13,104 13 | 23,560 | 23,176 63 | 25,504 57 |
| 66 | Schomberg and Anrova..... | 11,367 | 113,660 | 22,507 | 6,932 66 | 22,507 | 12,989 78 | 15,705 14 |
| 67 | Stanstead, Shefford and Chambly..... | 473,555 | 2,183,188 | 17,122 | 55,610 31 | 88,408 | 99,798 91 | 83,779 71 |
| 68 | St. Clair Tunnel..... | 806,278 | 30,706,666 | 123,761 | 296,926 00 | ..... | 296,926 00 | 84,559 62 |
| 69 | St. Lawrence and Adirondack..... | 17,085 | 233,624 | 17,580 | 353,432 42 | 311,003 | 593,773 00 | 402,789 32 |
| 70 | Sydney and Louisburg..... | 4,330,338 | 61,192,946 | 16,972 | 12,406 75 | 17,580 | 19,006 63 | 13,922 79 |
| 71 | Teniscouata..... | 147,951 | 6,294,539 | 70,091 | 673,790 17 | 268,590 | 759,028 00 | 516,934 83 |
| 72 | Temiscamie and Northern Ontario..... | 588,890 | 74,266,754 | 14,442 | 149,165 08 | 150,211 | 214,048 46 | 162,668 40 |
| 73 | Thousand Islands..... | 37,734 | 226,404 | 32,456 | 1,072,095 10 | 378,579 | 1,935,421 44 | 1,387,637 44 |
| 74 | Toronto, Hamilton and Buffalo..... | 2,341,576 | 90,979,320 | 320 | 24,050 84 | 32,456 | 39,955 17 | 33,684 71 |
| 75 | Vancouver, Victoria and Eastern..... | 454,608 | 27,317,107 | 89,892 | 1,025,662 29 | 477,359 | 1,467,312 37 | 804,534 07 |
| 76 | Victoria Terminal Ry. and Ferry Co..... | 32,937 | 32,629 | 629 | 553,303 25 | 307,636 | 849,076 02 | 616,006 52 |
| 77 | Victoria and Sidney, B. C..... | 34,365 | 463,550 | 5,655 | 2,264 36 | 1,979 | 5,236 51 | 3,072 69 |
| 78 | Wabash (in Canada)..... | 1,317,283 | 305,235,674 | 11,158 | 30,544 40 | 31,989 | 59,713 63 | 90,927 90 |
| 79 | Wellington Colliery Ry. Co..... | 504,821 | 5,426,825 | 31,200 | 1,623,174 51 | 1,580,322 | 2,281,586 83 | 1,964,689 94 |
| 80 | York and Carleton..... | 11,279 | 142,730 | 8,573 | 90,543 07 | 31,200 | 95,148 82 | 106,529 93 |
| 81 | Final total..... | 89,444,331 | 19,558,190,527 | 6,473,882 | 149,961,140 13 | 100,930,271 | 219,403,752 79 | 150,736,539 87 |

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TABLE 11.—SUMMARY of Train Mileage for the Year ending June 30, 1912.

| Number. | Name of Railway. | Mileage of Revenue Passenger Trains. | Mileage of Revenue Mixed Trains. | Mileage of Freight Trains. | Special Train Mileage. | Total Revenue Train Mileage. | Mileage of Non-Revenue Trains. |
|---------|--|---|--|----------------------------------|------------------------------|---------------------------------------|--------------------------------------|
| | | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 1 | Alberta Railway and Irrigation Co. | 64,832 | 17,750 | 41,711 | | 124,323 | |
| 2 | Algoma Central and Hudson Bay | 13,216 | 39,515 | 36,346 | 12,343 | 131,418 | 13,945 |
| 3 | Atlantic, Quebec and Western | | 36,222 | 3,670 | | 39,892 | 1,791 |
| 4 | Algoma Eastern | | 19,181 | | | 19,181 | 62 |
| 5 | Bay of Quinte | | 166,883 | 30,806 | | 197,689 | |
| 6 | Bodington and Nelson | 28 | 2,036 | 62 | 2 | 2,128 | |
| 7 | Brandon, Saskatchewan and Hudson Bay | 43,470 | | 22,624 | 138 | 66,232 | 1,290 |
| 8 | British Yukon | 1,972 | 39,610 | 2,743 | | 44,325 | 960 |
| 9 | Brookville, Westport and Northwestern | 29,530 | 28,170 | 1,350 | 510 | 59,560 | 360 |
| 10 | Canada Southern | 1,804,139 | 131,499 | 1,691,269 | 432 | 3,627,339 | 25,049 |
| 11 | Canadian Government Railways (Intercolonial) | 2,742,833 | 385,492 | 4,454,060 | | 7,582,385 | 274,181 |
| 12 | " " (P. E. Island) | 144,145 | 297,729 | | 9,622 | 361,496 | |
| 13 | Canadian Northern | 2,638,953 | 635,110 | 5,900,017 | 21,554 | 9,235,634 | 509,386 |
| 14 | Canadian Northern, Ontario | 332,417 | 142,785 | 237,730 | | 712,932 | 37,596 |
| 15 | Canadian Northern, Quebec | 211,216 | 210,639 | 268,754 | 10,800 | 701,409 | 23,119 |
| 16 | Canadian Pacific | 19,591,027 | 1,727,792 | 25,638,692 | 62,851 | 47,020,362 | 1,960,153 |
| 17 | Cape Breton | | 19,711 | | | 19,711 | |
| 18 | Caraguet | | 47,078 | | | 47,078 | |
| 19 | Central Ontario | 129,534 | 45,072 | 48,560 | | 223,166 | 8,571 |
| 20 | Crow's Nest Southern | 45,608 | 156 | 40,557 | | 86,321 | 2,683 |
| 21 | Cumberland Railway and Coal Co. | 517 | 26,612 | 19,905 | | 47,034 | |
| 22 | Dominion Atlantic | 397,237 | 185,649 | 116,141 | 2,525 | 611,552 | 12,557 |
| 23 | Eastern British Columbia | | 7,704 | | | 7,704 | |
| 24 | Elgin and Havelock | | 19,600 | | | 19,600 | |
| 25 | Essex Terminal | | | 19,300 | | 19,300 | |
| 26 | Grand Trunk | 8,133,032 | 518,448 | 10,263,141 | 20,309 | 18,431,930 | 882,607 |
| 27 | Grand Trunk (Canada Atlantic) | 611,140 | 132,495 | 697,992 | 812 | 1,442,469 | 62,777 |
| 28 | Halifax and Southwestern | 87,574 | 240,137 | 35,926 | 5,273 | 368,910 | 18,053 |
| 29 | Hereford | 33,797 | 33,031 | 11,214 | | 78,042 | 2,270 |
| 30 | International of New Brunswick (records destroyed by fire) | | | | | | |
| 31 | Inverness Railway and Coal Co. | | 42,914 | 69,121 | | 112,035 | 2,641 |
| 32 | Irondale, Bancroft and Ottawa | | 34,344 | | | 34,344 | |
| 33 | Kent Northern | | 16,902 | | | 16,902 | |
| 34 | Kettle Valley | | 1,760 | | | 1,760 | |
| 35 | Kingston and Pembroke | 31,393 | 97,998 | 9,172 | | 138,563 | |

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| | | | | |
|--|------------|------------|-------------|-----------|
| 36 Klondike Mines..... | 1,638 | 6,079 | 7,717 | |
| 37 Lobbmere and Megantic..... | 18,780 | 41,564 | 19,707 | 3,589 |
| 38 London and Port Stanley..... | 14,840 | 2,487 | 121,548 | ..... |
| 39 Maine Central..... | 9,133 | 18,904 | 15,795 | 497 |
| 40 Manitoba Great Northern..... | 23,761 | 11,364 | 51,609 | 6,520 |
| 41 Maritime Coal, Railway and Power Co..... | 10,516 | 95,964 | 22,180 | 814 |
| 42 Mississippi Valley..... | ..... | ..... | 195,243 | ..... |
| 43 Moncton and Buctouche..... | 21,916 | ..... | 21,916 | ..... |
| 44 Montreal and Atlantic..... | 131,713 | 365,532 | 665,125 | 14,461 |
| 45 Montreal and Province Line..... | 17,518 | 29,182 | 101,632 | 3,270 |
| 46 Montreal and Vermont Junction..... | 63,605 | 49,426 | 113,145 | 2,007 |
| 47 Morrissey, Fernie and Michel..... | ..... | ..... | 24,668 | ..... |
| 48 Midland Railway Co. of Manitoba..... | 17,003 | 9,415 | 26,419 | 70 |
| 49 Napierville Junction..... | ..... | ..... | 26,741 | 216 |
| 50 Nelson and Fort Sheppard..... | 37,560 | 18,990 | 56,784 | 2,860 |
| 51 New Brunswick Coal and Railway Co..... | ..... | ..... | 56,102 | ..... |
| 52 New Brunswick and P. E. Island..... | 7,240 | 25,900 | 59,200 | ..... |
| 53 New Westminster Southern..... | ..... | 16 | 21,657 | 32 |
| 54 North Shore..... | ..... | ..... | 4,848 | ..... |
| 55 Ottawa and New York..... | 77,271 | 58,076 | 135,403 | 8,669 |
| 56 Pere Marquette..... | 27,2180 | 881,595 | 1,160,474 | 9,348 |
| 57 Phillipsburg Railway and Quarry Co..... | ..... | ..... | 6,245 | ..... |
| 58 Quebec Central..... | 231,592 | 64,891 | 198,594 | 219,179 |
| 59 Quebec and Lake St. John..... | 188,569 | 243,213 | 738,035 | 8,446 |
| 60 Quebec, Montreal and Southern..... | 126,512 | 67,747 | 483,446 | 2,710 |
| 61 Quebec Oriental..... | 17,192 | 36,855 | 280,285 | 4,975 |
| 62 Quebec Railway, Light and Power Co..... | 7,547 | 22,929 | 94,225 | 1,099 |
| 63 Red Mountain..... | 18 | 7,248 | 30,476 | 81 |
| 64 Rutland and Noyan..... | ..... | ..... | 13,854 | ..... |
| 65 Salisbury and Noyan..... | 5,441 | 2,433 | 7,874 | ..... |
| 66 Schomberg and Aurora..... | ..... | ..... | 23,560 | 1,743 |
| 67 Stanstead, Shefford and Chambly..... | 44,225 | 26,939 | 22,507 | 2,620 |
| 68 St. Clair Tunnel..... | ..... | ..... | 88,408 | ..... |
| 69 St. Lawrence and Adirondack..... | ..... | ..... | ..... | ..... |
| 70 St. Martins..... | 186,591 | 123,761 | 311,003 | 8,584 |
| 71 Sydney and Louisburg..... | ..... | ..... | 17,580 | ..... |
| 72 Temiscouata..... | 20,870 | 230,748 | 268,590 | 7,650 |
| 73 Teniskaming and Northern Ontario..... | 73,751 | 6,369 | 150,211 | 49,150 |
| 74 Thousand Islands..... | 44,883 | 419,585 | 878,579 | ..... |
| 75 Toronto, Hamilton and Buffalo..... | 32,456 | ..... | 32,456 | 6,337 |
| 76 Toronto, Hamilton and Buffalo..... | 293,496 | 180,950 | 477,599 | 81,239 |
| 77 Vancouver, Victoria and Eastern..... | 138,118 | 79,041 | 307,636 | ..... |
| 78 Victoria Terminal Railway and Ferry Co..... | 999 | 629 | 1,979 | ..... |
| 79 Victoria and Sidney, B.C..... | 16,135 | 10,199 | 31,989 | ..... |
| 80 Wabash (in Canada)..... | 726,412 | 842,048 | 1,580,322 | 22,575 |
| 81 Wellington Colliery Railway Co..... | ..... | ..... | 31,200 | ..... |
| 82 York and Carleton..... | ..... | ..... | 8,573 | ..... |
| Total..... | 40,440,393 | 53,652,141 | 100,930,271 | 4,328,812 |

3 GEORGE V., A. 1913

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912.

PRODUCTS OF AGRICULTURE.

| Number. | Name of Railway. | GRAIN. | | | FLOUR. | | | OTHER MILL PRODUCTS. | | |
|---------|--|------------------------------|--|------------------------|------------------------------|--|------------------------|------------------------------|--|------------------------|
| | | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. |
| 1 | Alberta Railway and Irrigation Co. | 63,838 | 1,076 | 64,914 | 610 | 516 | 1,126 | 1,462 | 1,567 | 3,029 |
| 2 | Algoma Central and Hudson Bay | 1,359 | | 1,359 | 476 | | 476 | 26 | | 26 |
| 3 | Atlantic, Quebec and Western | 8 | 371 | 379 | 150 | 911 | 1,061 | 7 | 17 | 24 |
| 4 | Algoma Eastern | 69 | | 69 | 48 | | 48 | 82 | | 82 |
| 5 | Bay of Quinte | 1,714 | 25 | 1,739 | 428 | 5,246 | 5,674 | 153 | 216 | 369 |
| 6 | Bedford and Nelson | | | | | 30 | 30 | | | |
| 7 | Brandon, Saskatchewan and Hudson Bay | 16,386 | 1,672 | 48,058 | 169 | | 469 | 181 | | 181 |
| 8 | British Yukon | 1,368 | | 1,368 | 247 | | 247 | 59 | | 59 |
| 9 | Brookville, Westport and Northwestern | 561 | 2,805 | 3,366 | 1,124 | 2,280 | 3,404 | 1,253 | 1,187 | 2,420 |
| 10 | Canada Southern | 31,209 | 734,406 | 765,615 | 24,537 | 194,456 | 218,993 | 12,549 | 208,150 | 220,699 |
| 11 | Canadian Government Rys. (Intercolonial) | 18,086 | 112,573 | 130,659 | 44,013 | 151,599 | 195,612 | 18,245 | 35,619 | 53,864 |
| 12 | " " " (P. E. Island) | 13,825 | 174 | 13,999 | 2,991 | 1,135 | 3,526 | 1,843 | 243 | 2,085 |
| 13 | Canadian Northern | 1,451,848 | 99,085 | 1,550,933 | 88,396 | 4,557 | 93,153 | 43,436 | 11,421 | 54,857 |
| 14 | " " Ontario | 5,700 | 3,247 | 8,947 | 1,029 | 882 | 1,861 | 1,983 | 2,214 | 4,197 |
| 15 | " " Quebec | 6,199 | 700 | 6,899 | 2,101 | 17,110 | 19,211 | 381 | 1,371 | 1,752 |
| 16 | Canadian Pacific | 3,975,587 | 258,269 | 4,233,856 | 832,645 | 13,339 | 845,984 | 426,988 | 9,772 | 436,760 |
| 17 | Cape Breton | | | | 5 | 472 | 477 | | | 900 |
| 18 | Carleton Place | 150 | | 150 | 50 | 1,820 | 1,870 | 200 | | 3,083 |
| 19 | Central Ontario | 5,435 | 4,881 | 10,316 | 23 | 3,282 | 3,305 | 151 | 2,882 | 78 |
| 20 | Crow's Nest Southern | 228 | 373 | 601 | 32 | 127 | 159 | 51 | 27 | 518 |
| 21 | Cumberland Railway and Coal Co. | | 790 | 720 | | 3,680 | 3,680 | 120 | 428 | 548 |
| 22 | Dominion Atlantic | 2,203 | 3,468 | 5,671 | | | | 8,629 | 21,590 | 30,219 |
| 23 | Eastern British Columbia | | 92 | 92 | | 31 | 34 | | 131 | 131 |
| 24 | Elgin and Havelock | | 200 | 200 | | 595 | 600 | 5 | 750 | 755 |
| 25 | Essex Terminal | | 600 | 600 | | 150 | 150 | | | |
| 26 | Grand Trunk | 1,594,883 | 111,142 | 1,706,025 | 513,012 | 30,992 | 544,004 | 261,339 | 12,077 | 276,416 |
| 27 | " " (Canada Atlantic) | 73,254 | 21,151 | 94,405 | 5,441 | 16,947 | 22,388 | 16,981 | 13,909 | 18,890 |
| 28 | Halifax and Southwestern | 2,619 | 1,003 | 3,622 | 6,584 | 4,556 | 11,140 | 10,607 | 6,077 | 16,681 |
| 29 | Herford | 1,884 | 725 | 2,609 | 621 | 346 | 967 | 321 | 21 | 342 |
| 30 | International of New Brunswick (records destroyed by fire) | | 333 | 332 | 76 | 2,199 | 2,275 | 43 | 648 | 691 |
| 31 | Inverness Railway and Coal Co. | 19 | 31 | 31 | | 181 | 181 | | 363 | 363 |
| 32 | Irondale, Bancroft and Ottawa | | | | 5 | 918 | 923 | | | 923 |
| 33 | Kent Northern | | | | | 10 | 10 | 20 | | 20 |
| 34 | Kettle Valley | 25 | | 25 | | | | | | |

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| | | | | | | | | | |
|--|-----------|-----------|-----------|-----------|---------|-----------|---------|---------|-----------|
| 35 Kingston and Pembroke..... | 6,921 | 4,462 | 11,390 | 1,646 | 2,976 | 4,622 | 686 | 1,854 | 2,540 |
| 36 Klondike Mines..... | | | 166 | 26 | 598 | 624 | | 13 | |
| 37 Lethbridge and Meganic..... | 2,486 | 6,699 | 9,185 | 215 | 1,652 | 1,867 | 105 | 789 | 13 |
| 38 London and Port Stanley..... | 385 | | 385 | 263 | | 263 | 468 | | 468 |
| 39 Maine Central..... | 57,747 | 77,978 | 135,725 | 192 | 63 | 255 | 664 | 70 | 734 |
| 40 Manitoba Great Northern..... | 136 | 131 | 267 | 56 | 76 | 132 | 247 | 216 | 463 |
| 41 Maritime Coal Railway and Power Co..... | 672 | 28,432 | 29,104 | 267 | 4,622 | 4,889 | 610 | 5,270 | 5,880 |
| 42 Mississippi Valley..... | | | | | | | | | |
| 43 Moncton and Buctouche..... | 960 | 143,901 | 144,464 | 1,105 | 114,165 | 115,570 | 638 | 68,638 | 69,276 |
| 44 Montreal and Atlantic..... | 515 | 2,789 | 3,304 | 279 | 1,815 | 2,094 | 259 | 1,786 | 2,045 |
| 45 Montreal and Province Line..... | 13 | 82,393 | 82,465 | 20 | 5,197 | 5,217 | 20 | 40,940 | 40,960 |
| 46 Montreal and Vermont Junction..... | | | | | | | | | |
| 47 Morrissey, Fernie and Michel..... | | | | | | | | | |
| 48 Midland Railway Co. of Manitoba..... | 161 | 345 | 506 | 20 | 579 | 20 | 61 | | 61 |
| 49 Napierville Junction..... | 177 | 99 | 276 | 157 | 20 | 579 | 224 | 80 | 80 |
| 50 Nelson and Fort Sheppard..... | | 553 | 553 | | 583 | 583 | | | 224 |
| 51 New Brunswick Coal and Railway Co..... | | 610 | 610 | | 415 | 415 | | 408 | 583 |
| 52 New Brunswick and P. E. Island..... | 352 | | 352 | 14 | | 14 | 706 | | 408 |
| 53 New Westminster Southern..... | | | | | | | | | 706 |
| 54 North Shore..... | 1,100 | 598 | 1,698 | 123 | | | 500 | | 500 |
| 55 Ottawa and New York..... | 244,164 | 8,463 | 252,627 | 51,639 | 2,011 | 2,134 | 88 | 1,564 | 1,652 |
| 56 Pere Marquette..... | | | | | 2,124 | 53,763 | 36,247 | 998 | 37,245 |
| 57 Phillipsburg Railway and Quarry Co..... | | | | | 20 | 20 | | 131 | 134 |
| 58 Quebec Central..... | | 6,932 | 6,933 | | 15,684 | 15,684 | | | |
| 59 Quebec and Lake St. John..... | 215 | 2,780 | 2,995 | 714 | 5,787 | 6,501 | 127 | 1,614 | 1,741 |
| 60 Quebec, Montreal and Southern..... | 369 | 1,719 | 2,028 | 85 | 6,784 | 6,869 | | 288 | 288 |
| 61 Quebec Oriental..... | 67 | 82 | 149 | 73 | 2,419 | 2,494 | | | |
| 62 Quebec Railway, Light and Power Co..... | 3,809 | 216 | 4,025 | 538 | 255 | 793 | 846 | 42 | 888 |
| 63 Red Mountain..... | 132 | | 132 | 191 | 51 | 242 | 66 | | 66 |
| 64 Rutland and Noyan..... | | 789 | 789 | | | | | 90 | 90 |
| 65 Salisbury and Albert..... | 105 | 273 | 378 | 36 | 702 | 738 | | | |
| 66 Schonberg and Aurora..... | 3,284 | | 3,284 | | 103 | 103 | | | |
| 67 Stanstead, Shefford and Chambly..... | 154 | 93,826 | 93,980 | 169 | 7,386 | 7,495 | 76 | 47,270 | 47,346 |
| 68 St. Clair Tunnel..... | | | | | | | | | |
| 69 St. Lawrence and Adirondack..... | 904 | 1,403 | 2,307 | 1,487 | 582 | 2,069 | 1,707 | 817 | 2,524 |
| 70 St. Martins..... | | 200 | 200 | | 300 | 300 | | | |
| 71 Sydney and Louisburg..... | 42 | 480 | 522 | | 3,120 | 3,120 | 120 | 420 | 530 |
| 72 Temiscouata..... | 264 | 687 | 951 | 359 | 1,740 | 2,099 | 84 | 105 | 189 |
| 73 Temiskaming and Northern Ontario..... | 1,265 | 5,399 | 6,694 | 1,606 | 4,817 | 6,423 | 304 | 1,752 | 2,056 |
| 74 Thousand Islands..... | 62 | 29 | 91 | 46 | 1,158 | 1,204 | 20 | 48 | 68 |
| 75 Toronto, Hamilton and Buffalo..... | 6,268 | 120,474 | 126,742 | 3,888 | 43,958 | 47,846 | 3,700 | 5,408 | 8,508 |
| 76 Vancouver, Victoria and Eastern..... | 10,632 | 119 | 10,751 | 2,485 | 116 | 2,601 | 3,078 | 52 | 3,130 |
| 77 Victoria Terminal Railway and Ferry Co..... | 255 | 491 | 746 | 272 | 65 | 337 | 1,019 | 155 | 1,174 |
| 78 Victoria and Sidney, British Columbia..... | 133 | 573 | 766 | | 398 | 398 | 48 | 1,348 | 1,396 |
| 79 Wabash (in Canada)..... | 145,584 | | 145,584 | 19,951 | | 19,951 | 24,297 | | 24,297 |
| 80 Wellington Colliery Railway Co..... | | 357 | 357 | | 124 | 124 | | 246 | 246 |
| 81 York and Carleton..... | | | | | | | | | |
| Final total..... | 7,788,518 | 1,953,153 | 9,741,671 | 1,612,822 | 690,755 | 2,303,607 | 874,499 | 513,125 | 1,387,624 |

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TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912 *Continued.*

| Number. | Name of Railway. | HAY. | | | TOBACCO. | | | COTTON. | | |
|---------|--|------------------------------------|---|------------------------------|------------------------------------|---|------------------------------|------------------------------------|---|------------------------------|
| | | Tonnage Originating on Road. | Tonnage Received from connect- ing Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connect- ing Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connect- ing Roads and other Carriers. | Total Freight Tonnage. |
| 1 | Alberta Railway and Irrigation Co. | 160 | 254 | 414 | 18 | 7 | 25 | | 1 | 1 |
| 2 | Algoma Central and Hudson Bay | 2,226 | | 2,226 | | | | | | |
| 3 | Atlantic, Quebec and Western | | 19 | 19 | | 17 | 17 | | | |
| 4 | Algoma Eastern | 237 | | 237 | | | | | | |
| 5 | Bay of Quinte | 3,334 | | 3,334 | | | | | | |
| 6 | Bedfordton and Nelson | 200 | | 200 | | | | | | |
| 7 | Brandon, Saskatchewan and Hudson Bay | | | | | | | | | |
| 8 | British Yukon | 1,114 | | 1,114 | 17 | | 17 | | | |
| 9 | Brockville, Westport and Northwestern | 171 | 17 | 188 | 2 | 8 | 10 | | | |
| 10 | Canada Southern | 8,442 | 48,237 | 56,679 | 2,807 | 6,619 | 9,426 | | 41,584 | 41,584 |
| 11 | Canadian Government Rys. (Intercolonial). | 91,844 | 10,642 | 102,486 | 425 | 506 | 931 | 2,068 | 2,683 | 4,751 |
| 12 | " " (P. E. Island) | 6,337 | | 6,337 | 103 | 42 | 145 | 19 | 52 | 71 |
| 13 | Canadian Northern | 21,276 | 12,351 | 33,627 | | | | | | |
| 14 | " " Ontario | 3,203 | 726 | 3,929 | | | | | | |
| 15 | " " Quebec | 43,613 | 1,038 | 44,651 | 1,802 | 607 | 2,409 | | | |
| 16 | Canadian Pacific | 561,603 | 35,560 | 597,163 | 35,529 | 3,778 | 39,307 | 16,681 | 8,915 | 25,596 |
| 17 | Cape Breton | | 284 | 284 | | | | | | |
| 18 | Caracquet | | 810 | 810 | | 35 | 35 | | 424 | 424 |
| 19 | Central Ontario | 311 | 1,606 | 1,917 | 61 | 123 | 184 | | | |
| 20 | Crow's Nest Southern | 628 | 311 | 939 | | | | | | |
| 21 | Cumberland Railway and Coal Co. | 68 | 290 | 358 | | 2 | 2 | | | |
| 22 | Dominion Atlantic | 3,935 | 1,487 | 5,422 | 22 | 98 | 120 | 1,272 | 27 | 1,299 |
| 23 | Eastern British Columbia | | | | | | | | | |
| 24 | Elgin and Havelock | 200 | | 300 | | 5 | 5 | | | |
| 25 | Essex Terminal | | 164 | 164 | | | | | | |
| 26 | Grand Trunk | 164,007 | 96,753 | 260,760 | 7,363 | 1,290 | 8,653 | 15,677 | 3,808 | 19,545 |
| 27 | " " (Canada Atlantic) | 84,374 | 8,628 | 93,002 | | 786 | 786 | 3,126 | 4,569 | 8,095 |
| 28 | Halfax and Southwestern | 5,275 | 3,817 | 9,092 | | | | | | |
| 29 | Hereford | 1,717 | | 1,718 | 2 | | 7 | | | |
| 30 | International of New Brunswick (records destroyed by fire) | | | | | | | | | |
| 31 | Inverness Railway and Coal Co. | 105 | 879 | 984 | | 3 | 3 | | | |
| 32 | Irondale, Bancroft and Ottawa | | 36 | 36 | | | | | | |
| 33 | Kent Northern | 60 | | 60 | | 10 | 10 | | 10 | 10 |
| 34 | Kettle Valley | 155 | | 155 | | | | | | |

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| | 1,405 | 1,200 | 1,525 | 165 | 10 | 175 | 80 | 696 | 776 |
|--|-----------|---------|-----------|--------|--------|--------|--------|--------|---------|
| 35 Kingston and Pembroke..... | 1,405 | | 1,525 | | | | | | |
| 36 Klondike Mines..... | | | | | | | | | |
| 37 Lotbiniere and Megantic..... | 1,546 | | 1,546 | | 1 | 1 | | | |
| 38 London and Port Stanley..... | 269 | 1,126 | 1,395 | 106 | 5 | 111 | | | |
| 39 Maine Central..... | 551 | | 551 | | | | | | |
| 40 Manitoba Great Northern..... | | | | 13 | 15 | 28 | | | |
| 41 Maritime Coal Railway and Power Co..... | 15 | 830 | 845 | | 6 | 6 | | | |
| 42 Mississippi Valley..... | 2,116 | 5,262 | 7,378 | | 43 | 43 | | | |
| 43 Moncton and Buctouche..... | | | | | | | | | |
| 44 Montreal and Atlantic..... | 58,532 | 33,892 | 92,334 | | | | | | |
| 45 Montreal and Province Line..... | 18,344 | 2,092 | 20,436 | 795 | 1,184 | 1,979 | 2,268 | 11,988 | 14,256 |
| 46 Montreal and Vermont Junction..... | 14,848 | 124,852 | 139,700 | | | | | | |
| 47 Morrissey, Fernie and Michel..... | | | | | | | | | |
| 48 Midland Railway Co. of Manitoba..... | | | | | | | | | |
| 49 Napierville Junction..... | 16,511 | 736 | 17,247 | | | | | | |
| 50 Nelson and Port Sheppard..... | 3,297 | | 3,297 | | 25 | 25 | | 70 | 70 |
| 51 New Brunswick Coal and Railway Co..... | | | | | | | | | |
| 52 New Brunswick and P. E. Island..... | 4,200 | | 1,200 | 12 | | 12 | | | |
| 53 New Westminster Southern..... | 1,540 | | 1,540 | | | | | | |
| 54 North Shore..... | | | | | | | | | |
| 55 Ottawa and New York..... | 11,408 | 10,289 | 21,757 | 1 | 1 | 2 | 646 | 1,242 | 1,888 |
| 56 Pere Marquette..... | 62,457 | 1,275 | 63,732 | 2,454 | 13 | 2,467 | 2,142 | 5 | 2,147 |
| 57 Phillipsburg Railway and Quarry Co..... | 412 | | 412 | | | | | | |
| 58 Quebec Central..... | | | | | | | | | |
| 59 Quebec and Lakes St. John..... | 4,750 | 543 | 5,293 | 334 | 31 | 365 | | | |
| 60 Quebec, Montreal and Southern..... | 78,045 | 4,538 | 82,583 | 14 | | 14 | | 40 | 40 |
| 61 Quebec Oriental..... | 212 | | 212 | | | | | | |
| 62 Quebec Railway, Light and Power Co..... | 263 | 189 | 452 | 11 | 4 | 15 | | 4,812 | 4,812 |
| 63 Red Mountain..... | 660 | | 660 | | | | | | |
| 64 Rutland and Noyan..... | 924 | 49,489 | 50,413 | | | | | | |
| 65 Salisbury and Albert..... | 1,071 | | 1,071 | | | | | | |
| 66 Schomberg and Aurora..... | 39 | | 39 | | | | | | |
| 67 Stanstead, Shefford and Chambly..... | | 144,865 | 150,900 | | | | | | |
| 68 St. Clair Tunnel..... | 6,095 | | | | | | | | |
| 69 St. Lawrence and Adirondack..... | | | | | | | | | |
| 70 St. Martins..... | 17,350 | 135,889 | 153,189 | 34 | 48 | 82 | 3,795 | 301 | 4,096 |
| 71 Sydney and Louisburg..... | 100 | 100 | 100 | | | | | | |
| 72 Temiscouata..... | 120 | 4,320 | 4,440 | | 12 | 12 | | | |
| 73 Temiskaming and Northern Ontario..... | 279 | 52 | 331 | 38 | 50 | 68 | | 5 | 5 |
| 74 Thousand Islands..... | 6,781 | 1,852 | 8,633 | | | | | | |
| 75 Toronto, Hamilton and Buffalo..... | 1,944 | 10 | 1,954 | | | | | | |
| 76 Vancouver, Victoria and Eastern..... | 1,526 | 19,979 | 21,505 | 117 | 591 | 708 | | 1,815 | 1,815 |
| 77 Victoria Terminal Railway and Ferry Co..... | 18,903 | 20 | 18,923 | 68 | | 68 | 303 | | 303 |
| 78 Victoria and Sidney, British Columbia..... | 566 | 527 | 1,093 | | | | | | |
| 79 Wabash (in Canada)..... | 471 | 622 | 1,093 | | | | | | |
| 80 Wellington Colliery Railway Co..... | 13,391 | | 13,391 | 464 | | 464 | 3,093 | | 3,693 |
| 81 York and Carleton..... | | | | | | | | | |
| | 1,601 | 751 | 2,355 | | | | | | |
| Final total..... | 1,362,763 | 768,040 | 2,130,803 | 52,777 | 15,960 | 68,737 | 51,776 | 83,507 | 139,277 |

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—Continued.

| Number. | Name of Railway. | FRUIT AND VEGETABLES. | | | OTHER PRODUCTS OF AGRICULTURE. | | | LIVE STOCK. | | |
|---------|--|------------------------------|--|------------------------|--------------------------------|--|------------------------|------------------------------|--|------------------------|
| | | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. |
| 1 | Alberta Railway and Irrigation Co. | 1,023 | 1,995 | 3,018 | | | | 7,200 | 53 | 7,253 |
| 2 | Algoma Central and Hudson Bay | 775 | | 775 | | | | 994 | | 994 |
| 3 | Atlantic, Quebec and Western | 9 | 38 | 47 | | 29 | 46 | 176 | 41 | 217 |
| 4 | Algoma, Eastern | 60 | | 60 | | | | 7 | | 7 |
| 5 | Bay of Quinte | 905 | 106 | 1,065 | | | | 3,223 | 48 | 3,271 |
| 6 | Bedfordton and Nelson | | | | | | | | | |
| 7 | Brandon, Saskatchewan and Hudson Bay | 1,895 | | 1,895 | | 22 | 22 | 176 | | 176 |
| 8 | British Yukon | 654 | 654 | | | | | 2,745 | | 2,745 |
| 9 | Brookville, Westport and Northwestern | 165 | 176 | 341 | | 4 | 4 | 2,179 | 23 | 2,202 |
| 10 | Canada Southern | 8,212 | 91,931 | 100,143 | | 96,395 | 123,556 | 22,524 | 199,108 | 221,632 |
| 11 | Canadian Gov't. Railways (Intercolonial) | 40,246 | 40,336 | 80,582 | | 4,948 | 13,450 | 18,531 | 4,208 | 22,739 |
| 12 | " " " Railways (P. E. Island) | 14,059 | 170 | 14,229 | | | | 3,406 | 17 | 3,423 |
| 13 | Canadian Northern | 18,812 | 18,227 | 37,039 | | | | 65,719 | 8,086 | 73,805 |
| 14 | " " Ontario | 3,686 | 977 | 4,663 | | | | 1,391 | 1,391 | 2,782 |
| 15 | " " Quebec | 214 | 1,877 | 2,091 | | | | 385 | 1,541 | 1,926 |
| 16 | Canadian Pacific | 328,058 | 52,400 | 380,458 | | 16,551 | 67,504 | 370,747 | 56,785 | 427,532 |
| 17 | Cape Breton | | | | | | | 39 | 4 | 43 |
| 18 | Caracquet | 50 | 60 | 110 | | | | 35 | | 35 |
| 19 | Central Ontario | 10,170 | 1,086 | 11,856 | | 1,800 | 2,010 | 4,013 | 147 | 4,160 |
| 20 | Crow's Nest Southern | 1,133 | 11 | 1,144 | | 74 | 74 | 20 | | 20 |
| 21 | Cumberland Railway and Coal Co. | 142 | 560 | 702 | | 18 | 209 | 12 | 32 | 44 |
| 22 | Dominion Atlantic | 107,139 | 301 | 107,440 | | | | 2,107 | 217 | 2,324 |
| 23 | Eastern British Columbia | | 71 | 71 | | | | | 20 | 20 |
| 24 | Elgin and Havelock | | 10 | 10 | | 800 | 802 | 80 | | 80 |
| 25 | Essex Terminal | | 18 | 18 | | 2 | | 143 | 635 | 778 |
| 26 | Grand Trunk | 191,889 | 19,077 | 210,966 | | 16,653 | 83,521 | 384,631 | 38,292 | 422,833 |
| 27 | " " (Canada Atlantic) | 510 | 15,027 | 15,537 | | 3,609 | 13,797 | 8,631 | 1,660 | 13,291 |
| 28 | Halifax and Southwestern | 5,846 | 390 | 6,236 | | 333 | 333 | 392 | 24 | 416 |
| 29 | Hereford | 259 | 14 | 273 | | 1 | 103 | 230 | | 230 |
| 30 | International of New Brunswick (Records destroyed by fire) | | | | | | | | | |
| 31 | Inverness Railway and Coal Co. | 22 | 152 | 174 | | | | 342 | 36 | 378 |
| 32 | Iroquois, Barcroft and Ottawa | | 14 | 14 | | | | 120 | 28 | 148 |
| 33 | Kent Northern | | | | | 601 | 604 | 30 | 5 | 35 |
| 34 | Kettle Valley | 28 | | 28 | | | | | | |

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| | | | | | | | | | | |
|--|---------|---------|-----------|--|--|--|--|----------|---------|-----------|
| 35 Kingston and Pembroke..... | 231 | 103 | 334 | | | | | 1,524 | 522 | 2,046 |
| 36 Klondike Mines..... | | | 88 | | | | | | 7 | 7 |
| 37 Lofbore and Megantic..... | 24 | 64 | 2,067 | | | | | 50 | 3,217 | 3,267 |
| 38 London and Port Stanley..... | 702 | 1,365 | 1,507 | | | | | | | |
| 39 Maine Central..... | 1,507 | | 1,598 | | | | | 734 | 6 | 734 |
| 40 Manitoba Great Northern..... | 45 | 102 | 145 | | | | | 34 | 40 | 40 |
| 41 Maritime Coal Railway and Power Co..... | 591 | 30 | 621 | | | | | 420 | 796 | 1,216 |
| 42 Mississippi Valley..... | | | | | | | | | | |
| 43 Moncton and Buckton..... | 3,256 | 9,158 | 12,414 | | | | | 4,269 | 1,087 | 5,758 |
| 44 Montreal and Atlantic..... | 196 | | 196 | | | | | 7,139 | 1,118 | 968 |
| 45 Montreal and Province Line..... | 20 | 3,694 | 3,714 | | | | | 6,963 | 6,190 | 6,414 |
| 46 Montreal and Vermont Junction..... | | | | | | | | 3,321 | | |
| 47 Morrissey, Fernie and Michel..... | 423 | | 423 | | | | | | | |
| 48 Midland Railway Co. of Manitoba..... | 39 | 2,191 | 2,230 | | | | | 39 | | |
| 49 Napierville Junction..... | 512 | 16 | 528 | | | | | 144 | | |
| 50 Nelson and Port Sheppard..... | | | | | | | | | | |
| 51 New Brunswick Coal and Railway Co..... | | | | | | | | | | |
| 52 New Brunswick and P. E. Island..... | 438 | | 438 | | | | | 890 | | 890 |
| 53 New Westminster Southern..... | | | | | | | | 131 | | |
| 54 North Shore..... | | | | | | | | | | |
| 55 Ottawa and New York..... | 361 | 679 | 1,040 | | | | | 106 | | 106 |
| 56 Pere Marquette..... | 38,564 | 13,549 | 52,113 | | | | | 30 | | 30 |
| 57 Phillipsburg Railway and Quarry Co..... | | | | | | | | 1,948 | | 1,948 |
| 58 Quebec Central..... | 1,267 | 776 | 2,013 | | | | | 26,528 | 1,105 | 27,633 |
| 59 Quebec and Lake St. John..... | 105 | 1,090 | 1,195 | | | | | | | |
| 60 Quebec, Montreal and Southern..... | | | | | | | | | | |
| 61 Quebec Oriental..... | 335 | 1 | 3 | | | | | 5,502 | | 5,029 |
| 62 Quebec Railway, Light and Power Co..... | 163 | | 163 | | | | | 406 | 822 | 2,415 |
| 63 Red Mountain..... | | | | | | | | 2,690 | 54 | 2,744 |
| 64 Rutland and Noyau..... | | 198 | 198 | | | | | 41 | 15 | 56 |
| 65 Salisbury and Albert..... | 225 | | | | | | | 313 | 29 | 342 |
| 66 Schomberg and Aurora..... | | | | | | | | 68 | | 68 |
| 67 Stanstead, Shefford and Chamblay..... | | 3,745 | 3,745 | | | | | | 10 | 10 |
| 68 St. Clair Tunnel..... | | | | | | | | 215 | 215 | 215 |
| 69 St. Lawrence and Adirondacks..... | 2,187 | 3,171 | 5,358 | | | | | 1,112 | 1,312 | 1,312 |
| 70 St. Martins..... | | | | | | | | 288 | 7,192 | 7,480 |
| 71 Sydney and Louisburg..... | 160 | 416 | 576 | | | | | 711 | 266 | 977 |
| 72 Temiscouata..... | 714 | 137 | 851 | | | | | | | |
| 73 Temiskaming and Northern Ontario..... | 2,123 | 5,289 | 7,412 | | | | | 10 | 2,160 | 2,170 |
| 74 Thousand Islands..... | | 232 | 232 | | | | | 325 | 156 | 479 |
| 75 Toronto, Hamilton and Buffalo..... | 4,092 | 5,391 | 9,483 | | | | | 2,092 | 3,326 | 5,418 |
| 76 Vancouver, Victoria and Eastern..... | 10,339 | 49 | 10,388 | | | | | 1,062 | 171 | 1,233 |
| 77 Victoria Terminal Railway and Ferry Co..... | 22 | 308 | 390 | | | | | 1,640 | 4,688 | 6,328 |
| 78 Victoria and Sidney, B.C..... | 230 | 160 | 390 | | | | | 4,194 | 10 | 4,204 |
| 79 Wabash (in Canada)..... | 30,849 | | 30,849 | | | | | 17 | 10 | 27 |
| 80 Wellington Colliery Railway Co..... | | | | | | | | 107 | 31 | 47 |
| 81 York and Carleton..... | | 136 | 136 | | | | | 33,786 | 26 | 33,786 |
| Final total..... | 836,650 | 298,432 | 1,135,082 | | | | | 9,96,970 | 318,212 | 1,315,182 |

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| | 176 | 34 | 210 | 85 | 40 | 125 | 25 | 1 | 26 |
|--|---------|---------|---------|---------|---------|---------|---------|--------|---------|
| 35 Kingston and Pembroke | | | | | | | | | |
| 36 Klondike Mines | | | | | | | | | |
| 37 Lodbare and Negantic | | 9 | 9 | | | | 9 | | 9 |
| 38 London and Port Stanley | | | | | 120 | 121 | 57 | | 57 |
| 39 Maine Central | | | | | | | | | |
| 40 Manitoba Great Northern | 39 | | 39 | 110 | | 110 | 118 | | 118 |
| 41 Maritime Coal Railway and Power Co | 1 | 26 | 27 | 1 | 63 | 64 | 17 | | 17 |
| 42 Massawippi Valley | 241 | 2,000 | 2,331 | 198 | 329 | 527 | 29 | 131 | 160 |
| 43 Moncton and Buctouche | | | | | | | | | |
| 44 Montreal and Atlantic | 8 | 65,183 | 65,191 | 237 | | 7,043 | 6,507 | 4,325 | 10,832 |
| 45 Montreal and Province Line | | | | | 26 | 26 | 10 | | 10 |
| 46 Montreal and Vermont Junction | | | | | 7,943 | 7,943 | | 1,507 | 1,507 |
| 47 Morrissey, Fernie and Michel | | | | | | | | | |
| 48 Midland Railway Co. of Manitoba | 140 | | 140 | 15 | | 15 | | | |
| 49 Naperville Junction | | | | | | | 9 | | 9 |
| 50 Nelson and Port Sheppard | | | | | | | | | |
| 51 New Brunswick Coal and Railway Co. | 78 | | 78 | 28 | | 28 | | | |
| 52 New Brunswick and P. E. Island | | | | | | | | | |
| 53 New Westminster Southern | | | | 831 | | 831 | | | |
| 54 North Shore | | | | | | | | | |
| 55 Ottawa and New York | 2 | | 4 | 51 | 43 | 94 | 25 | 34 | 59 |
| 56 Pere Marquette | 9,621 | | 9,621 | 42,886 | 26 | 42,912 | 2,572 | | 2,572 |
| 57 Phillipsburg Railway and Quarry Co. | | | | | | | | | |
| 58 Quebec Central | 164 | 440 | 604 | | | | 2,538 | | 2,538 |
| 59 Quebec and Lake St. John | 85 | | 85 | | | | 12 | | 12 |
| 60 Quebec, Montreal and Southern | | | | | | | | | |
| 61 Quebec Oriental | 312 | 101 | 413 | | | | 297 | 2,049 | 2,346 |
| 62 Quebec Railway, Light and Power Co. | 175 | 16 | 191 | 470 | 40 | 510 | 25 | | 25 |
| 63 Red Mountain | | | | | | | | | |
| 64 Rutland and Noyan | | | | | | | | | |
| 65 Salisbury and Albert | | | | | | | | | |
| 66 Schomberg and Aurora | | | | | | | | | |
| 67 Stanstead, Shefford and Chambly | | | | | 78 | 78 | 10 | 1,326 | 1,336 |
| 68 St. Clair Tunnel | | | | | | | | | |
| 69 St. Lawrence and Adirondack | 563 | 52 | 615 | 566 | 299 | 865 | 638 | 4,765 | 5,403 |
| 70 St. Martins | | | | | | | | | |
| 71 Sydney and Louisburg | 128 | 4,270 | 4,398 | 20 | 327 | 347 | 240 | 62 | 302 |
| 72 Temiscouata | 67 | 163 | 230 | 104 | 22 | 126 | 34 | 23 | 57 |
| 73 Temiskaming and Northern Ontario | 258 | 2,477 | 2,735 | | 152 | 152 | | 60 | 60 |
| 74 Thousand Islands | 10 | | 10 | | | | | | |
| 75 Toronto, Hamilton and Buffalo | 2 | 1 | 3 | 4,597 | 783 | 5,380 | | | |
| 76 Vancouver, Victoria and Eastern | 4,021 | | 4,021 | 140 | | 140 | 3,687 | 1,288 | 1,288 |
| 77 Victoria Terminal Railway and Ferry Co. | 59 | 230 | 289 | 19 | 71 | 90 | 5 | 103 | 3,687 |
| 78 Victoria and Sidney, B.C. | 33 | 256 | 289 | 3 | 87 | 90 | 5 | 103 | 108 |
| 79 Wabash (in Canada) | | | 21,856 | 22,829 | | 22,829 | 7,022 | | 7,022 |
| 80 Wellington Colliery Railway Co. | 21,856 | | | | | | | | |
| 81 York and Carleton | | | | | | | 116 | 20 | 136 |
| Final total | 366,955 | 224,277 | 591,232 | 241,941 | 150,105 | 392,046 | 124,007 | 80,414 | 204,421 |

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| | | | | | | | | | | | | |
|--|--------|--------|--------|---------|--------|---------|---------|---------|---------|-------|-------|-------|
| 35 Kingston and Pembroke..... | 114 | 95 | 209 | 257 | 1,018 | 1,275 | | | | | | |
| 36 Klondike Mines..... | 238 | | 238 | 82 | | 82 | 69 | 42 | 111 | | | |
| 37 Lotbinière and Mégantic..... | ..... | ..... | ..... | 2 | 756 | 758 | 1 | 798 | 799 | ..... | ..... | ..... |
| 38 London and Fort Stanley..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 39 Maine Central..... | ..... | ..... | ..... | 131 | 79 | 210 | 597 | 34 | 631 | ..... | ..... | ..... |
| 40 Manitoba Great Northern..... | 1 | ..... | 1 | 4 | 1 | 5 | ..... | ..... | ..... | ..... | ..... | ..... |
| 41 Maritime Coal Railway and Power Co. | 12 | 3 | 15 | 364 | 282 | 646 | 21 | 36 | 57 | ..... | ..... | ..... |
| 42 Massawippi Valley..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 43 Moncton and Buctouche..... | 191 | 615 | 806 | 7,300 | 11,651 | 18,951 | 2,701 | 4,389 | 7,090 | ..... | ..... | ..... |
| 44 Montreal and Atlantic..... | 10 | 78 | 88 | 444 | 444 | 444 | 72 | 967 | 1,039 | ..... | ..... | ..... |
| 45 Montreal and Provinces Line..... | ..... | 160 | 160 | 6 | 2,424 | 2,430 | 42 | 7,916 | 7,958 | ..... | ..... | ..... |
| 46 Montreal and Vermont Junction..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 47 Morrissey, Fernie and Michel..... | ..... | ..... | ..... | 55 | 42 | 55 | 169 | ..... | 169 | ..... | ..... | ..... |
| 48 Midland Railway Co. of Manitoba..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 49 Napierville Junction..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 50 Nelson and Fort Sheppard..... | ..... | ..... | ..... | ..... | ..... | ..... | 159 | ..... | 159 | ..... | ..... | ..... |
| 51 New Brunswick Coal and Railway Co. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 52 New Brunswick and P. E. Island..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 53 New Westminster Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 54 North Shore..... | 51 | 1 | 52 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 55 Ottawa and New York..... | 2,401 | 60 | 2,461 | 21,035 | 429 | 21,464 | 9,621 | 644 | 2,673 | ..... | ..... | ..... |
| 56 Pere Marquette..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9,642 | ..... | ..... | ..... |
| 57 Phillipsburg Railway and Quarry Co. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 58 Quebec Central..... | ..... | ..... | ..... | 791 | 116 | 907 | ..... | ..... | ..... | ..... | ..... | ..... |
| 59 Quebec and Lake St. John..... | ..... | ..... | ..... | ..... | 60 | 60 | ..... | ..... | ..... | ..... | ..... | ..... |
| 60 Quebec, Montreal and Southern..... | ..... | ..... | ..... | 31 | 5 | 36 | 33 | ..... | 33 | ..... | ..... | ..... |
| 61 Quebec Oriental..... | ..... | ..... | ..... | 70 | 20 | 90 | 206 | ..... | 206 | ..... | ..... | ..... |
| 62 Quebec Railway, Light and Power Co. | 2 | ..... | 2 | ..... | ..... | ..... | 36 | ..... | 36 | ..... | ..... | ..... |
| 63 Red Mountain..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 64 Rutland and Noyan..... | ..... | ..... | ..... | ..... | 8 | 8 | ..... | ..... | ..... | ..... | ..... | ..... |
| 65 Salisbury and Albert..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 66 Selkirk and Aurora..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 67 Stanstead, Shefford and Chambly..... | ..... | 478 | 478 | 325 | 1,125 | 1,450 | 171 | 9,767 | 9,938 | ..... | ..... | ..... |
| 68 St. Clair Tunnel..... | ..... | ..... | ..... | 475 | 659 | 1,134 | 2,879 | 293 | 3,172 | ..... | ..... | ..... |
| 69 St. Lawrence and Adirondack..... | 50 | 18 | 68 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 70 St. Martins..... | ..... | ..... | ..... | 12 | 15 | 27 | ..... | ..... | ..... | ..... | ..... | ..... |
| 71 Sydney and Louisburg..... | ..... | ..... | ..... | 65 | 15 | 80 | ..... | ..... | ..... | ..... | ..... | ..... |
| 72 Temiscouata..... | 4 | 1 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 73 Temiskaming and Northern Ontario..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 74 Thousand Islands..... | 14 | 79 | 93 | 300 | 950 | 1,250 | 1,433 | 8,425 | 9,858 | ..... | ..... | ..... |
| 75 Toronto, Hamilton and Buffalo..... | 39 | 35 | 74 | 495 | ..... | 495 | 5,197 | 250 | 5,447 | ..... | ..... | ..... |
| 76 Vancouver, Victoria and Eastern..... | 76 | ..... | 76 | 8 | 27 | 30 | ..... | 1,023 | 1,023 | ..... | ..... | ..... |
| 77 Victoria Terminal Railway and Ferry Co. | ..... | ..... | ..... | 115 | 25 | 140 | 887 | 26 | 913 | ..... | ..... | ..... |
| 78 Victoria and Sidney, B.C..... | ..... | 76 | 76 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 79 Wabash (in Canada)..... | 1,119 | ..... | 1,119 | 7,241 | ..... | 7,241 | 8,064 | ..... | 8,064 | ..... | ..... | ..... |
| 80 Wellington Colliery Railway Co..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 81 York and Carleton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Final total..... | 13,896 | 20,424 | 34,320 | 149,773 | 77,972 | 227,745 | 225,125 | 139,209 | 364,334 | ..... | ..... | ..... |

SESSIONAL PAPER No. 20b

| | 480 | 17 | 497 | 559 / 130 | 719 | 1,278 | | 15 | 15 |
|--|-----------|-----------|-----------|--------------|-----------|------------|---------|---------|-----------|
| 35 Kingston and Pembroke | | | | | | 1,278 | | | |
| 36 Klondike Mines | | | | | | 130 | | | |
| 37 Lethbridge and Megantic | | | | | 27 | 27 | | | |
| 38 London and Port Stanley | | 25,629 | 25,629 | | 374,104 | 374,104 | | 1,825 | 1,825 |
| 39 Maine Central | | | | | | 44,967 | | | |
| 40 Manitoba Great Northern | | | | | | 16,577 | | | |
| 41 Manitoba Coal Railway and Power Co. | 4,025 | | 4,025 | 193,154 | 1 | 193,153 | | 115 | 115 |
| 42 Mississippi Valley | | 16,707 | 16,707 | | 2,400 | 2,400 | | 1,717 | 1,717 |
| 43 Moncton and Buctouche | | | | | 1,667 | 1,667 | | | |
| 44 Montreal and Atlantic | 459 | 8,300 | 8,759 | 87 | 6,429 | 6,516 | 31 | 350 | 381 |
| 45 Montreal and Province Line | | 15,804 | 15,804 | | 4,692 | 4,692 | | | |
| 46 Montreal and Vermont Junction | | 4,872 | 4,872 | | 9,576 | 9,576 | | | |
| 47 Morrissey, Fernie and Michel | | | | 308,599 | | 308,599 | | | |
| 48 Midland Railway Co. of Manitoba | | | | 801 | | 801 | 21 | | |
| 49 Napierville Junction | | 131,407 | 131,607 | | 10,904 | 10,904 | | 713 | 713 |
| 50 Nelson and Fort Sheppard | | | | 43,986 | | 43,986 | | | |
| 51 New Brunswick Coal and Railway Co. | | | | 105 | | 405 | | | |
| 52 New Brunswick and P. E. Island | | | | 3,316 | | 3,316 | | | |
| 53 New Westminster Southern | | | | 33,582 | | 33,705 | | | |
| 54 North Shore | 34,711 | | 34,744 | | | 3,114 | | 300 | 300 |
| 55 Ottawa and New York | 150,327 | 33 | 450,327 | | 123 | 201,790 | 834 | 28 | 862 |
| 56 P. Marquette | | | | | | 201,790 | 3,119 | | 3,119 |
| 57 Phillipsburg Railway and Quarry Co. | | | | | | 5,053 | | | |
| 58 Quebec Central | | 2,560 | 2,560 | | 9,400 | 9,400 | | | |
| 59 Quebec and Lake St. John | | 3,600 | 3,600 | | 15,592 | 15,592 | | | |
| 60 Quebec, Montreal and Southern | 46 | 23,224 | 23,224 | 73 | 2,189 | 2,262 | | 152 | 152 |
| 61 Quebec Oriental | 5 | 24,560 | 24,606 | 20 | 5,224 | 5,244 | | | |
| 62 Quebec Railway, Light and Power Co. | 908 | | | 7,061 | | 7,061 | 3 | | 3 |
| 63 Red Mountain | | 44 | 932 | 3,707 | | 3,707 | | | |
| 64 Rutland and Noyan | | 4,189 | 4,189 | | 751 | 751 | | | |
| 65 Salisbury and Albert | | 25 | 25 | | 1,488 | 1,488 | | | |
| 66 Schomberg and Aurora | | 1,153 | 1,153 | | | | | | |
| 67 Stanstead, Shefford and Chamblay | | 743 | 743 | | 2,720 | 2,720 | | | |
| 68 St. Clair Tunnel | | | | | | | | | |
| 69 St. Lawrence and Adirondack | 212,915 | 99 | 213,014 | 137,560 | 462 | 138,022 | 32,763 | 15 | 35,778 |
| 70 St. Martins | | | | | 180 | 180 | | | |
| 71 Sydney and Louisburg | | | | 4,068,930 | | 4,068,930 | 720 | | 720 |
| 72 Temiscouata | 18 | 990 | 1,008 | 3,792 | 1,538 | 5,330 | | | |
| 73 Temiskaming and Northern Ontario | 3,928 | 18,051 | 21,972 | 24,489 | 71,325 | 95,814 | 47 | 265 | 342 |
| 74 Thousand Islands | 40 | 409 | 449 | | 1,630 | 1,630 | 22 | 157 | 179 |
| 75 Toronto, Hamilton and Buffalo | | 369,113 | 369,113 | 28,127 | 460,395 | 460,395 | | 252,193 | 252,193 |
| 76 Vancouver, Victoria and Eastern | 35 | | | 48 | 105 | 28,427 | 60,782 | | 60,782 |
| 77 Victoria Terminal Railway and Ferry Co. | | | | | 153 | 153 | | | |
| 78 Victoria and Sidney, B.C. | | | | 327,292 | | 327,292 | 4,282 | | 4,282 |
| 79 Wabash (in Canada) | 37,799 | | 37,799 | 500,006 | | 500,006 | | | |
| 80 Wellington Colliery Railway Co. | | | | 11,125 | | 11,176 | | | |
| 81 York and Carleton | | | | | 51 | | | | |
| Final total | 2,900,267 | 3,038,199 | 5,938,466 | 11,014,172 | 3,983,139 | 15,027,311 | 497,037 | 669,837 | 1,166,874 |

3 GEORGE V., A. 1913

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—Continued.

| PRODUCTS OF MINES. | | | | | | | | | | | | | | | | | |
|--------------------|--|------------------------------|--|------------------------|--------------------------------------|--|------------------------|------------------------------|--|------------------------|--|---------|--|--------|--|---------|--|
| Name of Railway. | | ORES. | | | STONE, SAND AND OTHER LIKE ARTICLES. | | | | OTHER PRODUCTS OF MINES. | | | | | | | | |
| | | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. | | | | | | | |
| Number. | | | | | | | | | | | | | | | | | |
| 1. | Alberta Railway and Irrigation Co. | 179,302 | | 179,302 | | 101,519 | | | | 101,519 | | | | | | | |
| 2. | Algoma Central and Hudson Bay | | | | | | | | | | | | | | | | |
| 3. | Atlantic, Quebec and Western. | | | | | | | | | | | | | | | | |
| 4. | Algoma Eastern. | 457,037 | | 457,037 | | 17,177 | | | | 17,177 | | | | | | | |
| 5. | Bay of Quinté. | 255 | 104 | 359 | | 6,901 | 24 | | | 6,925 | | | | | | | |
| 6. | Bedfordton and Nelson | | | | | | | | | | | | | | | | |
| 7. | Brandon, Saskatchewan and Hudson Bay | | | | | 12 | | | | 12 | | | | | | | |
| 8. | British Yukon. | 8,884 | | 8,884 | | 14 | | | | | | | | | | | |
| 9. | Brockville, Westport and Northwestern. | | | | | 228 | 99 | | | 327 | | | | | | | |
| 10. | Canada Southern | | | 25,881 | | 145,162 | 122,589 | | | 267,751 | | 94,539 | | 72,173 | | 106,712 | |
| 11. | Canada Government Railways (Intercolonial) | 19,010 | | 44,941 | | 180,697 | 9,101 | | | 189,798 | | 23,912 | | 17,269 | | 41,181 | |
| 12. | " " (P. E. Island) | | | | | 2,969 | 81 | | | 3,050 | | | | | | | |
| 13. | Canada Northern | 17,281 | 88 | 17,369 | | 569,309 | 24,316 | | | 593,625 | | | | | | | |
| 14. | " Ontario | 144,731 | 20 | 144,751 | | 17,432 | 3,432 | | | 20,864 | | 114 | | 672 | | 786 | |
| 15. | " Quebec | 703 | | 703 | | 40,402 | 5,840 | | | 46,242 | | 7,164 | | 16,324 | | 23,488 | |
| 16. | Canadian Pacific | 973,073 | 277,939 | 1,251,012 | | 2,010,821 | 196,888 | | | 2,237,709 | | 282,643 | | 43,459 | | 326,102 | |
| 17. | Cape Breton. | | | | | | | | | | | | | | | | |
| 18. | Caraquet | | | | | 1,250 | | | | 1,250 | | | | | | | |
| 19. | Central Ontario | 3,431 | 2,210 | 5,641 | | 180 | 807 | | | 987 | | 1,163 | | 780 | | 1,943 | |
| 20. | Crow's Nest Southern. | | | | | 84 | | | | 84 | | | | | | | |
| 21. | Cumberland Railway and Coal Co. | | | | | 48 | 91 | | | 139 | | 63 | | | | | |
| 22. | Dominion Atlantic. | | | | | 28,337 | 2,456 | | | 30,793 | | | | | | | |
| 23. | Eastern British Columbia. | | | | | | | | | | | | | | | | |
| 24. | Elgin and Havelock | | | | | | | | | | | | | | | | |
| 25. | Essex Terminal | | | | | 217 | 20 | | | 20 | | | | | | | |
| 26. | Grand Trunk | 353,619 | 37,386 | 391,005 | | 1,105,819 | 45,809 | | | 1,151,628 | | 125,100 | | 11,566 | | 13,635 | |
| 27. | " (Canada Atlantic). | 482 | 1,701 | 2,183 | | 959 | 35,029 | | | 35,988 | | 3,979 | | 18,817 | | 22,796 | |
| 28. | Hallifax and Southwestern. | 7,600 | 29 | 7,689 | | 136 | 21 | | | 157 | | 330 | | 129 | | 459 | |
| 29. | Hereford | | | | | 31 | 5 | | | 36 | | 52 | | 21 | | 73 | |
| 30. | International of New Brunswick (Records destroyed by fire) | | | | | 11 | 122 | | | 133 | | 236 | | | | 286 | |
| 31. | Inverness Railway and Coal Co. | | | | | | | | | | | | | | | | |
| 32. | Irondale, Bancroft and Ottawa. | | | | | | | | | | | | | | | | |
| 33. | Kent Northern. | | | | | 1,331 | | | | 1,331 | | | | | | | |
| 34. | Kettle Valley | 145 | | 145 | | 129 | | | | 129 | | | | | | | |

3 GEORGE V., A. 1913

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—Continued.

| Number. | Name of Railway. | PRODUCTS OF FORESTS. | | | | OTHER PRODUCTS OF FORESTS. | | | | MANUFACTURES. | | |
|---------|--|------------------------------|--|------------------------|--|------------------------------|--|------------------------|------------------------------|--|------------------------|--|
| | | LUMBER. | | Total Freight Tonnage. | Tonnage Received from connecting Roads and other Carriers. | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | Total Freight Tonnage. | |
| | | Tonnage Originating on Road. | Tonnage Received from connecting Roads and other Carriers. | | | | | | | | | |
| 1 | Alberta Railway and Irrigation Co. | 34 | 12,240 | 12,274 | 63 | 534 | 471 | 534 | 184 | 1,769 | 1,953 | |
| 2 | Algoma Central and Hudson Bay | 24,749 | ..... | 24,749 | 88,568 | ..... | ..... | 88,568 | 76 | ..... | 76 | |
| 3 | Atlantic Quebec and Western | 2,997 | 964 | 3,961 | ..... | ..... | ..... | ..... | 10 | 96 | 106 | |
| 4 | Algoma Eastern | 2,970 | ..... | 2,970 | 22,743 | ..... | ..... | 22,742 | 8 | ..... | 8 | |
| 5 | Bay of Quinté | 7,788 | 13,534 | 21,322 | 1,764 | 29,266 | 27,502 | 29,266 | 181 | 295 | 476 | |
| 6 | Bedlington and Nelson | 2,618 | ..... | 2,618 | 146 | 146 | ..... | 146 | ..... | ..... | ..... |  |
| 7 | Brandon, Saskatchewan and Hudson Bay | 3,068 | 18 | 3,086 | 1,253 | 1,283 | 30 | 1,283 | ..... | ..... | ..... |  |
| 8 | British Yukon | 2,007 | ..... | 2,007 | ..... | ..... | ..... | ..... | 10 | ..... | 10 | |
| 9 | Brockville, Westport and Northwestern | 941 | 2,921 | 3,862 | 55 | 1,099 | 1,044 | 1,099 | 12 | 248 | 260 | |
| 10 | Canada Southern | 8,140 | 197,450 | 206,090 | 16,151 | 78,933 | 62,018 | 78,933 | 17,301 | 45,480 | 62,781 | |
| 11 | Canadian Government Rys. (Intercolonial). | 498,998 | 128,122 | 627,120 | 314,619 | 376,632 | ..... | 376,632 | 20,862 | 9,463 | 30,325 | |
| 12 | " " (P. E. Island). | 12,371 | 394 | 12,765 | ..... | ..... | ..... | ..... | 1,431 | 113 | 1,544 | |
| 13 | Canadian Northern | 623,870 | 183,880 | 807,750 | 407,691 | 415,438 | 7,837 | 415,438 | 22,026 | 29,000 | 51,026 | |
| 14 | " " Ontario. | 72,423 | 8,332 | 80,755 | 189,859 | 224,041 | 34,182 | 224,041 | 2,664 | 165 | 2,829 | |
| 15 | " " Quebec. | 42,203 | 25,626 | 67,729 | 205,662 | 278,739 | 73,077 | 278,739 | ..... | 3,037 | 3,037 | |
| 16 | Canadian Pacific | 2,263,620 | 355,897 | 2,619,517 | 1,327,365 | 1,524,303 | 196,938 | 1,524,303 | 128,360 | 104,292 | 232,652 | |
| 17 | Cape Breton | 1,950 | 351 | 2,301 | ..... | ..... | ..... | ..... | 2 | ..... | 2 | |
| 18 | Caraguet | 11,150 | 100 | 11,250 | 1,820 | 1,820 | ..... | 1,820 | ..... | ..... | ..... |  |
| 19 | Central Ontario | 23,541 | 4,208 | 27,749 | 66,782 | 69,911 | 3,129 | 69,911 | 39 | 978 | 1,017 | |
| 20 | Crow's Nest Southern | 46,172 | 100 | 46,272 | 18,672 | 18,672 | ..... | 18,672 | 210 | 19 | 229 | |
| 21 | Cumberland Railway and Coal Co. | 34,539 | 120 | 34,659 | 1,282 | 1,303 | 21 | 1,303 | ..... | 210 | 210 | |
| 22 | Dominion Atlantic | 68,663 | 4,041 | 72,704 | 9,397 | 10,024 | 627 | 10,024 | 1,966 | 57 | 2,023 | |
| 23 | Eastern British Columbia | 21,196 | 100 | 21,296 | 1,099 | 1,099 | ..... | 1,099 | ..... | ..... | ..... |  |
| 24 | Elgin and Havelock | 7,250 | ..... | 7,250 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 25 | Essex Terminal | 77 | 2,128 | 2,205 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 26 | Grand Trunk | 1,040,988 | 350,886 | 1,391,574 | 647,479 | 358,190 | ..... | 1,005,669 | 198,686 | 967 | 967 | |
| 27 | " " (Canada Atlantic). | 307,225 | 56,023 | 363,248 | 130,259 | 47,267 | ..... | 177,526 | 7,895 | 7,895 | 208,072 | |
| 28 | Halifax and Southwestern | 67,670 | 436 | 68,106 | 51,163 | 295 | ..... | 51,458 | 1,247 | 249 | 8,328 | |
| 29 | Hereford | 14,987 | ..... | 14,987 | 107,234 | ..... | ..... | 107,234 | 102 | 37 | 1,496 | |
| 30 | International of New Brunswick. (Records destroyed by fire.) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 31 | Inverness Railway and Coal Co. | 387 | 821 | 1,208 | 7,517 | 369 | ..... | 7,886 | 36 | 159 | 195 | |
| 32 | Irondale, Baneroff and Ottawa | 6,182 | | 6,182 | 12,952 | | | 12,952 | 44 | 44 | 100 | |
| 33 | Kent Northern | 1,681 | 80 | 1,761 | | | | | 100 | | | |
| 34 | Kettle Valley | 190 | 15 | 205 | 1,783 | | | 1,783 | | | | |

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| | | | | | | | | |
|--|-----------|-----------|-----------|-----------|-----------|---------|---------|---------|
| 35 Kingston and Pembroke. | 28,558 | 6,708 | 35,266 | 21,231 | 21,331 | 225 | 645 | 880 |
| 36 Klondike Mines. | 393 | | 393 | 32,146 | 32,146 | | | 270 |
| 37 Robitère and Mégantic. | 19,958 | 212 | 20,170 | 320 | 3,212 | 67 | 3,526 | 3,593 |
| 38 London and Port Stanley. | 516 | 9,747 | 10,263 | 2,892 | 35,482 | 238 | | 238 |
| 39 Maine Central. | 9,597 | | 9,597 | 53,482 | 3,670 | 218 | | 1,218 |
| 40 Manitoba Great Northern. | 7,635 | | 7,635 | 3,670 | | | 158 | 158 |
| 41 Maritime Coal Railway and Power Co. | 9,982 | 1,330 | 2,322 | | | | 1,257 | 1,257 |
| 42 Massachusetts Valley. | 9,070 | 109,757 | 118,827 | 10,846 | 180,376 | | | |
| 43 Moncton and Buctouche. | 12,715 | | 12,715 | | | | | |
| 44 Montreal and Atlantic. | 27,735 | 68,989 | 95,824 | 42,462 | 73,591 | 248 | 1,955 | 2,203 |
| 45 Montreal and Province Line. | 589 | 12,047 | 12,636 | 651 | 1,072 | | 445 | |
| 46 Montreal and Vermont Junction. | 185 | 29,357 | 29,542 | | 24,772 | 5 | 3,785 | 3,790 |
| 47 Morrissey, Fernie and Michel. | | 10,000 | 10,000 | | | | | |
| 48 Midland Railway Co. of Manitoba. | 6,779 | | 6,779 | 30 | 30 | 316 | | 316 |
| 49 Napierville Junction. | 30 | 6,225 | 6,255 | | 68,381 | | 1,215 | 1,215 |
| 50 Nelson and Fort Sheppard. | 6,597 | | 6,597 | 460 | 460 | 128 | | 128 |
| 51 New Brunswick Coal and Railway Co. | 8,625 | | 8,625 | 345 | 345 | | | |
| 52 New Brunswick and P. E. Island. | 25,355 | | 25,355 | 1,140 | 1,140 | | 65 | 65 |
| 53 New Westminster Southern. | 35,213 | | 35,213 | 450 | 450 | | | |
| 54 North Shore. | 490 | | 490 | | | | | |
| 55 Ottawa and New York. | 2,917 | 9,218 | 12,165 | 7,371 | 24,753 | 331 | 44 | 375 |
| 56 Parc Marquette. | 58,910 | 3,567 | 62,477 | 33,703 | 1,718 | 30,033 | 748 | 30,781 |
| 57 Phillipsburg Railway and Quarry Co. | | 430 | 430 | | 11 | 2 | | 2 |
| 58 Quebec Central. | 137,502 | | 137,502 | 435,711 | 435,711 | | 5,145 | 5,145 |
| 59 Quebec and Lake St. John. | 61,851 | 4,342 | 66,196 | 96,650 | 130,019 | 22 | 763 | 775 |
| 60 Quebec, Montreal and Southern. | 1,010 | 20,286 | 21,296 | 5,782 | 182,724 | | 1,070 | 1,070 |
| 61 Quebec Oriental. | 5,823 | 1,302 | 7,125 | 1,919 | 1,977 | 12 | 201 | 216 |
| 62 Quebec Railway, Light and Power. | 5,166 | 300 | 5,466 | 39,442 | 39,491 | 146 | 99 | 245 |
| 63 Red Mountain. | 8,349 | | 8,349 | 7,837 | 7,837 | | | |
| 64 Rutland and Noyan. | | 30,031 | 30,031 | | | | 102 | 102 |
| 65 Salisbury and Albert. | 6,661 | 005 | 7,264 | | | 350 | 21 | 371 |
| 66 Schomberg and Aurora. | 2,669 | | 2,669 | 338 | 338 | | 2 | 2 |
| 67 Stanstead, Sheffield and Chambly. | 220 | 22,560 | 22,780 | | 20,102 | | 4,350 | 4,350 |
| 68 St. Clair Tunnel. | | | | | | | | |
| 69 St. Lawrence and Adirondack. | 6,080 | 79,344 | 85,424 | 6,476 | 40,022 | 5,381 | 244 | 5,625 |
| 70 St. Martins. | 10,780 | | 10,780 | 40 | | | | |
| 71 Sydney and Louisburg. | 25,680 | 32,820 | 58,500 | 310 | 840 | 140 | 1,662 | 1,802 |
| 72 Temiscouata. | 120,020 | 166 | 120,186 | | | 79 | 319 | 398 |
| 73 Teniskaming and Northern Ontario. | 160,336 | 12,233 | 172,569 | 50,788 | 51,191 | 697 | 2,873 | 3,570 |
| 74 Thousand Islands. | 46 | 3,088 | 3,134 | | 112 | | | |
| 75 Toronto, Hamilton and Buffalo. | 2,293 | 36,590 | 38,783 | 1,198 | 12,323 | 1,447 | 22,104 | 23,551 |
| 76 Vancouver, Victoria and Eastern. | 134,138 | 1,522 | 135,660 | 9,484 | 13,521 | 3,910 | 9,915 | 4,825 |
| 77 Victoria Terminal Railway and Ferry Co. | 686 | 7,332 | 8,018 | 35 | 5,745 | 1,439 | 116 | 1,555 |
| 78 Victoria and Sidney, British Columbia. | 7,261 | 1,668 | 8,929 | 5,785 | 5,780 | | 1,663 | |
| 79 Wabash (in Canada). | 74,532 | | 74,532 | 22,711 | 22,711 | 17,760 | 1,555 | 17,760 |
| 80 Wellington Colliery Railway Co. | | | | | | | | |
| 81 York and Carleton. | | | | | | | | |
| Final total. | 6,259,580 | 1,869,734 | 8,129,314 | 4,528,104 | 6,023,407 | 458,933 | 269,710 | 728,643 |

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| | 885 | 2,043 | 2,928 | | | | | | 670 | 670 |
|--|---------|---------|---------|-------|-------|-------|---------|---------|-----------|-----|
| 35 Kingston and Pembroke..... | | | | | | | | | | |
| 36 Klondike Mines..... | | 11 | 11 | | | | | | | |
| 37 Lethbridge and Megantic..... | 420 | 7,538 | 8,018 | 1 | 30 | 31 | 226 | 2,630 | 2,856 | |
| 38 London and Port Stanley..... | | | | | | | 404 | | 404 | |
| 39 Maine Central..... | 75 | | 75 | 20 | | 20 | | | | |
| 40 Manitoba Great Northern..... | | | 54 | | | | | | | |
| 41 Maritime Coal, Railway & Power Co..... | | 446 | 446 | 1 | 6 | 7 | 32 | 706 | 738 | |
| 42 Mississippi Valley..... | | | | | | | | | | |
| 43 Moncton and Etonouche..... | 19,890 | 5,861 | 25,691 | | 367 | 367 | 123 | 4,436 | 4,559 | |
| 44 Montreal and Atlantic..... | 12 | 612 | 624 | | | | | | | |
| 45 Montreal and Province Line..... | | 5,317 | 5,317 | | | | | | | |
| 46 Montreal and Vermont Junction..... | | | | | | | | | | |
| 47 Morrissey, Fernie and Michel..... | 70 | | 70 | 15 | | 15 | | 652 | 652 | |
| 48 Midland Railway Company of Manitoba..... | | | | | | | | | | |
| 49 Napierville Junction..... | | | | | | | | | | |
| 50 Nelson and Fort Sheppard..... | | | | | | | | | | |
| 51 New Brunswick Coal & Railway Co..... | | 680 | 680 | | | | | 930 | 930 | |
| 52 New Brunswick and Prince Edward Island..... | | | | | | | | | | |
| 53 New Westminster Southern..... | 130 | 47 | 177 | 224 | 4 | 228 | 105 | 107 | 212 | |
| 54 North Shore..... | 24,486 | 4,783 | 29,269 | 385 | 18 | 403 | 4,275 | 984 | 5,259 | |
| 55 Ottawa and New York..... | | | | | | | | | | |
| 56 P6re Marquette..... | | | | | | | | | | |
| 57 Phillipsburg Railway & Quarry Co..... | | 3,741 | 3,741 | | | | | 3,274 | 3,274 | |
| 58 Quebec Central..... | | 1,121 | 1,242 | | | | 321 | 1,167 | 1,488 | |
| 59 Quebec and Lake St. John..... | 121 | 47 | 47 | | | | 330 | 1,040 | 1,370 | |
| 60 Quebec, Montreal and Southern..... | | | | | | | 46 | 1,376 | 1,432 | |
| 61 Quebec Oriental..... | | 17 | 221 | 1 | 3 | 4 | 555 | 322 | 877 | |
| 62 Quebec Railway, Light & Power Co..... | 204 | | | | | | | | | |
| 63 Red Mountain..... | | | | | | | | 1 | 1 | |
| 64 Rutland and Noyan..... | | 62 | 62 | | | | | 531 | 531 | |
| 65 Salisbury and Albert..... | | | | | | | | | | |
| 66 Schomberg and Aurora..... | | 5,758 | 5,780 | | | | | 4,380 | 4,380 | |
| 67 Stanstead, Shefford and Chambly..... | 22 | | | | | | | | | |
| 68 St. Clair Tunnel..... | 43,390 | 119 | 43,509 | 2,235 | 224 | 2,459 | 1,995 | 24 | 2,019 | |
| 69 St. Lawrence and Adirondack..... | | | | | | | | | | |
| 70 St. Martin..... | | 620 | 622 | | | | 62 | 212 | 274 | |
| 71 Sydney and Louisburg..... | 42 | 159 | 270 | | | | 33 | 1 | 34 | |
| 72 Temiscouata..... | 111 | 230 | 260 | | | | 59 | 59 | 59 | |
| 73 Temiskaming and Northern Ontario..... | 30 | | | | | | | 161 | 161 | |
| 74 Thousand Islands..... | 140 | 2,078 | 2,218 | | | | 8,608 | 61,204 | 69,812 | |
| 75 Toronto, Hamilton and Buffalo..... | | | 47 | | | | 56 | | 56 | |
| 76 Vancouver, Victoria and Eastern..... | 447 | | 49 | | | | | | | |
| 77 Victoria Terminal Railway & Ferry Co..... | 49 | 49 | 49 | | | | | | | |
| 78 Victoria and Sidney, B.C..... | | 49 | 49 | | | 179 | 6,664 | | 6,664 | |
| 79 Wabash (in Canada)..... | 8,684 | | 8,684 | 179 | | | | | | |
| 80 Wellington Colliery Railway Co..... | | | | | | | | | | |
| 81 York and Carleton..... | | | | | | | | | | |
| Final total..... | 400,643 | 235,114 | 635,757 | 7,041 | 2,431 | 9,472 | 711,654 | 392,523 | 1,104,177 | |

3 GEORGE V., A. 1913

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1912—Continued.

| Number. | Name of Railway. | IRON AND STEEL RAILS. | | | | OTHER CASTINGS AND MACHINERY. | | | | BAR AND SHEET METAL. | | |
|---------|--|------------------------------------|---|------------------------------|------------------------------------|---|------------------------------|------------------------------------|---|------------------------------|--|--|
| | | Tonnage Originating on Road. | Tonnage Received from connect- ing Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connect- ing Roads and other Carriers. | Total Freight Tonnage. | Tonnage Originating on Road. | Tonnage Received from connect- ing Roads and other Carriers. | Total Freight Tonnage. | | |
| | | | | | | | | | | | | |
| 1 | Alberta Railway and Navigation Co. | 14 | 573 | 587 | 614 | 575 | 1,189 | 16 | 4 | 20 | | |
| 2 | Algona Central and Hudson Bay | 9,154 | | 9,154 | 3,946 | | 3,946 | 183 | | 183 | | |
| 3 | Atlantic, Quebec and Western | | 1,194 | 1,194 | 146 | 327 | 473 | | | | | |
| 4 | Algona Eastern | 1,044 | | 1,044 | 154 | | 154 | 1 | | 1 | | |
| 4 | Bay of Quinte | 2,454 | 786 | 3,240 | 366 | 2,676 | 3,042 | | | | | |
| 6 | Bedfordton and Nelson | | | | | | | | | | | |
| 7 | Brandon, Saskatchewan and Hudson Bay | 223 | | 223 | 1,853 | | 1,853 | 24 | | 24 | | |
| 8 | British Yukon | | | | 2,360 | | 2,360 | | | | | |
| 9 | Brockville, Westport and Northwestern | | | | 168 | 365 | 473 | 20 | 17 | 37 | | |
| 10 | Canada Southern | 5,673 | 4,764 | 10,437 | 10,485 | 183,474 | 224,459 | 12,098 | 280,191 | 292,289 | | |
| 11 | Canadian Government Rlys (Intercolonial) | 90,000 | 10,121 | 100,121 | 39,593 | 27,897 | 67,490 | 127,275 | 4,499 | 131,774 | | |
| 12 | " " (P. E. Island) | 253 | 2 | 255 | 430 | 247 | 677 | 30 | 108 | 138 | | |
| 13 | Canadian Northern | 99,678 | 60,542 | 160,220 | 16,414 | 38,082 | 54,496 | 1,695 | 1,089 | 2,784 | | |
| 14 | " " Ontario | 2,000 | 6,463 | 8,463 | 1,759 | 1,109 | 2,868 | 2,949 | 340 | 3,289 | | |
| 15 | " " Quebec | 130 | 16,441 | 16,561 | 1,876 | 3,246 | 5,122 | | | | | |
| 16 | Canadian Pacific | 172,256 | 88,750 | 261,006 | 190,482 | 180,078 | 370,560 | 45,799 | 130,346 | 176,144 | | |
| 17 | Cape Breton | 30 | 30 | 30 | | | | | | | | |
| 18 | Carleton Place | | | | 686 | 125 | 125 | | | | | |
| 19 | Central Ontario | 505 | 1,679 | 2,184 | 38 | 1,632 | 2,378 | 153 | 82 | 235 | | |
| 20 | Crow's Nest Southern | 375 | | 375 | 38 | | 38 | 64 | | 64 | | |
| 21 | Cumberland Railway & Coal Co | | 110 | 110 | 21 | 262 | 283 | | 110 | 110 | | |
| 22 | Dominion Atlantic | 66 | 545 | 611 | 1,053 | 3,218 | 4,271 | 174 | 59 | 233 | | |
| 23 | Eastern British Columbia | | 72 | 72 | 12 | 13 | 25 | | | | | |
| 24 | Elgin and Havelock | | | | | | | | | | | |
| 25 | Essex Terminal | | | | 1,114 | 10 | 10 | | | | | |
| 26 | Grand Trunk | 158,631 | 31,656 | 190,287 | 122,828 | 1,166 | 2,280 | 75,710 | 5,299 | 80,919 | | |
| 27 | " " (Canada Atlantic) | 1,087 | 6,398 | 7,485 | 976 | 12,584 | 13,560 | 28 | 1,369 | 1,397 | | |
| 28 | Halifax and Southwestern | 378 | 351 | 729 | 1,090 | 481 | 1,571 | | | | | |
| 29 | Hereford | 6 | | 6 | 399 | 43 | 442 | 22 | 98 | 120 | | |
| 30 | International of New Brunswick. (Records destroyed by fire.) | | | | | | | | | | | |
| 31 | Inverness Railway & Coal Co. | 267 | 158 | 425 | 71 | 212 | 283 | | 5 | 5 | | |
| 32 | Irondale, Bancroft and Ottawa | | | | 15 | 76 | 91 | | | | | |
| 33 | Kent Northern | | | | | | | | | | | |
| 34 | Kettle Valley | | 10 | 10 | | | | | | | | |

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| | | | | | | | | | |
|--|---------|---------|---------|---------|---------|-----------|---------|---------|---------|
| 35 Kingston and Pembroke. | 10 | 62 | 72 | 1,817 | 1,000 | 2,817 | 14 | 249 | 263 |
| 36 Klondike Mines. | | | | 1,656 | | 1,656 | | 5 | 5 |
| 37 Lodbere and Megantic. | | | | 113 | 149 | 262 | | 8 | 1,678 |
| 38 London and Port Stanley. | 140 | | 140 | 22,628 | 1,720 | 24,348 | 1,670 | | 44 |
| 39 Maine Central. | | | | 513 | | 513 | 44 | | 666 |
| 40 Manitoba Great Northern. | 402 | | 402 | 2,659 | 36 | 2,695 | 666 | | 37 |
| 41 Maritime Coal, Railway & Power Co. | | 104 | 104 | 37 | 206 | 243 | 56 | | 799 |
| 42 Mississippi Valley. | 71 | 3,775 | 3,846 | 372 | 4,563 | 4,935 | 71 | | 2,103 |
| 43 Moncton and Buctouche. | | | | | | | | | |
| 44 Moncton and Atlantic. | | | | | | | | | |
| 45 Montreal and Atlantic. | 59 | 7,860 | 7,919 | 8,730 | 12,746 | 21,476 | 11 | 2,092 | |
| 46 Montreal and Vermont Line. | 187 | 78 | 265 | | | | | | |
| 47 Morrissey, Fermie and Michel. | | | | | 7,917 | 7,917 | | | |
| 48 Midland Railway Company of Manitoba. | | | | | | | | | |
| 49 Napierville Junction. | 194 | | 194 | 1,176 | 2,385 | 1,176 | 360 | | 360 |
| 50 Nelson and Fort Sheppard. | | 9 | 9 | | | 2,385 | | 6,261 | 6,261 |
| 51 New Brunswick Coal & Railway Co. | 35 | | 35 | 439 | 12 | 451 | 95 | | 95 |
| 52 New Brunswick and Prince Edward Island. | | | | | | | | | |
| 53 New Westminster Southern. | 258 | | 258 | 207 | 120 | 120 | | 55 | 55 |
| 54 North Shore. | | | | | | 207 | 78 | | 78 |
| 55 Ottawa and New York. | 84 | 43 | 127 | 821 | 459 | 1,280 | | 166 | 9,763 |
| 56 Pere Marquette. | 2,670 | | 2,670 | 63,817 | 1,596 | 65,413 | 789 | 5,031 | 5,820 |
| 57 Phillipsburg Railway & Quarry Co. | | 15 | 15 | 15 | 25 | 40 | 3 | 75 | 78 |
| 58 Quebec Central. | | 1,403 | 1,403 | 1,500 | 1,306 | 2,806 | | 4,677 | 4,677 |
| 59 Quebec and Lake St. John. | | | | 164 | 8,044 | 8,208 | | | |
| 60 Quebec, Montreal and Southern. | | 321 | 321 | 715 | 1,301 | 2,016 | 56 | 675 | 731 |
| 61 Quebec Oriental. | | | | 35 | 201 | 236 | | | |
| 62 Quebec Railway, Light & Power Co. | 1,239 | 37 | 1,276 | 433 | 521 | 954 | 80 | 281 | 361 |
| 63 Red Mountain. | 15 | | 15 | 24 | | 24 | | 29 | 29 |
| 64 Rutland & Noyan. | | | | | 3,940 | 3,940 | | | |
| 65 Salisbury and Albert. | | | | | 356 | 356 | | | |
| 66 Schomberg and Aurora. | 159 | | 159 | | | | | | |
| 67 Stanstead, Shefford and Chambly. | | | | | | | | | |
| 68 St. Clair Tunnel. | 17 | 46 | 63 | | | | | | |
| 69 St. Lawrence and Atholbrook. | | | | | | | | | |
| 70 St. Martins. | 940 | 22 | 962 | 5,095 | 1,329 | 6,424 | 6,221 | 577 | 6,798 |
| 71 Sydney and Louisburg. | | | | | 80 | 80 | | | |
| 72 Temiscouata. | 10,609 | 126 | 10,729 | 280 | 7,440 | 7,720 | 62 | 1,680 | 1,742 |
| 73 Temiskaming and Northern Ontario. | 61 | 1,024 | 1,085 | 472 | 152 | 624 | | | |
| 74 Thousand Islands. | 629 | 32,079 | 32,708 | 2,466 | 7,290 | 9,756 | | 740 | 740 |
| 75 Toronto, Hamilton and Buffalo. | 100 | | 100 | | 95 | 95 | 724 | 2,674 | 3,398 |
| 76 Vancouver, Victoria and Buffalo. | 1,144 | 5,521 | 6,665 | 19,161 | 70,338 | 89,499 | 2,653 | 187,061 | 187,714 |
| 77 Victoria Terminal Railway and Eastern. | 7,427 | | 7,427 | 9,459 | 191 | 9,650 | | 177 | 9,732 |
| 78 Victoria and Sidney, B.C. | 35 | 624 | 659 | 135 | 252 | 389 | 12 | 189 | 189 |
| 79 Wabash (in Canada). | | 683 | 683 | 10 | 405 | 415 | | | |
| 80 Wellington Colliery Railway Co. | 4,758 | | 4,758 | 31,400 | | 31,400 | 35,744 | | 35,744 |
| 81 York and Carleton. | | | | | | | | | |
| Final total. | 575,426 | 284,471 | 859,897 | 605,338 | 609,371 | 1,214,709 | 335,099 | 634,992 | 970,091 |

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| | 884 | 1,980 | 2,864 | 31 | 83 | 114 | 29 ⁴ | 144 | 438 |
|---|-----------|---------|-----------|---------|---------|---------|-----------------|--------|---------|
| 33 Kingston and Pembroke | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 36 Klondike Mines | .. | .. | 146 | 7 | .. | 84 | 18 | 84 | 39 |
| 37 Lofbriere and Megantic | .. | 440 | 1,233 | 35 | 630 | 665 | 75 | 416 | 491 |
| 38 London and Port Stanley | 813 | .. | 2,995 | 26 | .. | 26 | .. | .. | .. |
| 39 Maine Central (formerly Washington County) | 2,995 | .. | 4,072 | 783 | .. | 841 | 763 | .. | 783 |
| 40 Manitoba Great Northern | 4,072 | .. | 282 | 1 | 13 | 14 | .. | 20 | 16 |
| 41 Maritime Coal, Railway and Power Co. | .. | 282 | 694 | 43 | 1,030 | 1,073 | 362 | 559 | 921 |
| 42 Massachusetts Valley | 137 | 557 | .. | .. | .. | .. | .. | .. | .. |
| 43 Moncton and Buctouche | .. | .. | 11,293 | 879 | 1,988 | 2,867 | 391 | 451 | 842 |
| 44 Montreal and Atlantic | 2,089 | 9,204 | 1,807 | 21 | 21 | 21 | .. | .. | .. |
| 45 Montreal and Province Line | 167 | 1,184 | 1,184 | 29 | 16 | 45 | .. | .. | .. |
| 46 Montreal and Vermont Junction | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 47 Morrissey, Fennie and Michel | .. | .. | 3,156 | 2,287 | .. | 2,287 | 150 | .. | 150 |
| 48 Midland Railway Co. of Manitoba | 3,156 | .. | 5,752 | .. | 83 | 83 | .. | 33 | 33 |
| 49 Napierville Junction | .. | 15 | 541 | .. | .. | .. | 24 | .. | 24 |
| 50 Nelson and Port Sheppard | 526 | .. | .. | .. | .. | .. | .. | .. | .. |
| 51 New Brunswick Coal and Railway Co. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 52 New Brunswick and P. E. Island | .. | 110 | 110 | .. | 124 | 124 | .. | .. | .. |
| 53 New Westminster Southern | 6,159 | .. | 6,159 | 45 | .. | 45 | 11 | .. | 11 |
| 54 North Shore | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 55 Ottawa and New York | 6,300 | 1,730 | 8,030 | 62 | 54 | 116 | 45 | 10 | 55 |
| 56 Pere Marquette | 29,904 | 6,125 | 36,029 | 6,545 | 603 | 7,148 | 12,982 | 349 | 13,331 |
| 57 Phillipsburg Railway and Quarry Co. | .. | 242 | 242 | .. | .. | .. | .. | .. | .. |
| 58 Quebec Central | 27,203 | .. | 27,203 | .. | 6,548 | 6,548 | .. | 1,871 | 1,871 |
| 59 Quebec and Lake St. John | 438 | 19,184 | 19,622 | 22 | 509 | 531 | 138 | 464 | 602 |
| 60 Quebec, Montreal and Southern | 5,795 | 2,820 | 8,615 | 10 | 56 | 66 | 14 | 35 | 49 |
| 61 Quebec Oriental | 19 | 349 | 368 | 21 | 22 | 43 | 2 | 44 | 46 |
| 62 Quebec Railway, Light and Power Co. | 1,013 | 750 | 1,763 | 92 | 5 | 97 | 32 | 7 | 39 |
| 63 Red Mountain | 30 | .. | 30 | .. | .. | .. | .. | .. | .. |
| 64 Rutland and Noyan | .. | 76 | 76 | .. | .. | .. | .. | .. | .. |
| 65 Salisbury and Albert | .. | 1,694 | 1,694 | .. | 8 | 8 | .. | .. | .. |
| 66 Schomberg and Aurora | .. | 812 | 812 | .. | 135 | 135 | .. | 10 | 10 |
| 67 Stanstead, Shefford and Chambly | 56 | 2,479 | 2,535 | .. | 386 | 386 | .. | .. | .. |
| 68 St. Clair Tunnel | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 69 St. Lawrence and Adirondack | 7,343 | 2,797 | 10,110 | 184 | 13 | 197 | 702 | 120 | 822 |
| 70 St. Martins | .. | 40 | 40 | .. | .. | .. | .. | .. | .. |
| 71 Sydney and Louisburg | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 72 Temiscouata | 672 | 8,953 | 9,625 | .. | 20 | 20 | 10 | 119 | 129 |
| 73 Temiskaming and Northern Ontario | 982 | 788 | 1,770 | 84 | 149 | 233 | 73 | 114 | 187 |
| 74 Thousand Islands | 3,809 | 15,462 | 19,272 | 10 | 82 | 92 | 139 | 211 | 350 |
| 75 Toronto, Hamilton and Buffalo | .. | 1,136 | 1,136 | .. | .. | .. | .. | .. | .. |
| 76 Toronto, Victoria and Eastern | 2,936 | 41,977 | 44,913 | 41,229 | 3,037 | 44,266 | 1,173 | 1,060 | 2,233 |
| 77 Vancouver Terminal Railway and Ferry Co. | 42,099 | .. | 42,099 | .. | .. | 272 | 1,793 | .. | 1,793 |
| 78 Victoria and Sidney, B.C. | 160 | 3,273 | 3,433 | 72 | 55 | 107 | 75 | 305 | 380 |
| 79 Wabash (in Canada) | 1,275 | 2,158 | 3,433 | .. | 107 | 107 | .. | 380 | 380 |
| 80 Wellington Colliery Railway Co. | 53,240 | 55,240 | 55,240 | 4,513 | .. | 4,513 | 5,595 | .. | 5,595 |
| 81 York and Carleton | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Final total | 2,232,133 | 764,859 | 2,996,992 | 388,314 | 164,156 | 552,470 | 180,014 | 72,624 | 252,638 |

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| | | | | | | | | | | | | | |
|--------------|--|--------|-------|--------|-------|-------|-------|--------|---------|--|-----------|-----------|--|
| 35 | Kingston and Pembroke. | 294 | 400 | 694 | 605 | 101 | 706 | | | | | | |
| 36 | Klondike Mines | | 19 | 19 | 102 | 63 | 165 | 343 | 412 | | | | |
| 37 | Lofsbriere and Megantic | | 527 | 527 | 150 | 150 | 150 | 40 | 40 | | | | |
| 38 | London and Fort Stanley | | | | | | | | | | | | |
| 39 | Maine Central (formerly Washington County) | | | | 3 | | 3 | 68,039 | 68,039 | | | | |
| 40 | Manitoba Great Northern | 427 | 97 | 524 | 544 | 10 | 554 | 1,872 | 1,887 | | | | |
| 41 | Maritime Coal, Railway and Power Co. | | 46 | 318 | 531 | 604 | 1,135 | 4,390 | 31,695 | | | | |
| 42 | Massawippi Valley | | 19 | | | | | | | | | | |
| 43 | Moncton and Beauceville | | 431 | 4,626 | 3,065 | 658 | 3,723 | 94,517 | 313,033 | | | | |
| 44 | Montreal and Atlantic | 315 | 139 | 140 | 95 | 104 | 199 | | | | | | |
| 45 | Montreal and Vermont Line | 1 | 557 | 575 | 5 | 3,211 | 3,216 | | | | | | |
| 46 | Montreal and Quebec Junction | 18 | | | | | | | | | | | |
| 47 | Morrissey, Fernie and Michel | | | 375 | 191 | | 191 | | 1,914 | | | | |
| 48 | Mudland Railway Co. of Manitoba | 375 | | 20 | 42 | 105 | 147 | 7,296 | 7,296 | | | | |
| 49 | Napierville Junction | | 20 | 6 | 67 | | 67 | 268 | 334 | | | | |
| 50 | Nelson and Fort Sheppard | 6 | | | | | | 579 | 2,235 | | | | |
| 51 | New Brunswick Coal and Railway Co. | | | | | | | 74 | 74 | | | | |
| 52 | New Brunswick and P. E. Island | | 3 | 3 | 103 | 55 | 55 | | 214 | | | | |
| 53 | New Westminster Southern | 17 | | 17 | | | 103 | | | | | | |
| 54 | North Shore | | | | | | | | | | | | |
| 55 | Ottawa and New York | 3,910 | 54 | 3,964 | 1,666 | 159 | 1,825 | 26,820 | 33,318 | | | | |
| 56 | Pere Marquette | 9,744 | 1 | 9,745 | 4,327 | 180 | 4,507 | 1,902 | 1,902 | | | | |
| 57 | Phillipsburg Railway and Quarry Co. | | | | 5 | 1 | 6 | 40 | 40 | | | | |
| 58 | Quebec Central | 3,508 | 1,403 | 4,911 | 2,923 | 5,612 | 8,535 | 42,480 | 10,289 | | | | |
| 59 | Quebec and Lakes St. John | 5,229 | 2,216 | 7,645 | 308 | 210 | 518 | 9,248 | 1,882 | | | | |
| 60 | Quebec, Montreal and Southern | 175 | 239 | 414 | 119 | 267 | 326 | 105 | 5,316 | | | | |
| 61 | Quebec Oriental | 35 | 56 | 111 | 57 | 50 | 77 | 600 | 1,548 | | | | |
| 62 | Quebec Railway, Light and Power Co. | 1,162 | 16 | 1,178 | 254 | 53 | 307 | 6,442 | 7,170 | | | | |
| 63 | Red Mountain | 135 | | 135 | 22 | | 22 | | 22 | | | | |
| 64 | Rutland and Noyan | | | | | 89 | 89 | 884 | 884 | | | | |
| 65 | Salisbury and Albert | | 8 | 8 | | 49 | 49 | 607 | 607 | | | | |
| 66 | Schenckberg and Aurora | | | | | | | 60 | 60 | | | | |
| 67 | Stamstead, Sheffield and Chambly | 8 | 862 | 870 | 87 | 616 | 703 | | | | | | |
| 68 | St. Clair Tunnel | | | | | | | | | | | | |
| 69 | St. Lawrence and Adirondack | 211 | 1,118 | 1,329 | 1,369 | 118 | 1,487 | 53,021 | 71,807 | | | | |
| 70 | St. Martins | | | | | 20 | 20 | 60 | 60 | | | | |
| 71 | Sydney and Louisburg | 868 | 410 | 1,278 | 120 | 1,210 | 1,330 | 218 | 610 | | | | |
| 72 | Tenimiscoana | 140 | 503 | 643 | 212 | 48 | 200 | | | | | | |
| 73 | Temiskaming and Northern Ontario | 1,333 | 3,648 | 4,951 | 1,689 | 2,639 | 4,328 | 4,712 | 5,625 | | | | |
| 74 | Thousand Islands | | | | | | | 340 | 3,565 | | | | |
| 75 | Toronto, Hamilton and Buffalo | 249 | 1,142 | 1,391 | 613 | 893 | 1,506 | 32,627 | 166,024 | | | | |
| 76 | Toronto, Victoria and Eastern | 2,191 | 2,191 | 2,191 | 6,296 | | 6,296 | 27,491 | 27,498 | | | | |
| 77 | Vancouver, Victoria and Eastern | 184 | 229 | 413 | 100 | 730 | 820 | 10 | 10 | | | | |
| 78 | Victoria Terminal Railway and Ferry Co. | | 413 | 413 | 1 | 820 | 821 | | 10 | | | | |
| 79 | Victoria and Sidney, B.C. | | | | | | | 89,541 | 89,541 | | | | |
| 80 | Walash (in Canada) | 12,904 | | 12,904 | 7,664 | | 7,664 | 3,926 | 3,926 | | | | |
| 81 | Wellington Colliery Railway Co | | | | | | | 521 | 521 | | | | |
| 81 | York and Carleton | | | | | | | | | | | | |
| Final total. | | | | | | | | | | | 2,636,923 | 6,156,581 | |
| | | | | | | | | | | | 434,242 | 3,519,658 | |

TABLE 12.—SUMMARY OF Freight Traffic Movement for the Year ending June 30, 1912—Continued.

| Number. | Name of Railway. | MERCHANDISE. | | | MISCELLANEOUS. | | | RECAPITULATION. | | |
|---------|--|------------------------------------|---|------------------------------|---|------------------------------------|------------------------------|---|------------------------------------|------------------------------|
| | | OTHER COMMODITIES. | | | Tonnage Received from connect- ing Roads and other Carriers. | Tonnage Originating on Road. | Total Freight Tonnage. | Tonnage Received from connect- ing Roads and other Carriers. | Tonnage Originating on Road. | Total Freight Tonnage. |
| | | Tonnage Originating on Road. | Tonnage Received from connect- ing Roads and other Carriers. | Total Freight Tonnage. | | | | | | |
| 1 | Allerta Railway and Irrigation Co. | 3,384 | 6,577 | 9,961 | | | | 101,302 | | 174,348 |
| 2 | Algona Central and Hudson Bay | 1,505 | | 1,505 | 3,660 | | 3,660 | 444,285 | | 444,285 |
| 3 | Atlantic, Quebec and Western | | | | 179 | | 1,616 | | 8,588 | 15,470 |
| 4 | Algona Eastern | 107 | | 107 | 515 | | 515 | | 505,612 | 505,612 |
| 5 | Bay of Quinte | 349 | | 349 | 31,194 | | 82,585 | | 130,035 | 276,509 |
| 6 | Bedfordton and Nelson | 105 | | 105 | 10 | | 10 | | 3,388 | 3,388 |
| 7 | Brandon, Saskatchewan and Hudson Bay | 1,250 | 77 | 1,327 | 335 | | 509 | | 80,553 | 81,803 |
| 8 | British Yukon | 3,056 | | 3,056 | 397 | | 307 | | 24,374 | 24,374 |
| 9 | Brookville, Westport and Northwestern | 271 | 421 | 692 | 420 | | 1,209 | | 13,497 | 13,497 |
| 10 | Canada Southern | | | | 787 | | 7,152 | | 771,669 | 7,004,713 |
| 11 | Canadian Government Rys. (Intercolonial) | 33,585 | 90,000 | 123,585 | 96,739 | | 136,747 | | 3,058,472 | 4,674,682 |
| 12 | " " (P. E. Island) | | | | 27,952 | | 32,776 | | 113,151 | 124,242 |
| 13 | Canadian Northern | 18,902 | 78,482 | 97,384 | 387,686 | | 537,690 | | 4,704,926 | 5,970,449 |
| 14 | " " Ontario | 8,364 | 2,725 | 11,089 | 16,261 | | 39,606 | | 515,097 | 648,581 |
| 15 | " " Quebec | | | | 35,519 | | 64,379 | | 479,940 | 874,143 |
| 16 | Canadian Pacific | 364,147 | 207,047 | 571,194 | 574,050 | | 843,420 | | 20,029,496 | 25,940,238 |
| 17 | Cape Breton | | | | 1,047 | | 1,876 | | 3,499 | 6,474 |
| 18 | Caracquet | 520 | 11,254 | 11,774 | | | | | 13,320 | 37,484 |
| 19 | Central Ontario | 4,133 | 11,362 | 15,495 | 30,584 | | 32,858 | | 163,232 | 263,177 |
| 20 | Crow's Nest Southern | 1,681 | 61 | 1,742 | 593 | | 605 | | 167,910 | 177,489 |
| 21 | Cumberland Railway and Coal Co. | 212 | 1,272 | 1,484 | 1,001 | | 2,812 | | 374,249 | 389,197 |
| 22 | Dominion Atlantic | 20,827 | 2,738 | 23,565 | 36,621 | | 43,948 | | 321,681 | 412,300 |
| 23 | Eastern British Columbia | 110 | 713 | 823 | 12 | | 91 | | 139,431 | 140,824 |
| 24 | Elgin and Havelock | | 350 | 350 | | | 340 | | 12,343 | 12,343 |
| 25 | Essex Terminal | | | | 661 | | 661 | | 45,769 | 46,430 |
| 26 | Grand Trunk | 903,743 | 103,215 | 1,006,958 | 1,454,181 | | 1,589,330 | | 15,933,914 | 17,972,015 |
| 27 | " (Canada Atlantic) | 29,788 | 94,001 | 123,789 | 15,373 | | 52,511 | | 817,405 | 1,720,419 |
| 28 | Halifax and Southwestern | | | | 29,543 | | 39,816 | | 217,760 | 252,442 |
| 29 | Hereford | 2,661 | 1,052 | 3,713 | 268 | | 268 | | 142,833 | 145,616 |
| 30 | International of New Brunswick (records destroyed by fire) | | | | | | | | 295,659 | 396,771 |
| 31 | Inverness Railway and Coal Co. | 204 | 1,956 | 2,160 | 222 | | 2,260 | | 19,493 | 21,653 |
| 32 | Iroquois, Bancroft and Ottawa | 55 | 1,135 | 1,190 | 150 | | 1,877 | | 4,511 | 9,106 |
| 33 | Kent, Northern | | 250 | 250 | | | | | 2,723 | 2,963 |
| 34 | Kettle Valley | 218 | 100 | 318 | | | | | | |

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| | | | | | | | | | |
|--|-----------|---------|-----------|-----------|-----------|-----------|------------|------------|------------|
| 33 Kingston and Pembroke..... | 11,826 | 10,347 | 22,173 | 3,620 | 18,962 | 22,582 | 84,436 | 56,466 | 140,922 |
| 36 Klondike Mines..... | 431 | ..... | 431 | ..... | ..... | ..... | 23,841 | ..... | 23,841 |
| 37 Lethbridge and Moquette..... | 14,627 | 23,720 | 38,347 | 5,223 | 4,466 | 9,689 | 54,417 | 2,228 | 56,675 |
| 38 London and Port Stanley..... | 5,083 | ..... | 5,083 | 80 | ..... | 80 | 50,904 | 487,074 | 537,978 |
| 39 Maine Central..... | 910 | 123 | 1,043 | 5,201 | 276 | 5,477 | 198,283 | ..... | 198,283 |
| 40 Manitoba Great Northern..... | 136 | 584 | 710 | ..... | ..... | ..... | 114,648 | 79,446 | 194,294 |
| 41 Maritime Coal Railway and Power Co..... | 3,625 | 10,906 | 14,531 | 7,855 | 22,570 | 30,425 | 194,961 | 4,456 | 199,417 |
| 42 Massachusetts Valley..... | 376 | 3,353 | 3,729 | 1,348 | ..... | ..... | 128,568 | 431,588 | 563,151 |
| 43 Moncton and Buctouche..... | 1,789 | 27,164 | 28,953 | 72,839 | 26,331 | 99,231 | 21,068 | 5,133 | 26,201 |
| 44 Montreal and Atlantic..... | 2,191 | 11,722 | 13,913 | 329 | 4,328 | 4,757 | 533,802 | 805,799 | 1,339,601 |
| 45 Montreal and Province Line..... | 1,237 | 9,605 | 10,842 | 307 | 25,976 | 26,283 | 24,389 | 71,691 | 96,080 |
| 46 Montreal and Vermont Junction..... | 2,500 | ..... | 2,500 | ..... | ..... | ..... | 16,979 | 430,433 | 447,932 |
| 47 Morrissey, Fernie and Michel..... | 1,063 | ..... | 1,063 | 388 | ..... | 388 | 371,099 | 10,000 | 381,099 |
| 48 Midland Railway Co. of Manitoba..... | 1,137 | 1,711 | 1,908 | 47 | 2,969 | 3,016 | 22,184 | ..... | 22,184 |
| 49 Sarnerville Junction..... | 2,338 | 118 | 2,456 | 882 | 15 | 897 | 17,926 | 253,608 | 271,534 |
| 50 Nelson and Fort Sheppard..... | ..... | ..... | ..... | ..... | ..... | ..... | 25,333 | 361 | 25,694 |
| 51 New Brunswick Coal and Railway Co..... | ..... | ..... | ..... | ..... | ..... | ..... | 53,535 | 3,371 | 56,906 |
| 52 New Brunswick and P. E. Island..... | ..... | 2,850 | 2,850 | 2,915 | ..... | 2,915 | 38,486 | 9,989 | 48,475 |
| 53 North Shore..... | 4,481 | ..... | 4,481 | 1,381 | ..... | 1,381 | 52,277 | ..... | 52,277 |
| 54 New Westminster Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | 4,306 | ..... | 4,306 |
| 55 Ottawa and New York..... | 217,038 | 9,943 | 226,081 | 1,097 | 420 | 1,517 | 159,714 | 61,974 | 221,688 |
| 56 Pere Marquette..... | ..... | ..... | ..... | 148,861 | 6,263 | 155,067 | 1,729,974 | 27,871 | 2,007,845 |
| 57 Phillipsburg Railway and Quarry Co..... | 11,030 | 43,123 | 57,153 | 3,508 | 14,031 | 17,539 | 4,510 | 10,082 | 14,592 |
| 58 Quebec Central..... | 4,315 | 8,421 | 12,736 | 33,214 | 19,047 | 52,261 | 792,833 | 138,424 | 931,257 |
| 59 Quebec and Lake St. John..... | 9,504 | 10,802 | 20,306 | 1,238 | 2,789 | 4,027 | 225,937 | 135,479 | 381,416 |
| 60 Quebec, Montreal and Southern..... | 607 | 1,370 | 1,977 | 334 | 4,292 | 4,626 | 113,613 | 276,050 | 389,663 |
| 61 Quebec Oriental..... | ..... | ..... | ..... | 1,941 | 607 | 2,551 | 11,822 | 20,492 | 32,314 |
| 62 Quebec Railway, Light and Power Co..... | 623 | 1 | 624 | 91 | ..... | 91 | 153,068 | 9,716 | 162,784 |
| 63 Red Mountain..... | ..... | 97 | 97 | ..... | ..... | ..... | 27,051 | 52 | 27,103 |
| 64 Rutland and Novan..... | ..... | ..... | ..... | ..... | 411 | 411 | 924 | 98,324 | 99,248 |
| 65 Salisbury and Albert..... | 20 | 400 | 420 | 500 | 552 | 632 | 14,834 | 7,010 | 21,844 |
| 66 Schomberg and Aurora..... | 1,240 | 19,560 | 20,800 | 1,877 | 36,983 | 708 | 8,421 | 2,946 | 11,367 |
| 67 Stanstead, Sheffield and Chambly..... | ..... | ..... | ..... | ..... | ..... | ..... | 11,499 | 462,636 | 473,555 |
| 68 St. Clair Tunnel..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 69 St. Lawrence and Adirondack..... | ..... | ..... | ..... | 4,309 | 2,175 | 6,484 | 562,267 | 301,011 | 863,278 |
| 70 St. Martins..... | 1,263 | 3,750 | 5,013 | ..... | ..... | ..... | 12,355 | 4,730 | 17,085 |
| 71 Sydney and Louisburg..... | 2,806 | 6,314 | 9,210 | 26,142 | 90,569 | 116,711 | 4,133,131 | 177,207 | 4,330,338 |
| 72 Temiscouata..... | 149 | 232 | 377 | 4,017 | 6,052 | 10,069 | 132,378 | 15,373 | 147,951 |
| 73 Temiskaming and Northern Ontario..... | 22,123 | 36,512 | 58,635 | 3,825 | 9,613 | 13,438 | 840,379 | 248,511 | 588,890 |
| 74 Thousand Islands..... | ..... | ..... | ..... | 8,652 | 6,416 | 15,068 | 14,712 | 23,022 | 37,734 |
| 75 Toronto, Hamilton and Buffalo..... | ..... | ..... | ..... | 17,203 | 173,914 | 191,147 | 207,854 | 2,133,722 | 2,341,576 |
| 76 Vancouver, Victoria and Eastern..... | 28,708 | 1,116 | 29,818 | 10,357 | ..... | 10,357 | 949,954 | 4,654 | 954,608 |
| 77 Victoria Terminal Railway and Ferry Co..... | 1,747 | 3,526 | 5,273 | ..... | ..... | ..... | 7,100 | 25,857 | 32,957 |
| 78 Victoria and Sidney, British Columbia..... | 628 | 4,726 | 5,354 | ..... | ..... | ..... | 17,231 | 17,134 | 34,365 |
| 79 Wabash (in Canada)..... | 89,092 | ..... | 89,092 | 39,241 | ..... | 39,241 | 1,317,283 | ..... | 1,317,283 |
| 80 Wellington Colliery Railway Co..... | ..... | ..... | ..... | ..... | ..... | ..... | 500,006 | 4,815 | 504,821 |
| 81 York and Carleton..... | 6 | 13 | 19 | ..... | ..... | ..... | 12,923 | 1,356 | 14,279 |
| Final total..... | 1,845,962 | 866,001 | 2,711,963 | 3,157,705 | 1,252,837 | 4,410,542 | 63,186,732 | 26,257,599 | 89,444,331 |

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1912.

| Number. | Name of Railway. | LOCOMOTIVES. | | | | CARS IN PASSENGER SERVICE. | | | | | | | | | | |
|---------|--|--------------|----------|------------|--------|----------------------------|--------------|---------------|--------------|-----------|---------|----------|-----------|------------------------------|----------------------------------|--------|
| | | Passenger. | Freight. | Switching. | Total. | Leased. | First-class. | Second-class. | Combination. | Emigrant. | Dining. | Parlour. | Sleeping. | Baggage, Express and Postal. | Other cars in Passenger Service. | Total. |
| 1 | Alberta Railway and Irrigation Co. | 3 | 3 | 2 | 8 | | 8 | 4 | | | | | | 1 | | 13 |
| 2 | Algoma Central and Hudson Bay. | 8 | 16 | 5 | 29 | | 4 | | | | | | | | | 7 |
| 3 | Atlantic, Quebec and Western. | 2 | 3 | | 5 | | 7 | 1 | 2 | | | | | 1 | | 11 |
| 4 | Algoma Eastern. | | 2 | | 2 | 1 | 6 | | | | | | | | | 1 |
| 5 | Bay of Quinte. | | 7 | | 7 | | | | | | | | | 3 | | 11 |
| 6 | Bedford and Nelson. | | 1 | | 1 | 1 | | | | | | | | | | 1 |
| 7 | Brandon, Saskatchewan and Hudson Bay. | 1 | 1 | | 2 | 2 | 12 | | | | | | | 1 | | 15 |
| 8 | British Yukon. | | 11 | | 11 | | 5 | | | | | | | 3 | | 10 |
| 9 | Brockville, Westport and Northwestern. | 4 | | | 4 | | 10 | 43 | 7 | | | | | 23 | 4 | 89 |
| 10 | Canada Southern. | 63 | 90 | 35 | 188 | | 135 | 37 | 85 | 53 | 13 | 9 | 43 | 79 | 3 | 457 |
| 11 | Canadian Govt. Railways, (Intercolonial) | 118 | 244 | 25 | 387 | | 22 | 13 | 7 | | | | | 16 | | 58 |
| 12 | " " (P. E. Island) | | 18 | 4 | 22 | | 85 | 95 | 16 | 6 | 17 | | 32 | 78 | | 329 |
| 13 | Canadian Northern. | 62 | 257 | 31 | 350 | | 17 | 14 | 3 | | | 9 | | 8 | | 54 |
| 14 | " " Ontario. | 15 | 29 | 4 | 48 | 48 | 13 | 13 | 7 | 10 | 96 | 27 | 273 | 40 | 5 | 60 |
| 15 | " " Quebec. | 13 | 26 | 3 | 42 | 31 | 18 | 17 | 108 | 315 | | | | 491 | 2 | 237 |
| 16 | Canadian Pacific. | 516 | 1,077 | 227 | 1,820 | | 748 | 174 | | | | | | | | 4 |
| 17 | Cape Breton. | 2 | 3 | | 5 | | 3 | | | | | | | | | 3 |
| 18 | Caracquet. | | 3 | | 3 | | 2 | | | | | | | 2 | | 4 |
| 19 | Central Ontario. | | 6 | 1 | 7 | 3 | 1 | | | | | | | 4 | | 12 |
| 20 | Crow's Nest Southern. | 1 | 2 | | 3 | | 2 | | | | | | | 1 | | 2 |
| 21 | Cumberland Railway and Coal Co. | 3 | 2 | 1 | 6 | | 2 | | 2 | | | | | | | 4 |
| 22 | Dominion Atlantic. | 11 | 15 | | 26 | | 24 | | 10 | | 1 | 2 | | 15 | | 52 |
| 23 | Eastern British Columbia. | | 2 | | 2 | | 2 | | 2 | | | | | 1 | | 3 |
| 24 | Elgin and Havelock. | 1 | 1 | | 2 | | 1 | | | | | | | | | 1 |
| 25 | Essex Terminal. | | 1 | | 1 | | | | | | | | | | | 1 |
| 26 | Grand Trunk. | 298 | 617 | 120 | 945 | 10 | 466 | 54 | 97 | 5 | 20 | 19 | | 300 | 3 | 964 |
| 27 | " " (Canada Atlantic). | 15 | 41 | 5 | 61 | | 15 | 7 | 7 | | | 3 | | | | 39 |
| 28 | Halifax and Southwestern. | 9 | 6 | 1 | 16 | 7 | 16 | 9 | 2 | | | 2 | | 7 | | 36 |
| 29 | Hereford. | 1 | 2 | | 3 | 3 | 1 | | 2 | | | | | | | 3 |
| 30 | International of New Brunswick (Records destroyed by fire) | | | | | | | | | | | | | | | |
| 31 | Inverness Railway and Coal Co. | 2 | 4 | 1 | 7 | 1 | 3 | | | | | | | 1 | | 5 |
| 32 | Iroquoia, Bancroft and Ottawa. | | 2 | | 2 | | | | 1 | | | | | | | 1 |
| 33 | Kent Northern. | 3 | | | 3 | | | | 1 | | | | | | | 1 |
| 34 | Kettle Valley. | | 1 | 1 | 2 | | | | | | | | | | | 1 |
| 35 | Kingston and Pembroke. | 4 | 4 | | 8 | | 5 | 2 | 2 | | | | | 3 | 1 | 13 |

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[illegible]

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TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1912—Continued.

| Number. | Name of Railway. | CARS IN FREIGHT SERVICE. | | | | | | CARS IN COMPANY'S SERVICE. | | | | | | Total cars in service. | Cars leased. | Fast freight line service. | |
|---------|--|--------------------------|-------|--------|-------|-------|---------------|--------------------------------|--------|-------------------|---------|----------|----------|------------------------|--------------|----------------------------|-------------|
| | | Box. | Flat. | Stock. | Coal. | Tank. | Refrigerator. | Other cars in freight service. | Total. | Officers and pay. | Travel. | Derrick. | Caboose. | | | | Other road. |
| 1 | Alberta Railway and Irrigation Co. | 4 | 8 | | 47 | | | 277 | 59 | 3 | | 5 | 3 | 4 | 15 | 87 | |
| 2 | Algoma Central and Hudson Bay. | 31 | 567 | | 166 | | | 1 | 1,041 | 2 | 82 | 10 | 32 | 128 | 1,176 | | |
| 3 | Atlantic, Quebec and Western. | | | | | | | 32 | 142 | | 10 | | 5 | 17 | 160 | 5 | |
| 4 | Algoma Eastern. | 2 | 166 | | 2 | | | | 134 | | 20 | | 3 | 25 | 170 | | |
| 5 | Bay of Quinte. | 16 | 118 | | | | | 5 | 5 | | | | | | 6 | | |
| 6 | Bedford and Nelson. | | | | | | | 122 | 122 | | | 1 | 1 | 2 | 127 | 6 | |
| 7 | Brandon, Saskatchewan and Hudson Bay. | | | | | | | | 220 | 1 | | 1 | 8 | 3 | 13 | 248 | |
| 8 | British Yukon. | 97 | 74 | 33 | 12 | 2 | 4 | | 17 | | | | 1 | 1 | 28 | | |
| 9 | Brockville, Westport and North Western. | 8 | 6 | 1 | | | | | | | | 5 | 73 | 92 | 168 | 1,858 | |
| 10 | Canada Southern. | 1,378 | 156 | 7 | 31 | 29 | | 49 | 11,493 | 7 | 199 | | 111 | 28 | 345 | 12,295 | |
| 11 | Canadian Government Rys (Intercolonial). | 6,954 | 2,916 | 146 | 1,230 | 54 | 144 | 3 | 4 | 1 | | | | 20 | 21 | 609 | |
| 12 | " " (P. E. Island). | 313 | 154 | 27 | 1 | | 3 | 16,665 | 13 | 32 | 33 | 227 | 739 | 1,064 | 18,068 | 1,085 | |
| 13 | Canadian Northern. | 12,737 | 2,045 | 634 | 1,020 | 10 | 219 | 53 | 935 | 1 | 2 | | 25 | 65 | 93 | 1,085 | 1,025 |
| 14 | " " (Ontario). | 214 | 440 | 26 | 205 | | | 69 | 746 | 2 | | | 28 | 62 | 92 | 898 | 539 |
| 15 | " " (Quebec). | 398 | 175 | 10 | 68 | | 26 | 1,348 | 61,645 | 45 | 1,470 | 67 | 1,065 | 2,720 | 5,367 | 69,050 | 252 |
| 16 | Canadian Pacific. | 43,532 | 7,982 | 3,534 | 3,351 | 178 | 1,501 | | 14 | | | | | | | 18 | |
| 17 | Cape Breton. | | 14 | | | | | | 30 | | | | | | | 33 | |
| 18 | Carleton Place. | 5 | 25 | | | | | 25 | 281 | 1 | | | 3 | 4 | 297 | | |
| 19 | Central Ontario. | 53 | 182 | 11 | 10 | | | 268 | 268 | | | | 2 | 1 | 3 | 273 | 273 |
| 20 | Crow's Nest Southern. | | | | | | | | 299 | | 14 | 1 | 1 | 1 | 17 | 320 | |
| 21 | Cumberland Railway and Coal Co. | 2 | 28 | | 269 | | | | 430 | | | 1 | 5 | 22 | 28 | 510 | |
| 22 | Dominion Atlantic. | 196 | 194 | 12 | 28 | | | | 19 | | | | 1 | | 1 | 23 | |
| 23 | Eastern British Columbia. | 9 | 10 | | | | | 3 | 3 | | | | | | 4 | | |
| 24 | Elgin and Havelock. | 2 | | 1 | | | | | | | | | | | | | |
| 25 | Essex Terminal. | | | | | | | | | | | | | | | | |
| 26 | Grand Trunk. | 16,600 | 3,779 | 1,433 | 5,232 | 113 | 941 | 28,098 | 15 | 676 | 32 | 465 | 1,018 | 2,296 | 31,268 | | |
| 27 | " " (Canada Atlantic). | 1,492 | 295 | 49 | 75 | | 24 | 1,335 | 1 | 3 | | 10 | 95 | 110 | 2,084 | | |
| 28 | Halifax and Southwestern. | 94 | 226 | 2 | 27 | 1 | 2 | 352 | 1 | | 1 | 4 | 17 | 23 | 411 | 163 | |
| 29 | Hereford. | 60 | 10 | | | | | 70 | | | | 2 | | 2 | 75 | 75 | |
| 30 | International of New Brunswick*. | | | | | | | | | | | | | | | | |
| 31 | Inverness Railway and Coal Co. | 8 | 29 | | 148 | | | 185 | 185 | | | 3 | 5 | 8 | 198 | 198 | |
| 32 | Irondale, Bancroft and Ottawa. | | | | | | | 3 | 3 | | | | 1 | 1 | 5 | 5 | 1 |
| 33 | Kent Northern. | 1 | | | | | | 1 | 1 | | | | | | 2 | 2 | |
| 34 | Kettle Valley. | 1 | 2 | | | | | 1 | 4 | | | | | | 5 | 5 | |
| 35 | Kingston and Pembroke. | 7 | 43 | | | | | 52 | 52 | 1 | | 1 | | 3 | 68 | 68 | |
| 36 | Klondike Mines. | | 23 | | | | | 23 | 23 | | | | | | 25 | 25 | |

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| | | | | | | | | | | | | | | |
|------------------|---|-------|-----|-----|-------|-------|-----|----|-----|-----|-------|---------|-------|-----|
| 37 | Lotbinière and Mégantic..... | 2 | 24 | 3 | 15 | 26 | 1 | 1 | 1 | 29 | 1 | 29 | | |
| 38 | London and Port Stanley..... | 30 | 10 | 3 | 15 | 81 | 1 | 2 | 1 | 3 | 87 | 87 | | |
| 39 | Maine Central..... | 25 | 10 | | | 35 | | | | | 37 | 37 | | |
| 40 | Manitoba Great Northern..... | | | | | 293 | 293 | 1 | 1 | 1 | 298 | 298 | | |
| 41 | Maritime Coal Railway and Power Co..... | | 2 | | | 2 | | 6 | 2 | 8 | 13 | 13 | | |
| 42 | Massawippi Valley..... | 440 | 180 | | | 620 | | 5 | 5 | 10 | 615 | 615 | | |
| 43 | Moncton and Buctouche..... | 5 | 37 | | | 42 | | 1 | 1 | 1 | 46 | 46 | | |
| 44 | Montreal and Atlantic..... | 235 | 201 | 38 | | 478 | 1 | 12 | 142 | 154 | 655 | 33 | | |
| 45 | Montreal and Province Line..... | 41 | 21 | | 4 | 66 | | 1 | 3 | 4 | 73 | 73 | | |
| 46 | Montreal and Vermont Junction..... | 258 | 131 | 4 | 21 | 419 | 2 | 7 | 17 | 26 | 463 | 463 | | |
| 47 | Morrissey, Fernie and Michel..... | 7 | 1 | 50 | | 60 | 2 | 1 | 1 | 2 | 68 | 68 | | |
| 48 | Midland Railway Co. of Manitoba..... | | | | | 228 | 228 | 2 | 2 | 2 | 254 | 254 | | |
| 49 | Napierville Junction..... | | | | | | | | | | 2 | 2 | | |
| 50 | Nelson and Fort Sheppard..... | 6 | 53 | | 16 | 39 | | 1 | 1 | 1 | 42 | 42 | | |
| 51 | New Brunswick Coal and Railway Co..... | 4 | 41 | | | 69 | | 1 | 1 | 2 | 74 | 74 | | |
| 52 | New Brunswick and P. E. Island..... | | | | | 45 | | | | | 48 | 48 | | |
| 53 | New Westminster Southern..... | | | | | 79 | | | | | 81 | 81 | | |
| 54 | North Shore..... | 1 | 1 | 3 | | 5 | | 1 | 1 | 1 | 7 | 7 | | |
| 55 | Ottawa and New York..... | 118 | 14 | | | 132 | | 2 | 2 | 9 | 145 | 145 | | |
| 56 | Pere Marquette..... | 1,287 | 121 | 33 | 599 | 2,051 | 1 | 22 | 16 | 39 | 2,118 | 2,090 | | |
| 57 | Phillipsburg Railway and Quarry Co..... | | 1 | | | 1 | | | | | 2 | 2 | | |
| 58 | Quebec Central..... | 269 | 371 | 68 | 58 | 767 | 1 | 36 | 1 | 12 | 886 | 886 | | |
| 59 | Quebec and Lake St. John..... | 382 | 158 | 19 | 59 | 626 | | 15 | 1 | 14 | 727 | 10 | | |
| 60 | Quebec, Montreal and Southern..... | 1,391 | 42 | 90 | | 1,533 | 1 | 4 | 16 | 21 | 1,566 | 1,566 | | |
| 61 | Quebec Oriental..... | | | | | | | 2 | 3 | 5 | 9 | 9 | | |
| 62 | Quebec Railway, Light and Power Co..... | 31 | 75 | 1 | 14 | 48 | | 1 | 1 | 2 | 194 | 194 | | |
| 63 | Red Mountain..... | | | | | 41 | | | | | 43 | 43 | | |
| 64 | Rutland and Noyan..... | 50 | 5 | 2 | 2 | 59 | | 1 | 1 | 1 | 67 | 67 | | |
| 65 | Salisbury and Albert..... | 4 | 27 | 1 | | 32 | | | | | 35 | 35 | | |
| 66 | Schomberg and Aurora..... | | 13 | | | 13 | | | | | 15 | 15 | | |
| 67 | Stanstead, Shefford and Chamblly..... | 102 | 52 | 1 | 8 | 164 | 1 | 3 | 6 | 9 | 180 | 180 | | |
| 68 | St. Clair Tunnel..... | 75 | 30 | | | 105 | | 1 | 3 | 5 | 119 | 105 | | |
| 69 | St. Lawrence and Adirondack..... | 1 | 6 | | | 7 | | 8 | 6 | 7 | 19 | 19 | | |
| 70 | St. Martins..... | 16 | 95 | 25 | 1,513 | 1,651 | | 12 | 1 | 2 | 1,686 | 1,686 | | |
| 71 | Sydney and Louisburg..... | 83 | 55 | | | 138 | 1 | 19 | 5 | 8 | 154 | 154 | | |
| 72 | Tenisonata..... | 147 | 465 | 10 | | 622 | 3 | 29 | 64 | 86 | 752 | 752 | | |
| 73 | Teniskaming and Northern Ontario..... | | | | | | | | | | 2 | 2 | | |
| 74 | Thousand Islands..... | | | | | 1 | | 8 | 5 | 40 | 314 | 314 | | |
| 75 | Toronto, Hamilton and Buffalo..... | 179 | 68 | 10 | | 257 | 1 | 26 | 5 | 41 | 1,512 | 1,512 | | |
| 76 | Vancouver, Victoria and Eastern..... | | | | | 1,440 | | | | | 1 | 1 | | |
| 77 | Victoria Terminal Railway and Ferry Co..... | | | | | | | | | | 1 | 1 | | |
| 78 | Victoria and Sidney, B.C..... | 2 | 15 | | | 17 | | 30 | 11 | 42 | 1,026 | 1,026 | | |
| 79 | Wabash (in Canada)..... | 560 | 25 | 90 | 100 | 950 | | 9 | | 9 | 308 | 308 | | |
| 80 | Wellington Colliery Railway Co..... | 5 | 14 | 279 | | 298 | | | | | 6 | 6 | | |
| 81 | York and Carleton..... | | 4 | | | 4 | | | | | | | | |
| Final total..... | | | | | | | | | | | | 156,330 | 7,543 | 265 |

* Records destroyed by fire.

3 GEORGE V., A. 1913

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 | Alberta Railway and Irrigation Co. | 4 | 80 | 8 | 160 | | |
| 2 | Algoma Central and Hudson Bay. | 31 | 1,105 | 567 | 21,010 | | |
| 3 | Atlantic, Quebec and Western. | 1 | 30 | 25 | 750 | | |
| 4 | Algoma Eastern. | 2 | 65 | 106 | 4,220 | | |
| 5 | Bay of Quinté. | 16 | 330 | 118 | 2,630 | | |
| 6 | Bedlington and Nelson. | | | | | | |
| 7 | Brandon, Saskatchewan and Hudson Bay. | | | | | | |
| 8 | British Yukon. | 97 | 1,889 | 74 | 1,420 | 33 | 660 |
| 9 | Brockville, Westport and Northwestern. | 8 | 200 | 6 | 120 | 1 | 20 |
| 10 | Canada Southern. | 1,378 | 46,640 | 156 | 3,610 | 7 | 140 |
| 11 | Canadian Gov't. Rys. (Intercolonial). | 6,954 | 203,900 | 2,916 | 76,735 | 146 | 3,495 |
| 12 | " " (P. E. Island). | 313 | 3,840 | 154 | 1,765 | 28 | 285 |
| 13 | Canadian Northern. | 12,737 | 382,110 | 2,045 | 63,430 | 634 | 18,850 |
| 14 | " " Ontario. | 214 | 6,420 | 440 | 13,940 | 26 | 780 |
| 15 | " " Quebec. | 398 | 11,925 | 175 | 5,070 | 10 | 300 |
| 16 | Canadian Pacific. | 43,552 | 1,381,685 | 7,982 | 260,575 | 3,534 | 101,335 |
| 17 | Cape Breton. | | | 14 | 420 | | |
| 18 | Caraquet. | 5 | 75 | 25 | 375 | | |
| 19 | Central Ontario. | 53 | 1,270 | 182 | 4,650 | 11 | 320 |
| 20 | Crow's Nest Southern. | | | | | | |
| 21 | Cumberland Railway and Coal Co. | 2 | 40 | 23 | 380 | | |
| 22 | Dominion Atlantic. | 196 | 4,515 | 194 | 4,980 | 12 | 245 |
| 23 | Eastern British Columbia. | 9 | 360 | 10 | 400 | | |
| 24 | Elgin and Havelock. | 2 | 40 | | | 1 | 20 |
| 25 | Essex Terminal. | | | | | | |
| 26 | Grand Trunk. | 16,600 | 479,600 | 3,779 | 101,115 | 1,433 | 39,040 |
| 27 | " " (Canada Atlantic). | 1,492 | 42,910 | 295 | 7,950 | 49 | 1,290 |
| 28 | Halifax and Southwestern. | 94 | 2,630 | 226 | 6,450 | 2 | 40 |
| 29 | Hereford. | 60 | 1,800 | 10 | 200 | | |
| 30 | International of New Brunswick*. | | | | | | |
| 31 | Inverness Railway and Coal Co. | 8 | 160 | 29 | 870 | | |
| 32 | Irondale, Bancroft and Ottawa. | | | 3 | 60 | | |
| 33 | Kent Northern. | 1 | 15 | | | | |
| 34 | Kettle Valley. | 1 | 25 | 2 | 50 | | |
| 35 | Kingston and Pembroke. | 7 | 140 | 43 | 860 | | |
| 36 | Klondike Mines. | | | 23 | 345 | | |
| 37 | Lotbinière and Megantic. | 2 | 45 | 24 | 720 | | |
| 38 | London and Port Stanley. | 30 | 810 | 3 | 75 | 3 | 90 |
| 39 | Maine Central. | 25 | 750 | 10 | 300 | | |
| 40 | Manitoba Great Northern. | | | | | | |
| 41 | Maritime Coal, Railway and Power Co. | | | 2 | 40 | | |
| 42 | Massawippi Valley. | 440 | 8,750 | 180 | 3,359 | | |
| 43 | Moncton and Buctouche. | 5 | 100 | 37 | 740 | | |
| 44 | Montreal and Atlantic. | 235 | 5,905 | 204 | 6,110 | 38 | 1,020 |
| 45 | Montreal and Province Line. | 41 | 730 | 21 | 365 | | |
| 46 | Montreal and Vermont Jct. | 258 | 7,670 | 131 | 3,845 | 4 | 80 |
| 47 | Morrissey, Fernie and Michel. | 7 | 280 | 1 | 40 | | |
| 48 | Midland Ry. Co. of Manitoba. | | | | | | |
| 49 | Napierville Jct. | | | | | | |
| 50 | Nelson and Fort Sheppard. | | | | | | |
| 51 | New Brunswick Coal and Ry. Co. | 6 | 160 | 53 | 1,430 | | |
| 52 | New Brunswick and P. E. Island. | 4 | 70 | 41 | 615 | | |
| 53 | New Westminster Southern. | | | | | | |
| 54 | North Shore. | 1 | 30 | 1 | 30 | | |
| 55 | Ottawa and New York. | 118 | 2,360 | 14 | 280 | | |
| 56 | Père Marquette. | 1,287 | 42,285 | 121 | 3,335 | 33 | 970 |
| 57 | Phillipsburg Ry. and Quarry Co. | | | 1 | 25 | | |
| 58 | Quebec Central. | 260 | 6,905 | 371 | 9,370 | 68 | 1,885 |
| 59 | Quebec and Lake St. John. | 382 | 12,200 | 158 | 4,235 | 19 | 455 |
| 60 | Quebec, Montreal and Southern. | 1,391 | 41,730 | 42 | 1,050 | 90 | 2,700 |

*Records destroyed by fire.

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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. |
| 61 | Quebec Oriental | | | | | | |
| 62 | Quebec Ry. Light and Power Co..... | 31 | 770 | 75 | 1,500 | 1 | 20 |
| 63 | Red Mountain..... | | | | | | |
| 64 | Rutland and Noyan | 50 | 1,500 | 5 | 150 | 2 | 40 |
| 65 | Salisbury and Albert. | 4 | 60 | 27 | 405 | 1 | 10 |
| 65 | Schomberg and Aurora. | | | 13 | 195 | | |
| 67 | Stanstead, Shefford and Chambly. | 102 | 1,940 | 52 | 845 | 1 | 20 |
| 68 | St. Clair Tunnel..... | | | | | | |
| 69 | St. Lawrence and Adirondack..... | 75 | 1,500 | 30 | 600 | | |
| 70 | St. Martins..... | 1 | 20 | 6 | 120 | | |
| 71 | Sydney and Louisburg..... | 16 | 320 | 95 | 2,990 | 25 | 730 |
| 72 | Temiscouata | 83 | 2,120 | 55 | 1,210 | | |
| 73 | Temiskaming and Northern Ontario... | 147 | 5,410 | 465 | 15,910 | 10 | 300 |
| 74 | Thousand Islands..... | | | 1 | 20 | | |
| 75 | Toronto, Hamilton and Buffalo..... | 179 | 5,370 | 68 | 2,040 | 10 | 300 |
| 76 | Vancouver, Victoria and Eastern | | | | | | |
| 77 | Victoria Terminal Ry. & Ferry Co..... | | | | | | |
| 78 | Victoria and Sidney, B.C. | 2 | 40 | 15 | 300 | | |
| 79 | Wabash (in Canada) | 560 | 17,770 | 25 | 890 | 90 | 2,630 |
| 80 | Wellington Colliery Ry. Co..... | 5 | 60 | 14 | 280 | | |
| 81 | York and Carleton..... | | | 4 | 60 | | |
| | Final total..... | 89,982 | 2,741,350 | 22,000 | 648,010 | 6,322 | 178,070 |

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June 30, 1912, showing Number and Aggregate Capacity—*Concluded.*

| 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. |
| 14 | 280 | | | | | 48 | 1,440 | 169 | 4,010 |
| 2 | 80 | | | | | 41 | 1,025 | 41 | 1,025 |
| | | | | | | | | 59 | 1,770 |
| | | | | | | | | 32 | 475 |
| | | | | | | | | 13 | 195 |
| 8 | 160 | | | 1 | 20 | | | 164 | 2,985 |
| | | | | | | | | | 68 |
| | | | | | | | | 105 | 2,100 |
| | | | | | | | | 7 | 140 |
| 1,513 | 30,455 | 2 | 30 | | | | | 1,651 | 34,525 |
| | | | | | | | | 138 | 3,330 |
| | | | | | | | | 622 | 21,620 |
| | | | | | | | | 1 | 20 |
| | | | | | | | | 257 | 7,710 |
| | | | | | | 1,440 | 36,000 | 1,440 | 36,000 |
| | | | | | | | | | 77 |
| | | | | | | | | 17 | 340 |
| 100 | 4,540 | | | 175 | 5,250 | | | 950 | 31,080 |
| 279 | 9,650 | | | | | | | 298 | 9,990 |
| | | | | | | | | 4 | 60 |
| 14,715 | 561,175 | 390 | 12,720 | 3,082 | 90,410 | 4,427 | 130,540 | 140,918 | 4,362,275 |

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TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1912—Continued.

| No. | Name of Railway. | BRIDGES. | | | | TRESTLES. | | | |
|-----|--|--------------|---------------------------|-------------------------|-------------------------|-----------|---------------------------|-------------------------|-------------------------|
| | | COMBINATION. | | | | TOTAL. | | | |
| | | No. | Aggre- gate Length. | Mini- mum Length. | Maxi- mum Length. | No. | Aggre- gate Length. | Mini- mum Length. | Maxi- mum Length. |
| | | | Ft. In. | Ft. In. | Ft. In. | | Ft. In. | Ft. In. | Ft. In. |
| 1 | Alberta Railway and Irrigation Co. | | | | | | | | |
| 2 | Algoma Central and Hudson Bay. | 3 | 991 0 | 129 0 | 510 0 | 4 | 615 0 | 80 0 | 300 0 |
| 3 | Algoma Eastern | | | | | 6 | 3,929 0 | | |
| 4 | Atlantic, Quebec and Western | | | | | 1 | 166 2 | | |
| 5 | Bay of Quinte | 23 | 6,455 0 | | | 23 | 6,455 0 | 21 0 | 761 0 |
| 6 | Bedford and Nelson. | 13 | 1,970 0 | | | 13 | 1,970 0 | | |
| 7 | Brandon, Saskatchewan and Hudson Bay | | | | | 1 | 75 0 | | |
| 8 | British Yukon. | 1 | 150 0 | | | 1 | 252 0 | | |
| 9 | Brookville, Westport and Northwestern. | 19 | 179 0 | 6 0 | 12 0 | 51 | 554 0 | | |
| 10 | Canada Southern | | | | | 95 | 7,276 11 | | |
| 11 | Canadian Government Railways— | | | | | | | | |
| 12 | Intercolonial | | | | | 451 | 41,689 2 | | |
| 13 | P. E. Island | | | | | 58 | 5,110 0 | | |
| 14 | Canadian Northern. | | | | | 82 | 18,296 0 | | |
| 15 | Canadian Northern, Ontario. | 24 | 9,323 0 | 65 0 | 1,360 0 | 95 | 18,265 0 | | |
| 16 | Canadian Northern, Quebec. | 16 | 9,273 0 | 140 0 | 3,485 0 | 42 | 17,867 0 | | |
| 17 | Canadian Pacific. | 3 | 3,303 0 | 487 0 | 1,870 0 | 1,873 | 178,224 0 | | |
| 18 | Cape Breton. | | | | | 4 | 399 0 | | |
| 19 | Carleton. | | | | | 9 | 4,106 0 | | |
| 20 | Carillon and Grenville | | | | | 1 | | | |
| 21 | Central Ontario. | | | | | 12 | 1,179 0 | | |
| 22 | Crow's Nest Southern. | | | | | 8 | 2,254 0 | | |
| 23 | Cumberland Railway and Coal Co. | | | | | 5 | 38 0 | | |
| 24 | Dominion Atlantic. | | | | | 26 | 6,337 0 | | |
| 25 | Eastern British Columbia | | | | | | | | |
| 26 | Elgin and Havelock. | | | | | 3 | 150 0 | | |
| 27 | Grand Trunk. | 81 | 5,030 0 | 11 0 | 560 0 | 1,476 | 123,153 0 | | |
| 28 | Grand Trunk (Canada Atlantic). | 5 | 2,193 0 | 120 0 | 1,053 0 | 131 | 2,193 0 | | |
| 29 | Halifax and Southwestern. | | | | | 141 | 7,904 3 | | |
| 30 | Horsford | | | | | 10 | 929 0 | | |
| 31 | Inverness Railway and Coal Co. | | | | | 11 | 577 0 | | |
| 32 | Irondale, Bancroft and Ottawa. | | | | | 17 | 665 0 | | |

TABLE 15.—SUMMARY OF BRIDGES, TRESTLES AND TUNNELS FOR THE YEAR ENDING JUNE 30, 1912—Continued.

| No. | Name of Railway. | LEVEL CROSSINGS. | | | | OVERHEAD HIGHWAY CROSSINGS. | | | | | | | |
|-----|---------------------------------------|------------------|----------|-----------------|----------|---------------------------------------|-----------|---------------------------------------|-----------|---------------------------------------|--------|-------|-----|
| | | No. | Guarded. | Un- guarded. | Bridges. | | Conduits. | | Trestles. | | Total. | | |
| | | | | | No. | Height of lowest above rail. | No. | Height of lowest above rail. | No. | Height of lowest above rail. | | | |
| | | | | | | Feet. | In. | | Feet. | In. | | Feet. | In. |
| 1 | Alberta Railway and Irrigation Co. | 63 | | 63 | | | | | | | | | |
| 2 | Algoma Central and Hudson Bay | 12 | 1 | 11 | | | | | | | | | |
| 3 | Algoma Eastern | 1 | | 1 | | | | | | | | | |
| 4 | Athletic, Quebec and Western | 58 | | 58 | | | | | | | | | |
| 5 | Bay of Quinte | 73 | 2 | 71 | 3 | | | | | | 3 | | |
| 6 | Bedlington and Nelson | 5 | | 5 | | | | | | | | | |
| 7 | Brandon, Saskatchewan and Hudson Bay | 86 | | 86 | | | | | | | | | |
| 8 | British Yukon | | | | | | | | | | | | |
| 9 | Brockville, Westport and Northwestern | 35 | | 35 | | | | | | | | | |
| 10 | Canada Southern | 483 | 73 | 410 | 1 | 20 | 4 | | | | 12 | 20 | 1 |
| | Canadian Government Railways— | | | | | | | | | | | | |
| | Intercolonial | 867 | 138 | 729 | 35 | 18 | 3 | | | | | 35 | 18 |
| 12 | P. E. Island | 257 | 9 | 248 | 5 | 16 | 6 | | | | | 5 | 16 |
| 13 | Canadian Northern | 3,744 | 12 | 3,732 | | | | | | | | | |
| 14 | Canadian Northern, Ontario | 366 | 39 | 327 | 9 | 22 | 5 | | | | 2 | 22 | 7 |
| 15 | Canadian Northern, Quebec | 219 | 20 | 199 | | | | | | | | 11 | 22 |
| 16 | Canadian Pacific | 8,719 | 398 | 8,321 | 66 | 20 | 4 | | | | 15 | 20 | 9 |
| 17 | Cape Breton | 16 | | 16 | | | | | | | | 81 | 20 |
| 18 | Caracquet | 64 | | 64 | | | | | | | | | 20 |
| 19 | Carillon and Grenville | 10 | 2 | 8 | | | | | | | | | |
| 20 | Central Ontario | 116 | 1 | 115 | | | | | | | | | |
| 21 | Crows Nest Southern | 18 | 1 | 17 | | | | | | | | | |
| 22 | Cumberland Railway and Coal Co. | 14 | | 14 | | | | | | | | | |
| 23 | Dominion Atlantic | 181 | 9 | 172 | 5 | 22 | 0 | | | | | 5 | 22 |
| 24 | Eastern B. C. | | | | | | | | | | | | |
| 25 | Elgin and Havelock | 21 | | 21 | | | | | | | | | |
| 26 | Grand Trunk | 3,453 | 572 | 2,881 | 148 | 18 | 0 | 148 | 17 | 0 | 32 | 16 | 6 |
| 27 | Grand Trunk (Canada Atlantic) | 311 | 34 | 277 | 3 | 24 | 6 | | | | | 3 | 24 |
| 28 | Halifax and Southwestern | 287 | 7 | 280 | | | | | | | 1 | 23 | 6 |
| 29 | Hareford | 30 | 1 | 29 | | | | | | | | 1 | 23 |
| 30 | Inverness Railway and Coal Co. | 59 | | 59 | | | | | | | | | |
| 31 | Iroquois, Bancroft and Ottawa | 17 | | 17 | | | | | | | | | |

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| | | | | | | | | | | | | | |
|----|--|--------|-------|--------|-----|-----|--|--|--|----|------|-----|------|
| 32 | Kaslo and Slocan..... | 1 | 1 | 2 | | | | | | 1 | 22 0 | 1 | 22 0 |
| 33 | Kent Northern..... | 2 | | 11 | | | | | | | | | |
| 34 | Kettle Valley..... | 11 | | 53 | 1 | | | | | | | 1 | 16 5 |
| 35 | Kingston and Pembroke..... | 56 | 3 | | | | | | | | | | |
| 36 | Klondike Mines..... | 4 | | 31 | | | | | | | | 4 | 19 0 |
| 37 | London and Port Stanley..... | 37 | 6 | | | | | | | | | | |
| 38 | Loebmiere and Megantic..... | 9 | | 129 | | | | | | | | | |
| 39 | Manitoba Great Northern..... | 17 | | 17 | 1 | | | | | | | | |
| 40 | Maritime Railway Coal and Power Co. | 32 | | 28 | | | | | | | | | |
| 41 | Massawippi Valley..... | 21 | 2 | 19 | | | | | | | | 1 | 17 2 |
| 42 | Moncton and Buctouche..... | 197 | 14 | 183 | 2 | | | | | | | 3 | 18 9 |
| 43 | Montreal and Atlantic..... | 42 | 3 | 39 | | | | | | | | | |
| 44 | Montreal and Province Line..... | 16 | | 16 | | | | | | | | | |
| 45 | Montreal and Vermont Junction..... | 8 | | 8 | 1 | | | | | | | 1 | 30 0 |
| 46 | Morrissey, Fernie and Michel..... | 10 | 5 | 5 | | | | | | | | | |
| 47 | Midland of Manitoba..... | 18 | 1 | 17 | | | | | | | | | |
| 48 | Napierville Junction..... | 15 | | 15 | | | | | | | | | |
| 49 | Nelson and Port Sheppard..... | 32 | | 32 | | | | | | | | 1 | 20 0 |
| 50 | New Brunswick Coal and Railway Co. | 3 | | 3 | | | | | | | | 1 | 20 0 |
| 51 | New Brunswick and P. E. Island..... | 80 | | 80 | | | | | | | | | |
| 52 | New Westminster Southern..... | 3 | | 3 | | | | | | | | | |
| 53 | North Shore..... | 69 | 1 | 68 | 1 | | | | | | | | |
| 54 | Ottawa and New York..... | 232 | 14 | 218 | 1 | | | | | | | 1 | 20 0 |
| 55 | Pere Marquette..... | | | | | | | | | | | | |
| 56 | Phillipsburg Railway and Quarry Co. | | | | | | | | | | | | |
| 57 | Princeton Branch, now Maine Central..... | 133 | | 125 | | | | | | | | | |
| 58 | Quebec Central..... | 61 | | 61 | | | | | | | | | |
| 59 | Quebec Oriental..... | 18 | | 18 | | | | | | | | | |
| 60 | Quebec Railway, Light and Power Co. | 111 | 7 | 104 | | | | | | | | 1 | 18 7 |
| 61 | Quebec and Lake St. John..... | 128 | 5 | 123 | | | | | | | | 1 | 20 0 |
| 62 | Quebec, Montreal and Southern..... | 10 | | 10 | | | | | | | | | |
| 63 | Red Mountain..... | 2 | | 2 | | | | | | | | | |
| 64 | Rutland and Noyan..... | 30 | 2 | 28 | | | | | | | | | |
| 65 | Salisbury and Albert..... | 11 | | 11 | | | | | | | | | |
| 66 | Schenberg and Aurora..... | 49 | 3 | 46 | | | | | | | | 1 | 18 7 |
| 67 | Stanstead, Shefford and Chatham..... | 36 | 7 | 29 | | | | | | | | 1 | 20 0 |
| 68 | St. Lawrence and Adirondack..... | 21 | | 21 | | | | | | | | | |
| 69 | St. Martins..... | 56 | | 48 | 2 | | | | | | | 2 | 17 4 |
| 70 | Sydney and Louisburg..... | 41 | 2 | 42 | | | | | | | | | |
| 71 | Tenisonville..... | 100 | 4 | 96 | 1 | | | | | | | 1 | 26 0 |
| 72 | Teniskawing and Northern Ontario..... | 20 | | 20 | | | | | | | | | |
| 73 | Thousand Islands..... | 122 | 35 | 87 | 1 | | | | | | | 8 | 20 9 |
| 74 | Toronto, Hamilton and Buffalo..... | 155 | 14 | 141 | | | | | | | | | |
| 75 | Vancouver, Victoria and Eastern..... | 31 | | 31 | | | | | | | | | |
| 76 | Victoria and Sidney and Terminal Co. | 11 | | 11 | | | | | | | | | |
| 77 | Wabash..... | | | | | | | | | | | | |
| 78 | York and Carleton..... | | | | | | | | | | | | |
| | | 21,775 | 1,468 | 20,307 | 286 | 115 | | | | 78 | | 512 | |

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1912—*Concluded.*

| Number. | Name of Railway. | OVERHEAD RAILWAY CROSSINGS. | | | | | | | | | | TUNNELS. | |
|---------|--|-----------------------------|------------------------------|-----------|------------------------------|-----------|------------------------------|--------|------------------------------|-----|------------------------------|----------|------------------------------|
| | | BRIDGES. | | CONDUITS. | | TRESTLES. | | TOTAL. | | | | | |
| | | No. | Height of lowest above rail. | No. | Height of lowest above rail. | No. | Height of lowest above rail. | No. | Height of lowest above rail. | No. | Height of lowest above rail. | No. | Height of lowest above rail. |
| | | | | | | | | | | | | | |
| | | | Feet. In. | | Feet. In. | | Feet. In. | | Feet. In. | | Feet. In. | | Feet. In. |
| 1 | Alberta Railway & Irrigation Co. | 1 | | | | | | 1 | | | | | |
| 2 | Algoma Central and Hudson Bay | | | | | | | | | | | | |
| 3 | Algoma Eastern | | | | | | | | | | | | |
| 4 | Atlantic, Quebec and Western | 2 | | | | | | 2 | | | | | |
| 5 | Bay of Quinte | | | | | | | | | | | | |
| 6 | Bedfordton and Nelson | | | | | | | | | | | | |
| 7 | Brandon, Saskatchewan and Hudson Bay | | | | | | | | | | | | |
| 8 | British Yukon | | | | | | | | | | | | |
| 9 | Brookville, Westport and North Western | 3 | 18 3 | | | | | 3 | 18 3 | 1 | | | 18 0 |
| 10 | Canada Southern | | | | | | | | | | | | |
| 11 | Canadian Government Railways:— | | | | | | | | | | | | |
| 12 | Intercolonial | 1 | 22 0 | | | | | 1 | 22 0 | 1 | | | 22 0 |
| 13 | P. E. Island | | | | | | | | | | | | |
| 14 | Canadian Northern | | | | | | | | | | | | |
| 15 | Canadian Northern (Ontario) | 8 | 24 0 | | | | | 8 | 24 0 | | | | |
| 16 | Canadian Northern (Quebec) | | | | | | | | | | | | |
| 17 | Canadian Pacific | 45 | 19 0 | 2 | 24 1 | 4 | 22 6 | 51 | 19 0 | 68 | | | 14 6 |
| 18 | Cape Breton | | | | | | | | | | | | |
| 19 | Carleton Place and Grenville | | | | | | | | | | | | |
| 20 | Central Ontario | | | | | | | | | | | | |
| 21 | Crow's Nest Southern | | | | | | | | | | | | |
| 22 | Cumberland Railway & Coal Co. | | | | | | | | | | | | |
| 23 | Dominion Atlantic | | | | | | | | | | | | |
| 24 | Eastern B. C. | | | | | | | | | | | | |
| 25 | Elgin and Havelock | | | | | | | | | | | | |
| 26 | Grand Trunk | 80 | 21 3 | 2 | 21 3 | 2 | 21 3 | 81 | 21 3 | | | | |
| 27 | Grand Trunk (Canada Atlantic) | | | | | | | | | | | | |
| 28 | Halifax and South Western | 5 | 20 6 | | | | | 5 | 20 6 | | | | |
| 29 | Hewford | | | | | | | | | | | | |
| 30 | Inverness Railway & Coal Co. | | | | | | | | | | | | |
| 31 | Irondale, Bancroft & Ottawa | 1 | | | | | | 1 | | | | | |

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TABLE 16, A.—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 | Canada Southern..... | | 3 | | | | | | | | 1 |
| 2 | Can. Gov't Rys: Intercolonial... Prince Ed. Is'd | | | | | 1 | | 3 | | 1 | 5 |
| 3 | Can. Northern..... | | 2 | | 32 | | | | | 1 | 1 |
| 4 | " " Quebec..... | | 1 | | | | | | | | |
| 5 | " Pacific..... | 16 | 44 | | 129 | 3 | | 1 | | 2 | 34 |
| 6 | Crow's Nest Southern..... | | | | | | | | | | |
| 7 | Grand Trunk..... | 1 | 20 | | 29 | | | | | 2 | 9 |
| 8 | " (Can. Atlantic).... | | | | | | | | | 1 | |
| 9 | Hereford..... | | 1 | | | | | | | | |
| 10 | London & Port Stanley..... | | | | | | | | | | |
| 11 | Napierville Junction..... | | | | 5 | | | | | | |
| 12 | Père Marquette, (in Canada)..... | | | | | | | | | | |
| 13 | Quebec Central..... | | | | | | | | | 1 | |
| 14 | Quebec and Lake St. John. . . | 1 | | | | | | | | | |
| 15 | Quebec R'ly, Light & Power Co. . | | | | | | | | | | |
| 16 | St. Lawrence and Adirondack..... | | | | | | | | | | 1 |
| 17 | Temiskaming & Northern Ontario..... | | | | | | | | | 2 | |
| 18 | Toronto, Hamilton & Buffalo..... | | | | | | | | | | |
| 19 | Vancouver, Victoria & Eastern..... | | | | 7 | | | | | | |
| 20 | Wabash, (in Canada)..... | | 2 | | 1 | | | | | | |
| | Final total. | 18 | 73 | | 203 | | 4 | | 4 | 10 | 51 |

Accidents to Postal Clerks, Express and Pullman Employees :—

| | Killed. | Injured. |
|---|---------|----------|
| 1. Canada Southern. | | 5 |
| 2. Canadian Northern | | 1 |
| 3. Canadian Pacific..... | | 16 |
| 4. Grand Trunk..... | | 4 |
| 5. Vancouver, Victoria and Eastern..... | | 7 |
| Total..... | | 33 |

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the Year ending June 30, 1912, showing kind of Accident.
ment of Trains, Locomotives or Cars.

PASSENGERS.

| KIND OF ACCIDENT. | | | | | | | | | | | | Total Accidents to PASSEN- GERS. | |
|--|----------|--|----------|--------------|----------|---------------------------------|----------|---------------|----------|---------|----------|--|--|
| 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 | ..... | 6 | | |
| 1 | 4 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 2 | 15 | | |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | | |
| ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | 1 | 41 | | |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 6 | | |
| 1 | 35 | ..... | ..... | 2 | 1 | 1 | 1 | 5 | 45 | 27 | 293 | | |
| | 1 | | | | | | | | | | 3 | | |
| 2 | 15 | 4 | 2 | | 1 | | | 2 | 9 | 11 | 85 | | |
| | 2 | | | | | | | | | 1 | 2 | | |
| | 1 | | | | | | | | | | 2 | | |
| | | | | | | | | | 1 | | 1 | | |
| | | | | | | | | | | | 5 | | |
| | 2 | | | | | | | | | 1 | 1 | | |
| | | | | | | | | | 2 | 1 | 2 | | |
| | 1 | | | | | | | | | | 1 | | |
| | 1 | | | | 1 | | | | 1 | | 4 | | |
| | | | | | | | | | | 2 | | | |
| | 1 | | | | | | | | 1 | | 2 | | |
| | | | | | | | | | 1 | | 8 | | |
| | | | | 1 | | | | | 2 | 1 | 5 | | |
| 4 | 70 | 4 | 2 | 3 | 4 | 1 | 1 | 7 | 73 | 47 | 485 | | |

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TABLE 16, B.—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 | Algoma Central and Hudson Bay. | | 1 | | | | | | | | |
| 2 | Algoma Eastern. | | | | | | | | | | |
| 3 | Bay of Quinté. | | | | | | | | | | |
| 4 | Bedlington and Nelson. | | | | | | | | | | |
| 5 | Canada Southern. | | 5 | | 3 | | | | 1 | | |
| 6 | Can. Govt. Rys: Intercolonial. | 1 | 8 | 2 | 2 | | | | 1 | | |
| 7 | " P. E. Island. | | 1 | | | | | | | | |
| 8 | Canada Northern. | | 10 | 1 | 15 | 1 | 18 | | 2 | | |
| 9 | " Ontario. | | | 1 | | | | | | | |
| 10 | " Quebec. | | 2 | | | | 1 | | | | |
| 11 | Canadian Pacific. | 5 | 79 | 16 | 57 | 5 | 20 | 1 | 4 | 1 | 10 |
| 12 | Crow's Nest Southern. | | | | | | | | | | |
| 13 | Cumberland Ry. and Coal Co. | 1 | | | | | | | | | |
| 14 | Dominion Atlantic. | | 1 | | | | | | | | |
| 15 | Grand Trunk. | 4 | 31 | 5 | 20 | 3 | 14 | | 2 | | |
| 16 | " Canada Atlantic. | | 2 | | | | | | | | |
| 17 | Halifax and Southwestern. | | | | | | | | | | |
| 18 | Kingston and Pembroke. | 1 | 2 | | | | | | | | |
| 19 | London and Port Stanley. | | | | | | | | | | 1 |
| 20 | Manitoba Great Northern. | | | | | 1 | 2 | | | | |
| 21 | Massawippi Valley. | | 1 | | 2 | | | | | | |
| 22 | Montreal and Atlantic. | | | | | | | | | | |
| 23 | Montreal and Province. | | 6 | | | | | | | | |
| 24 | Montreal and Vermont Junction. | | | | | | | | | | |
| 25 | Morrissey, Fernie and Michel. | | | | | | | | | | |
| 26 | New Westminster Southern. | | | | | | | | | | |
| 27 | Ottawa and New York. | | | | | | | | | | |
| 28 | Père Marquette in Canada. | 1 | 1 | | | | 1 | | | | |
| 29 | Quebec Central. | | 2 | | | | | | | | |
| 30 | Quebec and Lake St. John. | | 3 | | | | | | | | |
| 31 | Quebec Montreal and Southern. | | 1 | | 8 | | | | | | |
| 32 | Quebec Ry., Light and Power Co., | 1 | 1 | | | | | | | | |
| 33 | Red Mountain. | | | | | | | | | | |
| 34 | Stanstead, Shefford and Chambly. | | | | | | | | | | |
| 35 | St. Lawrence and Adirondack. | 1 | | | 1 | | | | | | |
| 36 | Sydney and Louisburg (Dom. Coal Co.) | 1 | 3 | | | | | | | | |
| 37 | Temiscouata. | 1 | 1 | | | | | | | | |
| 38 | Temiskaming and North'n Ontario. | | 1 | | 4 | | | | | | |
| 39 | Toronto, Hamilton and Buffalo. | | 2 | | | | | | | | |
| 40 | Vancouver, Victoria and Eastern. | | 5 | | | 1 | 5 | | 1 | | |
| 41 | Victoria and Sidney. | | | | | 1 | 1 | | | | |
| 42 | Wabash, in Canada. | | 5 | | | | | | | | 1 |
| | Final total. | 17 | 174 | 25 | 112 | 13 | 62 | 1 | 11 | 1 | 12 |

SESSIONAL PAPER No. 20b

Year ending June 30, 1912, showing kind of Accident.
ment of Trains, Locomotives or Cars.

TRAINMEN.

| KIND OF ACCIDENT. | | | | | | | | | | Total Accidents to TRAINMEN. | | |
|---|----------|--|----------|--|----------|--------------------------------|----------|---------------|----------|------------------------------------|----------|---------|
| 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. | Number. |
| Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | | |
| | | | 2 | | | | | | | | 3 | 1 |
| | 1 | | | | | | | | | | 1 | 2 |
| | 1 | | | | | | | | 2 | | 3 | 3 |
| | | | | | | | | | 1 | | 1 | 4 |
| 1 | 6 | | 1 | | 3 | | | | 4 | 1 | 23 | 5 |
| 1 | 9 | 1 | 4 | 1 | | 1 | 2 | | 2 | 7 | 28 | 6 |
| | | | | | | | | | | | 1 | 7 |
| 1 | 21 | | 12 | 1 | 3 | | 1 | 2 | 25 | 6 | 107 | 8 |
| | | | | | 1 | | | | | 1 | 1 | 9 |
| | 5 | | 2 | | | | | | 2 | | 12 | 10 |
| 10 | 92 | 3 | 44 | 9 | 25 | 1 | 11 | 2 | 161 | 53 | 503 | 11 |
| | | | | | | | | | 2 | | 2 | 12 |
| | | | | | | | | | | 1 | | 13 |
| | | | | | | | | | 1 | | 2 | 14 |
| 5 | 49 | 2 | 9 | 4 | 18 | 1 | 4 | 2 | 74 | 26 | 221 | 15 |
| | 4 | | 1 | 2 | | | | | 3 | 2 | 10 | 16 |
| | | | 2 | | | | | 1 | | 1 | 2 | 17 |
| | | | | | | | | | 1 | 1 | 3 | 18 |
| | | | | | | | | | | | 1 | 19 |
| | | | | | | | | | | 1 | 2 | 20 |
| | | | | | | | | | | | 3 | 21 |
| | 1 | | | | | | | | | | 2 | 22 |
| | 1 | | | | | | | | 1 | | 7 | 23 |
| | 2 | | | 1 | | | | | 1 | 1 | 3 | 24 |
| | | | 3 | | | | | | | | 3 | 25 |
| | | | | | | | | | 1 | | 1 | 26 |
| | 2 | | | | | | | | | | 2 | 27 |
| | | | 1 | | | | 1 | | 2 | 1 | 6 | 28 |
| | | | 3 | | | | | | | | 5 | 29 |
| | | | 2 | 1 | | | | | 2 | 1 | 7 | 30 |
| | 1 | | 1 | | | | | | 6 | | 17 | 31 |
| | | | | | | | | | | 1 | 1 | 32 |
| | | | 1 | | | | | | 2 | | 3 | 33 |
| | 3 | | 1 | | 1 | | | | 1 | | 6 | 34 |
| | 1 | | 1 | | | | | | 4 | 1 | 7 | 35 |
| 1 | 2 | | | | | | | | 3 | 2 | 8 | 36 |
| | | | | | | | | | 6 | 1 | 7 | 37 |
| 1 | | | 3 | | | | | 1 | 1 | 2 | 9 | 38 |
| | | | | | | | | | | | 2 | 39 |
| | 1 | | 1 | | | | 1 | | 7 | 1 | 21 | 40 |
| | | | | | | | | | | 1 | 1 | 41 |
| | 6 | 1 | 4 | | 2 | | 2 | 1 | 11 | 3 | 31 | 42 |
| 20 | 208 | 7 | 98 | 19 | 53 | 3 | 22 | 9 | 326 | 115 | 1,078 | |

3 GEORGE V., A. 1913

TABLE 16, C.—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 | Bedlington and Nelson..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | Canada Southern..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| 3 | Can. Gov't. Ry. (Intercolonial)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | " (P. E. Island)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | Canadian Northern..... | ..... | ..... | ..... | 2 | ..... | 4 | ..... | ..... | ..... | ..... |
| 6 | " Ontario..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 7 | Canadian Pacific..... | ..... | 1 | 1 | 2 | ..... | 13 | ..... | ..... | 1 | 5 |
| 8 | Dominion Atlantic..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9 | Grand Trunk..... | ..... | 6 | 1 | ..... | ..... | 2 | ..... | ..... | ..... | ..... |
| 10 | " (Canada Atlantic)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11 | Manitoba Great Northern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12 | Montreal and Atlantic..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 13 | Quebec, Montreal and Southern..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 14 | Sydney and Louisburg..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 15 | Temiskaming and North'n Ontario..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 16 | Toronto, Hamilton and Buffalo..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 17 | Vancouver, Victoria and Eastern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 18 | Wabash..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Final total..... | ..... | 7 | 2 | 5 | ..... | 20 | ..... | ..... | 1 | 5 |

TABLE 16, D.—EMPLOYEES—SWITCH TENDERS—

| | | | | | | | | | | | |
|---|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 1 | Canada Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | Canadian Northern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | Canadian Pacific..... | 1 | 12 | 1 | 1 | 1 | ..... | ..... | 1 | ..... | ..... |
| 4 | Grand Trunk..... | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | " (Canada Atlantic)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | Quebec and Lake St. John..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 7 | Sydney and Louisburg..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 8 | Wabash..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Final total..... | 1 | 17 | 1 | 2 | 1 | ..... | ..... | 1 | ..... | ..... |

TABLE 16, E.—EMPLOYEES—

| | | | | | | | | | | | |
|---|----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 1 | Canada Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | Canadian Pacific..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | Grand Trunk..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |
| 4 | Toronto, Hamilton and Buffalo .. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Final total..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... |

SESSIONAL PAPER No. 20b

Year ending June 30, 1912, showing kind of Accident.
ment, of trains Locomotives and Cars.

TRACKMEN.

| KIND OF ACCIDENT. | | | | | | | | | | Total. | | |
|---|----------|--|----------|--|----------|--------------------------------|----------|---------------|----------|---------|----------|---------|
| 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. | Number. |
| Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | | |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 |
| ..... | 3 | ..... | ..... | 1 | 3 | ..... | ..... | ..... | ..... | 1 | 7 | 2 |
| ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 3 |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 4 |
| 1 | 1 | ..... | 2 | ..... | 7 | ..... | ..... | ..... | ..... | 1 | 16 | 5 |
| 3 | 10 | 2 | 4 | 19 | 26 | ..... | 5 | 1 | 4 | 1 | 4 | 6 |
| ..... | 1 | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 40 | 27 | 106 | 7 |
| 1 | 6 | ..... | 1 | 6 | 8 | ..... | ..... | 3 | 20 | 11 | 43 | 9 |
| ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 2 | 10 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 11 |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 12 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 2 | 13 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | 4 | 14 |
| 1 | 1 | ..... | 1 | ..... | 2 | ..... | ..... | 1 | ..... | 1 | ..... | 15 |
| ..... | 1 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 1 | 4 | 16 |
| ..... | ..... | ..... | ..... | 1 | 3 | ..... | ..... | ..... | 1 | ..... | 4 | 17 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 3 | 18 |
| 6 | 26 | 2 | 9 | 30 | 53 | ..... | 5 | 6 | 70 | 47 | 200 | |

CROSSING TENDERS AND WATCHMEN.

| | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 2 |
| ..... | 8 | ..... | 6 | 2 | 5 | ..... | 2 | 9 | 5 | 44 | 3 |
| ..... | 2 | ..... | 1 | 3 | 4 | ..... | 1 | 3 | 3 | 14 | 4 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | 5 |
| ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | 4 | 6 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 7 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 8 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |
| ..... | 10 | ..... | 7 | 5 | 12 | ..... | 3 | ..... | 15 | 8 | 67 |

STATION MEN.

| | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|----|
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 1 |
| ..... | 2 | ..... | 1 | ..... | 2 | ..... | ..... | 10 | 3 | 13 | 2 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | 3 | 3 |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 4 |
| ..... | 2 | ..... | 1 | ..... | 2 | ..... | ..... | ..... | 12 | 3 | 18 |

3 GEORGE V., A. 1913

TABLE 16, F.—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 | Canada Southern | | | | | | | | | | |
| 2 | Can. Govt. Ry. :—P. E. Island | | | | | | | | | | |
| 3 | Canadian Northern | | | | 1 | | | | | | |
| 4 | Canadian Northern (Ontario) | | | | | | | | | | |
| 5 | Canadian Northern (Quebec) | | | | | | | | | | |
| 6 | Canadian Pacific | | | | 2 | | | | 1 | | |
| 7 | Grand Trunk | | 3 | | | | | | | | |
| 8 | Morrissey, Fernie and Michel | | | | | | | | | | |
| 9 | Quebec Central | | | | | | | | | | |
| 10 | Wabash | | 1 | | | | | | | | |
| | Final total | | 4 | | 3 | | | | 1 | | |

TABLE 16, G.—EMPLOYEES—

| | | | | | | | | | | |
|---|-------------------|--|--|--|--|---|--|--|---|--|
| 1 | Canadian Northern | | | | | 1 | | | | |
| 2 | Canadian Pacific | | | | | 1 | | | 1 | |
| 3 | Grand Trunk | | | | | | | | | |
| | Final total | | | | | 2 | | | 1 | |

TABLE 16, H.—EMPLOYEES—

| | | | | | | | | | | |
|----|--------------------------------|--|---|---|----|---|---|--|--|--|
| 1 | Canada Southern | | | | | | | | | |
| 2 | Can. Govt. Ry. :—Intercolonial | | 1 | | | | 2 | | | |
| 3 | Canadian Northern | | | | | | 1 | | | |
| 4 | Canadian Northern (Ontario) | | | | | | | | | |
| 5 | Canadian Northern (Quebec) | | | | | | | | | |
| 6 | Canadian Pacific | | 5 | 1 | 17 | 1 | 2 | | | |
| 7 | Grand Trunk | | | | 2 | | 1 | | | |
| 8 | Grand Trunk (Can. Atlantic) | | | | | | | | | |
| 9 | Kingston and Pembroke | | | | | | | | | |
| 10 | Quebec and Lake St. John | | | | | | | | | |
| 11 | Sydney and Louisburg | | | | | | | | | |
| 12 | Toronto, Hamilton and Buffalo | | | | | | | | | |
| 13 | Wabash | | | | | | | | | |
| | Final total | | 6 | 1 | 19 | 1 | 6 | | | |

SESSIONAL PAPER No. 20b

Year ending June 30, 1912, showing kind of Accident.
ment of Trains, Locomotives and Cars.

SHOPMEN.

| KIND OF ACCIDENT. | | | | | | | | | | | | TOTAL. | | Number. |
|---|----------|--|----------|--|----------|--------------------------------|----------|---------------|----------|---------|----------|--------|--|---------|
| 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 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | | |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | | |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 3 | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... | 3 | 4 | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 5 | | |
| 1 | 1 | ..... | ..... | 4 | 5 | ..... | 1 | 3 | 23 | 8 | 33 | 6 | | |
| ... | 7 | ..... | 1 | 3 | 7 | ..... | ..... | 1 | 7 | 4 | 25 | 7 | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 8 | | |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 9 | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 10 | | |
| 1 | 10 | ..... | 1 | 8 | 13 | ..... | 1 | 4 | 35 | 13 | 68 | | | |

TELEGRAPH EMPLOYEES.

| | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|---|
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | 2 | 1 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 2 | 2 |
| ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 2 | 3 |
| ..... | 1 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | 2 | 2 | 6 |

OTHER EMPLOYEES.

| | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|
| ..... | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 3 | 1 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2 | 2 |
| ..... | 8 | ..... | 1 | 2 | ..... | ..... | ..... | 1 | 2 | 11 | 3 | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 4 | 4 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... | 4 | 5 | 5 |
| 2 | 7 | 5 | 11 | 12 | 26 | ..... | 2 | 2 | 38 | 23 | 108 | 6 |
| ..... | 1 | ..... | ..... | ..... | 7 | ..... | ..... | ..... | 18 | ..... | 29 | 7 |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | 5 | 8 |
| 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 9 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 10 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 2 | 11 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 12 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 13 |
| 4 | 18 | 5 | 13 | 14 | 38 | ..... | 2 | 2 | 67 | 27 | 169 | |

3 GEORGE V., A. 1913

TABLE 16, I.—SUMMARY of Accidents to Persons for the
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 | Canada Southern | | | | | | | | | | |
| 2 | Can. Gov't. Ry.: Intercolonial | 1 | 1 | | 3 | | | | | | 3 |
| 3 | Can. Northern | | 2 | 1 | | | | | | | 1 |
| 4 | " Ontario | | | | | | | | | | |
| 5 | " Quebec | | | | | | | | | | |
| 6 | Can. Pacific | | | | | | | | | 7 | 11 |
| 7 | Central Ontario | | | | | | | | | | |
| 8 | Crow's Nest Southern | | | | | | | | | | |
| 9 | Dominion Atlantic | | | | | | | | | | |
| 10 | Grand Trunk | | | | | | | | | 1 | 4 |
| 11 | " (Can. Atlantic) | | | | | | | | | 1 | |
| 12 | Halifax and South Western | | | | | | | | | | |
| 13 | Hereford | | | | | | | | | | |
| 14 | Kingston and Pembroke | | | | | | | | | | |
| 15 | London and Port Stanley | | | | | | | | | | 1 |
| 16 | Montreal and Atlantic | | | | | | | | | | 1 |
| 17 | Morrissey, Fernie and Michel | | | | | | | | | | |
| 18 | Père Marquette | | | | | | | | | | |
| 19 | Quebec Central | | | | | | | | | | |
| 20 | Quebec and Lake St. John | | | | | | | | | | |
| 21 | Quebec, Montreal and Southern | | | | | | | | | | |
| 22 | Sydney and Louisburg | | | | | | | | | | |
| 23 | Temiskaming and Nor. Ontario | | | 1 | 1 | | | | | | |
| 24 | Toronto, Hamilton and Buffalo | | | | | | | | | | |
| 25 | Vancouver, Victoria and Eastern | | | | | | | | | | |
| 26 | Victoria and Sydney | | | | | | | | | | |
| 27 | Wabash | | | | | | | | | | |
| | Final Total | 1 | 3 | 2 | 4 | | | | | 9 | 21 |

TABLE 16, J.—OTHER PERSONS

| | | | | | | | | | | | |
|----|----------------------------------|---|---|---|---|---|---|--|--|---|---|
| 1 | Algoma Central and Hudson Bay | | | | | | | | | | |
| 2 | Canada Southern | | | | | | | | | | |
| 3 | Can. Gov't. Ry's.: Intercolonial | | | | | | | | | 1 | 1 |
| 4 | " P.E. Island | | | | | | | | | | |
| 5 | Can. Northern | | | | | | | | | | 1 |
| 6 | " Ontario | | | | | | | | | | |
| 7 | " Quebec | | | | | | | | | | |
| 8 | Can. Pacific | 2 | 4 | 1 | 2 | 1 | 1 | | | 1 | 4 |
| 9 | Dominion Atlantic | | | | | | | | | | |
| 10 | Grand Trunk | | 1 | | | | | | | | |
| 11 | " (Can. Atlantic) | | | | | | | | | | |
| 12 | Halifax and South Western | | | | | | | | | | |
| 13 | Père Marquette | | | | | | | | | | |
| 14 | Quebec Central | | | | | | | | | | |
| 15 | Quebec and Lake St. John | | | | | | | | | | |
| 16 | St. Lawrence and Adirondack | | | | | | | | | | |
| 17 | Sydney and Louisburg | | | | | | | | | | |
| 18 | Temiskaming and Nor. Ontario | | | | | | | | | | |
| 19 | Toronto, Hamilton and Buffalo | | | | | | | | | | |
| 20 | Vancouver, Victoria and Eastern | | | | | | | | | | |
| 21 | Wabash | | | | | | | | | | |
| | Final Total | 2 | 5 | 1 | 2 | 1 | 1 | | | 2 | 6 |

SESSIONAL PAPER No. 20b

Year ending June 30, 1912, showing kind of Accident.
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. | | | |
| ..... | 1 | ..... | ..... | ..... | ..... | 5 | 4 | ..... | ..... | 5 | 5 | 1 | 2 | |
| ..... | 3 | ..... | 2 | 3 | 5 | 9 | 3 | ..... | ..... | 13 | 20 | 2 | 3 | |
| 1 | 3 | ..... | ..... | 7 | 1 | 8 | 9 | 1 | 1 | 18 | 17 | 3 | 4 | |
| ..... | ..... | 4 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 1 | 4 | 5 | |
| ..... | ..... | 1 | ..... | ..... | ..... | 3 | ..... | ..... | ..... | 4 | ..... | 5 | 6 | |
| 11 | 7 | 6 | 4 | 4 | 5 | 62 | 34 | 6 | 12 | 96 | 73 | 6 | 7 | |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 8 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 1 | 9 | |
| 1 | 11 | 31 | 18 | 2 | 5 | 28 | 13 | 10 | 3 | 73 | 54 | 10 | 10 | |
| ..... | ..... | ..... | 2 | ..... | ..... | 1 | ..... | ..... | ..... | 2 | 2 | 11 | 11 | |
| ..... | 1 | ..... | ..... | 2 | ..... | 1 | ..... | ..... | ..... | 3 | 1 | 12 | 12 | |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 2 | 13 | 13 | |
| ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 14 | 14 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 15 | 15 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 16 | 16 | |
| ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | 1 | 1 | 17 | 17 | |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 18 | 18 | |
| ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 | ..... | ..... | 3 | 1 | 19 | 19 | |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 2 | 20 | 20 | |
| ..... | ..... | ..... | ..... | 1 | 2 | ..... | ..... | ..... | ..... | 1 | 2 | 21 | 21 | |
| ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 2 | 22 | 22 | |
| ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | 3 | 1 | 23 | 23 | |
| ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1 | ..... | ..... | 2 | 1 | 24 | 24 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 25 | 25 | |
| ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | 26 | 26 | |
| ..... | ..... | ..... | ..... | 1 | ..... | 2 | 2 | ..... | ..... | 3 | 2 | 27 | 27 | |
| 13 | 29 | 44 | 28 | 21 | 19 | 128 | 72 | 17 | 17 | 235 | 193 | | | |

—NOT TRESPASSING.

| | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|
| ..... | ..... | 2 | 2 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 2 | 1 |
| ..... | 2 | 2 | 7 | ..... | ..... | ..... | ..... | ..... | 1 | 3 | 10 | 2 |
| ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 1 | 3 |
| ..... | 1 | ..... | 3 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 7 | 4 |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 5 |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 6 |
| ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 7 |
| 1 | 9 | 13 | 17 | 3 | 5 | 3 | 9 | 4 | 12 | 29 | 63 | 8 |
| ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 9 |
| ..... | ..... | 5 | 13 | ..... | 1 | 2 | ..... | ..... | ..... | 7 | 15 | 10 |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 11 |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 12 |
| ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 13 |
| ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 14 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 15 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... | 3 | 16 |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | 17 |
| ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 | 18 |
| ..... | ..... | ..... | 1 | ..... | ..... | 1 | ..... | ..... | 1 | 1 | 2 | 19 |
| ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | 20 |
| ..... | ..... | ..... | 4 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 5 | 21 |
| 1 | 12 | 27 | 54 | 4 | 9 | 6 | 11 | 4 | 20 | 48 | 120 | |

3 GEORGE V., A. 1913

TABLE 16, K.—SUMMARY of Accidents to Persons for the
B.—Accidents Arrising from Causes other than those Resulting
EMPLOYEES—STATION MEN.

| Number. | Name of Railway. | KIND OF ACCIDENT. | | | | | | | | | | Total Accidents to STATION MEN. | |
|---------|--------------------------------------|---------------------------|----------|---|----------|-----------------------------------|----------|--|----------|------------------|----------|---|----------|
| | | Hand- ling Traffic. | | Hand ling Tools, Mach- inery &c. | | Hand- ling Supplies, &c. | | Gett- ing on or off Locomo- tives or Car at Rest. | | Other Causes. | | Killed. | Injured. |
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | |
| 1 | Algoma Central and Hudson Bay..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | Canada Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | Canadian Govt. Ry.—P. E. Island..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 4 | Canadian Northern..... | ..... | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |
| 5 | " " Quebec..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 6 | Canadian Pacific..... | 1 | 74 | ..... | 7 | 1 | 32 | ..... | 4 | ..... | 15 | 2 | 132 |
| 7 | Grand Trunk..... | ..... | 2 | ..... | ..... | 1 | ..... | ..... | ..... | 3 | ..... | ..... | 6 |
| 8 | " (Canada Atlantic)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9 | Ottawa and New York..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 10 | Père Marquette..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| 11 | Quebec Central..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12 | Quebec and Lake St. John..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 5 |
| 13 | Temiscouata..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 14 | Thousand Islands..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 15 | Toronto, Hamilton and Buffalo.. | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 16 | Vancouver, Victoria and Eastern... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 |
| 17 | Wabash..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | Final total..... | 1 | 99 | ..... | 8 | 1 | 33 | ..... | 4 | ..... | 19 | 2 | 163 |

TABLE

EMPLOYEES—TRACKMEN.

| | | | | | | | | | | | | | |
|----|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| 1 | Algoma Central and Hudson Bay..... | ..... | ..... | 3 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 4 | |
| 2 | Bedlington and Nelson..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | |
| 3 | Canada Southern..... | ..... | ..... | 4 | ..... | 6 | ..... | ..... | 8 | ..... | ..... | 18 | |
| 4 | Canadian Govt. Rys. Intercolonial..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | |
| 5 | " " P. E. Island..... | ..... | 1 | 2 | ..... | 1 | ..... | 1 | 2 | ..... | ..... | 7 | |
| 6 | Canadian Northern..... | ..... | ..... | 5 | ..... | 16 | ..... | ..... | 10 | ..... | ..... | 31 | |
| 7 | " " Quebec..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | ..... | ..... | 7 | |
| 8 | Canadian Pacific..... | ..... | 2 | 1 | 47 | ..... | 57 | ..... | 1 | 109 | 2 | 215 | |
| 9 | Crow's Nest Southern..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 2 | |
| 10 | Grand Trunk..... | ..... | 1 | 4 | ..... | 1 | ..... | ..... | 6 | ..... | ..... | 12 | |
| 11 | " (Canada Atlantic)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 12 | Hereford..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | |
| 13 | London and Port Stanley..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| 14 | Manitoba Great Northern..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 15 | Montreal and Atlantic..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | |
| 16 | Nelson and Fort Sheppard..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | 1 | |
| 17 | New Westminster Southern..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | |
| 18 | Ottawa and New York..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 19 | Père Marquette..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | |
| 20 | Quebec and Lake St. John..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | 2 | |
| 21 | St. Lawrence and Adirondack..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | |
| 22 | Temiscouata..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 | ..... | ..... | 8 | |
| 23 | Temiskaming and Northern Ontario..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 24 | Toronto, Hamilton and Buffalo..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | |
| 25 | Vancouver, Victoria and Eastern..... | | | | | 4 | | | 6 | | | 10 | |
| 26 | Wabash..... | | 1 | 1 | | 5 | | | | | 1 | 6 | |
| | Final total..... | | 5 | 2 | 70 | | 96 | | 1 | 1 | 162 | 3 | 334 |

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Year ending June 30, 1912, showing kind of Accident.

from the Movement of Trains, Locomotives, or Cars.

EMPLOYEES—SHOPMEN.

| KIND OF ACCIDENT. | | | | | | | | | | Total Accidents to SHOPMEN. | | |
|----------------------|----------|-----------------------------------|----------|---------------------------|----------|---|----------|------------------|----------|-----------------------------------|----------|---------|
| Handling Traffic. | | Handling Tools, Machinery, &c. | | Handling Supplies, &c. | | Getting on or off Locomotives or Cars at Rest. | | Other Causes. | | | | |
| Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Number. |
| | | | 9 | | 3 | | | | | | 12 | 1 |
| | | | 17 | | 1 | | 2 | | 6 | | 26 | 2 |
| | | | 3 | | | | | | | | 3 | 3 |
| | | | 26 | | 13 | | 2 | | 30 | | 71 | 4 |
| | | | 2 | | | | | | 32 | | 34 | 5 |
| | 13 | | 53 | | 13 | | 2 | | 78 | | 159 | 6 |
| | 5 | | 22 | 1 | 6 | | 1 | 1 | 19 | 2 | 53 | 7 |
| | | | | | 1 | | | | 1 | | 1 | 8 |
| | | | | | 1 | | | | 1 | | 2 | 9 |
| | | | 3 | | 1 | | | | 2 | | 6 | 10 |
| | | | | | | | | 1 | | 1 | | 11 |
| | | | | | | | 1 | | 22 | | 23 | 12 |
| | | | | | | | | | 3 | | 3 | 13 |
| | | | | | | | | | | | | 14 |
| | | | 2 | | 2 | | | | | | 4 | 15 |
| | | | 1 | | | | | | | | 1 | 16 |
| | | | | | 4 | | | | 3 | | 7 | 17 |
| | 18 | | 138 | 1 | 44 | | 8 | 2 | 197 | 3 | 405 | |

16, L.

EMPLOYEES—OTHER EMPLOYEES.

| | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|
| ..... | ..... | ..... | 4 | ..... | ..... | ..... | 2 | ..... | 1 | ..... | 7 | 1 |
| ..... | ..... | ..... | 9 | ..... | 7 | ..... | 2 | ..... | 12 | ..... | 31 | 2 |
| ..... | 1 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | 1 | ..... | 3 | 3 |
| ..... | ..... | 1 | 4 | ..... | ..... | ..... | 3 | ..... | 1 | 2 | 8 | 4 |
| ..... | 7 | ..... | 2 | ..... | 6 | ..... | ..... | ..... | 7 | ..... | 22 | 5 |
| ..... | 1 | ..... | 2 | ..... | 4 | ..... | ..... | ..... | 8 | ..... | 15 | 6 |
| 1 | 44 | 2 | 37 | ..... | 28 | ..... | 10 | 5 | 166 | 1 | 285 | 7 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 |
| ..... | ..... | ..... | 2 | ..... | 1 | ..... | 2 | ..... | 2 | ..... | 7 | 9 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 10 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 |
| ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 3 | ..... | 5 | 14 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 2 | 15 |
| ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | 16 |
| ..... | 1 | ..... | 1 | ..... | ..... | ..... | 2 | ..... | ..... | ..... | 2 | 17 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 18 |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 2 | 19 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 2 | 20 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 21 |
| ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 4 | 22 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | 23 |
| ..... | ..... | ..... | 1 | ..... | 1 | ..... | 1 | ..... | 4 | ..... | 7 | 24 |
| ..... | ..... | ..... | 3 | ..... | 3 | ..... | 1 | ..... | 4 | ..... | 11 | 25 |
| 1 | 57 | 3 | 67 | ..... | 53 | ..... | 21 | 7 | 218 | 11 | 416 | 26 |

3 GEORGE V., A. 1913

TABLE 16, M.—SUMMARY of Accidents to persons for
B.—Accidents arising from causes other than those result
PASSENGERS AND

| Number | Name of Railway. | KIND OF ACCIDENT. | | | | | | | | | |
|--------|--|-------------------|----------|---------------------------------|----------|-------------------------|----------|--|----------|---------------|----------|
| | | 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. |
| 1 | Canada Southern | | | | | | | | | | 2 |
| 2 | Can. Gov't R'ly. Intercolonial | | | | | | | | | | |
| 3 | Can. Northern Quebec | | | | | | | | | | 1 |
| 4 | Can. Pacific | | | | | | | 2 | | 1 | 3 |
| 5 | Temiskaming and Northern Ont. | | | | | | | | | | |
| 6 | Toronto, Hamilton & Buffalo | | | | | | | | | | |
| | Final total | | | | | | | 2 | | 1 | 6 |

SESSIONAL PAPER No. 20b

the Year ending June 30, 1812, showing kind of Accident.

ing from the Movement of Trains, Locomotives, or Cars.

OTHER PERSONS.

| Total Accidents to Passengers. | | KIND OF ACCIDENT. | | | | | | | | | | Total Accidents to Other Persons. | | 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. | |
| ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | |
| 1 | 5 | ..... | 1 | ..... | ..... | 1 | ..... | 1 | 2 | 1 | 9 | 3 | 12 | |
| ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 3 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | |
| 1 | 8 | ..... | 2 | ..... | ..... | 1 | ..... | 1 | 2 | 1 | 13 | 3 | 17 | |

3 GEORGE V., A. 1913

ELECTRIC

TABLE 1.—SUMMARY Statement of Description of Road, Mileage,

| Number. | Names of Railway. | 1 | 2 | 3 | 4 | 5 | 6 |
|------------|---|---|---------------------------------------|--------------------------------------|--|---|---|
| | | TRACK. | | | | | |
| | | Length of Road First Main Track. | Length of Second Main Track. | Total Length of Main Track. | Length of Sidings and Turnouts. | Total Computed as Single Track | |
| 1 | Berlin Street..... | 3.29 | .78 | 3.98 | .41 | 4.39 | |
| 2 | Berlin and Northern..... | 2.40 | | 2.40 | .10 | 2.50 | |
| 3 | Brantford and Hamilton..... | 23.00 | | 23.00 | | 23.00 | |
| 4 | British Columbia..... | 200.22 | 59.40 | 259.62 | 27.59 | 287.21 | |
| 5 | Calgary Municipal..... | 42.00 | 10.00 | 52.00 | 1.00 | 53.00 | |
| 6 | Cape Breton..... | 30.52 | | 30.52 | 1.05 | 31.57 | |
| 7 | Chatham, Wallaceburg and Lake Erie..... | 38.94 | | 38.94 | 6.00 | 44.94 | |
| 8 | Cornwall..... | 4.00 | | 4.00 | 2.50 | 6.50 | |
| 9 | Edmonton Radial..... | 27.50 | | 27.50 | .50 | 28.00 | |
| 10 | Galt, Preston and Hespeler..... | 17.81 | 1.36 | 19.17 | 2.25 | 26.42 | |
| 11 | Grand Valley..... | 38.29 | 1.95 | 40.24 | | 40.24 | |
| 12 | Guelph Radial..... | 8.00 | | 8.00 | .33 | 8.33 | |
| 13 | Halifax Tramway..... | 5.41 | 8.44 | 13.85 | 1.06 | 14.91 | |
| 14 | Hamilton and Dundas..... | 7.00 | | 7.00 | | 7.00 | |
| 15 | Hamilton, Grimsby and Beamsville..... | 22.00 | | 22.00 | | 22.00 | |
| 16 | Hamilton Radial..... | 25.00 | 8.69 | 33.69 | | 33.69 | |
| 17 | Hamilton Street..... | 22.00 | | 22.00 | | 22.00 | |
| 18 | Hull..... | 14.12 | 10.60 | 24.72 | 1.12 | 25.84 | |
| 19 | International Transit Co..... | 3.68 | | 3.68 | .22 | 3.90 | |
| 20 | Kingston, Portsmouth and Cataraqui..... | 8.00 | | 8.00 | | 8.00 | |
| 21 | Levis County..... | 10.25 | | 10.25 | | 10.25 | |
| 22 | London Street..... | 25.73 | 6.79 | 32.52 | .73 | 33.25 | |
| 23 | London and Lake Erie..... | 27.50 | | 27.50 | 1.50 | 29.00 | |
| 24 | Moncton Tramway..... | 2.06 | | 2.06 | | 2.06 | |
| 25 | * Montreal Park and Island..... | 29.37 | 16.03 | 45.40 | 4.68 | 50.08 | |
| 26 | * Montreal Street..... | 76.67 | 60.10 | 136.77 | 17.59 | 154.36 | |
| 27 | * Montreal Terminal..... | 18.22 | 4.28 | 22.50 | 6.55 | 29.05 | |
| 28 | Montreal and Southern..... | 9.10 | | 9.10 | | 9.10 | |
| 29 | Moose Jaw..... | 6.00 | 1.50 | 7.50 | .50 | 8.00 | |
| 30 | Nelson Street..... | 1.25 | | 1.25 | | 1.25 | |
| 31 | Niagara Falls, Park and River..... | 11.91 | 11.20 | 23.11 | 1.37 | 24.48 | |
| 32 | Niagara, St. Catharines and Toronto..... | 47.76 | | 47.76 | 8.39 | 56.15 | |
| 33 | Nipissing Central..... | 5.01 | .27 | 5.28 | .10 | 5.38 | |
| 34 | Oshawa..... | 7.81 | | 7.81 | 3.64 | 11.45 | |
| 35 | Ottawa..... | 23.56 | 21.42 | 44.98 | .50 | 45.48 | |
| 36 | Peterborough Radial..... | 6.04 | | 6.04 | .47 | 6.51 | |
| 37 | Pictou County..... | 7.90 | | 7.90 | .20 | 8.10 | |
| 38 | Port Arthur and Fort William..... | 25.33 | | 25.33 | | 25.33 | |
| 39 | Quebec Ry., Light and Power Co. (Citadel)..... | 17.22 | | 17.22 | | 17.22 | |
| 40 | Quebec Ry., Light and Power Co. (Montmorency)..... | 28.60 | 9.80 | 38.40 | 3.00 | 41.40 | |
| 41 | Sandwich, Windsor and Amherstburg..... | 36.63 | | 36.63 | | 36.63 | |
| 42 | Sarnia..... | 8.25 | | 8.25 | 1.00 | 9.25 | |
| 43 | Sherbrooke..... | 9.00 | | 9.00 | .53 | 9.53 | |
| 44 | * St. John..... | 12.50 | 6.50 | 19.00 | | 19.00 | |
| 45 | St. Stephen..... | 4.00 | | 4.00 | | 4.00 | |
| 46 | St. Thomas..... | 7.00 | | 7.00 | | 7.00 | |
| 47 | Suburban Transit Co. (Winnipeg)..... | 19.61 | | 19.61 | | 19.61 | |
| 48 | Toronto Street..... | 57.98 | 55.39 | 113.37 | 7.07 | 120.44 | |
| 49 | Toronto Suburban..... | 9.84 | | 9.84 | .42 | 10.26 | |
| 50 | Toronto and York Radial..... | 72.43 | | 72.43 | 9.57 | 82.00 | |
| 51 | Windsor, Essex and Lake Shore..... | 36.16 | | 36.16 | 3.90 | 40.06 | |
| 52 | Winnipeg..... | 79.95 | | 79.95 | | 79.95 | |
| 53 | Winnipeg, Selkirk and Lake Winnipeg..... | 21.44 | | 21.44 | | 21.44 | |
| 54 | Yarmouth..... | 3.00 | | 3.00 | | 3.00 | |
| Total..... | | 1,308.17 | 294.50 | 1,602.67 | 120.84 | 1,723.51 | |

* Figures taken from last year's returns.

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RAILWAYS.

Passengers and Freight carried for the Year ending June 30, 1912.

| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Number. |
|---------------|------------------------|---------------------------------------|--------------------|--------------------------|------------------------------|---------------------------|------------------------------|---------|
| | MILEAGE. | | | PASSENGERS CARRIED. | | | FREIGHT CARRIED. | |
| Track Leased. | Passenger Car Mileage. | Freight Mail and Express Car Mileage. | Total Car Mileage. | Fare Passengers Carried. | Transfer Passengers Carried. | Total Passengers Carried. | No. of Tons Freight Carried. | |
| | 115,134 | | 115,134 | 873,432 | 21,877 | 895,309 | | 1 |
| | 32,000 | | 32,000 | 191,992 | | 191,992 | | 2 |
| | 293,817 | 29,538 | 323,355 | 486,329 | | 486,329 | 4,978 | 3 |
| 140 66 | 9,899,505 | 905,027 | 10,804,532 | 62,154,166 | | 62,154,166 | 256,083 | 4 |
| | 1,643,328 | | 1,643,328 | 11,578,130 | 1,363,400 | 12,941,530 | | 5 |
| | 601,375 | 20,765 | 622,140 | 4,044,092 | 393,580 | 4,437,672 | | 6 |
| | 224,481 | 39,270 | 263,751 | 374,816 | | 374,816 | 71,347 | 7 |
| | 196,999 | 20,029 | 217,028 | 411,016 | | 411,016 | | 8 |
| | 952,473 | 581 | 953,054 | 8,385,178 | 1,180,453 | 9,565,631 | | 9 |
| | 250,077 | 39,565 | 289,642 | 1,110,725 | | 1,110,725 | 153,729 | 10 |
| | 402,386 | | 402,386 | 1,338,776 | 48,346 | 1,387,122 | 264 | 11 |
| | 272,000 | 7,000 | 279,000 | 820,836 | 69,497 | 890,333 | 7,000 | 12 |
| | 915,239 | | 915,239 | 5,428,495 | 396, 62 | 5,825,057 | | 13 |
| | 133,021 | 98 | 133,119 | 645,059 | | 645,059 | 227 | 14 |
| | 316,022 | 48,878 | 364,900 | 632,341 | | 632,341 | 64,160 | 15 |
| | 535,951 | 21,819 | 557,770 | 2,289,947 | | 2,289,947 | 11,951 | 16 |
| | 1,817,946 | | 1,817,946 | 12,322,744 | 3,264,274 | 15,587,018 | | 17 |
| 1 82 | 790,651 | 28,864 | 819,515 | 2,028,249 | 103,000 | 2,131,249 | 5,719 | 18 |
| | 291,829 | | 291,829 | 1,957,225 | | 1,957,225 | | 19 |
| | 199,680 | | 199,680 | 856,540 | 144,364 | 1,000,904 | | 20 |
| | 371,760 | | 371,760 | 1,448,541 | 351,152 | 1,799,693 | | 21 |
| | 1,452,351 | | 1,452,351 | 7,908,572 | 1,225,148 | 9,133,720 | | 22 |
| | 363,980 | 42,454 | 406,434 | 637,056 | 22,501 | 659,557 | 6,995 | 23 |
| | 35,476 | | 35,476 | 145,025 | | 145,025 | | 24 |
| | 1,326,478 | 21,579 | 1,358,157 | 4,999,336 | 911,843 | 5,911,179 | 111,005 | 25 |
| 8 64 | 15,946,181 | 171,217 | 16,117,398 | 115,445,205 | 39,622,452 | 155,067,657 | 100,000 | 26 |
| | 616,280 | 62,363 | 678,643 | 1,917,795 | 114,750 | 2,032,545 | 91,302 | 27 |
| | 268,697 | | 268,697 | 1,354,510 | | 1,354,510 | | 28 |
| | 216,024 | | 216,024 | 793,486 | | 793,486 | | 29 |
| 2 12 | 53,664 | | 53,664 | 308,823 | | 308,823 | | 30 |
| | 316,683 | | 316,683 | 1,339,458 | | 1,339,458 | 15,833 | 31 |
| | 947,859 | | 947,859 | 3,499,613 | 21,936 | 3,521,549 | 261,390 | 32 |
| | 146,874 | | 146,874 | 715,315 | | 715,315 | | 33 |
| | 35,454 | 26,254 | 61,708 | 197,931 | | 197,931 | 127,388 | 34 |
| 2 22 | 4,362,104 | 4,180 | 4,366,284 | 20,891,122 | 6,963,707 | 27,854,829 | | 35 |
| | 256,182 | | 256,182 | 864,783 | 127,135 | 991,918 | | 36 |
| | 130,608 | 5,054 | 135,662 | 1,171,470 | | 1,171,470 | | 37 |
| | 948,900 | | 948,900 | 4,541,011 | 291,433 | 4,832,464 | 49,827 | 38 |
| | 1,782,928 | | 1,782,928 | 8,785,995 | 2,719,160 | 11,505,095 | 4,500 | 39 |
| | 397,412 | | 397,412 | 1,445,165 | | 1,445,165 | | 40 |
| | 923,257 | | 923,257 | 3,769,603 | 504,170 | 4,273,773 | | 41 |
| | 143,990 | | 143,990 | 878,765 | | 878,765 | | 42 |
| | 423,200 | | 423,200 | 1,064,003 | 197,988 | 1,261,991 | | 43 |
| | 1,003,454 | | 1,003,454 | 4,330,339 | 1,572,930 | 5,903,269 | | 44 |
| 3 00 | 183,960 | | 183,960 | 617,091 | 23,157 | 640,248 | | 45 |
| | 281,700 | | 281,700 | 470,609 | 111,304 | 581,913 | | 46 |
| | 304,900 | | 304,900 | 973,663 | | 973,663 | | 47 |
| | 18,543,297 | | 18,543,297 | 128,317,403 | 52,173,980 | 180,491,383 | | 48 |
| | 248,675 | | 248,675 | 1,462,656 | 82,259 | 1,544,915 | | 49 |
| | 1,176,376 | 88,317 | 1,264,693 | 4,532,504 | | 4,532,504 | 60,490 | 50 |
| | 273,330 | 85,223 | 358,603 | 419,786 | 13,109 | 432,895 | 26,781 | 51 |
| | 6,801,865 | | 6,801,865 | 45,181,690 | 11,418,393 | 56,600,083 | | 52 |
| | 170,200 | | 170,200 | 355,576 | | 355,576 | 4,556 | 53 |
| | 63,976 | | 63,976 | 151,694 | | 151,694 | | 54 |
| 158 46 | 80,402,089 | 1,667,975 | 82,070,064 | 488,865,682 | 125,453,820 | 614,319,502 | 1,435,525 | |

3 GEORGE V., A. 1913

TABLE 2.—SUMMARY Statement of Capital

| Number. | 1 Name of Railway. | 2 | | 3 | | 4 |
|---------|---|---------------------|------|--------------------------|------|---|
| | | | | Stocks. | | |
| | | Amount Outstanding. | | Amount per mile of Line. | | Proportion to total Railway Capital. 100 x Col. 2. |
| | | | | | | Col. 12. |
| | | \$ | cts. | \$ | cts. | |
| 1 | Berlin Street..... | | | | | |
| 2 | Berlin and Northern..... | 17,400 | 00 | 5,780 | 00 | 88.78 |
| 3 | Brantford and Hamilton..... | 300,000 | 00 | 13,044 | 00 | 31.23 |
| 4 | British Columbia ¹ | 11,680,000 | 00 | | | 50.35 |
| 5 | Calgary Municipal..... | | | | | |
| 6 | Cape Breton ¹ | 1,359,000 | 00 | 114,975 | 00 | 53.06 |
| 7 | Leased:—Sydney and Glace Bay..... | 500,000 | 00 | 26,738 | 00 | 55.60 |
| 8 | Chatham, Wallaceburg and Lake Erie..... | 760,600 | 00 | 16,925 | 00 | 48.70 |
| 9 | Cornwall Street..... | 200,000 | 00 | 30,769 | 00 | 100.00 |
| 10 | Edmonton Radial..... | | | | | |
| 11 | Galt, Preston and Hespeler..... | 49,850 | 00 | 2,799 | 00 | 8.42 |
| 12 | Grand Valley ² | 1,100,000 | 00 | 27,208 | 00 | 60.00 |
| 13 | Guelph Radial..... | 138,000 | 00 | 17,250 | 00 | 100.00 |
| 14 | Halifax Tramway..... | 1,400,000 | 00 | 93,897 | 00 | 70.60 |
| 15 | Hamilton and Dundas..... | 100,000 | 00 | 14,286 | 00 | 50.00 |
| 16 | Hamilton, Grimsby and Beamsville..... | 235,000 | 00 | 10,682 | 00 | 61.03 |
| 17 | Hamilton Radial..... | 111,150 | 06 | 4,446 | 00 | 41.00 |
| 18 | Hamilton Street..... | 914,000 | 00 | 41,545 | 00 | 64.64 |
| 19 | Hull..... | 292,000 | 00 | 19,160 | 00 | 100.00 |
| 20 | International Transit Co..... | 150,000 | 00 | 38,462 | 00 | 34.77 |
| 21 | Kingston, Portsmouth and Cataraqui..... | 83,100 | 00 | 10,387 | 00 | 45.60 |
| 22 | Levis County..... | 382,600 | 00 | 37,327 | 00 | 71.69 |
| 23 | London Street..... | 556,000 | 00 | 17,108 | 00 | 49.00 |
| 24 | London and Lake Erie..... | 2,000,000 | 00 | 68,965 | 00 | 74.00 |
| 25 | Moncton Tramways..... | 1,000,000 | 00 | 485,437 | 00 | 76.10 |
| 26 | Montreal Park and Island ² | 1,035,900 | 00 | 20,685 | 00 | 50.27 |
| 27 | Montreal Street ² | 10,000,000 | 00 | 68,625 | 00 | 99.34 |
| 28 | Montreal Terminal ² | 1,000,000 | 00 | 34,423 | 00 | 62.00 |
| 29 | * Mt. McKay and Kakabeka Falls..... | 115,900 | 00 | | | 100.00 |
| 30 | Montreal and Southern Counties..... | 500,000 | 00 | 54,945 | 00 | 100.00 |
| 31 | Moose Jaw..... | 413,200 | 00 | 51,652 | 00 | 100.00 |
| 32 | Nelson Street..... | 34,639 | 00 | 10,263 | 00 | 45.31 |
| 33 | Niagara Falls, Park and River..... | | | | | |
| 34 | Niagara, St. Catharines and Toronto..... | 925,000 | 00 | 17,241 | 00 | 46.30 |
| 35 | Nipissing Central..... | 530,000 | 00 | 100,000 | 00 | 100.00 |
| 36 | Oshawa..... | 40,000 | 00 | 3,493 | 00 | 33.80 |
| 37 | Ottawa..... | 1,876,900 | 00 | 41,270 | 00 | 78.97 |
| 38 | Peterborough Radial..... | 100,000 | 00 | 16,447 | 00 | 47.00 |
| 39 | Pictou County..... | 300,000 | 00 | 37,037 | 00 | 50.00 |
| 40 | Port Arthur and Fort William..... | | | | | |
| 41 | Quebec Railway, Light and Power Co ¹ | 3,250,000 | 00 | 62,960 | 00 | 55.00 |
| 42 | Sandwich, Windsor and Amherstburg..... | 297,600 | 00 | 8,236 | 00 | 37.74 |
| 43 | Sarnia..... | 90,000 | 00 | 9,730 | 00 | 53.00 |
| 44 | Sherbrooke ¹ | 1,000,000 | 00 | 111,111 | 00 | 48.00 |
| 45 | St. John ² | 800,000 | 00 | 42,105 | 00 | 44.41 |
| 46 | St. Stephen..... | 50,000 | 00 | 7,142 | 00 | 33.33 |
| 47 | St. Thomas..... | | | | | |
| 48 | Suburban Rapid Transit (Winnipeg)..... | 100,000 | 00 | 5,258 | 00 | 16.67 |
| 49 | Toronto Street..... | 10,999,176 | 00 | 189,468 | 00 | 74.16 |
| 50 | Toronto Suburban..... | 1,500,000 | 00 | 17,308 | 00 | 36.10 |
| 51 | Toronto and York Radial..... | 2,000,000 | 00 | 24,300 | 00 | 54.95 |
| 52 | Windsor, Essex and Lake Shore..... | 750,000 | 00 | 18,750 | 00 | 50.00 |
| 53 | Windsor and Tecumseh..... | 100,000 | 00 | | | 34.60 |
| 54 | Winnipeg ¹ | 9,526,703 | 00 | 119,084 | 00 | 65.60 |
| 55 | Winnipeg, Selkirk and Lake Winnipeg..... | 111,500 | 00 | 5,210 | 00 | 22.00 |
| 56 | Yarmouth..... | 54,500 | 00 | 18,167 | 00 | 81.10 |
| | Total..... | 70,829,118 | 00 | | | |

¹ General Capital of the Co'y. Light, Power, &c.² Figures taken from last year's return.

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1912.

| 5 | | 6 | | 7 | | 8 | | 9 | | 12 | | 13 | | Number. |
|---|--|--------------------------------|--|--|--|---------------|--|-------------------------------|--|------------------------------|--|--------------------------------|--|---------|
| FUNDED DEBT. | | | | FUNDED DEBT. | | | | SUMMARY. | | | | | | |
| Amount Out-standing. Cols. 8+9+10+11 | | Amount per Mile of Line. | | Proportion to total Railway Capital. 100 x Col. 5 | | Designation. | | | | Total Railway Capital. | | Amount per Mile of Line. | | |
| | | | | Col. 12. | | Bonds. | | Miscellaneous Obligations. | | Cols. 2+5. | | | | |
| \$ cts. | | \$ cts. | | Per cent. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | |
| 125,899 00 | | 28,678 00 | | 100 00 | | 114,133 00 | | 11,746 00 | | 125,899 00 | | 28,678 00 | | 1 |
| 2,200 00 | | 731 00 | | 11 22 | | 2,202 00 | | | | 19,600 00 | | 6,531 00 | | 2 |
| 660,000 00 | | 28,695 00 | | 69 77 | | 660,000 00 | | | | 960,000 00 | | 41,739 00 | | 3 |
| 11,522,383 00 | | | | 49 65 | | 11,522,383 00 | | | | 23,202,383 00 | | | | 4 |
| 1,000,000 00 | | 37,735 00 | | 100 00 | | 1,000,000 00 | | | | 1,000,000 00 | | 37,735 00 | | 5 |
| 988,000 00 | | 83,587 00 | | 42 00 | | 988,000 00 | | | | 2,347,000 00 | | 198,562 00 | | 6 |
| 411,000 00 | | 21,978 00 | | 45 00 | | 411,000 00 | | | | 911,000 00 | | 48,716 00 | | 7 |
| 800,000 00 | | 17,801 00 | | 51 30 | | 800,000 00 | | | | 1,560,600 00 | | 34,726 00 | | 8 |
| | | | | | | | | | | 200,000 00 | | 30,769 00 | | 9 |
| 1,573,970 00 | | 56,213 00 | | 100 00 | | 1,573,970 00 | | | | 1,573,970 00 | | 56,213 00 | | 10 |
| 541,852 00 | | 30,424 00 | | 91 58 | | 15,000 00 | | 526,852 00 | | 591,702 00 | | 33,223 00 | | 11 |
| 688,800 00 | | 17,036 00 | | 40 00 | | 688,800 00 | | | | 1,788,800 00 | | 44,244 00 | | 12 |
| | | | | | | | | | | 138,000 00 | | 17,250 00 | | 13 |
| 600,000 00 | | 40,241 00 | | 30 00 | | 600,000 00 | | | | 2,000,000 00 | | 134,138 00 | | 14 |
| 100,000 00 | | 14,286 00 | | 50 00 | | 100,000 00 | | | | 200,000 00 | | 28,572 00 | | 15 |
| 150,000 00 | | 6,818 00 | | 38 98 | | 150,000 00 | | | | 385,000 00 | | 17,500 00 | | 16 |
| 160,000 00 | | 6,400 00 | | 59 00 | | 160,000 00 | | | | 271,150 00 | | 10,846 00 | | 17 |
| 500,000 00 | | 22,727 00 | | 35 36 | | 500,000 00 | | | | 1,414,000 00 | | 64,272 00 | | 18 |
| | | | | | | | | | | 292,000 00 | | 19,160 00 | | 19 |
| 280,000 00 | | 72,146 00 | | 65 23 | | 280,000 00 | | | | 430,000 00 | | 110,608 00 | | 20 |
| 99,250 00 | | 12,406 00 | | 54 40 | | 99,250 00 | | | | 182,350 00 | | 22,793 00 | | 21 |
| 151,100 00 | | 14,741 00 | | 28 31 | | 151,100 00 | | | | 533,700 00 | | 52,068 00 | | 22 |
| 577,000 00 | | 17,754 00 | | 51 00 | | 577,000 00 | | | | 1,133,000 00 | | 34,862 00 | | 23 |
| 700,000 00 | | 24,138 00 | | 26 00 | | 700,000 00 | | | | 2,700,000 00 | | 93,103 00 | | 24 |
| 315,000 00 | | 152,912 00 | | 23 90 | | 315,000 00 | | | | 1,315,000 00 | | 638,349 00 | | 25 |
| 1,025,000 00 | | 20,467 00 | | 49 73 | | 1,025,000 00 | | | | 2,060,900 00 | | 41,152 00 | | 26 |
| 4,421,863 00 | | 30,345 00 | | 30 66 | | 4,420,000 00 | | 1,863 00 | | 14,421,863 00 | | 98,970 00 | | 27 |
| 613,000 00 | | 21,101 00 | | 38 00 | | 613,000 00 | | | | 1,613,000 00 | | 55,524 00 | | 28 |
| | | | | | | | | | | 115,900 00 | | | | 29 |
| | | | | | | | | | | 500,000 00 | | 54,945 00 | | 30 |
| | | | | | | | | | | 413,200 00 | | 51,652 00 | | 31 |
| 41,803 00 | | 12,386 00 | | 54 69 | | 34,761 00 | | 7,042 00 | | 76,442 00 | | 22,649 00 | | 32 |
| 600,000 00 | | 50,378 00 | | 100 00 | | 600,000 00 | | | | 600,000 00 | | 50,378 00 | | 33 |
| 1,073,000 00 | | 20,000 00 | | 53 70 | | 1,073,000 00 | | | | 1,998,000 00 | | 37,241 00 | | 34 |
| | | | | | | | | | | 530,600 00 | | 100,000 00 | | 35 |
| 78,452 00 | | 6,832 00 | | 66 20 | | 78,452 00 | | | | 118,452 00 | | 10,345 00 | | 36 |
| 500,000 00 | | 10,993 00 | | 21 03 | | 500,000 00 | | | | 2,376,900 00 | | 52,263 00 | | 37 |
| 112,668 00 | | 18,531 00 | | 53 00 | | 50,000 00 | | 62,668 00 | | 212,668 00 | | 34,978 00 | | 38 |
| 300,000 00 | | 37,037 00 | | 50 00 | | 300,000 00 | | | | 600,000 00 | | 74,074 00 | | 39 |
| 1,062,451 00 | | 41,939 00 | | 100 00 | | 1,062,451 00 | | | | 1,062,451 00 | | 41,939 00 | | 40 |
| 2,513,434 00 | | 47,821 00 | | 45 00 | | 2,500,000 00 | | 13,434 00 | | 5,763,434 00 | | 110,781 00 | | 41 |
| 490,000 00 | | 13,588 00 | | 62 26 | | 490,000 00 | | | | 787,000 00 | | 21,824 00 | | 42 |
| 80,000 00 | | 8,648 00 | | 47 00 | | 80,000 00 | | | | 170,000 00 | | 18,378 00 | | 43 |
| 1,048,500 00 | | 116,500 00 | | 52 00 | | 1,048,500 00 | | | | 2,048,500 00 | | 227,611 00 | | 44 |
| 1,000,000 00 | | 52,631 00 | | 55 59 | | 1,000,000 00 | | | | 1,800,000 00 | | 94,736 00 | | 45 |
| 100,000 00 | | 14,284 00 | | 66 67 | | 100,000 00 | | | | 150,000 00 | | 21,426 00 | | 46 |
| 56,870 00 | | 8,124 00 | | 100 00 | | 56,870 00 | | | | 56,870 00 | | 8,124 00 | | 47 |
| 500,000 00 | | 26,289 00 | | 83 33 | | 500,000 00 | | | | 600,000 00 | | 31,547 00 | | 48 |
| 3,829,633 00 | | 66,028 00 | | 25 84 | | 3,829,633 00 | | | | 14,828,809 00 | | 255,496 00 | | 49 |
| 2,628,000 00 | | 30,000 00 | | 63 90 | | 2,628,000 00 | | | | 4,128,000 00 | | 47,308 00 | | 50 |
| 1,640,000 00 | | 20,000 00 | | 45 05 | | 1,640,000 00 | | | | 3,640,000 00 | | 44,390 00 | | 51 |
| 750,000 00 | | 18,750 00 | | 50 00 | | 750,000 00 | | | | 1,500,000 00 | | 37,500 00 | | 52 |
| 189,000 00 | | | | 65 40 | | 189,000 00 | | | | 289,000 00 | | | | 53 |
| 5,000,000 00 | | 62,500 00 | | 34 40 | | 5,000,000 00 | | | | 14,526,703 00 | | 181,584 00 | | 54 |
| 400,000 00 | | 18,691 00 | | 78 00 | | 400,000 00 | | | | 511,500 00 | | 23,901 00 | | 55 |
| 12,700 00 | | 4,233 00 | | 18 90 | | 12,700 00 | | | | 67,200 00 | | 22,400 00 | | 56 |
| 52,012,828 00 | | | | | | 51,389,223 00 | | 623,605 00 | | 122,841,946 00 | | | | |

* Under construction.

3 GEORGE V., A. 1913

TABLE 3—SUMMARY STATEMENT of Income

| Number. | Name of Railway. | 1 | 2 | 3 | 4 | 5 | 6 |
|---------|--|--------------------------------|---------------------|------------------------------|-----------------------|--|---|
| | | EARNINGS AND INCOME. | | | | | |
| | | Gross Earnings from Operation. | Operating Expenses. | Net Earnings from Operation. | Miscellaneous Income. | Gross Income, less Operating Expenses. | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 1 | Berlin and Waterloo. | 13,336 41 | 26,637 61 | 16,698 80 | | 16,698 80 | |
| 2 | Berlin and Northern. | 7,993 64 | 6,166 72 | 1,826 92 | | 1,826 92 | |
| 3 | Brantford and Hamilton. | 130,295 63 | 83,508 44 | 46,787 19 | | 46,786 19 | |
| 4 | British Columbia. | 3,629,048 98 | 2,543,382 82 | 1,085,666 16 | | 1,085,666 16 | |
| 5 | Calgary Municipal. | 472,240 24 | 282,600 56 | 196,639 68 | | 196,639 68 | |
| 6 | Cape Breton. | 212,924 79 | 126,783 49 | 86,141 30 | 111,191 34 | 197,332 64 | |
| 7 | Chatham, Wallaceburg and Lake Erie | 117,492 00 | 70,287 88 | 47,204 12 | | 47,204 12 | |
| 8 | Cornwall Street | 32,253 85 | 23,948 32 | 8,305 53 | | 8,305 53 | |
| 9 | Edmonton Radial | 354,549 05 | 314,696 91 | 39,852 15 | | 39,852 15 | |
| 10 | Galt, Preston and Hespeler. | 179,606 94 | 104,271 87 | 75,335 07 | 80 17 | 75,415 24 | |
| 11 | Grand Valley | 95,772 77 | 75,867 05 | 19,905 72 | | 19,905 72 | |
| 12 | Guelph Radial. | 34,182 54 | 25,105 04 | 9,077 50 | | 9,077 50 | |
| 13 | Halifax Tramway. | 241,424 40 | 129,293 05 | 112,131 35 | 157,065 33 | 269,196 68 | |
| 14 | Hamilton and Dundas. | 59,291 66 | 42,178 09 | 17,113 57 | | 17,113 57 | |
| 15 | Hamilton, Grimsby and Beamsville. | 128,449 02 | 109,363 57 | 19,085 45 | | 19,085 45 | |
| 16 | Hamilton Radial. | 173,761 95 | 123,021 46 | 50,737 49 | | 50,737 49 | |
| 17 | Hamilton Street. | 512,496 28 | 297,439 38 | 215,056 90 | | 215,056 90 | |
| 18 | Hull. | 125,467 51 | 102,668 56 | 22,798 95 | 33,818 69 | 56,617 64 | |
| 19 | International Transit Co. | 104,958 63 | 41,429 66 | 63,528 97 | | 63,528 97 | |
| 20 | Kingston, Portsmouth and Cataraqui. | 36,285 08 | 13,716 32 | 5,568 76 | | 5,568 76 | |
| 21 | Levis County | 71,523 86 | 61,370 43 | 10,153 43 | 557 85 | 10,711 28 | |
| 22 | London Street. | 293,614 15 | 194,637 23 | 98,976 92 | 15 23 | 98,992 15 | |
| 23 | London and Lake Erie Transfer. | 130,350 43 | 80,200 95 | 50,149 48 | 78 19 | 50,227 67 | |
| 24 | Monton Tramway | 6,675 80 | 6,631 90 | 43 90 | | 43 90 | |
| 25 | Montreal Park and Island (1) | 387,999 88 | 251,245 01 | 136,754 87 | | 136,754 87 | |
| 26 | Montreal Street (1) | 4,670,827 87 | 2,664,148 56 | 2,006,679 31 | 130,852 49 | 2,137,531 80 | |
| 27 | Montreal Terminal (1) | 134,019 96 | 122,116 10 | 11,903 86 | | 11,903 86 | |
| 28 | Montreal and Southern Counties. | 105,793 03 | 91,365 16 | 14,427 87 | 216 38 | 14,644 25 | |
| 29 | Moose Jaw. | 37,794 38 | 28,982 31 | 8,812 07 | | 8,812 07 | |
| 30 | Nelson. | 12,574 50 | 13,080 78 | —506 28 | | —506 28 | |
| 31 | Niagara, St. Cath. and Toronto. | 379,892 29 | 268,445 18 | 111,357 11 | 10 00 | 111,367 11 | |
| 32 | Niagara Falls, Park and River. | 149,505 71 | 80,387 34 | 69,118 37 | 8,349 94 | 77,468 31 | |
| 33 | Nipissing Central. | 55,308 36 | 34,367 36 | 20,941 06 | 438 90 | 21,379 90 | |
| 34 | Oshawa. | 92,519 91 | 69,844 29 | 22,675 62 | 347 58 | 23,023 20 | |
| 35 | Ottawa | 908,305 42 | 510,460 17 | 397,845 25 | | 397,845 25 | |
| 36 | Peterborough Radial | 39,187 42 | 34,962 25 | 4,225 17 | | 4,225 17 | |
| 37 | Pictou County | 56,253 25 | 31,480 00 | 24,773 25 | 34,415 14 | 59,188 39 | |
| 38 | Port Arthur and Fort William. | 196,079 15 | 122,396 09 | 73,683 06 | 2,374 59 | 76,057 65 | |
| 39 | Quebec Ry. Light and Power Co. (Citadel). | 379,491 88 | 223,737 03 | 155,754 85 | | 155,754 85 | |
| 40 | Quebec Ry. Light and Power Co. (Montmorency) | 198,512 58 | 140,530 36 | 57,982 22 | | 57,982 22 | |
| 41 | Sandwich, Windsor & Amherstburgh | 217,765 61 | 122,413 64 | 95,351 97 | 47,179 83 | 142,531 80 | |
| 42 | Sarnia. | 49,931 79 | 33,153 95 | 16,777 75 | | 16,777 75 | |
| 43 | Sherbrooke. | 42,928 32 | 36,400 69 | 6,527 63 | 46,512 12 | 53,039 75 | |
| 44 | St. John (1) | 191,412 61 | 148,266 70 | 43,145 31 | 96,030 28 | 139,175 59 | |
| 45 | St. Stephen. | 31,484 61 | 26,512 74 | 4,971 87 | 1,078 15 | 6,050 02 | |
| 46 | St. Thomas. | 20,988 70 | 26,398 99 | —5,410 29 | | —5,410 29 | |
| 47 | Suburban Rapid Transit. | 48,422 23 | 53,051 52 | —4,629 29 | 8,016 30 | 3,387 01 | |
| 48 | Toronto Railway. | 5,160,448 99 | 2,703,747 05 | 2,456,701 94 | | 2,456,701 94 | |
| 49 | Toronto Suburban. | 78,763 95 | 51,570 07 | 27,193 88 | 2,725 58 | 29,923 46 | |
| 50 | Toronto and York Radial. | 469,700 09 | 293,140 55 | 176,559 54 | | 176,559 54 | |
| 51 | Windsor, Essex, and Lake Shore. | 128,823 81 | 76,642 22 | 52,181 59 | | 52,181 59 | |
| 52 | Winnipeg Street. | 1,937,216 98 | 1,035,779 08 | 901,437 90 | 935,659 70 | 1,837,097 60 | |
| 53 | Winnipeg, Selkirk and Lake Winnipeg | 95,483 31 | 50,615 87 | 44,867 44 | | 44,867 44 | |
| 54 | Yarmouth. | 20,903 79 | 19,235 26 | 1,685 53 | | 1,685 53 | |
| Total. | | 23,499,250 31 | 14,266,674 63 | 9,232,575 68 | 1,617,017 78 | 10,849,593 46 | |

(1) Figures taken from last year's return.

SESSIONAL PAPER No. 20b

Account for the Year ending June 30, 1912.

| 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|-------------------------|-----------------------------------|-------------------------------------|--|--|------------------|--------------|---------|
| DEDUCTIONS FROM INCOME. | | | | | | | |
| Taxes. | Interest on Funded Debt. | Interest on Floating Debt. | Other De- ductions from Income. | Total De- ductions from Income. | Net Increase. | Net Loss. | Number. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| 1,014 05 | 5,556 58 | 636 19 | 5,000 00 | 12,206 82 | 4,491 98 | | 1 |
| 131 15 | 120 00 | 684 20 | | 925 35 | 891 57 | | 2 |
| 3,133 06 | 39,600 00 | 25,663 25 | | 68,396 31 | | 21,609 12 | 3 |
| | | | | | | | 4 |
| 2,264 18 | 45,000 00 | | | 47,264 18 | 149,375 50 | | 5 |
| 6,339 61 | 44,400 00 | | 50,050 00 | 100,789 61 | 96,513 03 | | 6 |
| 1,723 08 | 34,194 00 | 1,851 00 | | 37,768 08 | 9,436 04 | | 7 |
| | | | | | 8,305 53 | | 8 |
| | 45,386 94 | | 38,554 92 | 83,941 86 | | 44,089 71 | 9 |
| 2,597 35 | 3,357 35 | | | 5,954 70 | 69,460 54 | | 10 |
| 3,193 30 | | 191 05 | | 3,384 35 | 16,521 37 | | 11 |
| 1,627 67 | | | | 1,627 67 | 7,449 83 | | 12 |
| 12,023 95 | 30,000 00 | | | 42,023 95 | 227,172 73 | | 13 |
| 1,096 68 | 5,600 00 | | | 6,096 68 | 11,016 89 | | 14 |
| 2,918 51 | 7,500 00 | 344 22 | | 10,762 73 | 8,322 72 | | 15 |
| 3,946 82 | 8,600 00 | 28,435 10 | | 40,381 92 | 10,355 57 | | 16 |
| 52,882 28 | 22,500 00 | 3,388 60 | | 78,770 88 | 136,286 02 | | 17 |
| 1,001 20 | | | | 1,001 20 | 55,616 44 | | 18 |
| 666 10 | 14,000 00 | | 446 58 | 15,052 68 | 48,476 29 | | 19 |
| | 5,920 00 | | | 5,920 00 | | 351 24 | 20 |
| 612 16 | 8,871 00 | 4,036 13 | | 13,519 29 | | 2,808 01 | 21 |
| 4,829 12 | 28,861 60 | 81 15 | 582 10 | 34,253 97 | 64,638 18 | | 22 |
| 1,107 09 | 35,000 00 | | 1,640 00 | 37,747 09 | 12,480 58 | | 23 |
| | | | | | | | 24 |
| 4,200 00 | 101,059 63 | 36,599 04 | 19,285 13 | 161,143 81 | | 24,388 94 | 25 |
| 370,424 82 | 199,694 71 | | 6,960 00 | 577,079 53 | 1,560,452 27 | | 26 |
| 4,279 96 | 38,283 48 | | 6,130 00 | 48,693 44 | | 36,789 58 | 27 |
| 1,351 93 | | | | 1,351 93 | 13,292 32 | | 28 |
| | | | | | | | 29 |
| | 1,754 68 | 141 26 | 2 00 | 1,897 94 | | 2,404 22 | 30 |
| 5,923 68 | 53,650 00 | 24,238 58 | | 83,812 26 | 27,554 85 | | 31 |
| 3,500 38 | 30,000 00 | | | 33,500 38 | 43,967 93 | | 32 |
| 8 69 | | | 10 76 | 19 45 | 21,360 45 | | 33 |
| 666 26 | 3,650 00 | | | 4,316 26 | 18,706 94 | | 34 |
| 22,434 96 | 20,000 00 | 14,455 25 | | 56,890 21 | 340,955 04 | | 35 |
| 126 92 | 2,500 00 | 1,687 50 | | 4,314 42 | | 89 25 | 36 |
| 911 11 | 15,060 00 | | 24,634 07 | 40,545 18 | 18,643 21 | | 37 |
| | | | | | | | 38 |
| | | | | | | | 39 |
| | | | | | | | 40 |
| 4,260 66 | 31,500 00 | | | 35,760 66 | 106,771 14 | | 41 |
| 437 75 | 4,007 00 | | | 4,444 75 | 12,333 00 | | 42 |
| | 33,077 06 | | 21,315 60 | 54,392 66 | | 1,352 91 | 43 |
| 1,613 78 | 50,000 00 | | | 51,613 78 | 87,561 81 | | 44 |
| 649 82 | 5,000 00 | | | 5,649 82 | 400 20 | | 45 |
| | | | | | | | 46 |
| 1,417 12 | 25,060 00 | | | 26,417 12 | | 25,030 11 | 47 |
| 881,654 37 | 182,622 97 | | 7,000 00 | 1,071,277 31 | 1,385,424 60 | | 48 |
| 1,194 40 | | 314 85 | 4,875 70 | 6,384 95 | 23,538 51 | | 49 |
| 5,367 30 | 82,000 01 | 34,756 68 | | 122,123 99 | 54,535 55 | | 50 |
| 1,850 00 | 37,500 00 | 15,564 21 | | 54,914 21 | | 2,732 62 | 51 |
| 162,886 25 | 250,000 00 | | | 412,886 25 | 1,424,211 35 | | 52 |
| 3,595 29 | 20,000 00 | | | 23,595 29 | 21,272 15 | | 53 |
| | 635 00 | | 2,095 71 | 2,730 71 | | 1,045 18 | 54 |
| 1,581,802 81 | 1,570,202 02 | 193,068 26 | 188,582 57 | 3,533,655 66 | 6,097,722 13 | 160,690 89 | |

3 GEORGE V., A. 1913

TABLE 3.—SUMMARY STATEMENT of Income Account

| Number. | 14 | 15 | 16 | 17 |
|---------|---|--|--------------|--|
| | Name of Railway. | DEDUCTIONS FROM NET INCOME. | | |
| | | Reserves and Special Charges. | Dividends. | Total Deductions from Net Income. |
| | | \$ cts. | \$ cts. | \$ cts. |
| 3 | Brantford and Hamilton | | | |
| 5 | Calgary Municipal | 42,122 01 | | 42,122 01 |
| 6 | Cape Breton | 9,480 00 | 59,040 00 | 68,520 00. |
| 7 | Chatham, Wallaceburg and Lake Erie | | | |
| 8 | Cornwall Street | 4,000 00 | | 4,000 00. |
| 9 | Edmonton Radial | | | |
| 13 | Halifax Tramway | 22,288 43 | 112,000 00 | 134,288 43 |
| 14 | Hamilton and Dundas | | | |
| 15 | Hamilton, Grimsby and Beamsville | | 16,450 00 | 16,450 00. |
| 16 | Hamilton Radial | | | |
| 17 | Hamilton Street | | 14,350 00 | 14,350 00. |
| 18 | Hull | | | |
| 19 | International Transit Co. | 20,000 00 | 28,742 87 | 48,742 87 |
| 21 | Levis County | | | |
| 22 | London Street | | 33,240 00 | 33,240 00 |
| 23 | London and Lake Erie Transportation | | | |
| 25 | Montreal Park and Island* | | 18,900 00 | 18,900 00 |
| 26 | Montreal Street* | 275,000 00 | 1,000,000 00 | 1,275,000 00 |
| 27 | Montreal Terminal* | | | |
| 28 | Montreal and Southern Counties | | | |
| 30 | Nelson | | | |
| 31 | Niagara, St. Catharines and Toronto | | | |
| 33 | Oshawa | | | |
| 34 | Ottawa | 78,000 00 | 216,893 35 | 294,893 35 |
| 35 | Peterborough Radial | | | |
| 36 | Pictou County | | 15,000 00 | 15,000 00 |
| 40 | Sandwich, Windsor and Amherstburgh | | | |
| 41 | Sarnia | | 5,400 00 | 5,400 00. |
| 42 | Sherbrooke | | | |
| 43 | St. John* | | 48,000 00 | 48,000 00. |
| 46 | Suburban Rapid Transit | | | |
| 47 | Toronto Railway | 196,000 00 | 830,777 80 | 1,026,777 80 |
| 48 | Toronto Suburban | | | |
| 49 | Toronto and York Radial | | | |
| 50 | Windsor, Essex and Lake Shore | | | |
| 51 | Winnipeg | 163,000 00 | 830,211 73 | 993,211 73 |
| 52 | Winnipeg, Selkirk and Lake Winnipeg | 12,300 00 | | 12,300 00 |
| 53 | Yarmouth | | | |
| | Totals | 822,190 44 | 3,229,005 75 | 4,051,196 19. |

* Figures taken from last year's return.

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for the Year ending June 30, 1912—*Concluded.*

| 18 | 19 | 20 | 21 | 22 | | 23 | 24 | 25 | Number. |
|-------------------------|-------------------------|---|---|---|--------------|---------------------------------|---------------------------------|----|---------|
| | | | | PROFIT AND LOSS ADJUST- MENTS DURING YEAR. | | | | | |
| Surplus for Year. | Deficit for Year. | Surplus at Beginning of Year. | Deficit at Beginning of Year. | Credits. | Debits. | Surplus at Close of Year. | Deficit at Close of Year. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | | |
| | 21,609 12 | | 91,000 63 | | | | 112,609 75 | 3 | |
| 107,253 49 | | | | | | 107,253 49 | | 5 | |
| 28,023 03 | | 268,278 95 | | | 8,444 98 | 287,857 00 | | 6 | |
| 9,436 04 | | 9,708 94 | | | | 19,144 98 | | 7 | |
| 4,305 53 | | 17,909 10 | | 504 30 | | 22,718 93 | | 8 | |
| | 44,083 71 | | 47,575 14 | | | | 91,664 85 | 9 | |
| 92,884 30 | | 609,465 55 | | | | 702,349 83 | | 13 | |
| 11,016 89 | | 3,070 60 | | 40,263 84 | | 54,351 33 | | 14 | |
| | 8,127 28 | 59,370 74 | | | 12,169 24 | 39,074 22 | | 15 | |
| 10,355 57 | | | 166,249 76 | 91,516 50 | | | 64,377 69 | 16 | |
| 121,936 02 | | 178,473 28 | | | 58,726 25 | 241,683 05 | | 17 | |
| 55,616 44 | | 127,994 12 | | | 21,223 54 | 162,387 02 | | 18 | |
| | 266 58 | 1,052 75 | | | | 786 17 | | 19 | |
| | 2,808 01 | | 32,213 11 | | | | 35,021 12 | 21 | |
| 31,398 18 | | 40,315 54 | | 38 81 | 2,032 70 | 69,719 83 | | 22 | |
| 12,480 58 | | 20,792 71 | | | 80 57 | 33,192 72 | | 23 | |
| | 43,288 94 | | 1,041,539 78 | | | | 1,084,828 72 | 25 | |
| 285,452 27 | | 2,591,365 46 | | 26,708 78 | | 2,903,526 51 | | 26 | |
| | 36,789 58 | | 80,993 97 | | 4,597 50 | | 122,381 05 | 27 | |
| 13,292 32 | | | 11,032 10 | | | 2,260 22 | | 28 | |
| | 2,404 22 | 1,045 28 | | 87 88 | | | 1,271 06 | 30 | |
| 27,554 85 | | 234,041 93 | | | | 261,596 78 | | 31 | |
| 18,706 94 | | 99,699 07 | | | | 118,406 01 | | 33 | |
| 46,061 69 | | 157,438 54 | | | | 203,500 23 | | 34 | |
| | 89 25 | 9,018 71 | | | 4,100 47 | 4,828 99 | | 35 | |
| 3,643 21 | | 35,043 12 | | | | 38,686 33 | | 36 | |
| 106,771 14 | | 18,096 56 | | | | 124,867 70 | | 40 | |
| 6,933 00 | | 31,112 21 | | | | 38,045 21 | | 41 | |
| | 1,352 91 | 3,694 46 | | | | 2,341 55 | | 42 | |
| 39,561 81 | | 127,351 68 | | | | 166,913 49 | | 43 | |
| | 23,030 11 | | 8,627 25 | | | | 31,657 36 | 46 | |
| 358,646 80 | | 3,955,114 93 | | | 1,000,000 00 | 3,314,061 73 | | 47 | |
| 23,538 51 | | | 720 14 | | 125 45 | 22,692 92 | | 48 | |
| 54,435 55 | | 161,936 25 | | | 15,000 00 | 201,371 80 | | 49 | |
| | 2,732 62 | | 101,294 87 | 14 32 | 66 25 | | 104,079 42 | 50 | |
| 430,999 62 | | 1,370,153 73 | | | | 1,801,153 35 | | 51 | |
| 8,972 15 | | 21,577 54 | | | | 30,549 69 | | 52 | |
| | 1,045 18 | 7,823 37 | | | | 6,778 19 | | 53 | |
| 1,909,275 93 | 187,633 51 | 10,161,245 12 | 1,581,246 75 | 159,134 43 | 1,126,566 95 | 10,982,099 29 | 1,647,891 02 | | |

3 GEORGE V., A. 1913

TABLE 4.—SUMMARY Statement of Gross Earnings

| Number. | 1 | 2 | 3 | 4 | 5 | 6 |
|---------|--|---------------|--------------|-------------------|---------------------|---------------------|
| | Name of Railway. | CAR EARNINGS. | | | | |
| | | Passengers. | Freight. | Mail and Express. | Other Car Earnings. | Total Car Earnings. |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1 | Berlin..... | 37,551 66 | | 1,267 32 | 367 43 | 39,186 41 |
| 2 | Berlin and Northern..... | 7,679 67 | | 215 57 | | 7,895 24 |
| 3 | Brantford and Hamilton..... | 105,049 79 | 14,413 12 | 2,312 46 | 1,238 30 | 123,013 67 |
| 4 | British Columbia..... | 3,201,658 17 | 409,661 18 | 4,908 36 | 3,677 75 | 3,619,905 46 |
| 5 | Calgary Municipal..... | 472,009 38 | | | | 472,009 38 |
| 6 | Cape Breton..... | 202,204 62 | | 9,244 42 | 708 50 | 212,157 54 |
| 7 | Chatham, Wallaceburg and Lake Erie..... | 59,348 10 | 48,894 85 | 1,594 44 | 1,408 19 | 111,545 58 |
| 8 | Cornwall..... | 18,313 94 | 10,506 82 | 544 40 | | 29,365 16 |
| 9 | Edmonton Radial..... | 346,696 40 | 1,233 00 | | 1,592 31 | 349,521 71 |
| 10 | Galt, Preston and Hespeler..... | 84,507 49 | 85,511 71 | 8,598 76 | 2 55 | 178,620 51 |
| | Leased Line—Preston to Berlin. | | | | | |
| 11 | Grand Valley..... | 89,192 97 | 4,222 86 | | | 93,415 83 |
| 12 | Guelph Radial..... | 31,903 43 | 959 55 | | | 32,862 98 |
| 13 | Halifax..... | 239,071 25 | | | | 239,071 25 |
| 14 | Hamilton and Dundas..... | 53,819 51 | 237 41 | 663 15 | 204 20 | 54,924 27 |
| 15 | Hamilton, Grimsby and Beamsville..... | 83,775 10 | 31,126 17 | 6,836 54 | 828 10 | 122,565 91 |
| 16 | Hamilton Radial..... | 155,430 99 | 9,970 01 | 480 72 | 485 50 | 166,367 22 |
| 17 | Hamilton Street..... | 506,868 88 | | | 422 00 | 507,290 88 |
| 18 | Hull..... | 108,378 52 | 13,176 60 | 3,045 09 | | 124,600 21 |
| 19 | International..... | 80,942 94 | | | | 80,942 94 |
| 20 | Kingston, Portsmouth and Cataraqui..... | 35,031 97 | | | | 35,031 97 |
| 21 | Levis County..... | 66,460 55 | 4,373 31 | 690 00 | | 71,523 86 |
| 22 | London..... | 289,091 16 | | 1,239 98 | 383 45 | 290,714 59 |
| 23 | London and Lake Erie Ry. & Transportation Co..... | 110,295 60 | 13,876 09 | 5,012 55 | | 129,184 24 |
| 24 | Moncton Tramways..... | 6,505 80 | | | | 6,505 80 |
| 25 | Montreal Park and Island*..... | 368,223 87 | 9,985 32 | | | 378,209 19 |
| 26 | Montreal Street*..... | 4,578,327 46 | 39,261 05 | | | 4,617,588 51 |
| 27 | Montreal Terminal*..... | 107,254 87 | 26,124 57 | 500 00 | | 133,879 44 |
| 28 | Montreal and Southern Counties..... | 103,704 89 | | 1,141 30 | 250 75 | 105,096 94 |
| 29 | Moose Jaw..... | 35,148 95 | | | 1,505 10 | 36,654 05 |
| 30 | Nelson..... | 12,455 30 | | | | 12,455 30 |
| 31 | Niagara Falls Park and River..... | 139,659 12 | | 608 35 | 7,632 47 | 147,899 94 |
| 32 | Niagara, St. Catharines and Toronto..... | 254,627 37 | 108,695 16 | 1,556 87 | 7,578 83 | 372,458 23 |
| 33 | Nipissing Central..... | 54,624 46 | | | 645 15 | 55,269 61 |
| 34 | Oshawa..... | 12,056 14 | 72,817 05 | 5,044 36 | | 89,917 55 |
| 35 | Ottawa..... | 894,920 95 | | | 6,973 40 | 901,894 35 |
| 36 | Peterborough Radial..... | 38,550 68 | | | | 38,550 68 |
| 37 | Pictou County..... | 54,321 80 | 1,931 45 | | | 56,253 25 |
| 38 | Port Arthur and Fort William..... | 185,004 38 | 5,863 85 | 4,043 74 | 131 11 | 195,043 08 |
| 39 | Quebec Ry., Light and Power Co. (Citadel)..... | 368,457 34 | 1,953 15 | | 7,818 28 | 378,228 77 |
| 40 | Quebec Ry., Light and Power Co. (Montmorency)..... | 173,229 68 | | 4,238 22 | 17,154 94 | 194,622 84 |
| 41 | Sandwich, Windsor and Amherstburg..... | 197,524 70 | 6,121 93 | 825 00 | 419 00 | 204,890 73 |
| 42 | Sarnia..... | 38,936 34 | 3,633 14 | 4,136 49 | | 46,705 97 |
| 43 | Sherbrooke..... | 41,860 54 | | 131 25 | 99 00 | 42,090 79 |
| 44 | St. John*..... | 190,662 01 | | | | 190,662 01 |
| 45 | St. Stephen..... | 30,811 25 | | | | 30,811 25 |
| 46 | St. Thomas..... | 19,103 79 | | | 9 80 | 19,113 59 |
| 47 | Suburban Rapid Transit..... | 38,258 82 | 3,211 28 | 600 00 | | 42,070 20 |
| 48 | Toronto..... | 5,107,701 05 | | | | 5,107,701 05 |
| 49 | Toronto Suburban..... | 62,874 12 | | | | 62,874 12 |
| 50 | Toronto and York Radial..... | 391,423 54 | 65,326 05 | 3,114 66 | | 460,164 25 |
| 51 | Windsor, Essex & Lake Shore Rapid..... | 103,611 87 | 19,829 29 | 3,181 35 | 1,668 19 | 128,290 70 |
| 52 | Winnipeg..... | 1,926,698 98 | | 400 00 | 3,818 00 | 1,930,916 98 |
| 53 | Winnipeg, Selkirk Lake Winnipeg..... | 78,719 05 | 12,455 86 | 1,830 81 | | 93,005 72 |
| 54 | Yarmouth..... | 7,208 94 | | 212 50 | | 7,421 44 |
| | Total..... | 22,007,750 15 | 1,025,371 93 | 78,818 66 | 67,022 30 | 23,178,963 04 |

* Figures for 1911.

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from Operation for the Year ending June 30, 1912.

| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
|-------------------------|-----------------------------|-----------------|--------------------|----------------|-------------------------------|-------------------------------|--------------------------------------|---------|
| MISCELLANEOUS EARNINGS. | | | | | | | | |
| Advertising. | Rent of Lands or Buildings. | Rent of Tracks. | Rent of Equipment. | Sale of Power. | Other Miscellaneous Earnings. | Total Miscellaneous Earnings. | Total Gross Earnings from Operation. | Number. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| | 550 00 | | | 3,600 00 | | 4,150 00 | 43,336 41 | 1 |
| | 98 40 | | | | | 98 40 | 7,993 64 | 2 |
| | 5,981 00 | | 1,300 96 | | | 7,281 96 | 130,295 63 | 3 |
| 6,180 00 | 244 00 | 2,277 02 | | | 442 50 | 9,143 52 | 3,629,048 98 | 4 |
| 7,027 36 | | | 200 00 | | 3 50 | 7,230 86 | 479,210 24 | 5 |
| | 760 00 | | | | 7 25 | 767 25 | 212,924 79 | 6 |
| 225 00 | 396 42 | | | | 5,325 00 | 5,946 42 | 117,492 00 | 7 |
| 360 00 | | | | 333 28 | 2,195 41 | 2,888 69 | 32,253 85 | 8 |
| 3,470 35 | | | | | 1,557 00 | 5,027 35 | 354,549 06 | 9 |
| | 64 00 | 600 00 | | 308 40 | 14 03 | 986 43 | 179,606 94 | 10 |
| 825 00 | | | | | 1,531 94 | 2,356 94 | 95,772 77 | 11 |
| 278 00 | 246 71 | | | 153 00 | 641 85 | 1,319 56 | 34,182 54 | 12 |
| 1,045 00 | 1,308 15 | | | | | 2,353 15 | 241,424 40 | 13 |
| 100 00 | 162 00 | 2,795 68 | 1,309 71 | | | 4,367 39 | 59,291 66 | 14 |
| 350 00 | 1,386 00 | | 4,147 11 | | | 5,883 11 | 128,449 02 | 15 |
| 300 00 | 390 00 | | 6,704 73 | | | 7,394 73 | 173,761 95 | 16 |
| 600 00 | 1,933 00 | | 2,612 40 | | | 5,205 40 | 512,496 28 | 17 |
| 825 00 | 42 30 | | | | | 867 30 | 125,467 51 | 18 |
| | | | | | 24,015 69 | 24,015 69 | 104,958 63 | 19 |
| 300 00 | 953 11 | | | | | 1,253 11 | 36,285 08 | 20 |
| | | | | | | | 71,523 86 | 21 |
| 2,368 84 | 171 00 | | | | 359 72 | 2,899 56 | 293,614 15 | 22 |
| 541 70 | 40 00 | | | 350 00 | 234 49 | 1,166 19 | 130,350 43 | 23 |
| 170 00 | | | | | | 170 00 | 6,675 80 | 24 |
| 500 00 | 2,330 69 | 6,960 00 | | | | 9,790 69 | 387,999 88 | 25 |
| 14,350 99 | | | 38,888 37 | | | 53,239 36 | 4,670,827 87 | 26 |
| 500 00 | Dr. 422 82 | | | | 63 34 | 140 52 | 134,019 96 | 27 |
| 609 89 | | | | | 86 20 | 696 09 | 105,793 03 | 28 |
| 910 55 | | | | 107 57 | 122 21 | 1,140 33 | 37,794 38 | 29 |
| 119 20 | | | | | | 119 20 | 12,574 50 | 30 |
| 676 40 | 100 00 | | 2 50 | 817 00 | 9 87 | 1,605 77 | 149,505 71 | 31 |
| | 327 94 | | 597 75 | | 6,418 37 | 7,344 06 | 379,802 29 | 32 |
| | 27 25 | 4 00 | | | 7 50 | 38 75 | 55,308 36 | 33 |
| 150 00 | 823 52 | | | 192 67 | 1,436 17 | 2,602 36 | 92,519 91 | 34 |
| 2,912 50 | 389 00 | | | 3,050 40 | 59 17 | 6,411 07 | 908,305 42 | 35 |
| | 220 03 | | | | 416 71 | 636 74 | 39,187 42 | 36 |
| | | | | | | | 56,253 25 | 37 |
| 714 50 | | | | 92 50 | 229 07 | 1,036 07 | 196,079 15 | 38 |
| 1,171 20 | | | | | 91 91 | 1,263 11 | 379,491 88 | 39 |
| | 1,975 05 | | | | 1,914 69 | 3,889 74 | 198,512 58 | 40 |
| 588 34 | 63 00 |  | .... | 10,980 00 | 1,243 64 | 12,874 98 | 217,765 61 | 41 |
| 250 00 |  |  | .... |  | 2,975 73 | 3,225 72 | 49,931 70 | 42 |
| 837 53 | | | | | | 837 53 | 42,928 32 | 43 |
| 750 00 | | | | | | 750 00 | 191,412 01 | 44 |
| | | | | 309 76 | 363 60 | 673 36 | 31,484 61 | 45 |
| 337 50 | | 1,200 00 | 36 00 | | 301 61 | 1,875 11 | 20,988 70 | 46 |
| | | | | | 6,352 03 | 6,352 03 | 48,422 23 | 47 |
| 12,825 00 | | | | | 39,922 94 | 52,747 94 | 5,160,448 99 | 48 |
| 250 00 | | | 440 21 | 14,458 38 | 741 24 | 15,889 83 | 78,763 95 | 49 |
| 881 80 | 548 95 | | | | 8,105 09 | 9,535 84 | 469,700 09 | 50 |
| 400 00 | 59 69 | | | | 73 42 | 533 11 | 128,823 81 | 51 |
| 6,300 00 | | | | | | 6,300 00 | 1,937,216 98 | 52 |
| | | | | | 2,477 59 | 2,477 59 | 95,483 31 | 53 |
| 225 00 | | | | 2,331 02 | 10,931 33 | 13,487 35 | 20,908 79 | 54 |
| 71,226 63 | 21,228 39 | 13,836 70 | 56,239 74 | 37,083 98 | 120,671 81 | 320,287 27 | 23,499,250 31 | |

3 GEORGE V., A. 1913

TABLE 5.—SUMMARY STATEMENT of Operating

| Number | 1 | 2 | 3 | 4 | 5 |
|--------|--|--|---|--|---------------------------------|
| | Name of Railway. | MAINTENANCE—WAY AND STRUCTURES. | | | |
| | | Mainten- ance of Track and Roadway. | Mainten- ance of Electric Line. | Mainten- tenance of Buildings and Fixtures. | Total Way and Structures. |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1 | Berlin | 914 27 | 127 39 | ..... | 1,041 66 |
| 2 | Berlin & Northern ..... | ..... | 361 23 | 38 01 | 399 24 |
| 3 | Brantford & Hamilton | 9,214 52 | 1,849 26 | 383 29 | 11,447 07 |
| 4 | British Columbia | 178,049 13 | 59,116 69 | 42,900 68 | 280,066 50 |
| 5 | Calgary Municipal | 7,071 87 | 2,570 08 | 304 17 | 9,946 12 |
| 6 | Cape Breton | 10,529 82 | 3 102 11 | 964 10 | 14,596 03 |
| 7 | Chatham, Wallaceburg & Lake Erie | 4,490 69 | 834 31 | 451 29 | 5,776 29 |
| 8 | Cornwall | 1,730 47 | 156 41 | ..... | 1,886 88 |
| 9 | Edmonton Radial | 22,813 46 | 3,950 45 | 327 03 | 27,090 94 |
| 10 | Galt, Preston & Hespeler | 12,284 52 | 2,115 41 | ..... | 14,399 93 |
| | Leased line Preston to Berlin. | | | | |
| 11 | Grand Valley | 2,193 60 | 568 65 | 1,578 78 | 4,341 03 |
| 12 | Guelpb Radial | 1,292 87 | 700 52 | ..... | 1,993 39 |
| 13 | Halifax | 9,970 06 | 1,094 09 | 1,526 30 | 12,590 45 |
| 14 | Hamilton & Dundas | 8,286 59 | 2,968 45 | 125 41 | 11,380 45 |
| 15 | Hamilton, Grimsby & Beamsville | 11,537 55 | 4,744 51 | 1,728 37 | 18,310 46 |
| 16 | Hamilton Radial | 8,524 81 | 2,802 24 | 336 42 | 11,663 47 |
| 17 | Hamilton Street | 13,201 69 | 5,665 04 | 371 29 | 19,238 02 |
| 18 | Hull | 8,973 34 | 3,555 96 | 657 59 | 13,186 89 |
| 19 | International | 2,595 74 | 49 62 | 190 97 | 2,836 23 |
| 20 | Kingston, Portsmouth & Cataraqui | 2,725 21 | 215 66 | 773 27 | 3,714 14 |
| 21 | Levis County | 2,953 86 | 1,090 84 | 240 38 | 4,285 08 |
| 22 | London | 18,665 15 | 3,965 19 | 713 84 | 23,344 18 |
| 23 | London & Lake Erie Rly & Transportation Co. | 8,513 01 | 1,449 84 | 114 60 | 10,077 45 |
| 24 | Moncton Tramways ..... | ..... | ..... | ..... | ..... |
| 25 | Montreal Park & Island* | 30,813 98 | 5,837 52 | 3,411 81 | 40,063 31 |
| 26 | Montreal Street* | 130,008 55 | 26,296 89 | 23,066 78 | 179,372 22 |
| 27 | Montreal Terminal | 13,126 95 | 5,747 91 | 2,394 33 | 21,269 19 |
| 28 | Montreal & Southern Counties | 3,811 47 | 1,196 18 | 84 | 5,008 49 |
| 29 | Moose Jaw | 80 36 | 333 73 | 127 94 | 542 03 |
| 30 | Nelson | 1,551 21 | 229 41 | 7 10 | 1,787 73 |
| 31 | Niagara Falls Park & River | 17,659 64 | 5,595 62 | 844 70 | 24,099 96 |
| 32 | Niagara, St. Catharines & Toronto | 24,873 30 | 5,117 59 | 13,145 14 | 43,136 03 |
| 33 | Nipissing Central | 3,617 01 | 1,493 73 | 245 29 | 5,356 03 |
| 34 | Oshawa | 8,965 03 | 258 82 | 1,427 53 | 10,651 38 |
| 35 | Ottawa | 19,247 10 | 13,684 12 | 3,801 99 | 36,733 21 |
| 36 | Peterborough Radial | 4,181 66 | 875 82 | 267 18 | 5,324 66 |
| 37 | Pictou County | 3,789 40 | 200 11 | ..... | 3,989 51 |
| 38 | Port Arthur & Fort William | 10,878 64 | 3,740 76 | 1,135 36 | 15,754 76 |
| 39 | Quebec Rly, Light & Power Co., (Citidal) | 14,995 91 | 1,646 37 | 551 36 | 17,193 64 |
| 40 | Quebec Rly, Light & Power Co., (Montmorency) | 16,617 82 | 5,338 87 | 2,520 54 | 24,477 33 |
| 41 | Sandwich, Windsor & Amherstburg | 16,492 94 | 5,531 95 | 624 39 | 22,649 28 |
| 42 | Sarnia | 2,602 94 | 103 74 | ..... | 2,706 68 |
| 43 | Sherbrooke | 2,633 60 | 550 95 | 417 35 | 3,601 90 |
| 44 | St. John* | 11,728 21 | 2,020 67 | 537 55 | 14,286 43 |
| 45 | St. Stephen | 2,245 93 | 2,053 42 | 132 91 | 4,472 26 |
| 46 | St. Thomas | 2,598 68 | 62 51 | ..... | 2,661 14 |
| 47 | Suburban Rapid Transit | 5,889 16 | 168 91 | ..... | 6,058 07 |
| 48 | Toronto | 76,323 72 | 20,950 32 | 28,577 66 | 125,851 70 |
| 49 | Toronto Suburban | 8,731 25 | 564 39 | 438 75 | 9,734 39 |
| 50 | Toronto and York Radial | 24,734 88 | 3,854 86 | 1,942 21 | 30,531 95 |
| 51 | Windsor, Essex & Lake Shore Rapid | 8,811 37 | 1,808 58 | 475 78 | 11,095 73 |
| 52 | Winnipeg | 35,948 41 | 8,227 76 | 2,781 09 | 46,957 26 |
| 53 | Winnipeg, Selkirk & Lake Winnipeg | 7,965 31 | 503 34 | 276 06 | 8,744 71 |
| 54 | Yarmouth | | 513 26 | 735 87 | 1,249 13 |
| | Total | 857,796 61 | 227,562 09 | 143,613 40 | 1,122,972 10 |

*Figures for 1941

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Expenses for the Year ending June 30th, 1910.

| 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
|---|-----------------------------------|----------------------------|---|--|---|---------------------|--------|
| MAINTENANCE—EQUIPMENT. | | | | | | | |
| Mainten- ance of Steam Plant. | Maintenance Electric Plant. | Maintenance of Cars. | Maintenance of Electric Equipment of Cars. | Maintenance of Miscellaneous Equipment. | Miscellane- ous Shop Expenses. | Total Equipment. | Number |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| | 2,047 79 | 98 83 | 2,212 30 | | | 4,358 92 | 1 |
| | | | | | | | 2 |
| | 2,187 61 | 3,089 62 | 5,293 58 | | | 10,570 81 | 3 |
| | 26,143 40 | 157,068 02 | 86,190 42 | 366 92 | 11,006 48 | 280,775 24 | 4 |
| | | 28,941 54 | 11,562 95 | 45 95 | 4,383 70 | 44,934 14 | 5 |
| | 3,793 35 | 6,540 52 | 3,928 17 | 550 66 | 518 06 | 15,330 76 | 6 |
| 100 98 | | 4,998 62 | 2,268 18 | | 352 90 | 7,720 68 | 7 |
| 87 43 | | 2,377 74 | 1,251 44 | 28 22 | | 3,744 83 | 8 |
| | 242 56 | 27,230 36 | | 734 53 | 1,584 95 | 29,792 40 | 9 |
| 369 74 | 836 41 | 521 15 | 3,216 50 | 917 78 | | 5,861 58 | 10 |
| | | 2,913 47 | | | | 2,913 47 | 11 |
| | 10 04 | 657 83 | 4,709 68 | 49 08 | | 5,426 63 | 12 |
| 2,406 85 | 572 30 | 8,100 41 | 6,843 91 | 311 55 | 230 53 | 17,965 55 | 13 |
| | | 753 60 | 562 32 | | | 1,315 92 | 14 |
| | 660 64 | 13,331 94 | 5,307 46 | | | 19,300 04 | 15 |
| | | 6,314 01 | 3,489 22 | | | 9,803 23 | 16 |
| | | 28,080 25 | 15,852 59 | | | 35,932 84 | 17 |
| | | | | | | 21,406 95 | 18 |
| | 2,480 23 | | 985 38 | 96 84 | 402 63 | 3,965 08 | 19 |
| | 116 23 | | 3,924 66 | | 604 88 | 4,645 71 | 20 |
| | 188 46 | 3,154 91 | 2,672 47 | 475 62 | 742 61 | 7,234 07 | 21 |
| 3,329 49 | 885 55 | 10,095 41 | 11,838 41 | 540 74 | 2,994 01 | 29,683 38 | 22 |
| 526 20 | 307 05 | 4,567 74 | 1,913 07 | | | 7,314 06 | 23 |
| | | | | | | | 24 |
| | | 19,993 50 | 12,188 96 | 716 14 | | 32,898 54 | 25 |
| 10,170 40 | 23,888 42 | 183,396 98 | 144,905 56 | 13,578 36 | 11,633 99 | 392,574 71 | 26 |
| 1,157 64 | | 8,652 19 | 16,138 58 | 629 97 | | 27,378 38 | 27 |
| | | 2,081 34 | 1,221 70 | 612 07 | | 3,915 11 | 28 |
| | 208 10 | 195 91 | 289 18 | 222 84 | | 916 04 | 29 |
| | 54 12 | 1,381 31 | 389 68 | 71 95 | 84 55 | 1,981 61 | 30 |
| | 282 78 | 1,909 09 | 831 58 | 40 87 | | 3,064 32 | 31 |
| | 1,732 36 | 14,819 98 | 18,736 01 | 364 46 | 1,545 72 | 37,198 53 | 32 |
| | 267 39 | 1,100 59 | 601 82 | 43 | 112 85 | 2,083 08 | 33 |
| | 232 50 | 3,038 82 | 3,924 45 | 1,811 13 | | 9,006 90 | 34 |
| | 7,394 31 | 36,292 38 | 31,598 47 | | 2,820 59 | 78,105 75 | 35 |
| | 348 81 | 2,465 92 | 1,413 02 | 1 72 | | 4,229 47 | 36 |
| 374 97 | | 149 90 | 1,085 55 | 662 85 | | 2,273 27 | 37 |
| | | 10,820 97 | 7,683 69 | | 812 44 | 19,317 10 | 38 |
| | | 9,185 89 | 8,765 87 | 534 97 | 323 78 | 18,810 51 | 39 |
| 128 03 | 129 26 | 5,040 44 | 6,706 26 | 128 04 | 712 29 | 12,844 32 | 40 |
| | 785 30 | 6,844 76 | 4,775 84 | 49 75 | | 12,455 65 | 41 |
| | | 1,623 86 | | | 2,603 86 | 4,227 72 | 42 |
| | | 1,671 67 | 878 34 | 1,015 76 | 35 66 | 3,601 43 | 43 |
| 867 42 | 55 33 | 9,552 00 | 8,620 35 | 464 25 | 322 09 | 19,882 44 | 44 |
| 1,103 79 | 321 12 | 582 88 | 1,112 85 | | 81 23 | 3,201 87 | 45 |
| | 98 51 | | | 2,911 94 | | 3,010 45 | 46 |
| | | | | | | | 47 |
| 24,367 78 | 11,443 54 | 191,963 48 | 124,658 11 | 33,334 77 | 18,199 65 | 403,967 33 | 48 |
| | | 3,891 61 | 3,233 10 | 1,195 73 | 289 68 | 8,600 12 | 49 |
| 4,061 73 | 680 84 | 17,648 77 | 16,137 43 | 9,897 04 | 133 96 | 48,559 77 | 50 |
| | 1,656 62 | 7,240 84 | 4,899 88 | 401 35 | | 14,198 69 | 51 |
| | | 62,351 69 | 35,412 88 | 13,243 19 | 4,959 80 | 115,967 56 | 52 |
| | | 4,225 83 | | | | 4,225 83 | 53 |
| 1,084 70 | | 316 39 | | 46 33 | | 1,447 42 | 54 |
| 50,137 15 | 87,570 70 | 916,755 20 | 630,521 52 | 86,053 80 | 67,493 89 | 1,859,939 21 | |

3 GEORGE V., A. 1913

TABLE 5.—SUMMARY of Operating Expenses

| Number. | 13 | 14 | 15 | 16 | 17 |
|---------|---|-----------------------------|-----------------|------------------|---------------------------------------|
| | Name of Railway. | TRANSPORTATION—OPERATION OF | | | |
| | | Power Plant Wages. | Fuel for Power. | Water for Power. | Lubricants and Waste for Power Plant. |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1 | Berlin..... | | | | |
| 2 | Berlin and Northern..... | | | | |
| 3 | Brantford and Hamilton..... | 3,512 65 | | | |
| 4 | British Columbia..... | 27,483 54 | 6,949 35 | 7,750 96 | 322 01 |
| 5 | Calgary Municipal..... | | | | |
| 6 | Cape Breton..... | | | | |
| 7 | Chatham, Wallaceburg and Lake Erie..... | 49 90 | | 23 06 | |
| 8 | Cornwall | 1,078 21 | 565 21 | | |
| 9 | Edmonton Radial..... | | | | |
| 10 | Galt, Preston and Hespeler..... | 2,761 55 | 1,394 06 | | 234 54 |
| | Leased Line—Preston and Berlin..... | | | | |
| 11 | Grand Valley..... | 4,038 77 | 7,261 96 | | 554 43 |
| 12 | Guelph Radial..... | | 1,994 07 | | 99 65 |
| 13 | Halifax..... | 3,834 00 | 12,387 00 | 631 00 | 521 50 |
| 14 | Hamilton and Dundas..... | | | | |
| 15 | Hamilton, Grimsby and Beamsville | 3,086 49 | | | |
| 16 | Hamilton Radial..... | | | | |
| 17 | Hamilton Street..... | | | | |
| 18 | Hull | | | | |
| 19 | International..... | | | | |
| 20 | Kingston, Portsmouth and Cataraqui..... | | | | |
| 21 | Levis County..... | 798 56 | | | |
| 22 | London..... | 8,911 04 | 26,764 07 | 93 00 | 537 58 |
| 23 | London & Lake Erie Rly. & Transportation Co.... | 7,422 70 | 15,445 55 | | 542 27 |
| 24 | Moncton Tramways..... | | | | |
| 25 | Montreal Park and Island*..... | | | | |
| 26 | Montreal Street*..... | 54,750 28 | 132,292 83 | 978 06 | 2 438 78 |
| 27 | Montreal Terminal*..... | 5,218 13 | 5,563 26 | | 456 68 |
| 28 | Montreal and Southern Counties..... | 3,953 09 | 18,235 51 | 143 38 | 1,464 32 |
| 29 | Moose Jaw..... | 1,727 19 | 3,296 79 | | 286 54 |
| 30 | Nelson..... | 972 85 | | | 14 20 |
| 31 | Niagara Falls, Park and River..... | 4,928 83 | | | 206 40 |
| 32 | Niagara, St. Catharines and Toronto..... | 5,775 47 | | | 559 73 |
| 33 | Nipissing Central..... | 2,471 41 | | | 2 30 |
| 34 | Oshawa | 3,700 91 | 5,998 51 | | |
| 35 | Ottawa..... | 20,187 24 | 1,538 06 | 2,147 01 | |
| 36 | Peterborough Radial..... | | | | |
| 37 | Pictou County | 2,924 58 | 4,332 69 | 80 00 | 237 03 |
| 38 | Port Arthur and Fort William..... | | | | |
| 39 | Quebec Railway, Light and Power Co. (Citadel)... | | | | |
| 40 | Quebec Rly., Light and Power Co. (Montmerency)... | 1,137 21 | | | |
| 41 | Sandwich, Windsor and Amherstburg..... | 4,848 31 | 1,620 81 | | |
| 42 | Sarnia..... | | | | |
| 43 | Sherbrooke..... | | | | |
| 44 | St. John..... | 3,921 81 | 15,849 86 | 1,200 00 | |
| 45 | St. Stephen..... | 941 50 | 6,677 16 | 160 33 | 139 66 |
| 46 | St. Thomas..... | | | | |
| 47 | Suburban Rapid Transit..... | 2,091 50 | | | |
| 48 | Toronto..... | | | | |
| 49 | Toronto Suburban..... | | | | |
| 50 | Toronto and York Radial..... | 14,149 99 | 35,137 95 | | 2,258 63 |
| 51 | Windsor, Essex and Lake Shore Rapid..... | 3,621 12 | 8,174 63 | | |
| 52 | Winnipeg..... | | | | |
| 53 | Winnipeg, Selkirk and Lake Winnipeg..... | 4,460 92 | | | |
| 54 | Yarmouth..... | 1,098 50 | 3,540 50 | 772 50 | 130 14 |
| | Total | 205,858 34 | 315,019 83 | 13,979 30 | 11,006 39 |

* Figures for 1911.

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for the Year ending June 30th, 1912—Continued.

| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | |
|---|--------------|---------------------------------|------------------------------------|----------------------|--------------------|---|-------------------------------|---------|
| POWER PLANT. | | | TRANSPORTATION—OPERATION OF CARS. | | | | | |
| Miscellaneous Supplies and Expenses of Power Plant. | Hired Power. | Total Operation of Power Plant. | Superintendence of Transportation. | Wages of Conductors. | Wages of Motormen. | Wages of Miscellaneous Car Service Employees. | Wages of Car House Employees. | Number. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| | 6,521 07 | 6,521 07 | 1,250 00 | 4,279 60 | 4,279 61 | | | 1 |
| | 1,989 72 | 1,989 72 | | 900 00 | 901 51 | 159 87 | | 2 |
| | 12,678 00 | 16,190 65 | 1,560 71 | 4,055 72 | 4,055 72 | 2,762 91 | 2,508 54 | 3 |
| 9,042 27 | 449,218 63 | 500,766 76 | 63,556 39 | 411,790 20 | 411,790 23 | 76,546 91 | 87,899 03 | 4 |
| | 74,272 72 | 74,272 72 | 4,009 50 | 58,827 29 | 58,821 91 | 473 98 | | 5 |
| | 25,833 61 | 25,833 61 | 2,107 50 | 15,305 83 | 15,305 84 | 2,108 89 | 2,418 77 | 6 |
| | 13,723 70 | 13,801 66 | 1,386 76 | 7,781 21 | 6,267 79 | 3,452 62 | 1,335 52 | 7 |
| | | 1,643 42 | | 5,139 47 | 5,139 48 | | | 8 |
| | 126,836 97 | 126,836 97 | | 42,381 97 | 42,381 98 | 367 35 | 4,037 14 | 9 |
| | 18,482 15 | 22,872 30 | 1,800 00 | 8,435 85 | 8,408 75 | 3,446 40 | 4,677 50 | 10 |
| | 11,405 50 | 23,260 66 | 2,075 00 | 10,123 06 | 10,128 06 | | 4,809 46 | 11 |
| | 2,951 97 | 3,045 69 | | 4,193 40 | 4,195 43 | | 249 97 | 12 |
| 548 18 | | 17,921 68 | 1,600 00 | 23,968 80 | 23,968 80 | 4,043 87 | 1,716 61 | 13 |
| | 4,700 56 | 4,700 56 | 652 97 | 3,921 76 | 3,921 76 | 57 67 | 148 35 | 14 |
| | 11,493 67 | 14,580 16 | 2,083 82 | 5,742 91 | 5,742 90 | 7,269 77 | 896 48 | 15 |
| | 18,551 05 | 18,551 05 | 3,545 39 | 12,126 11 | 12,126 10 | 2,540 59 | 1,372 17 | 16 |
| | 53,462 86 | 53,462 86 | 9,424 85 | 45,741 03 | 45,741 02 | | 5,257 55 | 17 |
| | | 12,511 03 | | 17,352 70 | 17,352 71 | | | 18 |
| | 8,531 19 | 8,531 19 | 355 00 | 6,996 03 | 7,012 43 | 1,674 00 | 1,378 12 | 19 |
| | 3,784 76 | 3,784 76 | | 3,899 43 | 3,973 61 | | 3,116 45 | 20 |
| 38 74 | 9,798 38 | 10,635 77 | | 8,612 07 | 8,878 11 | 1,226 18 | 1,627 88 | 21 |
| 737 54 | | 37,043 25 | 3,120 00 | 32,709 40 | 34,041 60 | 1,293 58 | 2,058 96 | 22 |
| 764 68 | | 24,175 20 | 715 85 | 6,406 76 | 6,406 81 | 5,071 67 | 1,010 52 | 23 |
| | | 1,464 75 | 622 20 | 1,853 82 | 1,853 83 | | | 24 |
| | 55,037 00 | 55,037 00 | 4,775 25 | 27,060 93 | 25,709 04 | 7,333 83 | 4,399 11 | 25 |
| 1,413 73 | 225,180 45 | 417,054 13 | 45,459 99 | 474,652 49 | 469,037 73 | 29,039 95 | 55,968 08 | 26 |
| 48 21 | 1,500 00 | 12,786 28 | 2,277 50 | 15,243 59 | 13,075 87 | 3,200 04 | 3,514 03 | 27 |
| 1,645 88 | | 25,442 18 | 2,260 01 | 6,194 28 | 6,194 28 | 1,274 78 | 1,450 41 | 28 |
| 152 12 | | 5,462 64 | | 7,666 21 | 7,666 20 | | 849 13 | 29 |
| 68 02 | | 1,055 07 | | 2,708 32 | 2,215 90 | | 653 40 | 30 |
| 325 78 | | 5,661 01 | 2,146 83 | 8,451 96 | 9,071 05 | 646 48 | 4,019 72 | 31 |
| | 19,959 81 | 26,295 01 | 6,924 19 | 37,393 01 | 37,249 38 | | 4,057 47 | 32 |
| 3 20 | 9,044 72 | 11,521 63 | 740 00 | 4,190 15 | 4,190 16 | | 1,665 57 | 33 |
| 338 52 | | 10,037 94 | 1,573 07 | 1,994 15 | 3,578 49 | 3,210 93 | 685 04 | 34 |
| 2,203 88 | 15,000 00 | 41,076 19 | 8,757 92 | 110,083 57 | 110,083 58 | 25,468 79 | 12,400 59 | 35 |
| 5 20 | 1,530 00 | 1,535 20 | 856 28 | 6,046 71 | 6,015 15 | 1,613 17 | | 36 |
| 55 00 | | 7,629 30 | | 3,359 83 | 3,359 93 | 736 66 | 3,329 15 | 37 |
| | 25,808 37 | 25,808 37 | 2,633 52 | 21,532 90 | 21,554 35 | 2,029 54 | | 38 |
| | 20,535 38 | 20,535 38 | 10,336 95 | 45,144 01 | 45,144 02 | 319 68 | 10,900 42 | 39 |
| | 20,000 00 | 21,137 21 | 3,939 38 | 13,020 56 | 9,075 64 | 14,898 65 | 1,051 21 | 40 |
| 821 56 | 18,016 93 | 25,307 61 | 1,073 10 | 20,742 16 | 20,742 16 | 512 50 | 2,394 05 | 41 |
| | 5,727 62 | 5,727 62 | 310 00 | 4,746 12 | 4,716 13 | | | 42 |
| | 6,000 00 | 6,000 00 | 748 96 | 8,212 35 | 8,214 45 | | | 43 |
| 652 27 | | 21,623 94 | 3,210 00 | 28,064 65 | 28,064 66 | | 9,036 08 | 44 |
| 173 16 | | 8,091 81 | | 2,729 15 | 2,734 95 | | 2,070 50 | 45 |
| | 4,285 13 | 4,285 13 | | 5,791 68 | 5,791 68 | | 2,973 16 | 46 |
| 863 35 | 15,196 41 | 18,151 26 | | 10,860 90 | 10,682 65 | | | 47 |
| | 421,293 19 | 473,220 91 | 82,946 26 | 510,416 93 | 469,678 86 | 100,000 00 | 100,000 00 | 48 |
| | 6,000 00 | 6,000 00 | | 6,132 08 | 6,175 71 | | 3,656 16 | 49 |
| 699 11 | 13,373 44 | 65,619 12 | 7,865 81 | 21,947 18 | 21,947 19 | 13,078 40 | 13,078 29 | 50 |
| 319 71 | | 12,115 46 | 439 90 | 4,464 47 | 4,464 47 | 13,723 13 | | 51 |
| | 155,789 25 | 155,789 25 | 28,464 40 | 266,405 50 | 264,806 85 | 7,404 45 | 36,199 22 | 52 |
| 899 68 | 8,238 28 | 13,598 88 | 1,800 00 | 3,733 95 | 3,747 70 | 2,733 76 | | 53 |
| 31 46 | | 5,573 10 | | 1,515 14 | 1,515 14 | | 98 80 | 54 |
| 22,051 25 | 1,901,757 49 | 2,535,576 10 | 319,399 37 | 2,423,060 35 | 2,371,529 39 | 339,771 00 | 400,967 61 | |

3 GEORGE V., A. 1913

TABLE 5.—SUMMARY STATEMENT of Operating Expenses

| Number. | Name of Railway. | 26 | 27 | 28 | 29 |
|---------|--|----|-----------------------------|---|---------------------|
| | | | TRANSPORTATION— | | |
| | | | Car Service Supplies. | Mis- cellaneous Car Service Expenses. | Hired Equipment. |
| | | | | | |
| | | | \$ cts. | \$ cts. | \$ cts. |
| 1 | Berlin | | 392 88 | 557 42 | |
| 2 | Berlin and Northern | | | | |
| 3 | Brantford and Hamilton | | 1,422 89 | 2,139 72 | 855 75 |
| 4 | British Columbia | | 4,168 25 | 111,745 19 | 8,473 35 |
| 5 | Calgary Municipal | | 4,924 58 | 2,878 92 | |
| 6 | Cape Breton | | | 3,003 39 | |
| 7 | Chatham, Wallaceburg and Lake Erie | | 146 23 | 6,454 21 | 6,780 20 |
| 8 | Cornwall | | 763 75 | | |
| 9 | Edmonton Radial | | | 14,376 59 | |
| 10 | Galt, Preston and Hespeler—Leased line, Preston and Berlin | | | 6,526 45 | |
| 11 | Grand Valley | | | | |
| 12 | Guelph Radial | | | 598 46 | |
| 13 | Halifax | | | | |
| 14 | Hamilton and Dundas | | 1,195 91 | 208 00 | |
| 15 | Hamilton, Grimsby and Beamsville | | 706 48 | 564 07 | 3,888 51 |
| 16 | Hamilton Radial | | 1,538 08 | 1,695 70 | 3,052 76 |
| 17 | Hamilton Street | | 2,072 21 | 1,995 14 | 15,027 13 |
| 18 | Hull | | 6,630 37 | 4,712 43 | 1,954 73 |
| 19 | International | | 1,332 04 | 900 00 | |
| 20 | Kingston, Portsmouth and Cataract | | 329 81 | 107 67 | |
| 21 | Levis County | | 694 21 | 2,222 69 | |
| 22 | London | | 2,019 50 | 2,203 63 | |
| 23 | London and Lake Erie Railway and Transportation Co. | | | 3,383 12 | |
| 24 | Moncton Tramway | | | | |
| 25 | Montreal Park and Island * | | | | 4,207 27 |
| 26 | Montreal Street* | | 42,644 85 | 65,577 19 | |
| 27 | Montreal Terminal* | | | | |
| 28 | Montreal and Southern Counties | | | 5,456 86 | |
| 29 | Moosejaw | | | 1,359 28 | |
| 30 | Nelson | | 42 70 | 50 00 | |
| 31 | Niagara Falls Park and River | | 150 67 | 3,269 72 | |
| 32 | Niagara, St. Catharines and Toronto | | | 9,604 78 | 21,489 17 |
| 33 | Nipissing Central | | | 1,121 60 | |
| 34 | Oshawa | | 1,780 78 | 10,727 48 | 6,347 30 |
| 35 | Ottawa | | | | |
| 36 | Peterborough Radial | | 1,112 55 | 161 60 | |
| 37 | Pictou County | | | 102 50 | |
| 38 | Port Arthur and Fort William | | | 3,764 57 | |
| 39 | Quebec Railway, Light and Power Co. (Citadel) | | | 7,780 41 | |
| 40 | Quebec Railway, Light and Power Co. (Montmorency) | | | 7,175 25 | |
| 41 | Sandwich, Windsor and Amherstburg | | 2,809 16 | | |
| 42 | Sarnia | | | | |
| 43 | Sherbrooke | | | 986 53 | |
| 44 | St. John | | | 3,599 31 | |
| 45 | St. Stephen | | | | |
| 46 | St. Thomas | | | | |
| 47 | Suburban Rapid Transit | | | 4,289 90 | 1,800 00 |
| 48 | Toronto | | 45,815 61 | 3,622 56 | |
| 49 | Toronto Suburban | | 302 01 | 359 34 | |
| 50 | Toronto and York Radial | | | 1,088 53 | |
| 51 | Windsor, Essex and Lake Shore Rapid | | | | |
| 52 | Winnipeg | | 38,045 97 | 8,528 22 | |
| 53 | Winnipeg, Selkirk and Lake Winnipeg | | 853 68 | | |
| 54 | Yarmouth | | | | |
| Total | | | 161,895 17 | 304,898 48 | 73,876 17 |

* Figures for 1911.

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for the Year ending June 30, 1912—Continued.

| 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | |
|------------------------------|--------------------------|--------------------------|-------------------------------|---------------------|-------------------------|--------------------------------|-----------------|---------|
| OPERATION OF CARS—Continued. | | | GENERAL. | | | | | |
| Cleaning and Sanding Track. | Removal of Snow and Ice. | Total Operation of Cars. | Salaries of General Officers. | Salaries of Clerks. | Printing and Stationery | Miscellaneous Office Expenses. | Store Expenses. | Number. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| | 496 68 | 11,256 19 | | 317 00 | 355 53 | 127 28 | | 1 |
| | 90 77 | 2,052 18 | 115 00 | 813 99 | 35 00 | | | 2 |
| | 1,329 81 | 20,691 77 | 1,587 00 | 5,746 63 | 482 24 | | | 3 |
| 12,339 55 | 7,603 69 | 1,195,912 79 | 35,987 20 | 53,810 48 | 14,657 56 | 14,225 05 | 13,487 28 | 4 |
| 5,177 18 | 1,290 91 | 136,404 27 | 5,175 00 | 1,440 00 | 693 55 | 847 28 | 235 42 | 5 |
| 165 22 | 5,337 42 | 45,752 86 | 7,696 13 | 5,250 02 | 903 23 | 273 81 | 356 11 | 6 |
| | 201 16 | 33,799 70 | 3,625 39 | 619 03 | 869 55 | 158 52 | | 7 |
| | 826 72 | 11,869 42 | 1,280 05 | | 207 88 | 468 56 | | 8 |
| | 1,738 98 | 105,284 01 | 10,224 53 | | 1,074 33 | 481 28 | | 9 |
| | 2,170 51 | 35,465 46 | 3,860 16 | 9,162 40 | 822 30 | 1,114 13 | | 10 |
| | 6,527 62 | 34,266 66 | 4,217 36 | | 382 88 | | 1,391 32 | 11 |
| | | 8,640 80 | 1,501 25 | | 233 62 | | | 12 |
| 501 87 | 5,349 70 | 62,553 56 | 3,600 00 | 1,540 00 | 948 00 | 698 38 | 230 53 | 13 |
| | 427 57 | 14,289 14 | 745 20 | 2,715 42 | 220 57 | | | 14 |
| | 1,022 37 | 29,044 79 | 1,656 00 | 6,714 60 | 641 57 | | | 15 |
| | 3,238 47 | 54,043 31 | 2,125 20 | 6,924 51 | 506 09 | | | 16 |
| | 6,306 79 | 125,768 77 | 5,754 60 | 14,397 61 | 802 50 | | | 17 |
| | 4,429 62 | 41,367 07 | 1,835 09 | 2,563 20 | 406 11 | 760 39 | | 18 |
| | 145 96 | 17,999 02 | 2,066 28 | 1,373 91 | 162 06 | 892 96 | 420 44 | 19 |
| | 514 36 | 11,503 85 | 2,339 15 | | 284 09 | 286 17 | | 20 |
| 389 89 | 5,661 11 | 29,312 14 | 2,563 59 | 850 00 | 150 80 | 15 00 | | 21 |
| 404 41 | 1,695 80 | 79,546 88 | 4,673 52 | 1,665 88 | 260 81 | 387 48 | 1,374 28 | 22 |
| | 846 94 | 23,841 67 | 4,140 00 | 2,028 60 | 1,720 57 | 365 28 | | 23 |
| | 60 00 | 4,389 85 | 227 40 | | 75 00 | | | 24 |
| 650 45 | 10,178 81 | 84,364 69 | 20,129 50 | 3,367 96 | 349 71 | | | 25 |
| 34,274 14 | 135,944 09 | 1,352,598 51 | 45,783 28 | 48,363 17 | 7,127 01 | 3,636 02 | 13,915 24 | 26 |
| 2,293 13 | 8,675 23 | 50,279 39 | 100 00 | 1,228 59 | 188 76 | | | 27 |
| | | 22,830 62 | 3,028 68 | | 549 54 | 618 55 | 169 34 | 28 |
| | 8 22 | 17,549 04 | 1,300 00 | 1,569 25 | 239 58 | 352 12 | | 29 |
| 46 80 | | 5,717 12 | 1,652 10 | | 154 90 | | | 30 |
| 510 69 | 913 08 | 29,180 20 | 905 84 | 637 46 | 123 77 | 197 88 | 171 03 | 31 |
| 2,170 61 | 4,492 47 | 123,381 08 | 10,193 29 | 7,441 38 | 2,827 90 | 1,705 38 | 782 29 | 32 |
| 17 08 | 216 68 | 12,141 24 | 370 25 | 935 00 | 425 74 | 135 61 | | 33 |
| | | 29,897 26 | 3,300 00 | 435 00 | 340 02 | | | 34 |
| | 17,716 17 | 284,510 62 | 39,601 67 | | 974 47 | 559 02 | 636 10 | 35 |
| 123 62 | 501 53 | 16,430 61 | 1,768 01 | 957 89 | 120 25 | 1,544 50 | 19 52 | 36 |
| | 720 59 | 11,608 66 | 2,100 00 | 503 62 | | 261 52 | | 37 |
| | 1,086 81 | 52,901 69 | 5,447 44 | | 547 61 | 132 58 | | 38 |
| 3,000 00 | 15,858 59 | 138,484 08 | 8,426 95 | 4,213 47 | 856 69 | 1,147 21 | 2,866 36 | 39 |
| | 4,670 66 | 53,830 35 | 3,178 55 | 6,084 34 | 2,841 83 | 1,070 85 | | 40 |
| | | 48,273 13 | 4,000 00 | 1,200 00 | 466 16 | | | 41 |
| | | 9,802 25 | 2,432 00 | 520 00 | 333 51 | 412 23 | | 42 |
| | 1,930 98 | 20,093 27 | 2,160 82 | | 61 19 | 159 52 | | 43 |
| | 9,103 04 | 81,077 74 | 1,393 32 | 1,239 70 | | 529 00 | 536 83 | 44 |
| | 330 55 | 7,865 15 | 2,045 00 | 332 00 | 21 85 | 79 25 | | 45 |
| | | 14,556 52 | 930 00 | 420 00 | | 215 25 | | 46 |
| | | 27,633 45 | 700 00 | | | 508 74 | | 47 |
| 5,715 04 | 8,161 22 | 1,326,356 48 | 36,192 74 | 43,314 64 | 5,744 22 | 8,916 46 | 7,108 87 | 48 |
| 1,244 29 | 965 55 | 18,835 14 | 1,875 70 | 2,137 50 | | 633 84 | | 49 |
| 5,489 11 | 6,875 30 | 91,369 86 | 7,990 00 | 4,524 13 | 648 21 | 1,726 48 | 1,871 20 | 50 |
| | | 23,092 06 | 3,426 58 | 1,565 50 | 565 50 | 551 23 | 480 00 | 51 |
| 11,687 09 | | 661,543 70 | 7,263 60 | 21,126 54 | | 7,444 47 | 1,879 66 | 52 |
| 314 67 | | 16,171 32 | 1,100 00 | 4,732 05 | 556 54 | 834 86 | | 53 |
| | | 3,129 08 | 1,661 44 | | 112 33 | | | 54 |
| 86,514 84 | 285,662 53 | 6,770,560 47 | 327,451 09 | 274,832 47 | 53,073 13 | 54,474 14 | 47,931 82 | |

3 GEORGE V., A. 1913

TABLE 5.—SUMMARY Statement of Operating Expenses

| Number. | Name of Railway. | 38 | | 39 | | 40 | | 41 | |
|-------------|---|------------------|------|------------------------------|------|---------------------------------|------|-----------|------|
| | | | | | | | | | |
| | | | | | | | | GENERAL.— | |
| | | Stable Expenses. | | Advertising and Attractions. | | Miscellaneous General Expenses. | | | |
| | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| 1 | Berlin | | | | | | | 427 | 49 |
| 2 | Berlin and Northern | | | | | | | 309 | 09 |
| 3 | Brantford and Hamilton | 4,025 | 62 | 88 | 66 | 1,367 | 45 | | |
| 4 | British Columbia | 7,368 | 96 | 8,679 | 28 | 10,766 | 29 | | |
| 5 | Calgary Municipal | | | | | 294 | 89 | 5,454 | 31 |
| 6 | Cape Breton | 243 | 69 | 7 | 95 | 3,215 | 26 | | |
| 7 | Chatham, Wallaceburg and Lake Erie | | | | | 2,733 | 37 | | |
| 8 | Cornwall | | | | | | | | |
| 9 | Edmonton Radial | 636 | 24 | 1,483 | 13 | 4,667 | 67 | | |
| 10 | Galt, Preston and Hespeler—Leased Line, Preston to Berlin | | | 304 | 40 | 3,440 | 61 | | |
| 11 | Grand Valley | | | | | 2,029 | 35 | | |
| 12 | Guelph Radial | | | 1,249 | 56 | 90 | 67 | | |
| 13 | Halifax | 1,031 | 83 | 513 | 00 | 2,501 | 51 | | |
| 14 | Hamilton and Dundas | 93 | 54 | 52 | 84 | 447 | 67 | | |
| 15 | Hamilton, Grimsby and Beamsville | 1,967 | 48 | 74 | 94 | 986 | 81 | | |
| 16 | Hamilton Radial | 818 | 58 | 79 | 27 | 1,320 | 40 | | |
| 17 | Hamilton Street | | | 849 | 68 | 1,120 | 88 | | |
| 18 | Hull | 2,863 | 80 | 72 | 61 | 993 | 77 | | |
| 19 | International | | | | | 343 | 44 | | |
| 20 | Kingston, Portsmouth and Cataraqui | | | 2,301 | 77 | 1,188 | 60 | | |
| 21 | Levis County | 574 | 12 | 50 | 93 | 389 | 99 | | |
| 22 | London | 300 | 04 | | | 2,342 | 48 | | |
| 23 | London and Lake Erie Railway & Transportation Co. | | | 1,068 | 20 | 1,384 | 56 | | |
| 24 | Moncton Tramways | | | | | 129 | 90 | | |
| 25 | Montreal Park and Island | | | 1,795 | 28 | | | | |
| 26 | Montreal Street | 6,463 | 94 | 2,159 | 49 | 25,475 | 42 | | |
| 27 | Montreal Terminal | | | 684 | 07 | 599 | 64 | | |
| 28 | Montreal and Southern Counties | | | 189 | 69 | 46 | 89 | | |
| 29 | Moose Jaw | | | 202 | 20 | 137 | 41 | | |
| 30 | Nelson | | | | | 141 | 51 | | |
| 31 | Niagara Falls Park and River | 108 | 16 | 2,081 | 98 | 844 | 82 | | |
| 32 | Niagara, St. Catharines and Toronto | 2 | 85 | 3,129 | 19 | 1,359 | 86 | | |
| 33 | Nipissing Central | 101 | 20 | 59 | 65 | 50 | 00 | | |
| 34 | Oshawa | 782 | 00 | | | 2,464 | 80 | | |
| 35 | Ottawa | | | 5,098 | 80 | 6,104 | 50 | | |
| 36 | Peterborough Radial | | | 698 | 11 | 391 | 16 | | |
| 37 | Pictou County | 389 | 70 | | | 1,138 | 36 | | |
| 38 | Port Arthur and Fort William | | | | | 282 | 37 | | |
| 39 | Quebec Railway, Light and Power Co. (Citadel) | 673 | 97 | | | 5,714 | 42 | | |
| 40 | Quebec Railway, Light and Power Co. (Montmorency) | | | 1,889 | 57 | 8,516 | 93 | | |
| 41 | Sandwich, Windsor and Amherstburg | | | 257 | 00 | 2,104 | 44 | | |
| 42 | Sarnia | 1,625 | 99 | | | 1,372 | 78 | | |
| 43 | Sherbrooke | | | | | | | | |
| 44 | St. John | 564 | 81 | 1,090 | 67 | 2,763 | 20 | | |
| 45 | St. Stephen | | | | | 101 | 44 | | |
| 46 | St. Thomas | | | 4 | 00 | | | | |
| 47 | Suburban Rapid Transit | | | | | | | | |
| 48 | Toronto | 5,322 | 07 | 144 | 41 | 14,855 | 40 | | |
| 49 | Toronto Suburban | 113 | 46 | | | 426 | 03 | | |
| 50 | Toronto and York Radial | 7,826 | 89 | 1,638 | 78 | 4,889 | 81 | | |
| 51 | Windsor, Essex and Lake Shore Radial | | | 1,260 | 47 | | | | |
| 52 | Winnipeg | | | | | 17,807 | 04 | | |
| 53 | Winnipeg, Selkirk, and Lake Winnipeg | | | 151 | 68 | 500 | 00 | | |
| 54 | Yarmouth | | | | | 5,692 | 31 | | |
| Total | | 43,908 | 89 | 39,706 | 15 | 154,432 | 11 | | |

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for the Year ending June 30, 1912--*Concluded.*

| 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | |
|-------------------|--|-------------------------------|-----------------------------|------------------------------|------------|---------------|---------------------------|---------|
| <i>Concluded.</i> | | | | | | | | |
| Damages. | Legal Expenses in Connection with Damages. | Miscellaneous Legal Expenses. | Rent of Land and Buildings. | Rent of Track and Terminals. | Insurance. | Total General | Total Operating Expenses. | Number. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | |
| | | | 572 44 | | 1,660 03 | 3,459 77 | 26,637 61 | 1 |
| | | | 100 00 | | 352 50 | 1,725 58 | 6,166 72 | 2 |
| 2,930 70 | | 580 35 | 460 00 | 6,764 85 | 564 64 | 24,608 14 | 83,508 44 | 3 |
| 92,988 32 | | 7,016 41 | | 9,254 95 | 17,619 75 | 285,861 53 | 2,543,382 82 | 4 |
| | | | 950 00 | | 1,952 86 | 17,043 31 | 282,600 56 | 5 |
| 2,930 58 | | 1,450 24 | 487 90 | | 2,455 31 | 25,270 23 | 126,783 49 | 6 |
| 255 65 | | 6 65 | | | 638 64 | 9,189 55 | 70,287 88 | 7 |
| 35 20 | 1 00 | | | | 1,327 95 | 4,803 77 | 23,948 32 | 8 |
| 3,714 37 | | | | | 4,894 15 | 25,692 59 | 314,696 91 | 9 |
| 5 00 | | | 174 60 | 2,599 00 | 4,190 00 | 25,672 60 | 104,271 87 | 10 |
| 362 07 | 30 00 | | 1,296 62 | 600 00 | 775 63 | 11,085 23 | 75,867 05 | 11 |
| | | | | 402 98 | 496 20 | 3,998 53 | 25,105 04 | 12 |
| 5,254 20 | 500 00 | 655 63 | | | 789 33 | 18,261 81 | 129,293 05 | 13 |
| 1,269 49 | | 225 76 | | 4,603 80 | 117 73 | 10,492 02 | 42,178 09 | 14 |
| 5,728 76 | | 1,100 86 | 304 00 | 8,237 57 | 715 58 | 28,128 12 | 109,363 57 | 15 |
| 3,963 22 | | 1,496 99 | | 10,805 36 | 923 78 | 28,963 40 | 123,024 46 | 16 |
| 24,966 49 | 1,896 65 | | 10,200 94 | | 3,047 54 | 63,036 89 | 297,439 38 | 17 |
| | | 3,000 00 | | | 1,701 74 | 14,196 62 | 102,668 56 | 18 |
| 1,292 75 | | 468 55 | 506 98 | | 570 67 | 8,098 04 | 41,429 66 | 19 |
| 37 00 | | | | | 631 08 | 7,067 86 | 30,716 32 | 20 |
| 205 90 | 145 20 | | 158 58 | 1,205 00 | 3,594 26 | 9,903 37 | 61,370 43 | 21 |
| 11,409 11 | | 399 96 | 6 00 | | 2,200 00 | 25,019 56 | 194,637 23 | 22 |
| 460 39 | | | | 1,417 40 | 2,207 57 | 14,792 57 | 80,200 95 | 23 |
| | | | 45 00 | | 300 00 | 777 30 | 6,681 90 | 24 |
| 7,325 55 | | 3,588 47 | | | 2,325 00 | 38,881 47 | 251,245 01 | 25 |
| 113,683 66 | | 17,783 71 | 13,009 41 | | 25,149 64 | 322,549 99 | 2,664,148 56 | 26 |
| 5,362 73 | | 794 94 | | | 1,444 13 | 10,402 86 | 122,116 10 | 27 |
| | 577 05 | | | 27,904 20 | 1,084 82 | 34,168 76 | 91,363 16 | 28 |
| 23 20 | | 95 89 | | | 592 91 | 4,512 56 | 28,982 31 | 29 |
| | | 83 45 | 47 50 | 2 00 | 457 80 | 2,539 26 | 13,080 78 | 30 |
| 37 85 | 0 57 | 335 89 | 61 60 | 10,000 00 | 2,875 00 | 18,381 85 | 80,387 34 | 31 |
| 5,127 79 | 290 68 | | | 2,134 63 | 3,439 29 | 38,434 53 | 268,445 18 | 32 |
| | | 512 60 | | | 675 33 | 3,265 38 | 34,367 36 | 33 |
| 711 12 | | | | 1,084 28 | 1,133 59 | 10,250 81 | 69,844 29 | 34 |
| 7,381 97 | | 181 25 | | | 9,496 62 | 70,034 40 | 510,460 17 | 35 |
| | | 278 81 | 334 00 | | 1,330 06 | 7,412 31 | 34,962 25 | 36 |
| 1,001 98 | | | | | 584 08 | 5,979 26 | 31,480 00 | 37 |
| 49 17 | | 355 00 | | | 1,800 00 | 8,614 17 | 122,396 09 | 38 |
| 481 70 | Cr. 3 19 | 709 48 | | | 3,626 36 | 28,713 42 | 223,737 03 | 39 |
| 272 63 | 284 68 | 284 68 | | | 3,817 09 | 28,241 15 | 140,530 36 | 40 |
| 3,013 45 | | 1,786 92 | | | 900 00 | 13,727 97 | 122,413 64 | 41 |
| 15 00 | | 42 58 | | | 935 59 | 10,689 68 | 33,153 95 | 42 |
| 17 95 | | 129 59 | | | 575 02 | 3,104 09 | 36,400 69 | 43 |
| 1,786 35 | | | | | 1,442 27 | 11,396 15 | 148,266 70 | 44 |
| | | | | | 302 11 | 2,881 65 | 26,512 74 | 45 |
| | | | 1 00 | | 315 50 | 1,885 75 | 26,398 99 | 46 |
| | | | | | | 1,208 74 | 53,051 52 | 47 |
| 221,625 71 | | 9,609 16 | | 3,452 56 | 18,064 39 | 374,350 63 | 2,703,747 05 | 48 |
| | 2 00 | 92 00 | 685 11 | | 2,435 48 | 8,400 42 | 51,570 07 | 49 |
| 10,205 00 | 381 50 | | | | 2,021 87 | 57,059 85 | 293,140 55 | 50 |
| 341 00 | 300 00 | | | | 7,650 00 | 16,140 28 | 76,642 22 | 51 |
| | | | | | | 55,521 31 | 1,035,779 08 | 52 |
| | | | | | | 7,875 13 | 50,615 87 | 53 |
| | | 250 00 | | | 108 45 | 7,824 53 | 19,223 26 | 54 |
| 336,273 01 | 4,406 14 | 53,089 47 | 29,651 68 | 90,751 33 | 148,309 34 | 1,871,626 75 | 14,266,674 63 | |

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TABLE 6.—SUMMARY STATEMENT of Description of Equipment for the Year ending June 30, 1912.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|-----------------------------|-------------------------|--|--------------------------|---------------|---|----------------------|------------|---------------|-----------|------------------------|-------------------------------|
| Number. | OTHER CARS. | | | | | | | | | | | |
| | PASSENGER CARS. | | | | | | | | | | | |
| Name of Railway. | Closed passen- ger cars. | Open passenger cars. | Combination closed and open passen- ger cars. | Total passenger cars. | Freight cars. | Mail, express and baggage cars. | Combination cars. | Work cars. | Snow ploughs. | Sweepers. | Miscellaneous cars. | Total cars of all classes. |
| 1 Berlin | 7 | 2 | | 9 | | | | 1 | | 1 | | 11 |
| 2 Berlin and Northern | | | | | | | | | | | | |
| 3 Brantford and Hamilton | 6 | | | 6 | | | | | | | | 6 |
| 4 British Columbia | 278 | 3 | | 281 | 320 | 10 | | | 5 | 1 | 108 | 725 |
| 5 Calgary Municipal | 48 | 1 | | 49 | | | | 4 | | | 2 | 55 |
| 6 Cape Breton | 19 | | | 19 | 2 | | 1 | | 3 | 1 | | 26 |
| 7 Chatham, Wallaceburg and Lake Erie | 7 | 2 | | 9 | 17 | | | | | | 3 | 29 |
| 8 Cornwall | 7 | 3 | | 10 | 2 | | | | | 1 | | 13 |
| 9 Edmonton Radial | | | 45 | 45 | | | | 1 | | 2 | 2 | 50 |
| 10 Galt, Preston and Hespeler, (leased line—Preston to Berlin) | 9 | 4 | 2 | 15 | 3 | | 2 | 2 | | 2 | 3 | 27 |
| 11 Grand Valley | 12 | 12 | | 24 | 1 | | | 1 | 1 | | | 28 |
| 12 Guelph Radial | 10 | 5 | | 15 | | | | 1 | | | | 18 |
| 13 Halifax | 24 | 26 | | 50 | | | | | | 4 | 21 | 75 |
| 14 Hamilton and Dundas | 1 | 2 | | 3 | | | | | | | | 3 |
| 15 Hamilton, Grimsby and Beamsville | 8 | 2 | | 10 | 5 | | | | | | | 15 |
| 16 Hamilton Radial | 9 | | | 9 | 9 | | | 1 | 1 | | | 20 |
| 17 Hamilton Street | 58 | 33 | | 91 | | | | | | | | 95 |
| 18 Hull | 25 | 13 | | 38 | | 1 | | 1 | 2 | 3 | 1 | 47 |
| 19 International | 11 | | | 11 | | | | | | | | 11 |
| 20 Kingston, Portsmouth and Cataract | 8 | 12 | | 20 | 1 | | | 1 | 1 | 1 | | 24 |
| 21 Lewis County | 13 | 8 | | 21 | | | | 2 | 1 | 3 | | 28 |
| 22 London | 39 | 14 | | 53 | | 1 | | 1 | | 2 | 3 | 69 |
| 23 London and Lake Erie Ry. and Transportation Co. | 16 | | | 16 | 7 | | | 2 | | | | 25 |
| 24 Moncton Tramway | 4 | | | 4 | | | | | | | | 4 |
| 25 Montreal Park and Island * | 12 | 16 | 10 | 38 | 1 | | | 4 | 4 | 2 | 1 | 50 |
| 26 Montreal Street, * | 498 | 251 | 75 | 824 | 61 | | | 15 | 4 | 29 | 1 | 940 |
| 27 Montreal Terminal * | 16 | 18 | | 34 | 2 | | | 2 | 3 | | 2 | 44 |
| 28 Montreal and Southern Counties | 10 | | | 10 | | | 2 | 1 | | 1 | | 15 |

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[illegible]

* Figures for 1911.

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| | | | | | | | | | | | |
|--|----|-------|-------|-----|-----|----|-----|-----|-----|-------|-------|
| 34 Oshawa..... | 1 | 1 | 1 | 11 | 11 | 1 | 28 | 1 | 1 | 12 | 13 |
| 35 Ottawa..... | 2 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 31 | 32 |
| 36 Peterborough Radial..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 |
| 37 Picton County..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 |
| 38 Port Arthur and Fort William..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 3 |
| 39 Quebec Ry., Light and Power Co., (Citadel)..... | 95 | 95 | 1 | 8 | 9 | 1 | 3 | 3 | 1 | 106 | 107 |
| 40 Quebec Ry., Light and Power Co., (Montmorency)..... | 1 | 1 | 1 | 8 | 8 | 2 | 4 | 6 | 2 | 13 | 15 |
| 41 Sandwich, Windsor and Amherstburg..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 42 Sarnia..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 43 Sherbrooke..... | 4 | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 5 |
| 44 St. John..... | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 6 | 7 |
| 45 St. Stephen..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 46 St. Thomas..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 47 Suburban Rapid Transit..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 48 Toronto..... | 4 | 895 | 899 | 271 | 271 | 23 | 182 | 205 | 27 | 1,348 | 1,375 |
| 49 Toronto Suburban..... | 2 | 2 | 2 | 2 | 2 | 2 | 11 | 13 | 2 | 2 | 2 |
| 50 Toronto and York Radial..... | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 15 | 17 |
| 51 Windsor, Essex and Lake Shore Rapid..... | 1 | 1 | 1 | 2 | 2 | 5 | 2 | 2 | 6 | 2 | 2 |
| 52 Winnipeg..... | 28 | 28 | 29 | 2 | 2 | 1 | 21 | 26 | 1 | 51 | 57 |
| 53 Winnipeg, Selkirk and Lake Winnipeg..... | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 3 |
| 54 Yarmouth..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total..... | 16 | 1,950 | 1,966 | 442 | 450 | 86 | 736 | 822 | 110 | 3,128 | 3,238 |

* Figures for 1911.

APPENDIX.

FOREIGN RAILWAY STATISTICS.

The following Table will afford helpful information with regard to the Railway Statistics of Foreign Countries.

| | Canada. | United States. | United Kingdom. | New Zealand. | South Australia. | Western Australia. | New South Wales. | Queensland. |
|-------------------------------------|---------------|----------------|-----------------|--------------|------------------|--------------------|------------------|-------------|
| | 1912. | 1911. | 1911. | 1911. | 1911. | 1911. | 1911. | 1911. |
| Miles of line operated | 26,727 | 243,229 | 23,417 | 2,742 | 1,676 | 2,286 | 3,713 | 3,868 |
| Net capitalization | 1,588,927,526 | 14,434,302,000 | 6,443,557,690 | 144,085,190 | 66,401,534 | 58,496,979 | \$248,063,217 | 126,041,026 |
| " per mile of line | 59,451 | 59,345 | 275,166 | 52,547 | 39,619 | 25,589 | 52,623 | 32,586 |
| Gross earnings from operation | 219,403,753 | 2,818,780,000 | 612,037,307 | 17,005,019 | 9,807,219 | 8,976,172 | 29,405,398 | 13,288,003 |
| " per mile of line | 8,209 | 11,589 | 26,435 | 6,202 | 5,852 | 3,926 | 7,920 | 3,435 |
| Expenses of operation | 150,726,549 | 1,935,511,000 | 382,604,743 | 11,209,257 | 5,949,203 | 5,920,188 | 17,963,164 | 7,607,179 |
| " per mile of line | 5,639 | 7,958 | 16,338 | 4,088 | 3,550 | 2,589 | 4,838 | 1,967 |
| Net earnings from operation | 68,677,213 | 883,269,000 | 236,431,164 | 5,795,762 | 3,858,016 | 3,055,984 | 11,442,234 | 5,680,914 |
| " per mile of line | 2,570 | 3,631 | 10,097 | 2,114 | 2,302 | 1,337 | 3,082 | 1,468 |
| Ratio expenses to earnings | 69 | 69 | 62 | 66 | 61 | 66 | 61 | 57 |
| Receipts from passengers | 65,048,187 | 658,772,785 | 262,581,034 | 6,897,045 | 3,137,302 | 2,903,124 | 11,610,528 | 4,654,963 |
| " freight | 149,961,140 | 1,929,335,456 | 307,987,268 | 10,107,974 | 6,435,383 | 5,619,355 | 17,449,063 | 8,623,130 |
| Number of passengers carried | 41,124,181 | 979,101,000 | *1,326,316,990 | *11,200,613 | 16,617,953 | 14,828,603 | 660,919,628 | *8,299,184 |
| " freight tons carried | 89,444,331 | 1,727,988,000 | 523,577,178 | 5,863,674 | 2,731,357 | 2,788,203 | 10,355,565 | 3,028,659 |
| Miles of single track | 26,727 | 638,313 | 10,311 | 2,761 | 1,676 | 2,375 | 3,761 | 4,226 |
| " double track | 1,752 | f 13,106 | f 13,106 | ..... | ..... | ..... | ..... | ..... |
| " sidings | 6,149 | 14,660 | 14,660 | ..... | ..... | 257 | ..... | ..... |
| Total train mileage | 100,930,271 | 1,209,330,000 | 428,600,000 | 8,141,975 | 5,855,967 | 4,903,107 | 17,006,697 | 9,367,279 |
| Average receipts per train mile: | | | | | | | | |
| Total traffic | 2.18 | 2.33 | 1.44 | 2.09 | 1.67 | 1.81 | 1.73 | 1.42 |
| Mileage under construction | 8,826 | ..... | ..... | ..... | 290 | 354 | 292 | 1,616 |
| Accidents: | | | | | | | | |
| Killed | 568 | 10,151 | 61,062 | 35 | 13 | 13 | | |
| Injured | 3,780 | 113,076 | 98,342 | 751 | 215 | 114 | | |

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| | Victoria. | Tasmania. | Cape of Good Hope. | Egypt. | France. | Germany. | Imperial Railways, North China. | India. |
|---|-------------|------------|--------------------|-------------|---------------|---------------|---------------------------------|---------------|
| | 1911. | 1910. | 1909. | 1910. | 1908. | 1909. | 1910. | 1910. |
| Miles of line operated..... | 3,505 | 474 | 3,326 | 1,405 | 25,117 | 36,235 | 603 | 32,099 |
| Net capitalization..... | 214,846,433 | 19,702,681 | 157,027,512 | 121,823,765 | 2,869,268,762 | 4,048,810,560 | 49,971,571 | 1,404,951,369 |
| " " per mile of line..... | 61,297 | 41,567 | 47,212 | 88,842 | 94,933 | 111,737 | 82,871 | 43,769 |
| Gross earnings from operation..... | 23,828,222 | 1,382,681 | 15,228,063 | 10,546,988 | 346,885,135 | 682,301,280 | 10,928,242 | 163,655,040 |
| " " per mile of line..... | 6,798 | 2,719 | 4,578 | 11,777 | 13,811 | 18,829 | 18,123 | 5,098 |
| Expenses of operation..... | 14,559,475 | 1,039,218 | 10,085,393 | 9,603,018 | 200,918,950 | 481,728,729 | 3,474,187 | 86,903,040 |
| " " per mile of line..... | 4,164 | 2,317 | 3,032 | 6,835 | 7,399 | 13,294 | 5,761 | 2,707 |
| Net earnings from operation..... | 9,268,747 | 352,463 | 5,142,670 | 6,943,910 | 6,145,966,926 | 200,572,560 | 7,454,055 | 76,752,000 |
| " " per mile of line..... | 2,614 | 743 | 1,546 | 4,912 | 5,812 | 5,535 | 12,362 | 2,391 |
| Ratio expenses to earnings..... per cent. | 61 | 75 | 66 | 58 | 68 | 71 | 32 | 53 |
| Receipts from passengers..... | 11,450,294 | 560,513 | 4,442,970 | 8,041,518 | 114,311,146 | 190,350,960 | 5,141,402 | 54,785,280 |
| " " freight..... | 11,969,799 | 131,295 | 8,901,625 | 8,316,632 | 176,824,527 | 425,517,120 | 5,394,226 | 97,381,440 |
| Number of passengers carried..... | 693,735,806 | 1,650,435 | 15,344,717 | 25,727,045 | 479,396,175 | 1,469,639,916 | 3,231,158 | 371,580,000 |
| " " freight tons carried..... | 4,967,627 | 439,556 | 1,330,268 | 5,532,651 | 158,165,969 | 491,024,070 | 2,752,155 | 65,600,000 |
| Miles of single track..... | 3,864 | 474 | 3,326 | 1,742 | 30,224 | 36,235 | 603 | 29,805 |
| " " double track..... | | | | | | | | 2,294 |
| " " sidings..... | 528 | | | 448 | | | 148 | 6,473 |
| Total train mileage..... | 12,972,723 | 1,059,790 | 7,292,306 | 8,956,472 | | | 2,038,857 | 132,823,600 |
| Average receipts per train mile: | | | | | | | | |
| Total traffic..... | 1.84 | 1.30 | 2.09 | 1.85 | 4.00 | | 5.36 | 1.23 |
| Mileage under construction..... | 211 | | 107 | | | | | 2,765 |
| Accidents: | | | | | | | | |
| Killed..... | 49 | | | | | | | 1,857 |
| Injured..... | 829 | | | 2,406 | | | | 1,664 |

(c) Miles of all track. * Exclusive season tickets. (f) Two or more tracks. (g) Figures for 1910. † Includes workshops and rolling stock. (a) Includes 34,806,004 workmen's weekly and season tickets. ‡ 358 miles in addition to state owned lines. (b) Includes 85,402,235 Metropolitan-Suburban passengers within 20 miles of Melbourne.

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| | PAGE. |
|---|----------------------|
| Freight, received from connecting roads..... | XXVII, 90-115 |
| Fuel for locomotives..... | XLIV-XLV-XXXIX |
| General administration, employees assigned to.... | L-LII |
| General expenses | 50-75 |
| General office clerks, number of..... | LII |
| Gross earnings..... | XXVII, 84-87 |
| Haul average..... | XX |
| Highway crossings, accidents at | XLIX, 132-145 |
| Highway crossings..... | L |
| Income, classification of..... | 76-83 |
| Journey, per passenger, average..... | XXIII |
| Land grants..... | XVI-XVII |
| Leased cars, number of..... | 116-119 |
| Line of proprietary companies..... | 14-21 |
| Line operated under contract..... | 14-21 |
| " " lease..... | 14-21 |
| " " trackage rights..... | 14-21 |
| Location of railways | 3-13 |
| Locomotives, classification of..... | XXXVIII-XLI, 116-119 |
| " per mile of line..... | |
| Machinists, number of..... | XLI |
| Mails—Revenue from carrying..... | XXX, 46-49 |
| Maintenance of equipment, expenditures charged to | XXXII, 54-59 |
| Maintenance of way and structures, expenditure charged to | XXXII, 50-55 |
| Manufactures, movement of..... | XXVI, 90-115 |
| Men employed on railways..... | L-LII |
| Merchandise, movement of..... | XXVI, 90-115 |
| Mileage..... | VII-VIII, 14-21 |
| Mileage classification, of by tracks..... | 14-21 |
| " classification, of by provinces..... | IX, 22-27 |
| " single track..... | VIII, 14-21 |
| " mileage under construction..... | VII |
| " second track..... | IX, 14-21 |
| " all tracks..... | IX, 14-21 |
| " yard tracks and sidings..... | IX, 14-21 |
| Mines, movement of products of..... | 90-115 |
| Miscellaneous obligations | 28-33 |
| Municipal aid, granted and paid..... | XII-XXI, 34-43 |
| Net earnings..... | XXVIII, 46-49 |
| Obligations, equipment trust..... | 28-33 |
| Operating expenses..... | XXXI-XXXVII, 50-75 |
| Other earnings, from freight service..... | XXIX, 46-49 |
| " from passenger service..... | XXIX, 46-49 |
| Other employees, accidents to..... | XLVI-XLIX, 132-145 |
| Overhead obstructions, accidents due to..... | 132-145 |
| Passengers, average journey per..... | XXIII |
| " total number carried..... | XXI-XX, 84-87 |
| " accidents to..... | XLVI, 132-133 |
| Passenger cars, number of | XXXVIII, 116-119 |
| " cars, classification of..... | XXXIX, 116-119 |
| " earnings | XXIII, 46-49 |
| " locomotives..... | 116-119 |
| " revenue | XXIII-XXX, 46-49 |
| " earnings per train mile | XXIII, 46-49 |
| " train mileage..... | 88-89 |
| Proprietary companies, lines of..... | 14-21 |
| Products of agriculture, movement of | XXV, 90-95 |
| " animals, movements of..... | XXV, 96-99 |
| " forests, movements of | XXV, 104-105 |
| " mines, movements of..... | XXV-XXII, 100-103 |
| Provincial government aid, granted and paid..... | XXI-XXI, 34-43 |
| Public service of railways | XXI |
| Railway accidents..... | XLVI-XLIX, 132-145 |
| " classification of..... | 132-145 |
| " comparative summary of | XLVI-XLIX |
| Revenue, average from each passenger carried..... | XXIII |
| " from each ton of freight carried..... | XXIV |
| Second track, number of miles of..... | IX, 14-21 |

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| | PAGE. |
|---|----------------------|
| Section foremen, number of | L-LII |
| Sidings, yard track, mileage of | IX, 14-21 |
| Single-track, number of miles of | IX, 14-21 |
| Station agents, number of | L-LII |
| Station men, accidents to | XLVIII, 132-145 |
| Stations, accidents at | XLVII, 132-145 |
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